

TOWNSHIP OF BLANDFORD-BLENHEIM

COUNCIL MEETING AGENDA

Wednesday, March 20th, 2024

Watch via Live Stream on Township's YouTube:

<https://www.youtube.com/channel/UCdKRVOGAEuFaGbwHRPzoEXA>

3:00 p.m.*

*Training exercise in Closed Session, Regular Meeting to begin after

1. Welcome

2. Call to Order

3. Closed Session (3:00 p.m.)

a. Educating or training members of the council, a local board, or committee [s. 239 (3.1)]

Re: Council Training Exercise

4. Approval of the Agenda

Recommendation:

That the agenda for the March 20th, 2024 Regular Meeting of Council be adopted as printed, and circulated.

5. Disclosure of Pecuniary Interest

6. Minutes

a. [March 6th, 2024 Minutes of Council](#)

Recommendation:

That the minutes of the March 6th, 2024 Regular Meeting of Council be adopted, as printed and circulated.

7. Business Arising from the Minutes

8. Public Meetings

a. **Public Meeting under the Planning Act, Zone Change**

i. [Application for Zone Change – ZN1-24-01 \(Marcotte Smith Holdings Inc.\)](#)

Recommendation:

[Township of Blandford-Blenheim Website](#)

That the Township of Blandford-Blenheim approve the zone change application File No. ZN1-24-01, submitted by Stonecrest Engineering on behalf of Marcotte Smith Holdings Inc., for lands described as Part Lots 8-13, Plan 65, Blandford-Blenheim, to be rezoned from 'Development Zone (D)' to 'Special Restricted Industrial Zone (MR-sp)' to facilitate the construction of a warehouse.

9. Delegations / Presentations

None.

10. Correspondence

a. Specific

None.

b. General

i. Rural Oxford Economic Development Committee, re: November 15, 2023 to January 31, 2024 Economic Development Activity Report;

ii. Frank Gross, Manager of Transportation and Waste Management Services, Oxford Couty, re: 2023 Annual Transportation System Performance;

iii. Shawn Vanacker, Supervisor of Transportation, Oxford Couty, re: 2024 Community Safety Zone Implementation; and,

iv. Thames Valley District School Board, re: 2023/2024 Accommodation Plan.

Recommendation:

That the general correspondence items be received as information.

11. Staff Reports

a. Drew Davidson – Director of Protective Services

i. FC-24-06 – February Monthly Report

Recommendation:

That Report FC-24-06 be received as information.

ii. FC-24-07 – Capital Purchase – Fire Apparatus

Recommendation:

That Report FC-24-07 be received as information; and further,

That Council approve staff to begin the procurement process for the acquisition of one aerial fire apparatus with an expected delivery in 2027.

b. Ray Belanger – Chief Building Official

[i. CBO-24-03 – February Monthly Report](#)

Recommendation:

That Report CBO-24-03 be received as information.

c. Jim Borton – Director of Public Works

[i. PW-24-06 – Emergency Culvert Replacement](#)

Recommendation:

That Report PW-24-04 be received as information; and further,

That the culvert replacement expenditure be drawn from the Public Works Reserve.

d. Denise Krug – Director of Finance

[i. TR-24-03 – Ontario Regulation 284-09](#)

Recommendation:

That Report TR-24-03 be received as information; and further,

That Report TR-24-03, with respect to Ontario Regulation 284/09 for the budget year 2024, be adopted.

[ii. TR-24-04 – Statement issued with Respect to 2023 Salaries, Benefits & Expenses](#)

Recommendation:

That Report TR-24-04 be received as information.

[iii. TR-24-05 – Indexing of Development Charges](#)

Recommendation:

That Report TR-24-05 be received as information.

[iv. TR-24-06 – 2023 Annual Development Charges Report](#)

Recommendation:

That Report TR-24-06 be received as information; and further,

That the Report is posted on the website for public information.

12. Reports from Council Members

13. Unfinished Business

14. Motions and Notices of Motion

15. New Business

16. Closed Session

a. Report CAO-24-13 - Personal matters about an identifiable individual, including municipal employees [s. 239 (2)(b)]

Re: Staff

b. Report CAO-24-14 - Advice that is subject to solicitor-client privilege, including communications necessary for that purpose [s. 239 (2)(f)]

Re: Municipal Roads

17. By-laws

a. [2426-2024, Being a By-law to amend Zoning By-Law Number 1360-2002, as amended \(ZN1-24-01 - Marcotte Smith Holdings Inc.\); and,](#)

b. [2427-2024, Being a By-law to confirm the proceedings of Council.](#)

Recommendation:

That the following By-laws be now read a first and second time: 2426-2024 & 2427-2024.

Recommendation:

That the following By-laws be now given a third and final reading: 2426-2024 & 2427-2024.

18. Other

19. Adjournment and Next Meeting

Wednesday, April 3rd, 2024 at 4:00 p.m.

Recommendation:

Whereas business before Council has been completed at _____ pm;

Be it hereby resolved that Council adjourn to meet again on Wednesday, April 3rd, 2024 at 4:00 p.m.

MINUTES

Council met at 4:00 p.m. for their first Regular Meeting of the month.

Present: Mayor Peterson, Councillors Banbury, Barnes, Demarest and Young.

Staff: Baer, Belanger, Borton, Brick, Davidson, Degier, Krug, and Matheson.

Other: Robson, Planner.

Mayor Peterson in the Chair.

1. Welcome

2. Call to Order

3. Approval of the Agenda

RESOLUTION #1

Moved by – Councillor Barnes
Seconded by – Councillor Demarest

Be it hereby resolved that the agenda for the March 6th, 2024 Regular Meeting of Council be adopted as amended, with the deletion of item 10. c. ii.

.Carried

4. Disclosure of Pecuniary Interest

None.

5. Adoption of Minutes

a. February 21st, 2024 Minutes of Council

RESOLUTION #2

Moved by – Councillor Barnes
Seconded by – Councillor Demarest

Be it hereby resolved that the minutes of the February 21st, 2024 Meeting of Council be adopted, as printed and circulated.

.Carried

6. Business Arising from the Minutes

None.

7. Public Meetings

- a. Public Meeting under the Drainage Act, Court of Revision
 - i. Mitchell Drain

Court of Revision members opened the Court. Appellant Doehn presented his case, MacIntrye, Drainage Engineer presented the rationale behind the Doehn assessment. Chairperson Peterson asked for verbal appeals. No one in attendance put forth a verbal appeal. The Court rejected the Doehn appeal and sustained the assessment as outlined in the Engineer's Report then adjourned.

RESOLUTION #3

Moved by – Councillor Barnes
Seconded by – Councillor Demarest

Be it hereby resolved that pursuant to the provision of Section 52 of the Drainage Act, R.S.O. 1990, as amended, Chapter D. 17, the Court of Revision for the purposes of hearing appeals to the Mitchell Drain is convened at 4:04 p.m.;

That Council appoint Mayor Mark Peterson, Councillor Nancy Demarest, and North Dumfries Councillor Alida Wilms serve on the Court of Revision for the Mitchell Drain;

And that Mayor Mark Peterson be appointed as the Chair of the Court of Revision.

.Carried

RESOLUTION #4

Moved by – Councillor Wilms (North Dumfries Member)
Seconded by – Councillor Demarest

Be it hereby resolved that the appeal of Gordon Doehn, owner of CON 12 NE PT LOT 3 RP41R3867 PART 1, be rejected by the Court of Revision for the Mitchell Drain; and,

That the Court of Revision for the Mitchell Drain sustain the assessment as outlined in the report of K. Smart dated December 15, 2023.

.Carried

RESOLUTION #5

Moved by – Councillor Wilms (North Dumfries Member)
Seconded by – Councillor Demarest

Be it hereby resolved that the Court of Revision on the Mitchell Drain be adjourned at 4:38 p.m.

.Carried

i. Baker Drain

Court of Revision members opened the Court, Chairperson Peterson asked for verbal appeals. No one in attendance put forth an appeal. The Court sustained the assessment as outlined in the Engineer's Report and adjourned.

RESOLUTION #6

Moved by – Councillor Demarest
Seconded by – Councillor Barnes

Be it hereby resolved that pursuant to the provision of Section 52 of the Drainage Act, R.S.O. 1990, as amended, Chapter D. 17, the Court of Revision for the purposes of hearing appeals to the Baker Drain is convened at 4:38 p.m.; and,

That Council appoint Mayor Mark Peterson, Councillor Bruce Banbury, Councillor Daryl Barnes, Councillor Nancy Demarest and Councillor Tina Young serve on the Court of Revision for the Baker Drain; and further,

And that Mayor Mark Peterson be appointed as the Chair of the Court of Revision.

. Carried

RESOLUTION #7

Moved by – Councillor Demarest
Seconded by – Councillor Barnes

Be it hereby resolved that the Court of Revision for the Baker Drain sustain the assessment as outlined in the report of K. Smart dated January 9, 2024.

. Carried

RESOLUTION #8

Moved by – Councillor Demarest
Seconded by – Councillor Barnes

Be it hereby resolved that the Court of Revision on the Baker Drain be closed at 4:40 p.m.

. Carried

b. Public Meeting under the Development Charges Act, 1997

- i. Sean-Michael Stephen, Manager at Watson & Associates Economists Ltd. – Presentation of proposed 2024 Development Charge & Background Study

Stephen presented the Development Charge Background Study findings and next steps in the process of implementing new development charges. Stephen provided an overview of draft development charge calculations, reviewed the policies, and provided an estimated financial impact of proposed development charge policies.

RESOLUTION #9

Moved by – Councillor Demarest
Seconded by – Councillor Barnes

Be it hereby resolved that the Township of Blandford-Blenheim 2024 Development Charge Background Study be received as information.

. Carried

c. Delegation

- i. David Mayberry, Mayor, Township of South-West Oxford, Re: SWIFT Program Overview and Update

Mayor Mayberry presented information and considerations regarding the SWIFT program.

RESOLUTION #10

Moved by – Councillor Demarest
Seconded by – Councillor Barnes

Be it hereby resolved that the presentation from David Mayberry be received as information.

. Carried

d. Public Meeting under the Planning Act, Zone Change

- i. Application for Zone Change – ZN1-23-18 (Fizcere & Sons Ltd.)

The Planner presented the report, recommending approval. The applicants were not present. Council had no question or comment. No one in attendance spoke for or against the application. The Members approved the zone change.

RESOLUTION #11

Moved by – Councillor Banbury
Seconded by – Councillor Young

Be it hereby resolved that Council rise and go into a Public Meeting under the Planning Act to consider application for zone change:

ZN1-23-18 (Ficzere & Sons Ltd).;

And that Mayor Peterson Chair the Public Meeting.

.Carried

RESOLUTION #12

Moved by – Councillor Banbury
Seconded by – Councillor Young

Be it hereby resolved that the Public Meeting be adjourned and that the Regular Meeting of Council reconvene.

.Carried

RESOLUTION #13

Moved by – Councillor Banbury
Seconded by – Councillor Young

Be it hereby resolved that the Township of Blandford-Blenheim Council approve the zone change application submitted by Ficzere & Sons Ltd., whereby the lands described as Part Lot 13, Concession 1 (Blenheim), in the Township of Blandford-Blenheim, are to be rezoned from 'General Agricultural Zone (A2)' to 'Residential Type 1 Zone (R1).'

.Carried

8. Delegations / Presentations

- ii. Helmut Schneider, Pro Wind Renewables, Re: Renewable Energy

Schneider of Pro Wind Renewables presented a proposition to bring renewable wind energy to Blandford-Blenheim. Council directed Scheider to bring further information at a subsequent meeting.

RESOLUTION #14

Moved by – Councillor Banbury

Seconded by – Councillor Young

Be it hereby resolved that the presentation from Helmut Schneider of Pro Wind Renewables be received as information.

.Carried

9. Correspondence

a. Specific

None.

b. General

None.

10. Staff Reports

a. Adam Degier – Drainage Superintendent

i. DS-24-07 – Monthly Report

RESOLUTION #15

Moved by – Councillor Banbury
Seconded by – Councillor Young

Be it hereby resolved that Report DS-24-07 be received as information.

.Carried

ii. DS-24-08 – Princeton Phase 3 Tender

RESOLUTION #16

Moved by – Councillor Banbury
Seconded by – Councillor Young

Be it hereby resolved that Report DS-24-08 be received as information; and further,

That the Township accept the tender bid of \$3,765,126.88 not including HST submitted by Viewcon Construction Ltd.; and further,

That the Township's CAO be permitted to sign the tender documents contract binding the Township and Viewcon Construction Ltd. to the project.

.Carried

b. Jim Borton – Director of Public Works

- i. PW-24-05 – Monthly Report

RESOLUTION #17

Moved by – Councillor Young
Seconded by – Councillor Banbury

Be it hereby resolved that Report PW-24-05 be received as information.
.Carried

c. Trevor Baer – Director of Community Services

- i. CS-24-03 – Monthly Report

RESOLUTION #18

Moved by – Councillor Young
Seconded by – Councillor Banbury

Be it hereby resolved that Report CS-24-03 be received as information.
.Carried

d. Josh Brick – Chief Administrative Officer

- i. CAO-24-11 – Municipal Budget Update

RESOLUTION #19

Moved by – Councillor Young
Seconded by – Councillor Banbury

Be it hereby resolved that Report CAO-24-11 be received as information;
and,

That Council directs the Chief Administrative Officer to proceed with
establishing the Strategic Plan Working Group, as outlined in Report CAO
24-11.

.Carried

11. Reports from Council Members

Mayor Peterson reported that the Drumbo Lion's Auction will be happening
Friday March 29th at the Drumbo Agricultural Hall.

12. Unfinished Business

None.

13. Motions and Notices of Motion

None.

14. New Business

None.

15. Closed Session

None.

16. Other Business

None.

17. By-laws

- a. 2423-2024, Being a By-law to regulate the sale and use of fireworks in the Township of Blandford-Blenheim;
- b. 2424-2024, Being a By-law to amend Zoning By-Law Number 1360-2002, as amended (Ficzere & Sons Ltd.);
- c. 2425-2024, Being a By-law to confirm the proceedings of Council.

RESOLUTION #20

Moved by – Councillor Young
Seconded by – Councillor Banbury

Be it hereby resolved that the following By-laws be now read a first and second time:

- a. 2423-2024, Being a By-law to regulate the sale and use of fireworks in the Township of Blandford-Blenheim;
- b. 2424-2024, Being a By-law to amend Zoning By-Law Number 1360-2002, as amended (Ficzere & Sons Ltd.);
- c. 2425-2024, Being a By-law to confirm the proceedings of Council.

.Carried

RESOLUTION #21

Moved by – Councillor Young
Seconded by – Councillor Banbury

Be it hereby resolved that the following By-laws be now read a third and final time:

- a. 2423-2024, Being a By-law to regulate the sale and use of fireworks in the Township of Blandford-Blenheim;
- b. 2424-2024, Being a By-law to amend Zoning By-Law Number 1360-2002, as amended (Ficzere & Sons Ltd.);
- c. 2425-2024, Being a By-law to confirm the proceedings of Council.

.Carried

18. Adjournment and Next Meeting

RESOLUTION #22

Moved by – Councillor Young
Seconded by – Councillor Banbury

Whereas business before Council has been completed at 6:12 p.m.; and,

That Council adjourn to meet again on Wednesday, March 20th, 2024 at 3:00 p.m.

.Carried

Mark Peterson, Mayor
Township of Blandford-Blenheim

Sarah Matheson, Clerk
Township of Blandford-Blenheim

To: Mayor and Members of Township of Blandford-Blenheim Council

From: Dustin Robson, Development Planner, Community Planning

Application for Zone Change ZN1-24-01 – Marcotte Smith Holdings Inc.

REPORT HIGHLIGHTS

- The Zone Change Application has been requested to rezone the subject lands from 'Development Zone (D)' to 'Special Restricted Industrial Zone (MR-sp)' to facilitate the establishment of a warehouse.
- Site-specific provisions are being requested to recognize the reduced lot depth and lot area. A special provision is also being requested to reduce the minimum front yard depth from 10 m (32.8 ft) to 9 m (29.5 ft).
- Planning staff are generally supportive of the proposed rezoning as the proposed land use is consistent with the intent of the Provincial Policy Statement and the County's Official Plan with respect to permitted land uses within a designated settlement area.

DISCUSSION

Background

APPLICANT/OWNER:

Marcotte Smith Holdings Inc.
1545 Villa Nova Road, Wilsonville, ON N0E 1Z0

AGENT:

Stonecrest Engineering Inc.
Unit 2 – 440 Wright Boulevard, Stratford, ON N4Z 1H3

LOCATION:

The subject lands are described as Part Lots 8-13, Plan 65, Township of Blandford-Blenheim. The property is located on the north side of Railway Street West, lying to the west of Main Street South. The lands are currently not municipally addressed.

COUNTY OF OXFORD OFFICIAL PLAN:

Schedule "C-3"

County of Oxford
Settlement Strategy Plan

Village

Schedule "B-1" Township of Blandford-Blenheim Settlement
Land Use Plan

TOWNSHIP OF BLANDFORD-BLENHEIM ZONING BY-LAW NO. 1360-2002:

Existing Zoning: Development Zone (D)

Proposed Zoning: Special Restricted Industrial Zone (MG-sp)

PROPOSAL:

The Zone Change Application has been requested to rezone the subject lands from 'Development Zone (D)' to 'Special Restricted Industrial Zone (MR-sp)' to facilitate the construction of a warehouse, approximately 371.6 m² (4,000 ft²) in size and 6.3 m (20.6 ft) in height. The warehouse would be used to store components from a motor vehicle business located off-site. Special provisions are being proposed to recognize the existing deficient lot depth and lot area. A special provision is also requested to reduce the required front yard depth from 10 m (32.8 ft) to 9 m (29.5 ft).

The subject lands are approximately 3,478 m² (0.8 ac) in size and is currently vacant of any buildings and structures. Surrounding land uses are comprised of the CN Rail corridor to the north, and lands zoned 'Development Zone (D)' to the east and south. The 'D' zoned lands to the south are currently subject to applications proposing to permit a residential subdivision, however, the applications have not proceeded to a Public Meeting to date.

Plate 1, Location Map & Existing Zoning, shows the location of the subject property and the existing zoning in the immediate vicinity.

Plate 2, Aerial Photography (2020), provides an aerial view of the subject lands and surrounding area.

Plate 3, Applicant's Sketch – Site Plan, shows a conceptual plan of the development proposal and the site layout.

Plate 4, Applicant's Sketch – Elevations, shows elevation drawings from north, south, east, and west.

Application Review

PROVINCIAL POLICY STATEMENT

The 2020 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Under Section 3 of the Planning Act, where a municipality is exercising its authority affecting a planning matter, such decisions "shall be consistent with" all policy statements issued under the Act.

Section 1.1.1 states that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term;

- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

Section 1.1.3.2 directs that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

Section 1.3.1 states that planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
- e) ensuring the necessary infrastructure is provided to support current and projected needs.

Section 1.7.1 directs that long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- f) promoting the redevelopment of brownfield sites;
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;
- h) providing opportunities for sustainable tourism development;
- i) sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network;
- j) promoting energy conservation and providing opportunities for increased energy supply;
- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and
- l) encouraging efficient and coordinated communications and telecommunications infrastructure.

Official Plan

The subject property is located within Princeton, which is a designated 'Village' within the County Official Plan. The Official Plan identifies Villages as settlements characterized by a broader range of land uses and activities, and which have been developed in depth as well as through infilling. Villages are settlements which are predominantly serviced by individual private sewage disposal systems and by either individual wells or existing centralized water supply facilities. Princeton is serviced by municipal water, however, private septic systems are required.

Pursuant to Section 2.1.6, efficient use shall be made of existing and planned transportation infrastructure. Freight-intensive land uses will be focused in areas well served by major highways, airports, and rail facilities.

Section 6.4 outlines that permitted industrial uses within Villages and Serviced Villages will primarily consist of: assembling, manufacturing, fabricating, processing, repair activities, environmental industries, wholesaling, storage and warehousing industries, construction industries, communication, logistic and utility industries, transportations and cartage industries, and technological service industries. Ancillary uses to these permitted uses are also permitted.

When reviewing proposed new or expanding existing industrial uses within a Village or a Serviced Village, Staff review the proposal against the following criteria:

- Industrial areas or uses will be sufficiently setback from residential uses in the general vicinity to mitigate potential conflicts resulting from noise, dust, vibration, odour or vehicular traffic associated with the industrial activity. Industrial areas or uses will be protected from encroachment by non-compatible uses.

- Where feasible, industrial and residential uses will be separated by an intervening use such as service commercial or institutional uses which are compatible.
- The industrial area will generally have direct access to a major road designated on Schedules B-2, B-3, E-2, E-3, N-2, S-2, Z-2, and Z-3 or a Provincial Highway or County Road designated on Schedule C-4, County Transportation Network Plan.
- The number of individual access points for industrial uses to a Provincial Highway or County Road designated on Schedule C-4, County Transportation Network Plan will generally be restricted. New development within industrial areas will be promoted through the establishment of internal service roads providing access to the major road network.
- In addition to the locational criteria for industrial areas or uses, the following criteria will be satisfied prior to permitting industrial development:
 - Where proposed industrial development is near to existing or planned residential, open space or institutional uses, adequate buffering through distance separation, fencing or landscaping, and building or site design shall be provided to minimize potential nuisance.
 - Adequate water supply and sewage disposal facilities and solid and liquid waste disposal shall be available and satisfactory to the County and/or the Ministry of the Environment. Where centralized water and/or wastewater treatment facilities are not available for industrial uses, private water supply and on-site sewage disposal facilities shall satisfy the requirements of the County and the Board of Health and the policies of Section 3.2, Environmental Resource Policies relating to water quality and quantity, as appropriate. Where private services are proposed, industrial uses shall be limited to those that are “dry” in nature.
 - Adequate off-street parking and loading facilities shall be required by the Zoning By-Law.
 - Buildings will be sufficiently setback from the streetline to ensure that landscaping in the form of berming and/or vegetative screening can be incorporated into yards and parking areas directly adjacent to the streetline.
 - The number of direct access points will be limited and designed to minimize hazards to vehicular and pedestrian traffic.
 - Industrial development will be consistent with the Environmental Resource Protection policies and Environmental Constraints policies of Section 3.2.

Zoning By-law

The subject lands are currently zoned ‘Development Zone (D).’ The purpose of the D zone is to act as a placeholder zoning, which allows limited uses. Such permitted uses within the D zone include an existing single detached dwelling, a home occupation, a public use, a seasonal produce stand, and a farm, excluding the keeping of any livestock or the construction of any buildings/structures.

The Zone Change Application proposes to rezone the entire subject lands to 'Special Restricted Industrial Zone (MR-sp).' The purpose of the rezoning is to facilitate the construction of a warehouse. The MR zone requires a minimum lot area of 2,700 m² (39,828 ft²), a minimum lot frontage of 40 m (131.2 ft), and a minimum lot depth of 50 m (164 ft). Special provisions are proposed to recognize the existing 3,478 m² (37,436.8 ft²) lot area and 29.3 m (96.1 ft) lot depth. A special provision is also requested to reduce the required minimum front yard depth from 10 m (32.8 ft) to 9 m (29.5 ft).

Parking for a warehouse is calculated at a rate of 1 parking space per 185 m² (968.8 ft²) of gross floor area. Given that the warehouse is proposed to be 371.6 m² (4,000 ft²) in size, a minimum of four parking spaces is required. One loading space is also required. The applicant is proposing four parking spaces, including one accessible space, and a loading space.

Agency Comments

CN Rail has noted the following:

- A minimum 15 metre building setback, from the railway right-of-way, is recommended for warehouse, manufacturing and repair use (i.e. factories, workshops, automobile repair and service shops).
- A chain link fence of minimum 1.83 metre height is required to be installed and maintained along the mutual property line.
- The storm water management facility must be designed to control storm water runoff to pre-development conditions including the duration and volume of the flow and accordingly have no impacts on CN right of way, including ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from CNR and be substantiated by a drainage report to the satisfaction of the Railway.
- While CN has no noise and vibration guidelines that are applicable to non-residential uses, it is recommended the proponent assess whether railway noise and vibration could adversely impact the future use being contemplated (hotel, laboratory, precision manufacturing). It may be desirable to retain a qualified acoustic consultant to undertake an analysis of noise and vibration and make recommendations for mitigation to reduce the potential for any adverse impact on future use of the property.

The Township Director of Public Works has indicated no concerns with the proposal but did note Township Public Works has agreed to let the applicant use Railway St. in it's current state with the conditions that no heavy trucks (transports) make deliveries, that daily traffic is limited and should the need for the applicant to increase it's volume of trips or type of delivery vehicles they will be responsible for providing road improvements.

The Township Drainage Superintendent, Township Chief Building Official, Canada Post, Oxford County Public Works Department, and Southwestern Public Health had no concerns regarding the proposal.

Public Consultation

Notice of the proposal was provided to the public and surrounding lands owners in accordance with the requirements of the Planning Act. At the time of writing this report, no comments or concerns had been received from the public.

Planning Analysis

Planning staff are satisfied that the proposal represents appropriate industrial development on the lands and that the proposed development will utilize the existing and planned for infrastructure within the Village, which is an efficient use of the subject lands and the existing service facilities within the Village of Princeton. Further staff are of the opinion that the proposal will promote and diversify economic development within the Township and will facilitate a mix and range of employment uses, which is consistent with the policy direction of the Provincial Policy Statement.

The subject lands are designated as Settlement in the County's Official Plan, which are intended for the development of a mix of residential and employment (industrial, commercial, etc.) land uses, including warehousing, which is consistent with the use proposed by the applicant. The proposed warehouse is proposed to be used for storage of a business elsewhere and will not be receiving clients meaning the traffic flow to and from the site will be limited and scale and restricted to employees a couple of times a week.

To further ensure that the proposed development is compatible with existing neighbouring land uses, planning staff are recommending that a site-specific amending by-law be prepared to restrict land uses to only permit the development of a warehouse, rather than the complete list of permitted uses in the 'MR' zone. Additional site-specific provisions are recommended to also limit the warehouse to the scale as proposed with the subject application. Further, the site-specific amending By-law shall recognize the existing lot depth and lot size of the subject lands.

Staff are recommending a special zoning provision on the lands to ensure that the use is only for a warehouse. To ensure this, staff are recommending a provision that would prohibit any retail, wholesale, or office uses accessory to the warehouse use. Further, staff are recommending that the open storage of goods, materials, and motor vehicles be prohibited on-site and all storage must be within the building. The inclusion of said provision is intended to ensure an orderly site. This provision would not apply to motor vehicles occupying required legal parking spaces.

The western portion of Railway Street West is currently a road not built to Township standards. The Township Director of Public Works has reviewed the application and has advised that there are no objections to use the road in its current state provided that no heavy trucks are used for deliveries and traffic is minimal. The applicant has been advised that should either the volume of traffic or the vehicles used for deliveries change and upgrades to the road are required that it will be the applicant responsible for said upgrades.

The subject lands are notable for their shallow lot depth and proximity to the rail corridor. Staff believe that uses which have human habitation or high customer traffic would not be suited for such a location given the potential for nuisance from the rail corridor (noise, vibration, etc.). Given this, the proposed use of a warehouse with minimal traffic to and from the site is an effective use of the lands as the potential for conflict between the two uses would be minimal in staff's opinion.

Overall, Planning staff are satisfied that the proposed industrial use is in-keeping with the policy direction of both the Provincial Policy Statement and the County's Official Plan and staff are of

the opinion that the subject lands are situated in an appropriate location to accommodate the proposed warehouse use. It is also the opinion of staff that opportunity exists to facilitate the proposed development while having minimal impact on neighbouring sensitive land uses and that the proposal can be supported from a planning perspective, subject to the proposed site-specific provisions to limit the development of the property warehouse use.

RECOMMENDATIONS

That the Council of the Township of Blandford-Blenheim approve the zone change application File No. ZN1-24-01, submitted by Stonecrest Engineering on behalf of Marcotte Smith Holdings Inc., for lands described as Part Lots 8-13, Plan 65, Blandford-Blenheim, to be rezoned from 'Development Zone (D)' to 'Special Restricted Industrial Zone (MR-sp)' to facilitate the construction of a warehouse.

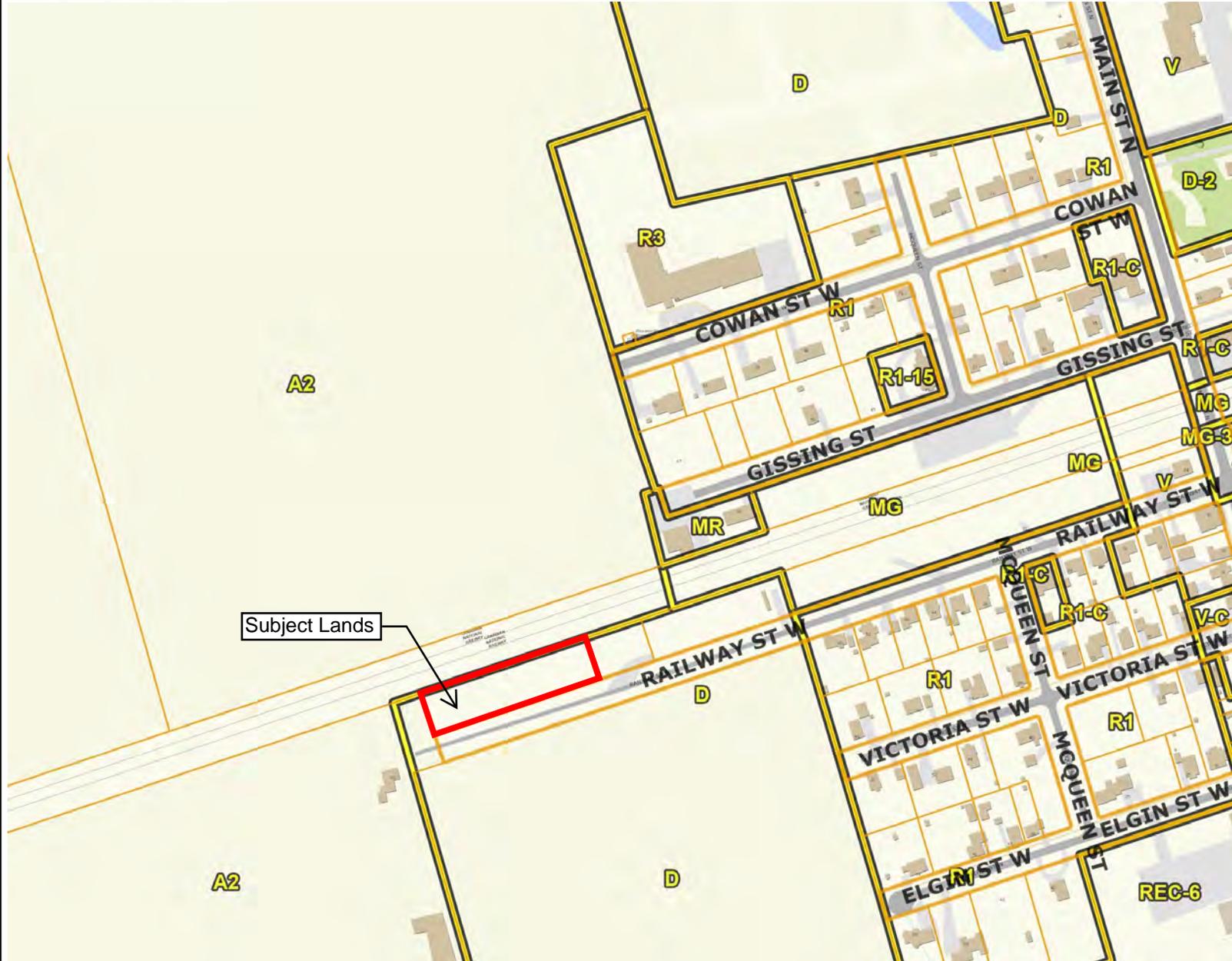
SIGNATURES

Authored by: *'original signed by'*

Dustin Robson, MCIP, RPP
Development Planner

Approved for submission by: *'original signed by'*

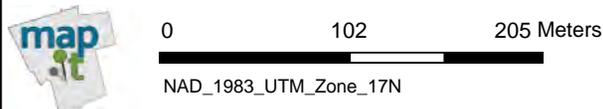
Eric Gilbert, MCIP, RPP
Manager of Development Planning



Legend

- Parcel Lines**
 - Property Boundary
 - Assessment Boundary
 - Unit
 - Road
 - Municipal Boundary
- Zoning Floodlines**
- Regulation Limit**
 - 100 Year Flood Line
 - ▲ 30 Metre Setback
 - Conservation Authority Regulation Limit
 - Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

Notes



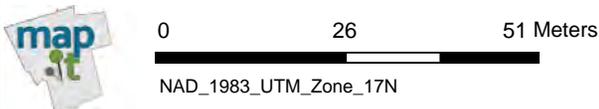
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey



Legend

- Parcel Lines**
 - Property Boundary
 - Assessment Boundary
 - Unit
 - Road
 - Municipal Boundary
- Zoning Floodlines Regulation Limit**
 - 100 Year Flood Line
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Notes



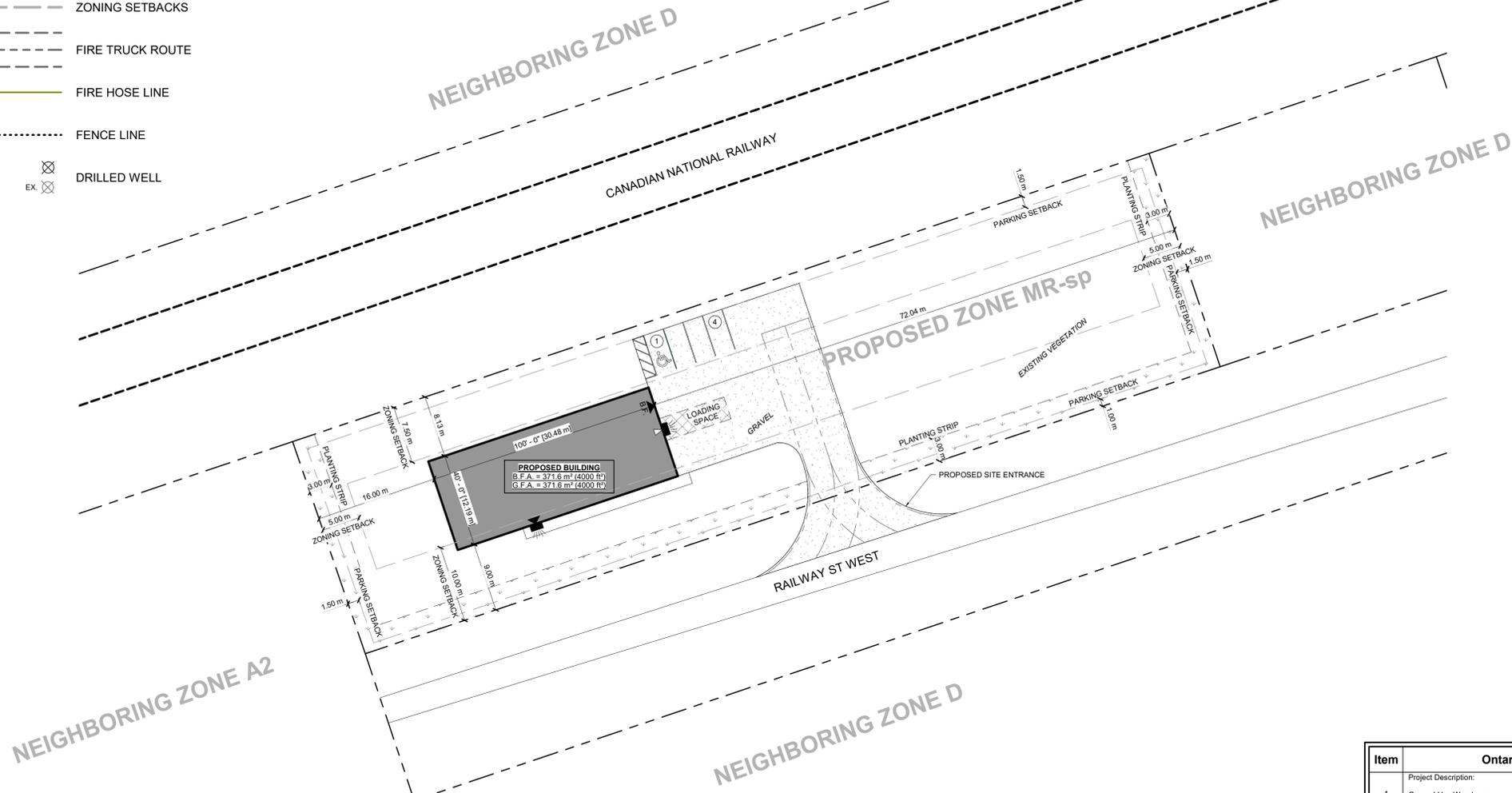
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

February 2, 2024

SITE LEGEND

- LOADING SPACE
- OVERHEAD DOOR
- EXTERIOR BUILDING LIGHT
- PROPERTY LINE
- ZONING SETBACKS
- FIRE TRUCK ROUTE
- FIRE HOSE LINE
- FENCE LINE
- DRILLED WELL
- PARKING SPACE TAGS
- BARRIER FREE PARKING SPACE
- DECIDUOUS TREE / PLANTING
- CONIFEROUS TREE / PLANTING
- FIRE HYDRANT
- EXTERIOR DOOR / B.F. ENTRANCE
- UNOBSTRUCTED FIRE FIGHTER ACCESS DOOR/WINDOW / PANEL

NOTE:
 • SITE SCHEMATIC DRAWING FOR REPRESENTATION PURPOSE ONLY AND IS NOT TO SCALE. ALL DIMENSIONS ARE APPROX. AND ARE TO BE SITE VERIFIED.
 • ADDITIONAL 3RD PARTIES HAVING JURISDICTION ON THE PROPERTY MAY AFFECT FINAL BUILDING PLACEMENT AND ARE TO BE CONSULTED PRIOR TO CONSTRUCTION. SUCH PARTIES OR STUDIES MAY INCLUDE (BUT ARE NOT LIMITED TO): CONSERVATION AUTHORITIES, SERVICE PROVIDERS, MEDIA, MTO, MOE, ENVIRONMENTAL IMPACT AGENCIES, GEO-TECHNICAL (SLOPE STABILITY), EROSION/SEDIMENT, GROUND WATER IMPACT, WELL HEAD PROTECTION, NOISE VIBRATION, TRAFFIC IMPACT, FUNCTIONAL SERVICING AND ODOUR



ZONING:
 MG - INDUSTRIAL ZONE (REFER TO ZONING INFO TABLE FOR DETAILS)
OFF-STREET PARKING: (AS PER ZBL SECTION 5.18.2.1)
PROPOSED BUILDING (WAREHOUSE):
 WAREHOUSE = 371.6m² x 1 SPACE /185m² = 3 SPACES
 TOTAL PROPOSED REQUIRED = 3 SPACES
 TOTAL PROPOSED PROVIDED = 3 SPACES
BARRIER FREE (AS PER ZBL SECTION 5.18.2.2.2):
 TOTAL REQUIRED PARKING SPACES (1 - 12 SPACES) = 1 SPACES
 THEREFORE, REQ'D NO. OF BARRIER FREE SPACES = 1 SPACE

NOTES:
 PLEASE READ NOTE PAGE AT BEGINNING OF DRAWING SET FOR ALL NOTES REGARDING THIS PROJECT

NO.	DATE	ISSUED FOR ZONE CHANGE	DESCRIPTION:



DRAFT - NOT FOR CONSTRUCTION

PROFESSIONAL ENGINEER'S SEAL

CLIENT: MARCOTTE SMITH HOLDINGS INC.
 LOCATION: RAILWAY ROAD, PRINCETON
 PROJECT NAME: INDUSTRIAL DEVELOPMENT
 PROJECT STATUS AND VERSION: PRELIMINARY DRAWINGS

DESIGNED BY: I.E.
 PRINT DATE: JANUARY 26, 2024
 PAGE DESCRIPTION: SITE PLAN
 SCALE: AS NOTED
 FILE: 8320-1
 PAGE NUMBER:

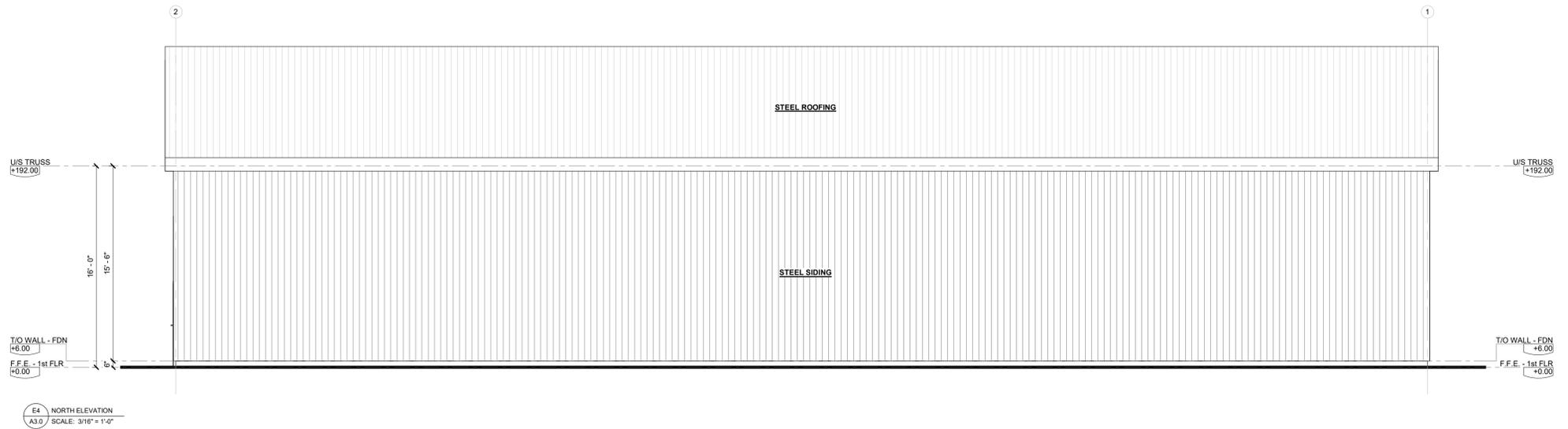
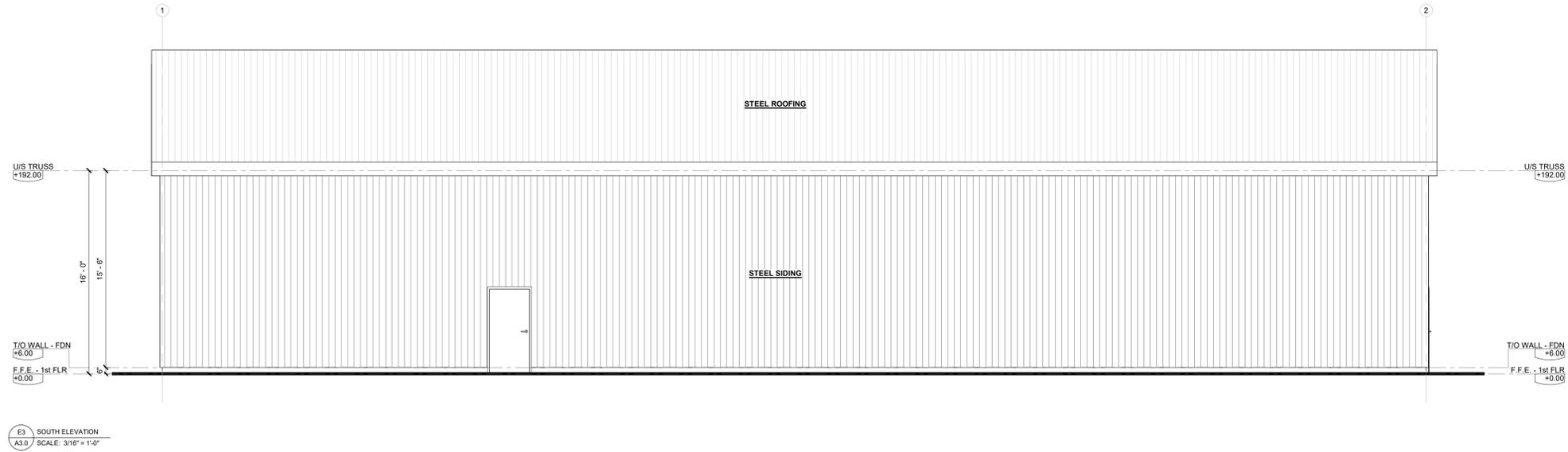
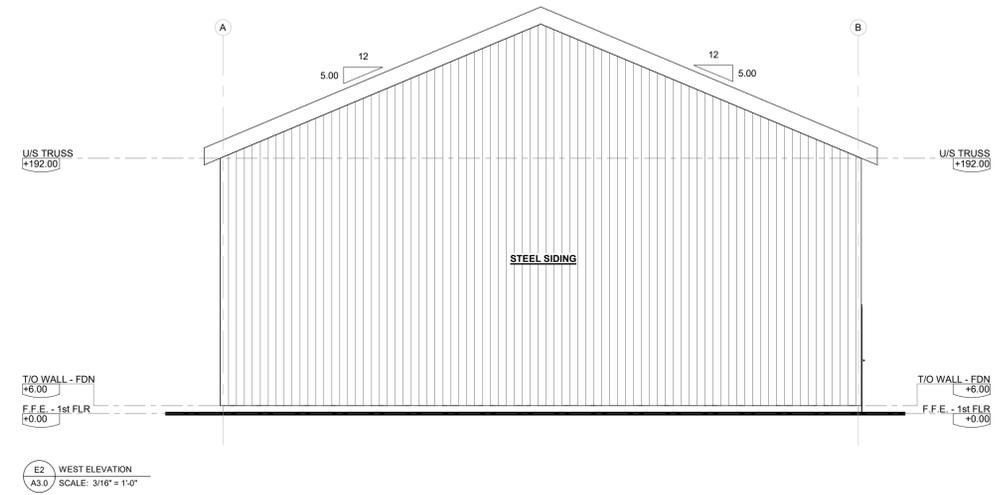
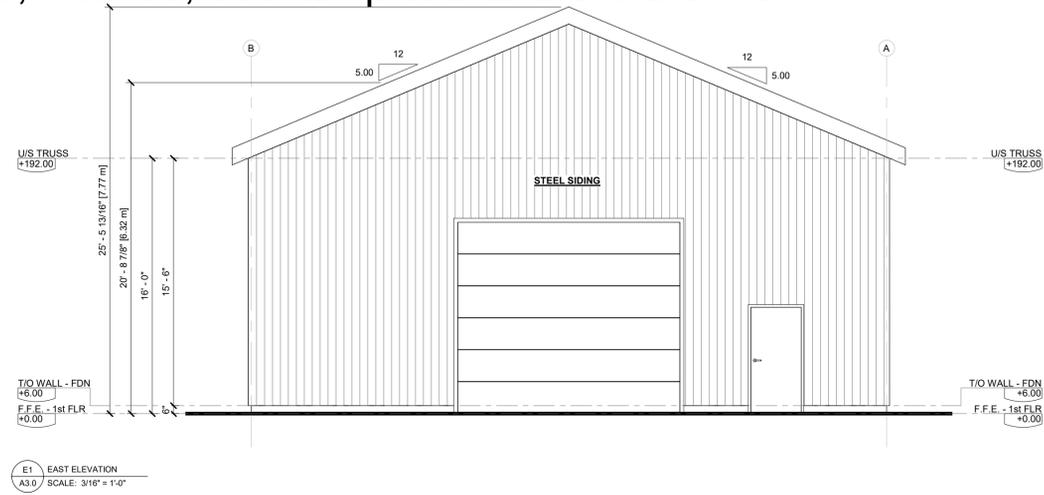
CONTRACTOR TO CHECK ALL DIMENSIONS AND ELEVATIONS AND REPORT ANY DISCREPANCIES TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK
 DO NOT SCALE THE DRAWINGS

Plate 3: Applicant's Sketch - Site Plan
 File No. ZN1-24-01 (Marcotte Smith Holdings Inc.)
 Lots 8-13, Plan 65, Township of Blandford-Blenheim

	ZONING BY-LAW	EXISTING	PROPOSED	COMPLIES
LOT AREA (MIN.)	3700 m ²	+/- 3478 m ²	+/- 3478 m ²	NO
LOT FRONTAGE (MIN.)	40 m	+/- 118.34 m	+/- 118.34 m	YES
FRONT YARD SETBACK	10 m	N/A	9 m	NO
INT. SIDE YARD SETBACK	5 m	N/A	25 m	YES
EXT. SIDE YARD SETBACK	10 m	N/A	N/A	YES
REAR YARD SETBACK	7.5 m	N/A	8.1 m	YES
LOT DEPTH (MIN.)	50 m	+/- 29.31 m	+/- 29.31 m	NO
BUILDING FLOOR AREA	NO PROVISIONS	N/A	371.6 m ² (4000 ft ²)	YES
GROSS FLOOR AREA	NO PROVISIONS	N/A	371.6 m ² (4000 ft ²)	YES
LOT COVERAGE (ALL BLDGS)	NO PROVISIONS	N/A	10.7%	YES
LOT COVERAGE (ACCESSORY)	NO PROVISIONS	N/A	10.7%	YES
BUILDING HEIGHT (MAX.)	15.0 m	N/A	10 m (MAX.)	YES
NUMBER OF PARKING SPACES	SEE 5.18 OF ZBL	REFER TO CALC'S	REFER TO CALC'S	YES
BARRIER FREE SPACES	SEE 5.18 OF ZBL	REFER TO CALC'S	REFER TO CALC'S	YES
NUMBER OF LOADING SPACES	SEE 5.18 OF ZBL	1	1	YES
LANDSCAPED AREA	10% (MIN.)	-- m ² +/-	-- m ² +/-	YES
GRANULAR AREA	NO PROVISIONS	-- m ² +/-	-- m ² +/-	YES
PAVED AREA	NO PROVISIONS	-- m ² +/-	-- m ² +/-	YES

Item	Ontario Building Code Matrix	OBC Reference
1	Project Description: General Use Warehouse	New Addition Part 3 Part 9
2	Major Occupancy(s): Group F2	3.1.2.1(1)
3	Building Area (m ²): Exist: --m ² Proposed: 371.6m ² Total: 371.6m ² (4000ft ²)	
4	Gross Area (m ²): Exist: --m ² Proposed: 371.6m ² Total: 371.6m ² (4000ft ²)	
5	Number of Storeys: Above Grade: 1 Below Grade: 0	
6	Height of Building (m): 0m (0' - 0") (Finished Grade to Parapet)	
7	Number of Streets / Access Routes: 1 Street 2 Streets 3 Streets	3.2.2.10, 3.2.2.71
8	Building Classification: Group: --, Division: --	
9	Sprinkler System Proposed: NFPA 13 NFPA --	3.2.2.71
10	Standpipe Required: Yes No	3.2.9.1(1)
11	Fire Alarm Required: Yes No	3.2.4.1(2)
12	Water Service / Supply Adequate: Yes No N/A	3.2.5.7
13	High Building (3.2.6.): Yes No	3.2.6.1(1)
14	Permitted Construction: Proposed Construction: Mezzanine(s) Area(s):	3.2.2.71
15	Permitted Construction: Occupant Load: Existing: -- persons Based on m ² / Person	Not to be occupied on a regular or consistent basis
16	1st Storey:	
17	Washrooms: Number of Fixtures	No occupancy on continuous basis; not req'd
18	Barrier Free Design: Yes No	3.8.1.1(1)
19	Concealed Space (Floor / Ceiling as a Plenum): Yes No	
20	Hazardous Substances: Yes No	National Fire Code, Ontario Fire Code
21	Additional Fire Separations Required:	
22	Required Fire Resistance Rating (FRR)	N/A - Single Storey
23	Walls: Area of EBF (m ²), LD (m), L/H, Permitted Max. % of Openings, Proposed Max. % of Openings, FRR (Hours), Listed Design of Descrip., Noncombustible Required	

Plate 4: Applicant's Sketch - Elevations
 File No. ZN1-24-01 (Marcotte Smith Holdings Inc.)
 Lots 8-13, Plan 65, Township of Blandford-Blenheim



NOTES:
 PLEASE READ NOTE PAGE AT
 BEGINNING OF DRAWING SET FOR ALL
 NOTES REGARDING THIS PROJECT

NO.	DATE	ISSUED FOR ZONE CHANGE	DESCRIPTION

- LEGEND:
- SPOT ELEVATION (T/O FFE, T/O FTG U.N.O.)
 - 001 DOOR IDENTIFICATION TAG
 - W1 WALL IDENTIFICATION TAG
 - WN1 WINDOW IDENTIFICATION TAG
 - C1 PIER / COLUMN IDENTIFICATION TAG
 - F1 FOOTING / LINTEL IDENTIFICATION TAG

PROJECT NORTH TRUE NORTH

DRAFT - NOT FOR CONSTRUCTION

PROFESSIONAL ENGINEER'S SEAL

STONECREST ENGINEERING INC.
 EST. 1995
 440 Wright Blvd Unit #2, Stratford, ON, N4Z 1H3
 519-625-8025 - info@stonecrestengineering.com

CONTRACTOR TO CHECK ALL DIMENSIONS AND ELEVATIONS AND REPORT ANY DISCREPANCIES TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK
 DO NOT SCALE THE DRAWINGS

CLIENT: MARCOTTE SMITH HOLDINGS INC.

LOCATION: RAILWAY ROAD, PRINCETON

PROJECT NAME: INDUSTRIAL DEVELOPMENT

PROJECT STATUS AND VERSION: PRELIMINARY DRAWINGS

DESIGNED BY: I.E. PRINT DATE: 2024 03 08

PAGE DESCRIPTION: BUILDING ELEVATIONS

SCALE: AS NOTED

FILE: 8320-1
 PAGE NUMBER:

Nov 15, 2023 – Jan 31, 2024 Economic Development Activity

Business Support:

- a. General Business/Marketing Support Interactions: 29
- b. Workforce Support/Outreach: 50
- c. Location & Development Conversations: 12
- d. Business Visits: 4

Location Inquiries by Industry:

Construction, Printing & Distribution, Manufacturing, Commercial Plaza, Heating & Cooling, Restaurant, Agri-Business, Mechanic, Wood Manufacturer, Religious Institution, Aquaculture

Projects & Partner Collaboration:

- a. Rural Oxford's 10th Anniversary & Awards Event on June 27th from 5pm - 9pm
 - Confirmed: date, venue, format, event sponsors/award ideas and presenters
 - Committee Meeting February 1: Discuss progress-to-date, cost estimates, award design, draft invitation list, and other key considerations
 - Next Steps: Connect with sponsors; Confirm catering, photographer, emcee, a/v, decorations, event rentals, invitation list including contact information, award criteria; Create digital award nomination form and digital invitation link; Committee Meeting March 1; Send out invitations
- b. Oxford Rural Entrepreneurs 2024 Networking Event Series
 - 5 rural venues confirmed for Wednesday evening networking events
 - Dates: April 10, May 8, June 12, July 10, and August 14
 - Hosts: Bright Cheese (Blandford-Blenheim), Willow Grove Animal Wellness Centre (Norwich), Guns Hills (Norwich), Deep Purple Lavender Farm (Zorra), Orange Door Acres (South-West Oxford)
 - Learn More: <https://ruraloxford.ca/initiatives/networking>
- c. Municipal Agriculture Economic Development & Planning Forum (2025)
 - Submitted application to OMAFRA for Rural Oxford to be considered as a future co-host for this Community Forum
 - Next Steps: If approved, bring full proposal to Board for review/consultation
- d. 5 NEW Local Success Stories added to our Newsroom
 - There are so many great stories to read about the people and businesses in Rural Oxford: <https://ruraloxford.ca/news>

- Historic Plattsville Building Restored & Ready for Tenants, Kalos – Classic Done Differently, Farming for Family – New Galma Dairy, Tourism Innovation Grant Program, Rural Oxford EDC joins Expert Panel at Smart Cities Connect Conference
- e. Oxford County Career Expo – March 21st from 8am-6pm
 - Key Partner on this Community Employment Services initiative
 - Coordinating a rural municipality booth for the five townships
 - Next Steps: Continue direct outreach to invite Rural Employers
 - Learn More Here: <https://workinoxford.ca/career-expo>
- f. Tourism Innovation Grant Program
 - Community Futures Oxford, Tourism Oxford and Rural Oxford EDC plan to award three \$3000 grants to local businesses that will develop or expand tourism experiences in Oxford County in 2024
 - Next Steps: Application deadline is February 15th; Grant Committee reviews submissions and arrange candidate interviews, following a thorough review and scoring, winners are selected and will be announced at the end of March
 - Learn More Here: <https://cfoxford.ca/funding/tourismgrant>
- g. Canada’s Outdoor Farm Show (COFS) – September 10,11 & 12, 2024
 - Initial meeting with COFS staff to discuss partnership opportunities to run a vendor style booth showcasing 12 Rural Oxford businesses at the show
 - Researching costs and extending offers to community partners to be involved
 - Next Steps: meet with COFS and discuss submitting a RED grant application
- h. Community Connection Meetings:
 - WOWC (Economic Development Roundtable), SCOR EDC (Resource Advisory Committee), Community Futures Oxford & Tourism Oxford, Tavistock Chamber, Small Business Centre, Oxford Workforce Development Partnership, MP Khanna & Oxford Connection, Canada’s Outdoor Farm Show, Woodstock Agricultural Society, and EMO Workforce Planning Board

Governance & Administration:

- a. Hosted a Virtual Director Orientation
- b. Corporate Form 1 Updated & Bylaw Revisions Drafted to Comply with ONCA
- c. Worked with C. van Roekel on Approved 2024 Work Plan
- d. Scheduled 2024 Board Meetings
- e. Board Meeting Preparation
- f. Prepared a Year-in-Review Document
- g. Professional Development: Smart Cities Connect & ROMA 2024

REPORT TO COUNTY COUNCIL

2023 Annual Transportation System Performance

To: Warden and Members of County Council

From: Director of Public Works

RECOMMENDATION

1. That County Council receive Report PW 2024-10 entitled “2023 Annual Transportation System Performance” as information.

REPORT HIGHLIGHTS

- This report provides an overview of the performance of Oxford County’s regional transportation system, along with the activities undertaken in 2023 related to the planning, design, construction, operations and maintenance for the same.
- A summary of annual transportation system capital investments (forecast ~ \$27 M) and an overview of key maintenance activities that were completed on the transportation infrastructure assets is also noted. The ongoing adherence to preventative maintenance standards and road pavement and bridge condition reviews ensure that all County roadways are maintained in a good state of repair for residents, businesses and visitors.
- Oxford County continues to ensure the safe and efficient operation of its regional road network through proactive programs such as pedestrian crossing studies, Community Safety Zone (CSZ) evaluations, illumination studies, traffic calming, speed management and road safety reviews.
- Consistent with the County’s direction of innovative and green technology, various green infrastructure and technology practices were completed in 2023 to further offset fossil fuel consumption and reduce greenhouse gas emissions (i.e. roundabout intersection improvements, Cold-in-Place asphalt recycling during road resurfacing, transportation demand management, traffic signal optimization, LED illumination, solar powered beacons, etc.).

IMPLEMENTATION POINTS

Following Council receipt, this report will be posted on the County's website for public access.

An annual performance report of the County's storm water system is required to be submitted to the Ministry of Environment, Conservation, and Parks (MECP) by April 30 each year as a regulatory requirement of the new Consolidated Linear Infrastructure Environmental Compliance Approval (CLI_ECA) that was issued to the County on February 3, 2023. A copy of this report must also be posted on the County's website by June 1 of each reporting year.

The first annual storm water system performance report will cover the period from January 1, 2023 to December 1, 2023 and will be submitted to the MECP and posted on the County's website in accordance with regulatory requirements.

Financial Impact

There are no financial impacts that will result from the recommendation contained in this report.

Communications

The 2023 Transportation Annual Report will be available for public viewing on the County's website on March 13, 2024, at <https://www.oxfordcounty.ca/en/your-government/reports-and-publications.aspx#Public-Works-Annual-Reports>.

This Council report will also be circulated to Area Municipalities, Woodstock Police and Ontario Provincial Police.

In addition, the County will further communicate 2023 performance highlights of key Public Works systems, including Transportation, to the public through an annual social media campaign during National Public Works Week (May 19 – 25, 2024).

2023-2026 STRATEGIC PLAN

Oxford County Council approved the [2023-2026 Strategic Plan](#) on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council's vision of "Working together for a healthy, vibrant, and sustainable future." These pillars are: (1) *Promoting community vitality*, (2) *Enhancing environmental sustainability*, and (3) *Fostering progressive government*.

The recommendation in this report supports the following Strategic Plan pillars and goals:

		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
<p>Goal 1.2 – Sustainable infrastructure and development</p> <p>Goal 1.3 – Community health, safety and well-being</p> <p>Goal 1.4 – Connected people and places</p>	<p>Goal 2.1 – Climate change mitigation and adaptation</p>	<p>Goal 3.1 – Continuous improvement and results-driven solutions</p> <p>Goal 3.2 – Collaborate with our partners and communities</p>

See: [Oxford County 2023-2026 Strategic Plan](#)

DISCUSSION

Background

Under the *Municipal Act, 2001*, the County of Oxford holds non-exclusive municipal authority over “Highways, including parking and traffic on highways” where both upper and lower-tier municipalities have the power to pass by-laws under this sphere. Accordingly, the *Municipal Act* also affords the County with the ability to delegate its powers and duties pertaining to the same through agreements with Area Municipalities on behalf of the County.

In the current state service delivery model, Oxford County (road authority) owns all of the transportation network assets within its regional (arterial) road right-of-ways. Oxford County also operates and maintains all of these same system assets, with the exception of regional roads and bridge assets that are located within the urban limits of Woodstock, Ingersoll and Tillsonburg. In these cases, Woodstock, Ingersoll and Tillsonburg operate and maintain the arterial transportation network (roads and bridges) on behalf of Oxford County, under urban road maintenance service contract agreements.

Additionally, Oxford shares operational and maintenance responsibilities of its boundary road with other out-of-County municipalities through various service contract agreements.

The County road network is shown on Attachment 1.

Transportation System Operations and Maintenance Levels of Service

To ensure that monitoring and maintenance of the County’s Regional Road Network is undertaken in accordance with established Provincial Level of Service standards, Oxford County adopted the road classification system used by the Ministry of Municipal Affairs and Housing in O.Reg. 239/02 - Minimum Maintenance Standards for Municipal Highways (MMSMH), under the *Municipal Act, 2001*.

The MMSMH establishes six road classifications. All County Regional roads are major arterial roads with Class 2 through Class 5 classifications which carry relatively high volumes of traffic. To comply with Ontario Regulation 239/02, road classifications are reviewed annually to ensure they are current. The review is based on average annual daily traffic volumes and speed limits. Using these two values, road classifications are set to meet the Provincial standards. As a result of road classification adjustments, maintenance requirements may be amended accordingly.

In 2003, (Report [PW 2003-148](#)) County Council adopted the Winter Road Maintenance Level of Service (LOS) in accordance with MMSMH and hours of service for winter maintenance from 5:00am to 11:00pm.

Traffic control devices (signage, traffic signals, pavement markings) are installed and maintained in accordance with the Ontario Traffic Manual (OTM) and Manual of Uniform Traffic Control Devices (MUTCD) to ensure consistent application and regulatory compliance in accordance with the Ontario Highway Traffic Act (HTA).

County Transportation System Overview

The Transportation division within Oxford County's Public Works Department is responsible for management of the County's transportation network and associated assets including annual operations and maintenance, transportation planning and traffic and corridor management in order to provide a safe and efficient multi-modal transportation system for the movement of people and goods into and through the County.

The function and hierarchy of the County transportation network as defined in the Oxford County Official Plan (OP) is to serve moderate to high volumes of inter-municipal and long-distance traffic movements between Provincial highways and local roads. The strategic approach established in the OP is intended to minimize conflict between non-local and local traffic, identify necessary improvements over time, provide a safe pedestrian environment, and integrate transportation facilities provided by Area and adjacent Municipalities.

The functionality of the County's transportation network is maintained through corridor management policies to limit direct access to abutting properties where possible, control the number of access points to Residential and Industrial, Commercial, and Institutional (IC&I) development, and restriction of on-street parking as necessary.

The County's entrance By-law 5222-2010 and accompanying guidelines (Attachment 2) was adopted by County Council in 2010 and regulates the number, location, spacing and function of County road access points from abutting properties and developments.

The County is responsible for the operation and maintenance of ~ \$1.15 B of transportation network infrastructure assets as follows:

- 1,335 lane km of roads (includes 43 lane km acquired during 2021 Road Rationalization)
- 163 bridges/culverts (> 3m span)
- 128 retaining walls
- 175 km of storm sewer
- 1,200 km of ditches/swales

- 39 signalized traffic light intersections
- 2 roundabouts
- 13 pedestrian crossings (PXOs)
- 5,562 regulatory/warning signs
- 21 km of active transportation infrastructure (bike lines, multi-use paths, trails)
- 22 grade level railway crossings*

* Ownership of grade level crossings is by the Rail Authority who are generally responsible for the condition of the crossing surface and warning devices. Road authorities are responsible for approaches, warning signs, and sightlines.

Comments

2023 Annual Transportation System Summary

Highlights of the activities undertaken in 2023 related to the planning, design, construction, operations and maintenance of Oxford County's regional transportation system include, but are not limited to:

- Completion of 40 km of road reconstruction and/or road asphalt resurfacing, including 20 km of Cold-in-Place asphalt recycling
- 2 bridge/culvert (>3m span) replacements/rehabilitations completed
- 510 m of guard rails installed (replaced and/or new)
- Completion of 14 traffic calming, speed management and road safety reviews and associated implementation of 18 Speed Feedback Signs, 20 Community Safety Zones (CSZs), one new School Safety Zone and one controlled Intersection Pedestrian Signal (IPS)
- 3 traffic signal optimizations completed and 15 studies completed (i.e. Class EA Studies, Intersection Control / Pedestrian / Feasibility Studies, etc.)
- Winter control response (2022/2023 winter season) to 54 storm weather events
- Development and implementation of a new stormwater Environmental Certificate of Approval process for Consolidated Linear Infrastructure (which imposes a consistent set of conditions intended to improve environmental protection in relation to the stormwater collection system)
- 779 annual motor vehicle collisions reported, with 4 fatal collisions
- 232 Municipal 511 Road Issue Notifications – Automated Notification
- Seasonal load restrictions maintained over 28% of road network

Traffic and Road Safety Management

Initiatives to promote traffic calming, speed management and road safety have been undertaken in recent years to provide a safe, sustainable, and multi-modal transportation network that supports all road users and are further summarized below.

Active Transportation

Ongoing initiatives to support active transportation (AT) include incorporation of cycling infrastructure and improvements to pedestrian facilities that meet current AODA standards as part of scheduled capital improvements and asset management. In 2023, these initiatives resulted in the following AT improvements:

- Cycling infrastructure on Oxford Road 59 (Wilson Street) in Woodstock;
- Wider asphalt platform on OR 2 and OR 20 resurfacing projects;
- Audible pedestrian signals and sidewalk enhancements (ramps, tactile plates) at signalized intersections in Tavistock and Norwich;
- Installation of pedestrian bridge and accessible ramp on the Trans Canada Trail in Tillsonburg, and;
- Sidewalk and crosswalk enhancements on OR 20 through Brownsville.

Rail Crossing Review

In Canada, railway companies and road authorities share jurisdiction of railway grade crossings. Within Oxford County, there are several grade crossings spanning the Canadian National (CN) and Canadian Pacific (CP) and short rail line (Ontario Southland Rail, GoRail) corridors. In 2014, Transport Canada updated regulations relating to at-grade railway crossings. The update involved extensive consultation with railway companies and road authorities to ensure the concerns of all interested groups were incorporated. The safety review promotes uniformity at grade crossings within Canada to all public and private grade crossings on federally regulated railways and aims to bring them all under one common standard.

In response to updated Transport Canada regulations, a comprehensive review of at-grade crossings was undertaken by Oxford County in 2020 to identify potential safety deficiencies and recommend remedial improvements to ensure the County's 22 grade level road/rail crossings comply with the applicable standards. From this review, a number of feasible improvements were proposed and completed as show in Attachment 3. In addition to the completed remedial measures, the review also developed a monitoring program to ensure compliance in the future.

Community Safety Zone (CSZ) Implementation

In 2023, a total of 20 locations throughout Oxford were approved by County Council for CSZ implementation (refer to Report [PW 2023-05](#)) following a comprehensive evaluation that was completed in 2022 in accordance with the County's CSZ criteria and warrant process adopted by County Council in 2021 (Report [PW 2021-31](#)).

Designated CSZs will also be eligible for Automated Speed Enforcement (ASE) applications should a potential future County-wide ASE program be adopted as a measure to further promote road safety for all users and potentially reduce the number of collisions and fatalities on the County regional road network.

County-wide Approach to Speed Management and Traffic Calming

In 2023, speeding and intersection safety concerns across various segments of the County's transportation system were newly assessed through the review of traffic speed, volume, vehicle class, turning movements, sight line assessments, pedestrian volumes, and collision data at the following locations:

- East Zorra-Tavistock – Intersection of Oxford Road 59 and Oxford Road 33
- East Zorra-Tavistock – Punkeydoodles Corners (Oxford Road 5, Oxford Road 24)
- Tillsonburg - Oxford Road 20 (North Street East) from Broadway to Tillson Avenue
- Woodstock - Oxford Road 15 (Parkinson Road) from Beard's Lane to Oxford Road 4
- Woodstock - Oxford Road 35 (Devonshire Avenue) from Vansittart Avenue to Huron Street
- Woodstock - Oxford Road 17 from 14th Line to Oxford Road 4
- Ingersoll - Intersection of Oxford Road 7 (Thames Street North) and North Town Line
- Curries - Oxford Road 40 from Oxford Road 59 and 1 km west
- Springford - Oxford Road 13 and Oxford Road 19 within the village limits
- Foldens - Oxford Road 6 from and Oxford Road 12 within the village limits
- Sweaburg - Oxford Road 12 within the village limits
- Culloden - Oxford Road 10 within the village limits
- Verschoyle - Oxford Road 10 within the village limits
- Dereham Centre - Oxford Road 27 within the village limits

Similarly, a number of post monitoring speed reviews were completed in 2023 (where traffic calming measures were previously implemented) at the following locations:

- Drumbo – Oxford Road 3 from and Oxford Road 29 within the village limits
- Plattsville – Oxford Road 8 from Duoro Street to Hofstetter Road
- Bright – Oxford Road 8 and Oxford Road 22 within the village limits
- Harrington - Oxford Road 28 within the village limits.

Staff utilized traffic management principles and engineering best practice methodologies to develop and implement various site specific evidence based recommendations (refer to Reports [PW 2023-06](#), [PW 2023-17](#), [PW 2023-28](#), [PW 2023-44](#) and [PW 2023-45](#)) intended to improve speed management, traffic calming and road safety measures at the above noted locations including, but not limited to, one or more of the following:

- Installation of electronic speed feedback signs;
- Controlled PXOs;
- All-way stop condition(s);
- Regulatory and warning signs;
- Changes to posted speed limits;
- Speed zone adjustments to align with built up areas and TAC guidelines;
- Overhead flashing lights;
- Oversized stop signs with flashing beacons;
- Rumble strips;
- Extensions of street lighting to limits of urban boundary;
- Pavement markings (sharks teeth, transverse bars, edge lines);

- Flexible centre line delineators;
- Gateway features (community signs, lighting, future plantings); and
- CSZ designations.

Frequency and Severity of Collisions

A review of the collision data shows that the total number of collision across the County’s road network has remained relatively consistent with an average of 760 total collision occurrences over the past five years (refer to Figure 1) despite increased traffic volumes and community growth. The total number of combined injury and fatal collisions has reduced over the same period, with an average of 109 injury/fatal collisions per year. Most notably, the number of fatal collisions on the County road network has averaged 6 per year, ranging from 4 to 8 fatalities over the last five years (5.5% of the total injury/fatal collisions).

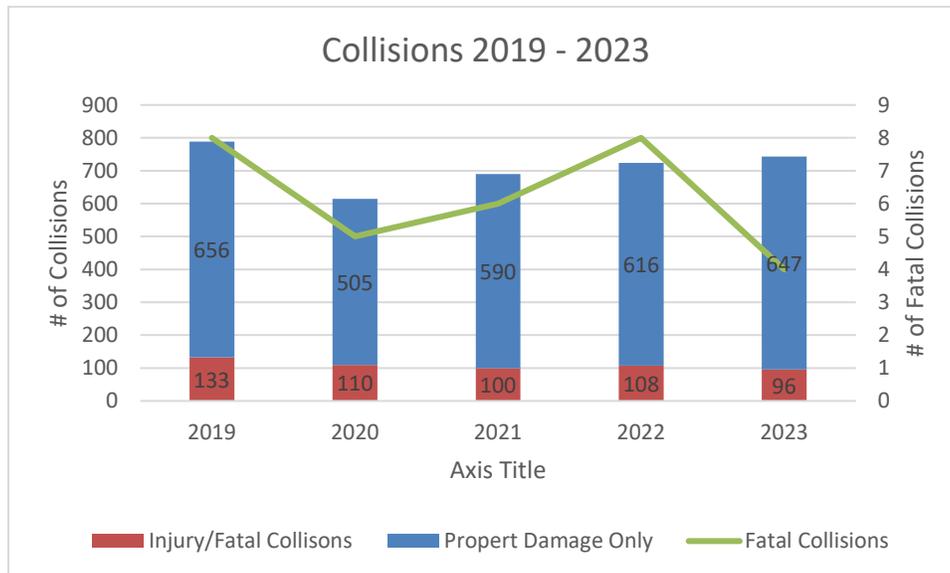


Figure 1 – 2019-2023 Collision Occurrences on County Road Network

The distribution of collision occurrences throughout the County between 2019 and 2023 is shown on Attachment 4 with the highest number of collisions occurring in the three urban municipalities (Woodstock, Ingersoll, and Tillsonburg). An excerpt from the 2024 Transportation Master Plan is included as Attachment 5 and shows the top ten rural and urban collision locations from 2018 to 2022 and the improvements that have been either completed or currently in progress.

Collision occurrences are typically higher at intersections where the risk of conflicts is greater as a result of turning movements, speed differential (rear-end collisions), and driver non-compliance (failure to yield, failure to stop, etc). The top ten urban collision locations are at County intersections within the City of Woodstock and can be attributed to generally higher traffic volumes at these locations. In rural areas, 70% of the collisions occurred within North Oxford.

Transportation System Asset Management

The overall asset condition of the County regional transportation system is monitored regularly through the Road Needs Study and biennial Bridge and Culvert inspections. Other inspection programs are initiated from time to time and include retaining walls, guide rails and grade level crossings.

These programs provide an inventory of assets, quantitative condition and performance measures, performance prediction as well as engineering and economic analysis tools to provide costs for future transportation system improvement needs such as resurfacing, rehabilitation, replacement and reconstruction.

2022 Asset Management Plan Update

Oxford continues to prioritize the long term sustainability of its transportation system. The County's Asset Management Plan provides the current asset condition and lifecycle needs of the County's transportation system.

This information continues to be used as a primary source for identified future capital requirements and to determine appropriate reserve contributions to sustainably finance such capital works. The summary of these findings were detailed in the County's 2022 Asset Management Plan (Report [CS 2022-20](#)).

A quick summary of the overall condition of transportation infrastructure and related assets is detailed in Figures 2 and 3.

Bridges and Major Culvert Assets:

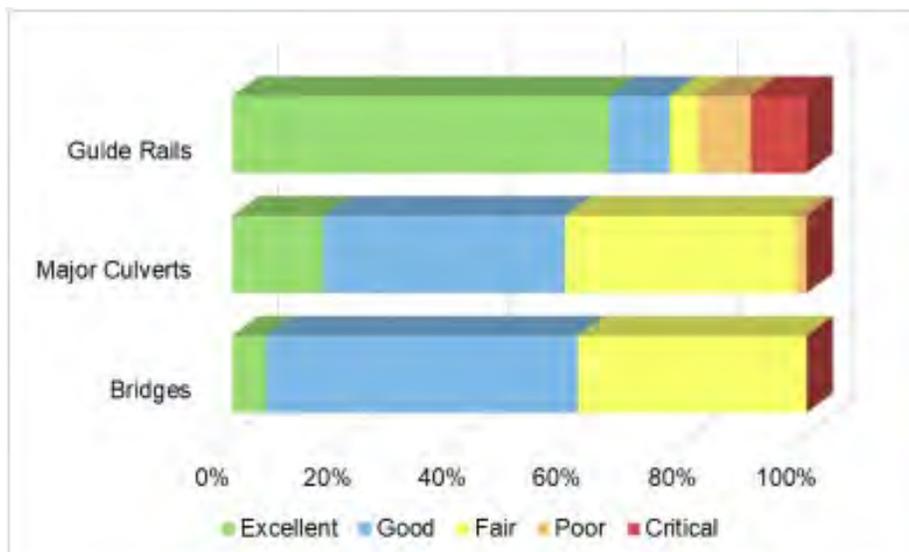


Figure 2 - County Bridge and Major Culvert Asset Condition (2022)

The asset condition monitoring of Oxford County's bridges and major culverts is done through biennial Ontario Structural Inspection Manual (OSIM) inspections as per Provincial legislation O.Reg. 104/97 'Standard For Bridges'. This legislation requires that inspections be undertaken

on all structures that have a span greater than three meters in accordance with the OSIM, every two years under the direction of a Professional Engineer.

Public Works retains an engineering consulting firm to update and keep an inventory of the County bridges and culverts through a close-up visual inspection and appraisal of each structure. An OSIM inspection report is completed for each structure including material and performance ratings, functional data and recommendations for engineering investigations, rehabilitations, repairs and/or replacements. The overall inventory and report summarizes the results of the inspections, weight limit assessment, structure priorities, recommendations and estimated cost for rehabilitation or replacement of each asset by its time of need. The recommendations ensure that preservation, upgrading, and timely replacement of bridge and culvert assets are performed through cost-effective management and programming.

The condition of bridges and major culverts is assessed using the MTO methodology Bridge Condition Index (BCI) and is used to prioritize capital improvements.

Roadway Assets:

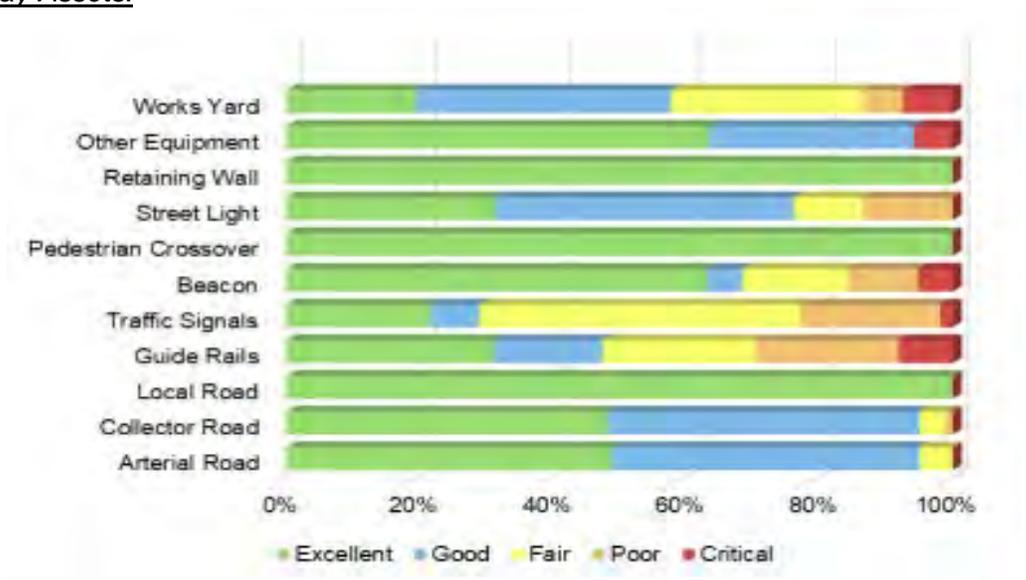


Figure 3 - County Road Network Asset Condition (2022) *

* Note: The hierarchy of the transportation network as identified in the OP identifies the County road network as arterial or regional roads providing connection to Provincial and local roads; however, for the purposes of asset management, County roads are further categorized as arterial (Class 1 and 2), collector (Class 3 and 4) and local roads (Class 5 and 6) in accordance with the road classification matrix included in the MMSMH regulation.

A Road Needs Study is performed every five years through a visual examination to inventory and appraise improvement needs within each road section. The study provides an overall rating of the road system by section, including factors such as surface type, surface width, capacity, structural adequacy, drainage and geometry. The Study reports on the deficiencies, needs and conditions captured through the Road System Inventory, Road Appraisal Sheets and Railway Level Crossing Inventory. The Study also identifies recommended timing and estimated cost of the proposed construction and/or rehabilitation improvements.

These recommendations guide the scheduling of improvements to ensure that preservation, upgrading, and timely replacement of roadway assets are undertaken through cost effective management and programming in conjunction with the annual capital works in progress.

Similarly to bridges and major culverts, the road network is assessed using the MTO Pavement Condition Index (PCI) methodology to rank the current condition of the road segment and identify maintenance and rehabilitation requirements.

2023 Transportation System Infrastructure Capital Investments

As per the revised 2023 Forecast in the 2024 Business Plan and Budget, the County invested approximately \$27 million in tax supported transportation infrastructure which included, but is not limited to, several notable capital projects as follows:

- Oxford Road 29 – horizontal and vertical realignment at Blenheim Rd (\$2,000,000)
- Oxford Road 59 (Wilson St) reconstruction (\$2,400,000)
- County-wide road resurfacing (\$5,000,000)
- County-wide rural storm replacement (3,400,000)
- Bridge Rehab – Oxford Road 12 (Mill St) (\$1,250,000)
- Bridge Rehab – Oxford Road 45 (17th Line) (\$1,400,000)
- Pedestrian Bridge – Trans Canada Trail (\$2,600,000)
- Traffic Signal Replacements (\$1,400,000)
- Princeton Drain (\$1,000,000)

2023 Maintenance of Transportation System Infrastructure

In addition to the transportation system capital investments noted above, several planned operational preventative maintenance activities are carried out annually to help optimize the useful service life and efficiency of transportation infrastructure assets. The 2023 Roads Operational Expense was approximately \$23 million and included a number of key annual maintenance activities performed on the transportation network as noted in Table 1.

Table 1: Transportation System Infrastructure Maintenance (2023)

Preventative Maintenance Activity	Quantity
Road Salt Application - tonnes of salt (2022/2023 Winter)	9,840 tonnes
Road Sand Application - tonnes of sand (2022/2023 Winter)	6,200 tonnes
Road Side Maintenance / Shouldering - tonnes of gravel placed	13,800 tonnes
Ditch Clean Outs - Length of ditches cleaned out	12,000 metres
Asphalt Patching / Pothole Repair – tonnes of hot mix placed	1,500 tonnes
Line Painting (metres)	1,666,700 metres
Sign Inspections / Reflectivity	6,297 signs
Bridge Washing (area)	8,740 square metres
Snow Fence Installation/Removal - metres	17,540 metres
# of Regulatory Signs Replaced	454

CONCLUSIONS

The 2023 Annual Transportation System Performance Report demonstrates Public Works' continued oversight of the County's transportation systems in order to effectively serve Oxford residents and businesses, and promote safe, efficient and sustainable movement of people and goods into, out of and throughout Oxford County.

The County continues to institute industry best management standards to annually monitor the levels of service and financial performance of its transportation infrastructure and to ensure transportation infrastructure assets are maintained in optimal condition through effective preventative maintenance and optimized infrastructure decision-making.

Through on-going investment into capital expansion, state-of-good repair works, and operational improvement measures, the performance of the system will continue to meet or exceed current levels of service.

SIGNATURES

Report author:

Original signed by

Frank Gross, C. Tech
Manager of Transportation and Waste Management Services

Departmental approval:

Original signed by

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

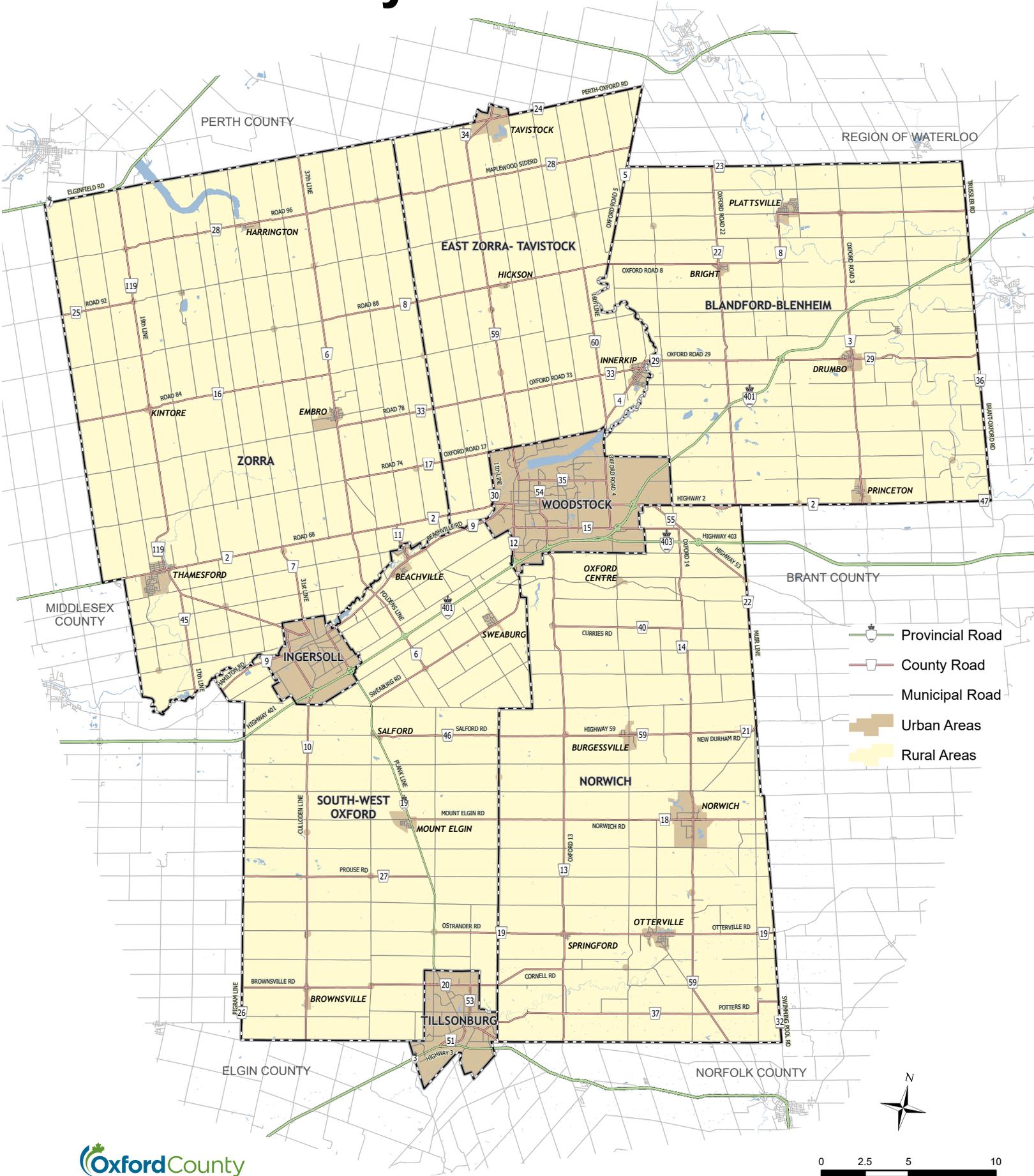
Original signed by

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENTS

- Attachment 1 – Map of County Road Network
- Attachment 2 – County's entrance By-law 5222-2010 and Guidelines
- Attachment 3 – Remedial Actions for Grade Level Crossings
- Attachment 4 – Heat Map of Collisions in the County
- Attachment 5 – Top 10 Rural and Urban Collision Locations

Oxford County



Report PW 2024-10
Attachment 2

COUNTY OF OXFORD

BY-LAW NO. 5222-2010

BEING a By-law to Regulate the Approval, Construction and Maintenance of Entrances Providing Access to and Egress from Roads within the County Road System in the County of Oxford.

WHEREAS, it is in the public interest to ensure the safe and orderly access to the *County Road System* consistent with the safety, functional and operational requirements of public roads and the accessibility needs of the adjacent land uses;

AND WHEREAS, the *Municipal Act 2001* provides that Council may pass by-laws for such purposes;

AND WHEREAS, the *Municipal Act 2001* also provides that the County of Oxford

- has jurisdiction over all roads in the *County Road System*,
- may pass by-laws restricting, or removing, the right of access to the *County Road System*, and
- has the power to delegate its powers and duties with respect to the matters addressed in this By-law.

AND WHEREAS, the County of Oxford Official Plan establishes the *County's* transportation policies and provides for the use of access by-laws to regulate the number, location, spacing and function of driveways providing access to and egress from abutting properties;

AND WHEREAS, the County recognizes the need to establish differing levels of access control to recognize the range of characteristics of roads under the County jurisdiction while ensuring minimum traffic safety design and construction standards are maintained throughout the County Road System for the protection of the travelling public;

NOW THEREFORE, the Council of the County of Oxford enacts as follows:

1. Definitions

For the purposes of this by-law:

"*County*" means the County of Oxford;

"*County Road System*" means the system of *County roads* established under County of Oxford By-law 4167-2001 as amended, and including duly approved changes to the *County Road System* by future amendments to that By-law as depicted in Schedule C-4 of the County of Oxford Official Plan;

"*County Road*" means a common and public Highway, and includes any street, avenue, parkway, driveway, square, place, bridge, laneway, viaduct, trestle or other structure forming part of the Highway, or any other type of thoroughfare or road allowance under the jurisdiction of the County of Oxford as a part of the *County Road System*, any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof and, except as otherwise provided, includes a portion of a Highway. It has the same meaning as "Highway" as defined in the Municipal Act 2001 or the Highway Traffic Act 1990 or both;

"*Director*" means the director of Public Works, County of Oxford or a designate authorized by the director to issue *entrance permits* pursuant to this by-law;

“*Entrance*” means physical vehicular or pedestrian access of any kind from a private property to a *County Road* and includes, without limit, the types of entrances identified and defined in section 1 of The Guidelines for Entrances to the County Road System - Tiered Access Control Standards;

“*Entrance Permit*” means a permit, as issued by the *Director*, County of Oxford, to establish an *Entrance* to a *County Road* from a property abutting a *County Road* ;

“*local municipality*” means one of the lower tier municipalities comprising the County of Oxford; being the City of Woodstock, the Town of Ingersoll, the Town of Tillsonburg, the Township of Blandford-Blenheim, the Township of East Zorra-Tavistock, the Township of Norwich, the Township of South-West Oxford or the Township of Zorra;

“*municipal law enforcement officer*” means a duly authorized person appointed by the County of Oxford for the purpose of enforcing the provisions of municipal by-laws;

“*roadway*” means the part of the *County Road* that is improved, designed or ordinarily used for vehicular traffic but does not include the shoulder and where a *County Road* includes two or more separate *roadways*, the term “*roadway*” refers to any one *roadway* separately and not to all of the *roadways* collectively;

2. No Access to County Roads without Permit

No person shall create, construct or otherwise establish an *Entrance* to a *County Road* without first obtaining an *Entrance Permit*.

3. No Alteration to Entrance without Permit

No person shall in any way alter the design, construction, location or use (e.g. any change requiring an Official Plan or Zone Change under the Planning Act) of an existing *Entrance* without obtaining an *Entrance Permit*. Approval of changes of use only will be dealt with through the Planning Act process.

4. Construction, Alteration in Accordance with Permit

No person shall construct an *Entrance* or carry out alterations to an existing *Entrance* except under the terms and conditions of an approved *Entrance Permit* issued in accordance with this By-law, and the criteria and standards set out in The Guidelines for Entrances to the County Road System - Tiered Access Control Standards.

5. Maintenance of Entrances

All *Entrances* shall be maintained in accordance with the criteria and standards set out in The Guidelines for Entrances to the County Road System - Tiered Access Control Standards and the terms and conditions of the approved *Entrance Permit*.

6. Costs

a) The owner or the applicant shall be responsible for all costs associated with the construction, alteration or maintenance of any *Entrance* providing access to or egress from their property to a *County Road*.

b) Notwithstanding S. 6a), where an existing first or only *Entrance* contains a culvert, the provisions of S.6 c) to The Guidelines for Entrances to the County Road System - Tiered Access Control Standards shall apply.

7. Delegation of Council Authority

- a) The Council for the County of Oxford delegates the authority for all decisions pertaining to the implementation of this By-law to the *Director*.
- b) The *Director* shall have the exclusive authority to approve with or without terms and conditions, remove, and take any and all steps necessary to ensure the safe operation and the proper design, construction, alteration and maintenance of *Entrances* onto *County Roads*, in accordance with this by-law and the approved *Entrance Permit* and/or the criteria and standards set out in The Guidelines for Entrances to the County Road System - Tiered Access Control Standards.
- c) In the event of a dispute between the *Director* and an owner or applicant which cannot be resolved to their mutual satisfaction, the aforesaid owner or applicant may bring the application to the Council for the County of Oxford.
- d) Where the *Director* is satisfied that contravention(s) of one or more provisions of this By-law, or any terms or conditions of any *Entrance Permit* issued under this By-Law, has occurred, the *Director* is authorized to apply the enforcement and penalty provisions of section 9 of this By-law.

8. Exemption: Planning Act Approval

a) Where a proposed new entrance or entrances are shown on an application for plan of subdivision, plan of vacant land condominium, consent or site plan approval which is submitted for approval pursuant to the requirements of the *Planning Act*, R.S.O.1990, c.P.13, as amended, and where such entrance or entrances are approved as part of the foregoing application process, and where such application is approved pursuant to the requirements of the Act, such new entrance or entrances shall, subject to subsections b) and c) below, be exempt from the requirements of section 2, 3 and section 4 of this By-law.

b) Notwithstanding, a) above, entrances which form part of applications for site plan approval pursuant to section 41 of the *Planning Act* are only exempt from the requirements of section 2,3 and 4 of this By-law if

- the entrance has already been presented in an application, and approved, in the context of consent or draft plan of subdivision/draft plan of vacant land condominium approval process under the *Planning Act*; or
- the entrance/access issue has been addressed to the County's satisfaction in the site plan drawings and/or conditions of site plan approval as approved by the municipality pursuant to section 41 of the *Planning Act*. Where the County is not satisfied with such an entrance/access, the matter shall be referred to County Council for decision.

c) Notwithstanding, a) above, a further approval must be sought pursuant to section 4 of this By-law prior to any alteration to any entrance or entrances approved as part of an application under the *Planning Act*.

9. Enforcement and Penalty Provisions

a) The provisions of this by-law shall be enforced pursuant to the provisions set out in the *Provincial Offences Act*. The provisions of this by-law shall be enforced by a police officer or by the County of Oxford.

b) Any person who creates, constructs, alters or otherwise establishes an *Entrance* onto a *County Road* without first obtaining an *Entrance Permit*, other than a person who is exempt from the requirement to obtain an *Entrance Permit* by operation of section 8 of this By-law, or who contravenes any terms and conditions of any *Entrance Permit* or the provisions of this By-law or its Schedule, is guilty of an offence and upon conviction shall be subject to a fine, exclusive of costs and all such fines shall be recoverable under the provisions of the Provincial Offences Act.

c) If any person creates, constructs, alters or otherwise establishes an *Entrance* onto a *County Road* without first obtaining an *Entrance Permit*, or who contravenes any terms and conditions of an *Entrance Permit* or otherwise fails to comply with this By-law including The Guidelines for Entrances to the County Road System - Tiered Access Control Standards, the *Director* may:

- i) Issue one or more work orders pursuant to Section 445 of the *Municipal Act, 2001* requiring that person to correct such contravention or contraventions; and
- ii) In the event of failure to comply with the work order within the timeframe specified in the order, take any remedial action and related cost recovery actions to complete the work required under the order at that person's expense pursuant to section 446 of the *Municipal Act, 2001*.

10. The Guidelines for Entrances to the County Road System - Tiered Access Control Standards- Criteria and Standards for Entrances to County Roads

a) The Guidelines for Entrances to the County Road System - Tiered Access Control Standards, as amended from time to time, establishes, either directly or by reference to other documents, criteria and standards applicable to the decisions on *Entrances* to *County Roads* under this By-law.

b) The location, design, number and width of *entrances* onto *County Roads* and the maintenance thereof, shall be regulated in accordance with the criteria and standards contained in The Guidelines for Entrances to the County Road System - Tiered Access Control Standards.

c) the application requirements and fees for *Entrance Permits* and *Entrance* installation and inspection shall be in accordance with the criteria and standards contained in The Guidelines for Entrances to the County Road System - Tiered Access Control Standards.

11. Amendments to By-law, The Guidelines for Entrances to the County Road System - Tiered Access Control Standards

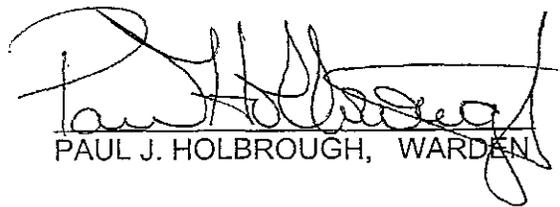
This By-law and The Guidelines for Entrances to the County Road System - Tiered Access Control Standards shall be reviewed from time to time and amended, as required, by the Council of the County of Oxford.

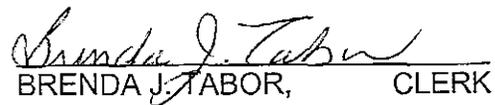
12. Validity

If any section, clause or provision of this By-law, and anything contained in The Guidelines for Entrances to the County Road System - Tiered Access Control Standards, is for any reason declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the By-law as a whole or any part thereof other than the section, clause or provision declared invalid; and it is hereby declared that the remainder of the by-law shall be valid and shall remain in force and effect until repealed.

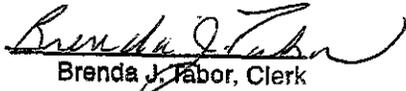
READ a first and second time this 24th day of November, 2010.

READ a third time and finally passed this 24th day of November, 2010.


PAUL J. HOLBROUGH, WARDEN


BRENDA J. TABOR, CLERK

I hereby certify this to be a true copy of
County of Oxford By-law No. 5222-2010

11/26/10 
Date Brenda J. Tabor, Clerk

GUIDELINES FOR ENTRANCES TO THE COUNTY ROAD SYSTEM – TIERED ACCESS CONTROL STANDARDS (“GUIDELINE”)

1. Purpose

a) The purpose of this Guideline is to set out the criteria and standards for implementing a tiered approach to the approval, construction, alteration and maintenance of *Entrances* providing access to roads within the *County Road System*, in accordance with By-law 5222-2010 (The By-law) as amended.

b) The Guideline, and the standards and criteria set out herein, take into account the differing nature of the roads within the County Road System. While sharing the common characteristic of being arterial roads, County Roads have differing safety and other requirements depending on whether or not they are rural or urban, within or outside *Settlements*, and therefore subject to corresponding higher or lower speed limits. While no guideline can specifically address all possible circumstances, the Guideline is designed to provide clear direction to applicants and approval authorities applicable to a range of circumstances. The Guideline also serves to establish certain necessary minimum standards required in order to maintain overall traffic safety and mitigate/reduce the significant liabilities that attach to the County as decision maker with jurisdiction over the safe operations of the County Road System.

c) The primary purpose of *Entrances* to *County Roads* is to provide safe and orderly access consistent with the functional and operational requirements of *County Roads* and the accessibility needs of the adjacent land uses. Decisions on each application for a proposed *Entrance* will be made with due consideration to the nature of the conditions and circumstances in the vicinity of the proposed entrance. Factors to be considered include location (including whether the Entrance is to be located within a *Settlement* area or a rural area), the speed limit on the particular section of road, the geometry of the road and the adjoining geography; existing built development in the immediate surroundings; and the number and density of existing *Entrances*.

d) There is a direct correlation between the number of entrances on a road and the number of collisions on that road. Each additional entrance potentially increases the risk of collision and reduces the safety of the motoring public. In implementing the By-law, it is the County’s objective to evaluate all proposed new *Entrances* in accordance with criteria and standards pertaining to location, design, maintenance, number and width with a view to minimizing risk to the public.

e) Pursuant to Sections 2, 3, 4 and 8 of the By-law, new *Entrances* and alterations to existing *Entrances* shall conform to and be completed in accordance with the following criteria and standards.

2. Definitions

In addition to the definitions contained in the By-law, the following definitions shall apply to this guideline:

“*Agent*” means a person or business or corporation acting on behalf of and with the permission of the *Owner*.

“*Applicant*” means the person, business, corporation or Municipality applying for the *Entrance* Permit. An *Applicant* may be the *Owner* or an *Agent* of the *Owner*.

“*Commercial/Industrial/Institutional/Multi-residential Entrance*” means an entrance which provides access to a business, institutional facility or multi-residential use permitted in the zoning By-law.

“*Common Entrance*” has the same meaning as “*Mutual Entrance*”

“*Culvert*” means an open-ended underground pipe, conveying surface storm water across a *County Road* (“*Highway Culvert*”) or across an entrance (“*Entrance Culvert*”).

“*Sight Triangle*” means the triangular space formed by the street lines and a line drawn from a point on one street line to a point drawn on the other street line, each such point being nine (9) metres, measured along the street line from the point of intersection of the street lines.

“*Emergency Entrance*” means an *Entrance* which provides access to subdivision developments for emergency vehicles only, in the event that the main entrance to the development is not passable.

Guidelines For Entrances To The County Road System

“*Farm Entrance*” means an *Entrance* which provides access to farm buildings and agricultural lands including any residence(s) located on the same property.

“*Field Entrance*” means an *Entrance* which provides access to agricultural fields.

“*Mutual Entrance*” means an *Entrance* which serves more than one lot or more than one use on a single lot such as a farm business, campground or commercial use with an accessory residence.

“*OPSD*” means the Ontario Provincial Standard Drawing from the Ontario Provincial Standards for Roads and Public Works, <http://www.ragsa.mto.gov.on.ca/techpubs/ops.nsf/OPSHomepage>

“*OPSS*” means the Ontario Provincial Standard Specification from the Ontario Provincial Standards for Roads and Public Works, <http://www.ragsa.mto.gov.on.ca/techpubs/ops.nsf/OPSHomepage>

“*Owner*” means any persons, business, corporations or Municipality(s) that owns or has an interest in the property that is the subject of the *Entrance* Permit Application.

“*Public Entrance*” means an *Entrance* which provides access onto a *County Road* from a registered subdivision by means of a public road or street

“*Residential Entrance*” means an *Entrance* which provides access to a residential dwelling containing no more than two units.

“*Rural Cross-section*” means a road cross section comprising the *Roadway* bounded by shoulders and ditches on either side. A *Rural Cross-section*, while normally found outside *Settlements*, may also be found within *Settlements*.

“*Settlement*” means the area where development is concentrated and a variety of land uses may be present. *Settlements* only include designated Rural Clusters, Villages, Serviced Villages and Large Urban Centres as defined in the County of Oxford Official Plan.

“*TAC Guide*” means the Transportation Association of Canada’s Geometric Design Guide for Canadian Roads, as amended.

“*Temporary Entrance*” means an *Entrance* which provides access to properties for a limited period not to exceed six months for the purpose of construction, repairs or improvement on that property or to facilitate a staged development.

“*Urban Cross-section*” means a road cross-section comprising the *Roadway* bounded by curbs or curb and gutter on either side. . An *Urban Cross-section*, while normally found within *Settlements*, may also be found outside *Settlements*.

3. Permit Required

Pursuant to Section 2 of the By-law, and except as exempted by section 8 of the by-law, *Entrance Permits* are required for:

- i) Construction of a new *Entrance* (paved or unpaved),
- ii) Changing the design of an existing *Entrance*,
- iii) Changing the location of an existing *Entrance*,
- iv) Changing the use of an existing *Entrance* (e.g. from residential to commercial) and/or,
- v) Construction of a *Temporary Entrance* or the use of any part of the *County Road* right-of-way as a means of temporary access.

Guidelines For Entrances To The County Road System

4. Location of Entrances

a) New entrances shall be located so as to provide, in the opinion of the *Director*:

- i) No undue interference with the safe movement of vehicular traffic, pedestrians, or other users of the *County Road*; and
- ii) Safe and convenient vision, grade, and alignment conditions for all traffic using the proposed *Entrance* to the *County Road*.

b) New entrances will not be permitted where one or more of the following criteria are met:

- i) Where access can reasonably be gained via a City, Town, Village, or Township right-of-way, with consideration given to the traffic volumes and the roadway geometrics;
- ii) Along a lane that is identified for the purpose of an exclusive vehicular turning movement;
- iii) Within the *Sight Triangle* at any intersection;

iv) Within 20 metres centre to centre of another same-side entrance in areas outside of *Settlements* with rural cross-sections;

v) Where the new *Entrance* would oppose the non-through leg of a “T” intersection, except where the new entrance is a *Public Entrance* or a *Commercial, Industrial, Institutional, Apartment or Multi-residential Entrance*;

vi) In areas within a *Settlement*, at locations with an *Urban Cross-section* where the proposed *Entrance* cannot be spaced away from adjacent *Entrances* at a sufficient distance to provide a minimum length of 2 metres of raised curb between adjacent *Entrances*, with the exception of mutual driveways straddling a property line, or in the case of *Entrances* at locations with a *Rural Cross-section*, at a sufficient distance to provide a minimum of 2 metres clear space between the ends of adjacent *Entrance Culverts*;

vii) In close proximity to intersections where the following minimum distance from the nearest edge of pavement, taken from the *TAC Guide*, Figure 3.2.8.2 “Suggested Minimum Corner Clearances to Accesses or Public Lanes at Major Intersections”, is not met:

Speed Limit	Minimum Distance
50 km/hr	85 metres
60 km/hr	110 metres
70 km/hr	140 metres
80 km/hr	170 metres

viii) Where the following minimum sight distance requirements, taken from the *TAC Guide*, Figure 2.3.3.4 “Sight Distance for Turning Movements from Stop”, are not met:

Speed Limit	Minimum Sight Distance
50 km/hr	160 metres
60 km/hr	200 metres
70 km/hr	250 metres
80 km/hr	300 metres

ix) Adjacent to a bridge or other structure, where the following minimum sight distance requirements, taken from the *TAC Guide*, Table 2.3.3.5, “Sight Distance for Left Turns at Unsignalized Interchange Ramp Terminals” are not met:

Speed Limit	Minimum Sight Distance
50 km/hr	115 metres
60 km/hr	135 metres
70 km/hr	150 metres
80 km/hr	170 metres

Guidelines For Entrances To The County Road System

c) In areas where the speed limit is less than 80 km/hr *and* the sight distances in sub-paragraphs vii), viii) or ix) above cannot physically be achieved *and* the restriction of the location of an *Entrance* relative to the bridge or other structure can be relaxed or waived without negatively affecting the safety of the *County Road* at that location, the *Director* may permit an *Entrance*.

5. DESIGN STANDARDS

a) *Entrance* Grade and Back Slope (For All *Entrances*)

- i) The finished surface of the *Entrance* must drop away from the edge of the highway-driving surface to the end of the shoulder rounding at a rate equal to the slope of the shoulder. *Entrances* shall be constructed as shown in the applicable *OPSD*.
- ii) Each *Entrance* to a County Road must be designed, constructed, and maintained in a manner that will prevent surface water from the entranceway or from the adjoining property being discharged via the entrance onto the traveled portion of the *County Road*.
- iii) The design of all *Entrances* must be submitted to, and approved, by the *Director* and an Entrance Permit issued prior to work commencing on the entrance within the limits of the road allowance of a *County Road* or any works related to said entrance.
- iv) Filling in of ditches in front of properties is prohibited, with the exception of works carried out as part of a drainage works under the Drainage Act.

b) *Field Entrance*

The property *Owner* shall provide to the *Director* a drawing showing the proposed *Entrance* including dimensions. The *Entrance* shall be surfaced with at least 150 mm (6") pit run gravel (Granular "B") and 50 mm (2") of crushed gravel (Granular "A") and the *Culvert* must be of sufficient length to provide the required slope up from the ditch invert to an *Entrance* width as specified in Section 6 of this Guideline. The minimum cover of granular material on the *Culvert* is to be 450 mm (18").

c) *Farm or Residential Entrance*

In the case of proposed Farm or Residential Residences, the property *Owner* shall provide to the *Director* a drawing showing the proposed *Entrance*, including dimensions and grading plan. The *Entrance* shall be surfaced with a minimum of 150 mm (6") of crushed gravel (Granular "A") and 150 mm (6") of pit run gravel (Granular "B"). A Farm or Residential Entrance shall not be hard surfaced except in areas with urban cross-sections including curb and gutter. All existing hard surfaced *Entrances* within the *County Road* are the sole responsibility and risk of the property *Owner* and will not be maintained by the *County*. The *Culvert* must be of sufficient length to provide the required slope up from the ditch invert to an *Entrance* width as specified in Section 7 of this Guideline. The minimum cover of granular material on the *Culvert* is to be 450 mm (18").

d) *Commercial/Industrial/Institutional/Multi-residential Entrance*

Commercial/Industrial/Institutional/Multi-residential *Entrances* associated with the following *Planning Act* applications will be considered by the County for approval as part of the County Public Works commenting process under the *Planning Act* for these applications:

- plans of subdivision,
- plans of vacant land condominium ,
- consents or
- site plan approvals

Based on acceptable geometry and location shown in the application documentation, a provisional approval will be given subject to submission of engineering drawings prior to construction. It is anticipated that the required drawings will be site plan, subdivision drawings, etc. for the project in question. The following drawings and other requirements are to be submitted to the *Director* by or on behalf of the *Owner/Applicant* for that final approval:

- i. technical drawings prepared by a qualified professional showing the proposed *Entrance*, including dimensions, grading plan typical sections including type and thickness of granular base, projected traffic flows and all other *Entrances* within 300 metres of the proposed *Entrance* ;

Guidelines For Entrances To The County Road System

- ii. confirmation that the entrance shall be surfaced with a minimum of two lifts, not less than 50mm (2") each, of hot mix asphalt;
- iii. where a *Culvert* is required, its length will be determined by the *Entrance* design which will be site specific, having regard for number and type of vehicles expected to utilize the *Entrance*;
- iv. the *Entrance* width shall be as specified in Section 7 of this Guideline;
- v. the minimum cover of asphalt and granular material on the *Culvert* is to be 450 mm (18"); and
- vi. the specific design of the sub-grade and granular base is to be designed by the property *Owner* or his *Agent* for the intended type and volume of traffic and subject to the *Director's* approval.

e) *Temporary Entrance*

i) A *Temporary Entrance* shall be designed and constructed in a manner that is appropriate for the intended use, subject to the approval of the *Director*.

ii) Where any part of the *County Road* right-of-way is used for a *Temporary Entrance*, the right-of-way shall be restored to its original condition by the *Owner* to whom the *Entrance Permit* is issued before the expiry date of the permit. A deposit of \$2000.00 shall be forwarded to the *County* to be held as a security deposit until the restoration is completed to the satisfaction of the *Director*.

iii) *Temporary Entrance* permits shall specify: the expiry date, the extent and nature of the works to be done on the property and the *Owner's* responsibility to clean up all mud and debris from the road in a timely fashion, all to the satisfaction of the *Director*. If a time extension is required for a *Temporary Entrance Permit*, the *Owner* must apply for a new permit prior to the expiration of the existing permit.

f) *Public Entrance*

Public Entrances associated with the *Planning Act* applications for plan of subdivision, plans of vacant land condominium, consents or site plan approvals will be considered by the County for approval as part of the County Public Works commenting process under the *Planning Act* for these applications. The roadway beyond the County Road right of way must meet the standards of the Municipality which will assume that road. The subdivision *Owner* shall provide to the Director technical drawings prepared by a qualified professional showing the proposed *Entrance*, including dimensions, grading plan typical sections including type and thickness of granular base and projected traffic flows. All other *Entrances* within the bounds of the drawing shall be shown on the drawing. All other *Entrances* within 300 metres of the proposed *Entrance* shall be shown on a drawing or sketch submitted with the application package.

g) *Emergency Entrance*

The property *Owner* shall provide to the Director technical drawings prepared by a qualified professional showing the proposed *Entrance*, including dimensions, grading plan, typical sections including type and thickness of granular base and projected traffic flows. The drawings shall also clearly indicate the measures to be incorporated in the *Emergency Entrance* to prevent (adequately discourage) non-emergency use such as by private residents or delivery vehicles. All other *Entrances* within the bounds of the drawing shall be shown on the drawing. All other *Entrances* within 300 metres of the proposed *Entrance* shall be shown on a drawing or sketch submitted with the application package.

h) *Curb and Gutter*

i) Where a curb and gutter exists at the location of the proposed *Entrance*, the *Applicant* shall be required to construct a drop curb at the *Entrance* location. The existing curb shall be cut or removed and replaced using materials and construction methods as per the applicable OPSSs and OPSDs.

ii) The area between the curb and sidewalk is to be hard surfaced with a minimum of two lifts, not less than 50mm (2") each, of hot mix asphalt, 150 mm (6") of concrete or suitable interlock pavers, in accordance with the County's requirements. If there is no sidewalk, the entrance is to be hard surfaced a minimum distance of two metres behind the curb.

Guidelines For Entrances To The County Road System

i) *Culverts*

i) All *Culverts* shall be constructed to the proper grade ensuring that free and unimpeded flow of surface water is maintained to the satisfaction of the *Director*.

ii) *Culverts* required for new or re-designed entrances must be of sufficient diameter to maintain the free flow of water in ditch and be installed to the satisfaction of the *Director* in order to avoid future maintenance problems.

iii) The minimum *Culvert* diameter for *Residential* and *Commercial Entrances* is 450 mm (18"). For *Public Entrances*, the minimum size is 600 mm (24"). Exceptions to these standards for *Culverts* shall be at the discretion of the *Director*.

iv) When the roadside ditch is part of a municipal drain, the diameter of the *Culvert* is subject to municipal standards. The *County* must contact the municipal drainage superintendent for advice on the requirements relating to the municipal drain such as the appropriate diameter of *Culvert*.

v) Where the upstream *Culvert* is a greater diameter than the minimum standard, the *Culvert* for the proposed entrance must be at least the same diameter in order to avoid "bottlenecks", unless it is determined that the upstream culvert is oversized for the expected flows.

vi) The length of an *Entrance Culvert* shall be equal to the width of the entrance plus the width of the slopes on both sides of the entrance, as measured at the bottom of the ditch. A minimum of 0.6 metres (2') of the *Culvert* shall be left clear of surface cover at both ends.

vii) The *Culvert* shall be placed in the centre of the *County Road* ditch and be embedded in a minimum of 100 mm (4") of granular material dependant upon sub-grade material. The *Culvert* invert is to be placed at the existing ditch invert on the ditch alignment.

viii) OPSD Standards (800 series) shall be used to determine the specifications of the *Culvert* (type, material, gage, etc.) and the bedding requirements.

ix) A *Culvert* shall be constructed of new material only, as approved by the director.

j) *Curbs and/or Headwalls*

i) The construction of curbs and headwalls is prohibited within the *County* road allowance. No curb or headwall can extend above the surface of the roadway shoulder within the limits of the shoulder and its rounding.

ii) All existing curbs and headwalls within the *County Road* are the sole responsibility and risk of the property *Owner* and may be removed, if necessary, at the discretion of the *Director* and at the property *Owner's* expense.

6. MAINTENANCE OF ENTRANCES

a) Property *Owners* with an *Entrance* to a *County Road* are solely responsible for the maintenance of the *Entrance* according to the applicable standards specified in this Guideline, as well as any necessary dust control and the removal of snow and ice to keep the *Entrance* in a safe condition for vehicular traffic.

b) The *County* shall not be liable for any damage due to shoulder grading, snowplowing or other maintenance activities undertaken by the *County* or by a contractor employed as an agent of the *County* done to paving stones, surface treatment, asphalt pavement or concrete pavement on *County Roads*.

Guidelines For Entrances To The County Road System

c) A *Culvert* installed under the terms of the *Entrance* Permit shall become the property of the *County* upon acceptance of the work by the *Director*. All subsequent replacement, maintenance, repairs or alterations to the *Culvert* and drainage through it shall be carried out by the *County*. The *County* shall bear the costs of such maintenance work for the first or only *Entrance* to a property except for widening or other alteration as may be approved through an *Owner's* request for a change. The costs for all maintenance to any second and subsequent *Entrances* are the sole responsibility of the property *Owner* and, if necessary, shall be recovered from that property *Owner* by the *County* as permitted under section 446 of the *Municipal Act, 2001*.

7. NUMBER AND WIDTH OF ENTRANCES

a) Notwithstanding the provisions of any *Area Municipal Zoning By-laws*, the *County* shall specify the width and number of *Entrances* to *County Roads*. The widths specified in Section 7.b) below are the driving surface of the entrance measured at the location of the culvert or the curb cut unless specified otherwise.

b) The *County* shall limit the number of *Entrances* per property to the minimum number required for access while maintaining the greatest possible level of safety for the motoring public. The number of *Entrances* permitted shall be as follows:

i) *Residential Entrance* - one per property where residential uses are permitted except in the case of *Mutual Entrances* where one *Entrance* will serve multiple properties. Outside of *Settlements*, the maximum width is six (6) metres (20'), in *Settlements* the maximum width is four (4) metres (13') for a single driveway or six (6) metres (20') for a double driveway or *Mutual Entrance*.

ii) *Farm Entrance* - one *Farm Entrance* per farm property with additional *Field Entrances* where natural obstructions within the field physically prevent access across the field or, where the property frontage exceeds 400 metres, an additional *Field Entrance* may be permitted for each additional 400 metres of frontage at the discretion of the *Director*. The normal entrance width is twelve (12) metres (39'). Wider entrances shall be permitted subject to the particular use or specific industry requirements (example - the Dairy Farmers of Ontario) as approved by the *County*.

iii) *Commercial/Industrial/Institutional /Multi-residential Entrance* – one per property where C/I/IMR uses are permitted. Site plan deficiencies will not generally be accepted as a reason for a second *Entrance*, nor will additional *Entrances* be permitted to preclude the installation of warranted traffic signals. A second entrance may be approved by the *Director* in the case of special circumstances. For high traffic volume sites, a peer reviewed Traffic Impact Study may be required, at the discretion of the *Director*, for the approval of multiple entrances. The width is to be nine (9) metres (30') at the property line with five (5) metre (16.5') radii.

iv) *Temporary Entrances* – the number and dimensions will be based on the proposed use.

v) For site plans of Area Municipality or County Emergency Services (Police, EMS, Fire) facilities, the *Director* will consider the specific needs of the facility when considering access provisions such as number and width of entrances.

c) Special Circumstances – notwithstanding Section 7.b), Where there is a valid need for an exception to these criteria and standards based on topography or other special circumstance, such an exception may be granted at the discretion of the *Director*.

8. MUTUAL ENTRANCES

Mutual Entrances will be required where deemed necessary by the *Director* during the development process when direct access to a *County Road* is sought for contiguous lots outside of *Settlements*. *Mutual Entrances* shall be subject to the criteria and standards of this Guideline for the purpose the *Entrance* is intended to serve. The provision of access to the lots via a *Mutual Entrance* rather than through individual entrances shall be registered on title for all of the affected lots. *Mutual entrances* may also be required inside *Settlements* based on lot geometry, distance from intersections, topography issues, etc. at the discretion of the *Director*, through comments during the development process.

Guidelines For Entrances To The County Road System

9. ENTRANCE PERMIT APPLICATION PROCESS:

a) As indicated in Section 8 of the By-law, and section 5 of these Guidelines, where a proposed new entrance, or entrances, is requested as part of an application for plan of subdivision, plan of vacant land condominium, consent or site plan approval, the approval decision for the *Entrance or Entrances* will be made as part of the County Public Works commenting process associated with the particular application.

b) Applications for new *Entrances*, or reclassifications of or alterations to existing *Entrances* which are not part of any of the planning approval identified in 9 a) above, shall be submitted by the property *Owner* or an *Agent* on forms supplied by the Public Works Department. Approval of all *Entrance* Permits shall be subject to conditions, technical, financial or otherwise, prior to, or as part of the installation of the *Entrance*.

c) Proposed Entrance location(s) shall be clearly illustrated on a drawing as required in Section 5 of this Guideline, which is to accompany the application. The drawing for a *Field, Farm or Residential Entrance* may be a hand-drawn sketch, but it must provide enough information to enable staff to locate it in the field (i.e.) dimensions to buildings and/or landmarks such as fences hedgerows, tree lines, etc.

d) The following criteria will be considered in determining whether or not to grant approval to all applications for new *Entrances* or alterations to existing *Entrances*:

i) Protection of the public through the orderly control of traffic movements onto and from *County Roads*, including possible requirements for left and/or right turn lanes.

ii) Maintenance of the traffic carrying capacity of the *County Roads System*.

iii) Protection of the public investment in *County Roads System*.

iv) Minimization of *County* expenditures on the maintenance of *Entrances*.

v) Minimization of risk of future maintenance problems and reconstruction costs.

vi) Existence of sufficient legal access onto *County Roads* via easement, right-of-way or mutual entrance through adjacent property.

e) An *Entrance* Permit will be issued upon satisfaction of the *Director* that all necessary arrangements, agreements and financial securities and fees are provided to the *County*.

f) Should the ownership of the property change after the date of the application, the new *Owner* shall become the *Applicant*.

10. INSTALLATION OF THE ENTRANCE

a) The *Entrance* shall be installed at the *Applicant's* expense, to the relevant OPSS and OPSD and in accordance with this Guideline. In the case of Commercial, Industrial, Institutional or Multi-residential developments, where a licensed contractor has been retained to construct site services, installation of the *Entrance* by the contractor will normally be permitted, subject to prior approval of the *Director*. In all other cases, the *Entrance* shall be installed by the *County*, at the *Applicant's* expense.

b) Approval for an *Entrance* as part of an application for plan of subdivision, plan of vacant land condominium, consent or site plan approval remains valid for the duration of the validity of the instrument wherein the approval was granted.

c) Work on an installation under the authority of an *Entrance* Permit must be completed within six (6) months of the date of issue of the *Entrance* Permit. Failure to complete the required work within six (6) months of *Entrance* Permit issuance may result in the cancellation of the *Entrance* Permit by written notice.

d) All works related to or forming a part of an *Entrance* shall be carried out in accordance with the approved plans, specifications and conditions, and are subject to the approval of the *Director*.

Guidelines For Entrances To The County Road System

e) Where installation by the *Applicant's* contractor is approved by the *Director*, the *Applicant* shall be responsible for the construction, marking, and maintenance of the detours required, and for maintaining safety measures for the protection of the public during the construction of any works in respect of the *Entrance*.

11. INSPECTION OF THE ENTRANCE

a) Where a contractor installs the *Entrance* with the approval of the *Director*, the installation of the *Entrance* will be inspected by the *Director* upon completion. It shall be the *Applicant's* responsibility to contact the County Public Works Department for an inspection of the *Entrance* installation, once it has been completed.

b) Should any adjustments to the constructed or altered *Entrance* be required by the *Director*, said adjustments shall be completed within ten (10) days of written notification by the *Director* of the adjustments that are required.

12. ENTRANCE PERMIT FEE

a) When approval for an *Entrance* is sought as part of an application for plan of subdivision, plan of vacant land condominium, consent or site plan approval, no fee additional to that of the application is payable.

b) The fees charged for *Entrance* Permits shall be in accordance with County Fee By-law No. 4821-2007 as amended from time to time and any successors to it that may be enacted.

REMEDIAL ACTIONS FOR GRADE LEVEL CROSSINGS

Crossing ID	County Road	Remedial Measures	Cost	Status
806956	Oxford Road 29	Improve the roadway surface conditions on the eastbound approach	Low (\$500)	Complete
		Install 30 km/h 'Speed Advisory Tab' signs below the existing Railway Crossing Ahead signs and remove the 'BUMP AHEAD' signs	Low (\$500)	Complete
RX815776	Oxford Road 22	Ensure the trees that have the potential to obstruct visibility on the southwest corner are trimmed on a regular basis	Low (\$500)	Complete
		Install 30 km/h 'Speed Advisory Tab' signs below the existing Railway Crossing Ahead signs and remove the 'BUMP' and 'BUMP AHEAD' signs	Low (\$500)	Complete
375067	Oxford Road 6	Install 40 km/h 'Speed Advisory Tab' signs below the existing Railway Crossing Ahead signs and remove the 'BUMP' and 'BUMP AHEAD' signs	Low (\$500)	Complete
895087	Oxford Road 3	Prohibit on-street parking on the southeast corner of the crossing between Railway Street and the railway corridor	Low (\$500)	Outstanding
		Install 20 km/h 'Speed Advisory Tab' signs below the existing Railway Crossing Ahead signs and remove the 'BUMP' and 'BUMP AHEAD' signs	Low (\$500)	Complete
815006	Oxford Road 22	Install 30 km/h Advisory Speed Tab signs on the same post as the RAILWAY CROSSING AHEAD signs	Low (\$500)	Complete

59247	Oxford Road 59	Remove commercial signs to provide clear visibility of the crossing warning system throughout the northbound stopping sight distance	Low to medium (\$500 to \$5,000)	Outstanding
434838	Oxford Road 11	Install a Prepare to Stop at Railway Crossing sign on the northbound approach	The approximate cost for the installation of a Prepare to Stop at Railway Crossing with flashing beacons is \$60,000.	Additional review completed, determined sign was not warranted
9293	Oxford Road 9	Install 30 km/h 'Speed Advisory Tab' signs below the existing Railway Crossing Ahead signs, remove the 'BUMP' signs and the custom signs indicating 'PLEASE REDUCE SPEED'	Low (\$500)	Outstanding
37057	Oxford Road 37	Trim the vegetation obstructing the warning system installed on the westbound approach	Low (\$500)	Complete
264210	Oxford Road 27	Relocate the STOP AHEAD sign obstructing the view within the stopping sight distance past the crossing	Low (\$500)	Complete
434801	Oxford Road 11	Prohibit on-street parking on the southeast corner of the crossing between Beachville Road and the railway corridor	Low (\$500)	Further review completed, determined there were no other parking options, hence parking is not prohibited

		Install 30 km/h 'Speed Advisory Tab' signs below the Railway Crossing Ahead signs	Low (\$500)	Complete
374622	Oxford Road 6	Install 30 km/h 'Speed Advisory Tab' signs below the existing Railway Crossing Ahead signs	Low (\$500)	Complete

Oxford County Road Network Collision Heatmap 2019-2023



Road Network

- Provincial Road
- County Road
- Municipal Road

Collision Frequency

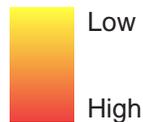


TABLE 20: SUMMARY OF TEN MOST FREQUENT URBAN COLLISION LOCATIONS (2018-2022)

Rank	Location	Municipality	Number of Collisions	Injuries / Fatalities	Completed / Ongoing Improvements
1	OR59 and Julianna	Woodstock	44	4 / 0	Upgrades Completed in 2021
2	OR59 and Dundas	Woodstock	42	6 / 0	Ongoing Reconstruction
3	OR59 and OR15	Woodstock	40	0 / 0	
4	OR59 and Peel	Woodstock	38	10 / 0	Ongoing Reconstruction
5	OR35 and Springbank	Woodstock	33	5 / 0	
6	OR59 and Hounsfield/Main	Woodstock	33	7 / 0	Ongoing Reconstruction
7	OR4 and OR2	Woodstock	26	7 / 0	
8	OR2 and OR12	Woodstock	22	6 / 0	
9	OR54 and OR35	Woodstock	21	4 / 0	Reconstructed in 2021
10	OR15 and OR12	Woodstock	21	2 / 0	

TABLE 21: SUMMARY OF TEN MOST FREQUENT RURAL COLLISION LOCATIONS (2018-2022)

Rank	Location	Municipality	Number of Collisions	Injuries / Fatalities	Completed / Ongoing Improvements
1	OR2 and OR6 (Existing Roundabout)	Zorra	25	5 / 0	
2	OR59 and OR33	East-Zorra Tavistock	19	5 / 1	Upgrades Completed in 2023
3	OR59, OR13 and OR46	Norwich	16	5 / 0	
4	OR6 and OR33	Zorra	13	6 / 0	Illumination added in 2021
5	OR59 and OR8	East-Zorra Tavistock	13	5 / 0	All Way Stop implemented in 2021
6	OR9 and OR6	South-West Oxford	11	3 / 0	
7	OR28 and OR6	Zorra	11	3 / 1	Upgrades planned for 2024
8	OR60 and OR33	East-Zorra Tavistock	11	4 / 0	
9	OR6 and Karn Road	South-West Oxford	11	5 / 2	Illumination added in 2021
10	OR8 and OR60	East-Zorra Tavistock	10	2 / 0	

REPORT TO COUNTY COUNCIL

2024 Community Safety Zone Implementation

To: Warden and Members of County Council

From: Director of Public Works

RECOMMENDATIONS

1. That County Council authorize the implementation of Community Safety Zones as described in Report PW 2024-04, titled '2024 Community Safety Zone Implementation';
2. And further, that a by-law be presented to County Council at the February 28, 2024 Council meeting to amend By-law 6511-2023 to designate additional Community Safety Zones on parts of the County road network as outlined in Report PW 2024-04.

REPORT HIGHLIGHTS

- The purpose of this report is to seek County Council authorization for the implementation of nine additional Community Safety Zones (CSZ's) in designated areas on the County road network through enactment of an applicable by-law.
- A total of 12 individual study areas (seven locations carried forward from the 2022 CSZ Evaluation and five new locations identified in 2023) were assessed in 2023 for CSZ applicability in accordance with the County's CSZ criteria and warrant process adopted by Oxford County Council in 2021 (Report [PW 2021-31](#)). From this, nine new CSZ locations were recommended.
- In addition to the 20 CSZ locations that were approved by Council (Report [PW 2023-05](#)), approval of these nine additional CSZ locations will result in a total of 29 CSZ designations throughout various communities in Oxford County along specific segments of the County road network.

IMPLEMENTATION POINTS

If approved, a by-law will be presented to County Council on February 28, 2024 to amend By-law 6511-2023 to designate these additional nine CSZ's on the County road network.

Following by-law enactment, CSZ implementation will be scheduled in 2024 and identified with the installation of appropriate regulatory signage in accordance with the Highway Traffic Act (HTA) and Ontario Traffic Manual (OTM).

Financial Impact

The approved 2024 Business Plan and Budget includes \$175,000 in the Traffic Calming capital account to fund various County-wide traffic calming measures.

Implementation of additional CSZ's in 2024 was not specifically identified within the 2024 capital budget; however, the Traffic Calming capital account includes \$50,000 for unspecified traffic calming initiatives and will be used to fund CSZ implementation in 2024.

Communications

The results of the 2023 CSZ evaluation (12 locations) were shared with Area Municipal staff and Police (Ontario Provincial Police; Woodstock Police Services) on January 25, 2024 for comment.

Report PW 2024-04 will also be forwarded to Area Municipalities and Police pending adoption by County Council.

Implementation of CSZ's will be promoted through a news release, social media and information posted to the County website. All materials will be shared with affected Area Municipalities in advance.

2023-2026 STRATEGIC PLAN

Oxford County Council approved the [2023-2026 Strategic Plan](#) on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council's vision of "Working together for a healthy, vibrant, and sustainable future." These pillars are: (1) *Promoting community vitality*, (2) *Enhancing environmental sustainability*, and (3) *Fostering progressive government*.

The recommendations in this report supports the following Strategic Plan pillars and goals:

PILLAR 1	PILLAR 2	PILLAR 3
		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
Goal 1.4 – Connected people and places		Goal 3.1 – Continuous improvement and results-driven solutions Goal 3.2 – Collaborate with our partners and communities

See: [Oxford County 2023-2026 Strategic Plan](#)

DISCUSSION

Background

Oxford County's CSZ warrant criteria (Report [PW 2021-31](#)) involves a two-stage process where designated areas of special consideration are identified (Warrant 1) and then further evaluated to determine if they meet Warrant 2. Both warrants must be met in order to be recommended for CSZ designation.

Designated areas of special consideration as part of Warrant 1 include areas along the County road network where posted speeds are 70 km/h or less and that meet the following criteria:

- Elementary or Secondary Schools (including those with identified official school zones);
- Community centres, recreation areas, playgrounds, hospitals;
- High pedestrian traffic locations (100 pedestrians in any 8-hour period);
- Senior centres/residences; and
- Areas identified by Police.

Locations that meet Warrant 1 require further assessment using the road safety and collision safety components as part of the Warrant 2 analysis. Designated areas with a safety risk scoring of 13 or greater or a collision ratio of less than 1:900 are considered to meet Warrant 2 criteria.

2022 CSZ Evaluation

In 2022, a County-wide CSZ evaluation was undertaken (Report PW 2023-05) utilizing the County's CSZ warrant criteria process and identified 28 locations as meeting Warrant 1 (areas of special consideration). Of the 28 locations, 21 locations were found to meet Warrant 2 and were recommended to County Council for CSZ Implementation. Twenty locations were ultimately approved for CSZ implementation by Council, with one location deferred by resolution.

Seven of the 28 locations from the 2022 CSZ evaluation did not meet the Warrant 2 road safety component (score of 13 or greater) and required additional data collection for specific scoring matrix criteria where lowest score was applied due to unavailable information.

2023 CSZ Evaluation

CSZ assessment continued in 2023 and included the seven locations listed below that were carried forward from the 2022 County-wide CSZ evaluation that required additional (Warrant 2) analysis following the gathering of field traffic data:

- OR 8 / Albert Street – Douro Street to East leg of Fennel Street, Plattsville
- OR 10 / Ingersoll Street North – Bell Street to Victoria Street, Ingersoll
- OR 119 / Bell Street – Ingersoll Street North to Cashel Street, Ingersoll
- OR 18 / Main Street East – Stover Street to 50 km/h limit East, Norwich
- OR 10 / Culloden Line – Brownsville Road to Lynn-Wood Estates entrance, Brownsville
- OR 15 / Parkinson Road – Mill Street to Norwich Avenue, Woodstock
- OR 35 / Devonshire Avenue – Vansittart Avenue to Huron Street, Woodstock

In addition to the seven locations noted above, five new locations were proposed for evaluation through consultation with Area Municipal staff and/or following more recent speed and road safety review assessments in various study areas. These additional study segments were subsequently found to meet CSZ Warrant 1 criteria (areas of special consideration) and are listed below:

- OR 24 / Hope Street West – Woodstock Street to 50 km/h limit West, Tavistock
- OR 24 / Hope Street East – Woodstock Street to 50 km/h limit East, Tavistock
- OR 18 / Main Street West – Florence Street to Stover Street, Norwich
- OR 20 / North Street East – Broadway to Tillson Avenue, Tillsonburg
- OR 6 / Huron Street – John Street to Halladay Street, Embro

Comments

2023 CSZ Evaluation Findings and Results

The results of the 2023 CSZ evaluation are provided in Attachment 1 and include a total of 12 study locations (seven locations carried forward from 2022 and five additional locations) that were found to meet CSZ Warrant 1 criteria (areas of special considerations) and were further assessed for Warrant 2 compliance (score of 13 or greater).

Study areas that are highlighted in green meet Warrant 2 criteria and are being proposed for CSZ implementation. Locations highlighted in red did not meet Warrant 2 criteria and are therefore not being proposed for CSZ implementation.

Detailed mapping is provided in Attachment 2 and includes an overall County-wide map and individual maps for each study area identifying proposed CSZs.

The key findings of the 2023 CSZ evaluation of the identified 12 locations are summarized below:

- Nine locations met Warrant 2 road safety component (score of 13 or greater);
- Collision component threshold was not met for any of the 12 locations (collision ratio < 1:900); and,
- Three locations did not meet Warrant 2 road safety component (score of 13 or greater).

From the above, the following nine locations met the CSZ criteria and warrant process thresholds required to be designated as a CSZ and are recommended for implementation.

- OR 10 / Ingersoll Street North – Bell Street to Victoria Street, Ingersoll
- OR 119 / Bell Street – Ingersoll Street North to Cashel Street, Ingersoll
- OR 15 / Parkinson Road – Mill Street to Norwich Avenue, Woodstock
- OR 35 / Devonshire Avenue – Vansittart Avenue to Huron Street, Woodstock
- OR 24 / Hope Street West – Woodstock Street to 50 km/h limit West, Tavistock
- OR 24 / Hope Street East – Woodstock Street to 50 km/h limit East, Tavistock
- OR 18 / Main Street West – Florence Street to Stover Street, Norwich
- OR 20 / North Street East – Broadway to Tillson Avenue, Tillsonburg
- OR 6 / Huron Street – John Street to Halladay Street, Embro

CONCLUSIONS

Staff recommends amending the County's existing CSZ By-law 6511-2023 to designate additional Community Safety Zones on parts of the County road network as outlined in Report PW 2024-04.

Implementation of CSZ's at designated areas where safety is of a greater concern, validated through the County's CSZ criteria and warrant process, will increase safety and assist in deterring speed-related infractions through traditional and automated enforcement, if implemented in the future.

Implementation of these additional nine CSZ's will result in a total of 29 CSZ designated areas on the County road network throughout various communities within Oxford County.

SIGNATURES

Report author:

Original signed by

Shawn G. Vanacker, C.Tech, CRS-S, CMM III
Supervisor of Transportation

Departmental approval:

Original signed by

David Simpson, P.Eng., PMP
Director of Public Works

Approved for submission:

Original signed by

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENTS

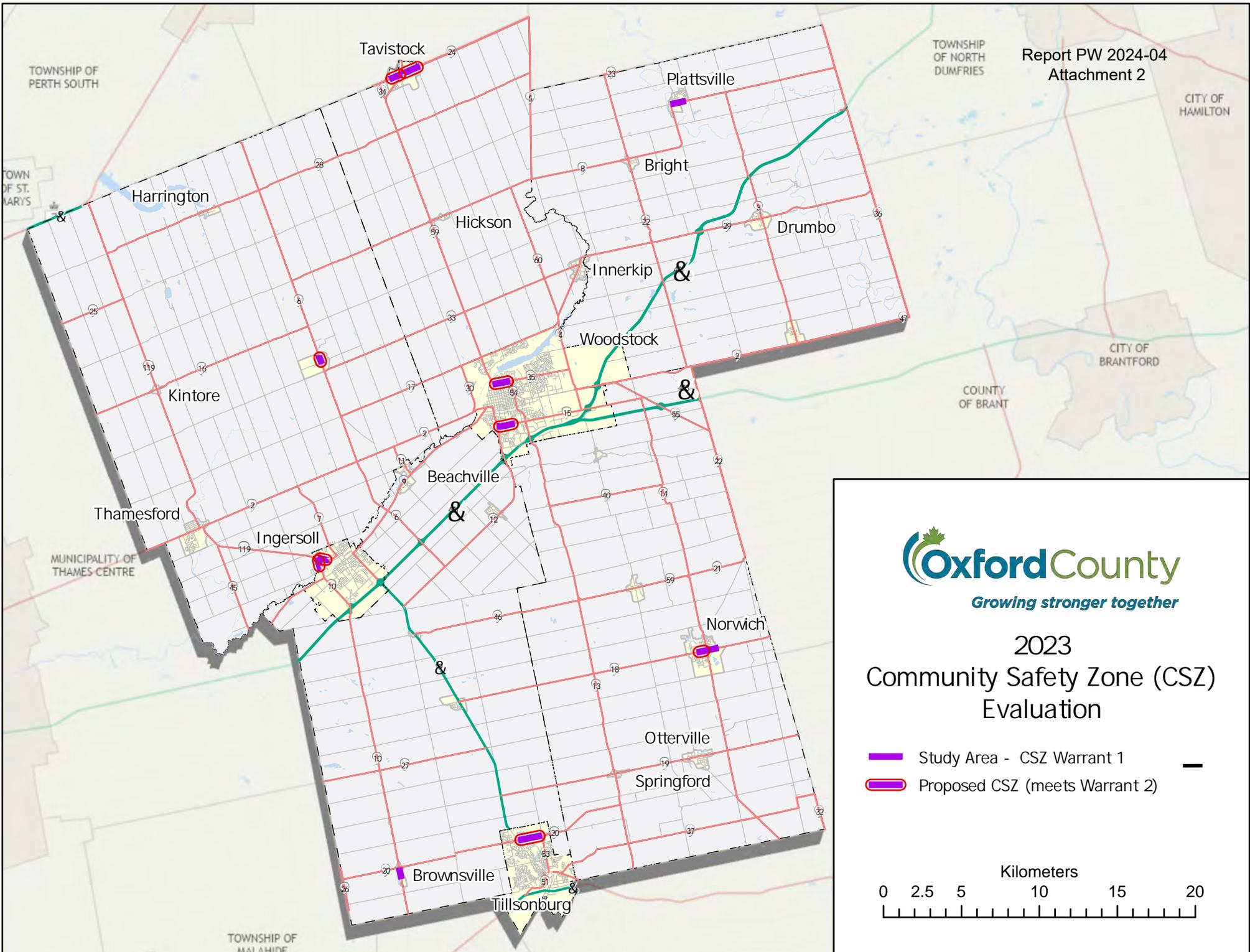
Attachment 1: 2023 CSZ Evaluation Results
Attachment 2: Proposed CSZ Location Maps

2023 Oxford County CSZ Evaluation

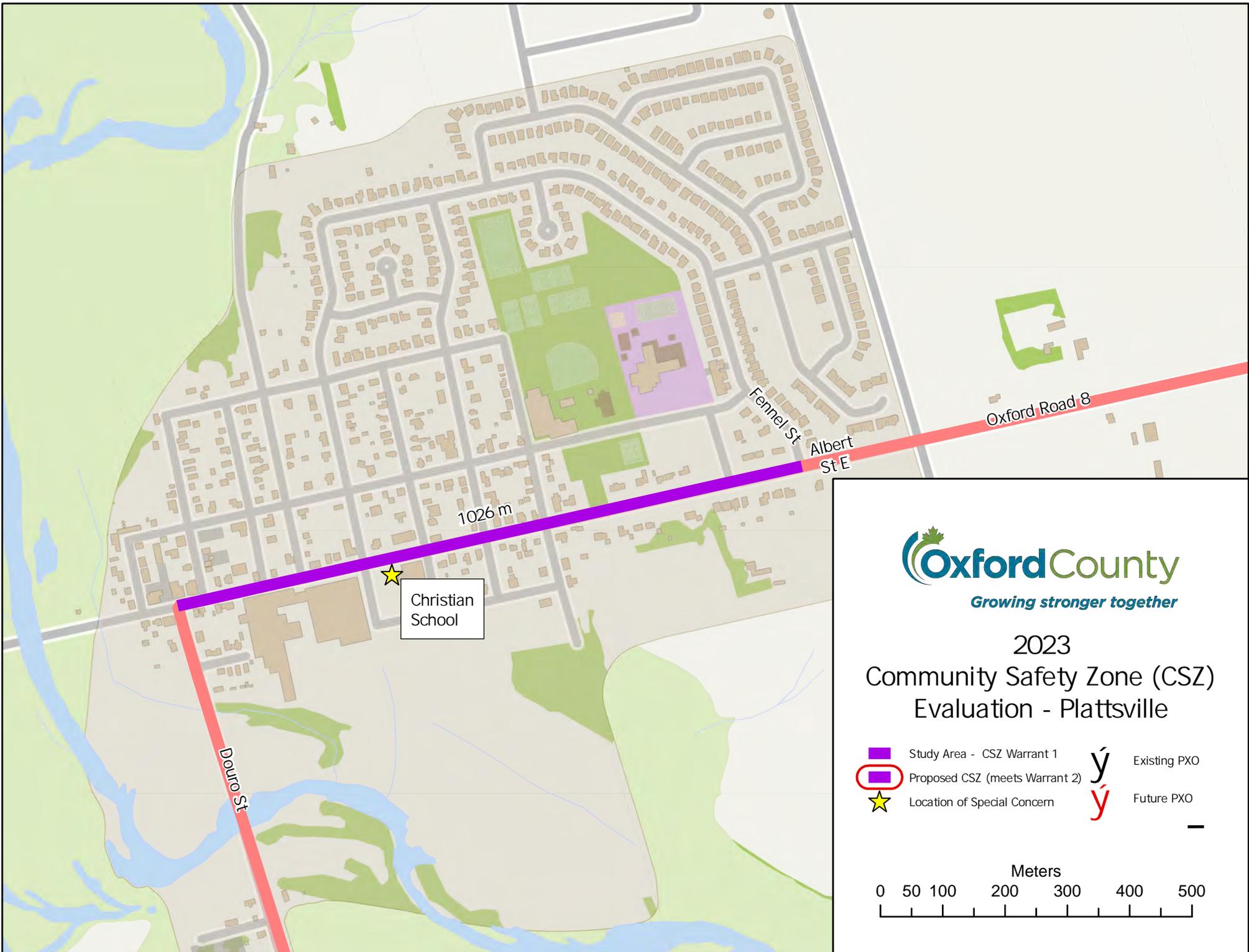
Area of Special Consideration (CSZ Warrant 1)							Road Safety Component (Warrant 2)												Collision Safety Component (Warrant 2)	
Oxford Road Number	Posted Speed Limit	Area Municipality	Type of Facility	Facility Name	Zone Limit	Zone Length (m)	Operating Speed (85th Percentile) (km/hr)		Average Annual Daily Traffic		Length of Sidewalk		Truck Volume (%)		Pedestrian crossing in any 8 hrs		Intersections and Entrances per KM		Road Safety Score	Collision Ratio
OR8/ Albert St	50km/h	Blandford Blenheim (Plattsville)	School	Plattsville Christian School	Douro St to east leg of Fennel St	1030	64	2	3627	2	80%	1	14%	3	33	1	52	3	12	1:9590
OR24/ Hope St W	50km/h	EZT (Tavistock)	High Ped Volume	NA	50km/h zone limit to Woodstock St	900	61	2	4026	2	58%	2	16%	3	224	3	51	3	15	1:2948
OR24/ Hope St E	50km/h	EZT (Tavistock)	High Ped Volume	NA	50km/h zone limit to Woodstock St	1240	66	2	6772	2	87%	1	11%	3	131	3	73	3	14	1:4328
OR10/ Ingersoll St N	50km/h	Ingersoll	Park	Woodhatch Park / Unifor Baseball Diamond	Bell St to Victoria St	710	64	2	4448	2	66%	2	8%	3	49	1	16	3	13	1:4230
OR119/ Bell St	50km/h	Ingersoll	High Ped Volume	NA	Ingersoll St N to Cashel St	740	72	3	3406	2	100%	1	6%	3	101	3	30	3	15	1:3300
OR18/ Main St W	50km/h	Norwich	Retirement Community	Stillwaters Christian Retirement Community	Florence St to Stover St	660	60	2	4134	2	100%	1	7%	3	409	3	42	3	14	1:1611
OR18/ Main St E	50km/h	Norwich	Retirement Home / School	Trillium Christian Retirement Home / Rehoboth Christian School	Stover St to east 50km/hr limit	780	62	2	4028	2	90%	1	8%	3	29	1	54	3	12	1:6050
OR10/ Culloden Line	50km/h	SWOX (Brownsville)	Community Centre	Brownsville Community Centre	OR 20 to Lynwood Estates entrance	750	67	2	2232	1	88%	1	17%	3	75	2	47	3	12	1:1120
OR20/ North St E	50km/h	Tillsonburg	High Ped Volume	NA	Broadway to Tillson Ave	1550	69	2	6553	2	100%	1	6%	3	205	3	42	3	14	1:2124
OR15/ Parkinson Rd	40km/h 50km/h	Woodstock	Schools / Park	Southside Public School/St. Patrick's School/Kintrea Park/ Southside Park	Mill St to Norwich Ave	1640	63	2	7751	3	90%	1	4%	2	120	3	26	3	14	1:2140
OR35/ Devonshire Ave	50km/h	Woodstock	Retirement Centre	Chartwell Oxford Gardens Retirement Residence	Vansittart Ave to Huron St	1150	62	2	10792	3	87%	1	4%	2	318	3	40	3	14	1:1639
OR6/ Huron St	50km/h	Zorra (Embro)	High Ped Volume	NA	John St to Halladay St	580	65	2	4743	2	74%	2	21%	3	65	2	30	3	14	1:5178

Note: Areas of Special Concern with score of 13 or greater OR with Collision Ratio < 1:900 meet warrants for CSZ

	Meets Warrant 2 for CSZ
	Does not meet Warrant 2 For CSZ
	Value/score was assumed for Road Safety Component criteria
	Additional data collection is required

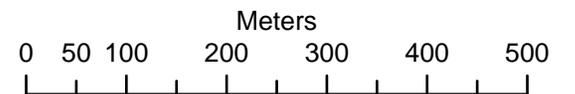


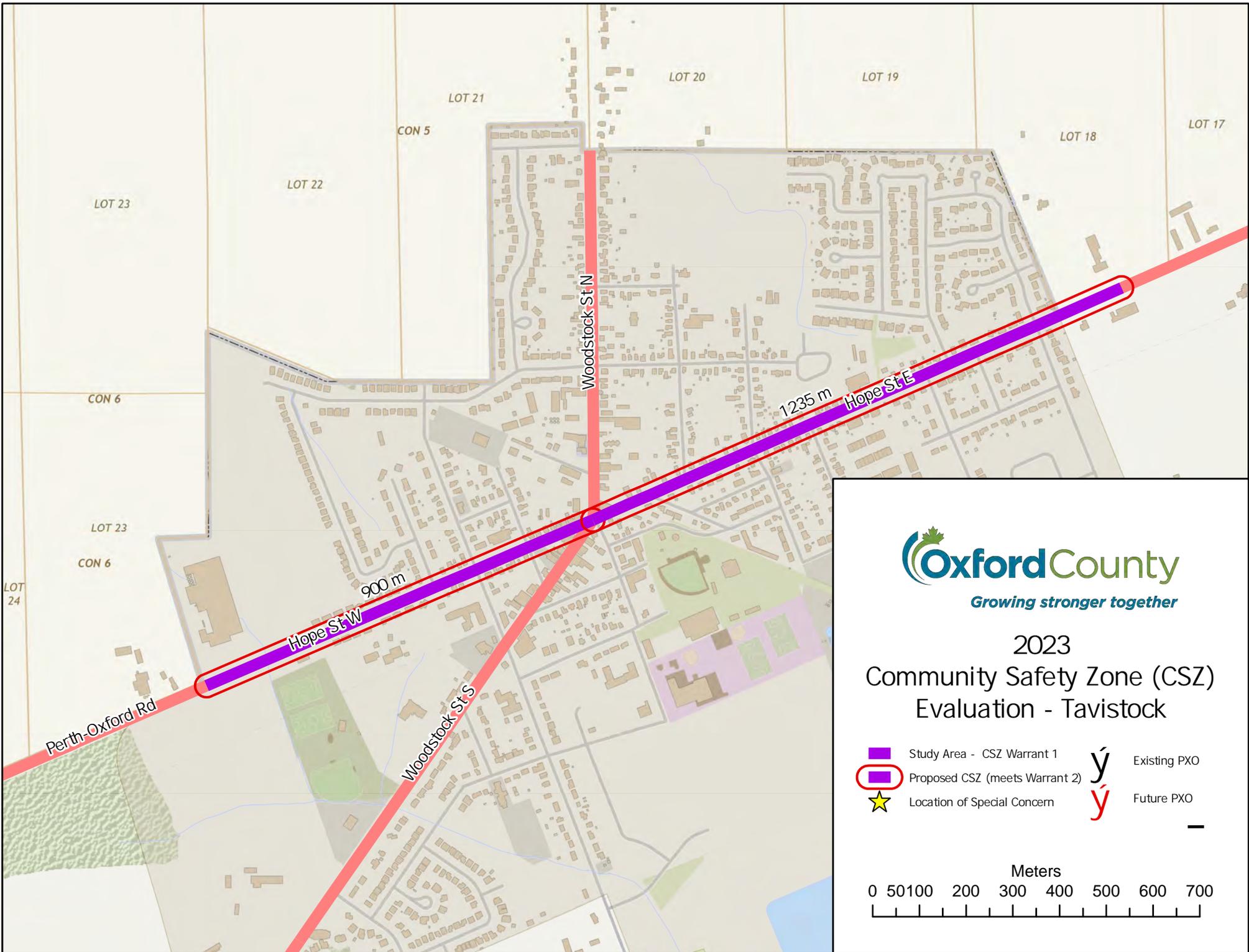
2023 Community Safety Zone (CSZ) Evaluation



2023
Community Safety Zone (CSZ)
Evaluation - Plattsville

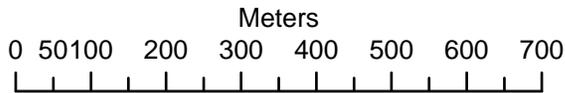
- Study Area - CSZ Warrant 1
- Proposed CSZ (meets Warrant 2)
- Location of Special Concern
- Existing PXO
- Future PXO

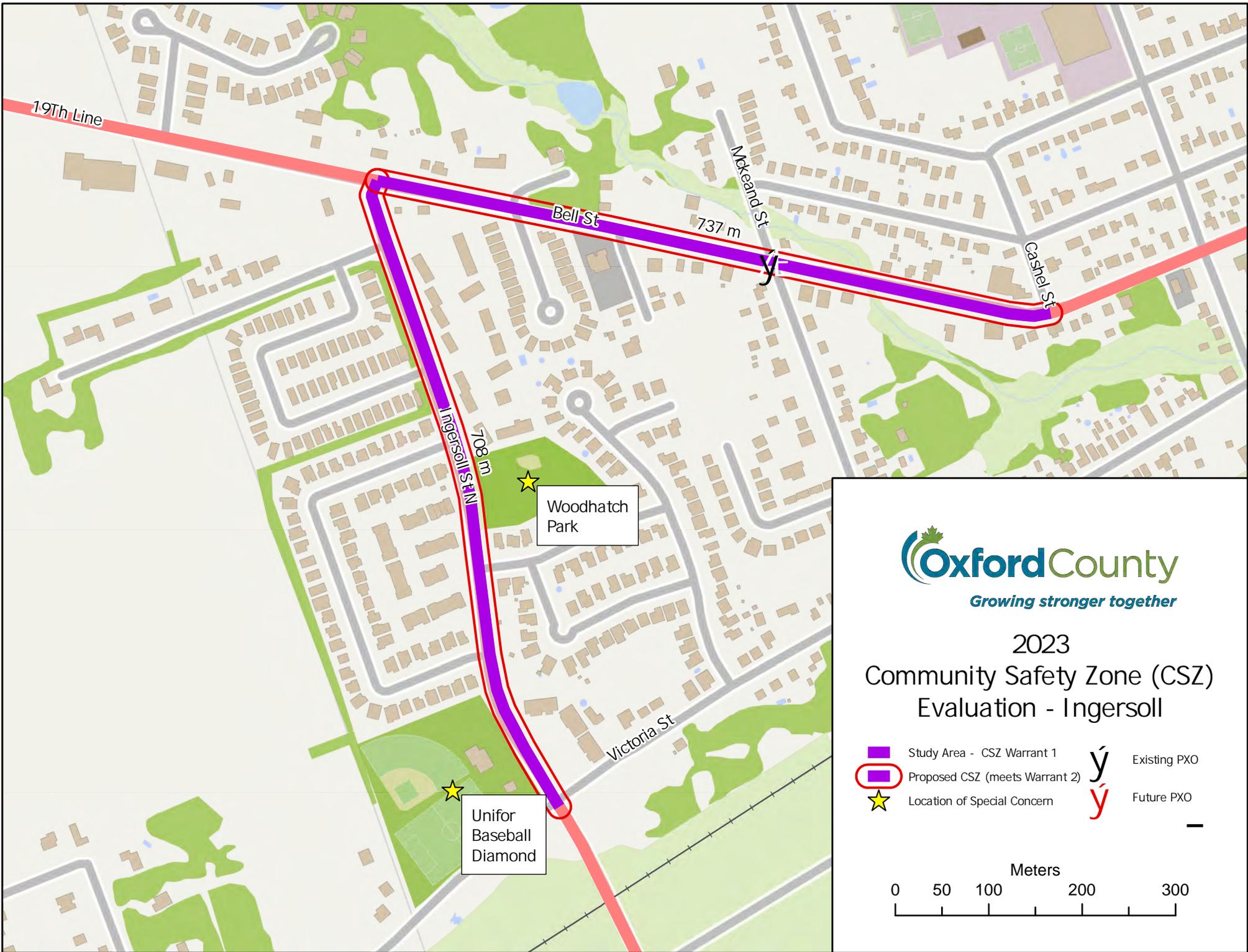




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Community Safety Zone (CSZ)
Evaluation - Tavistock

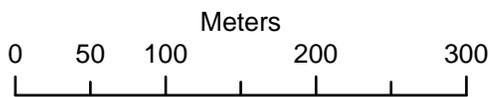
- Study Area - CSZ Warrant 1
- Proposed CSZ (meets Warrant 2)
- Location of Special Concern
- Existing PXO
- Future PXO

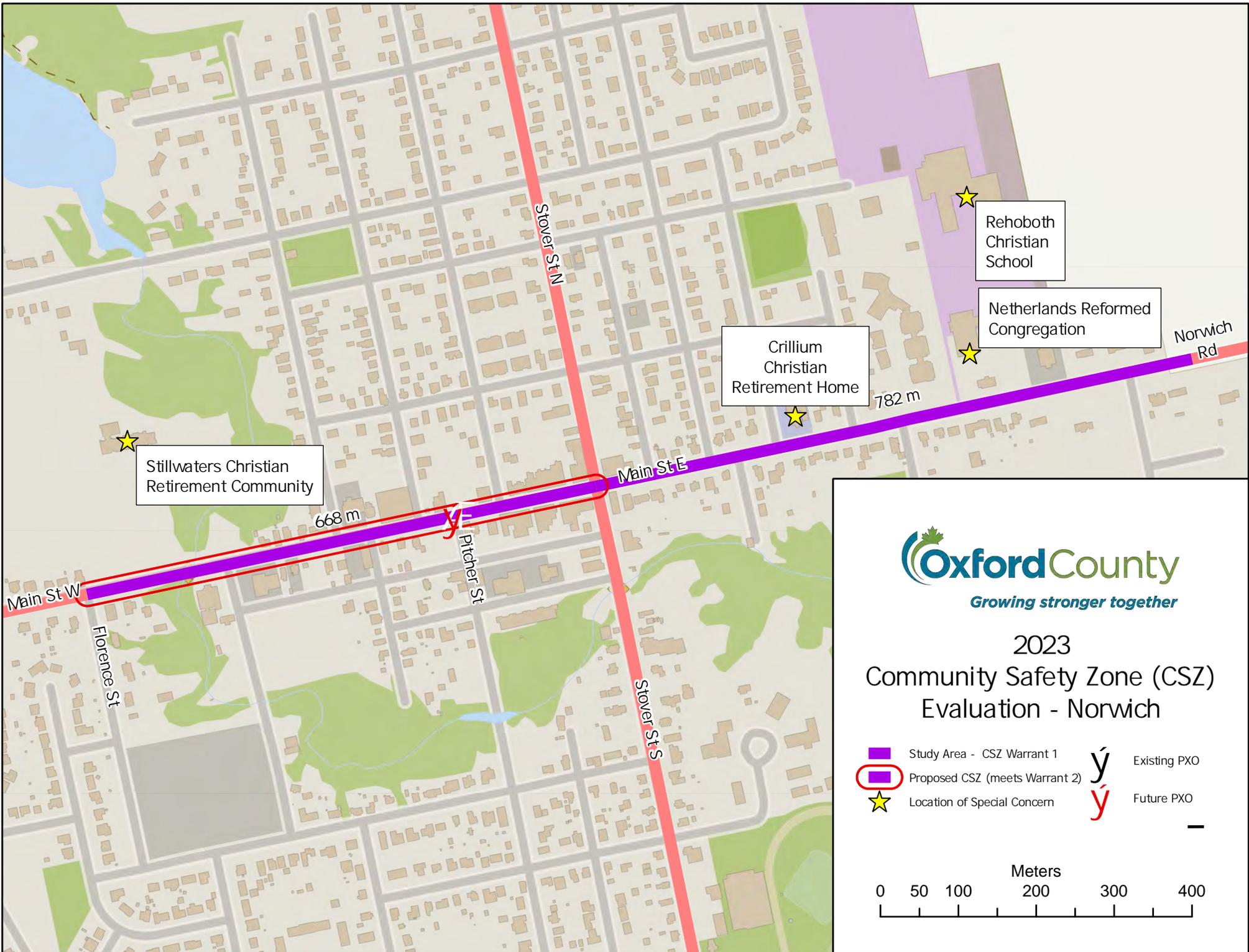




2023
 Community Safety Zone (CSZ)
 Evaluation - Ingersoll

- Study Area - CSZ Warrant 1
- Proposed CSZ (meets Warrant 2)
- Location of Special Concern
- y Existing PXO
- y Future PXO





Stillwaters Christian Retirement Community

Crillium Christian Retirement Home

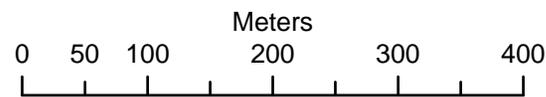
Rehoboth Christian School

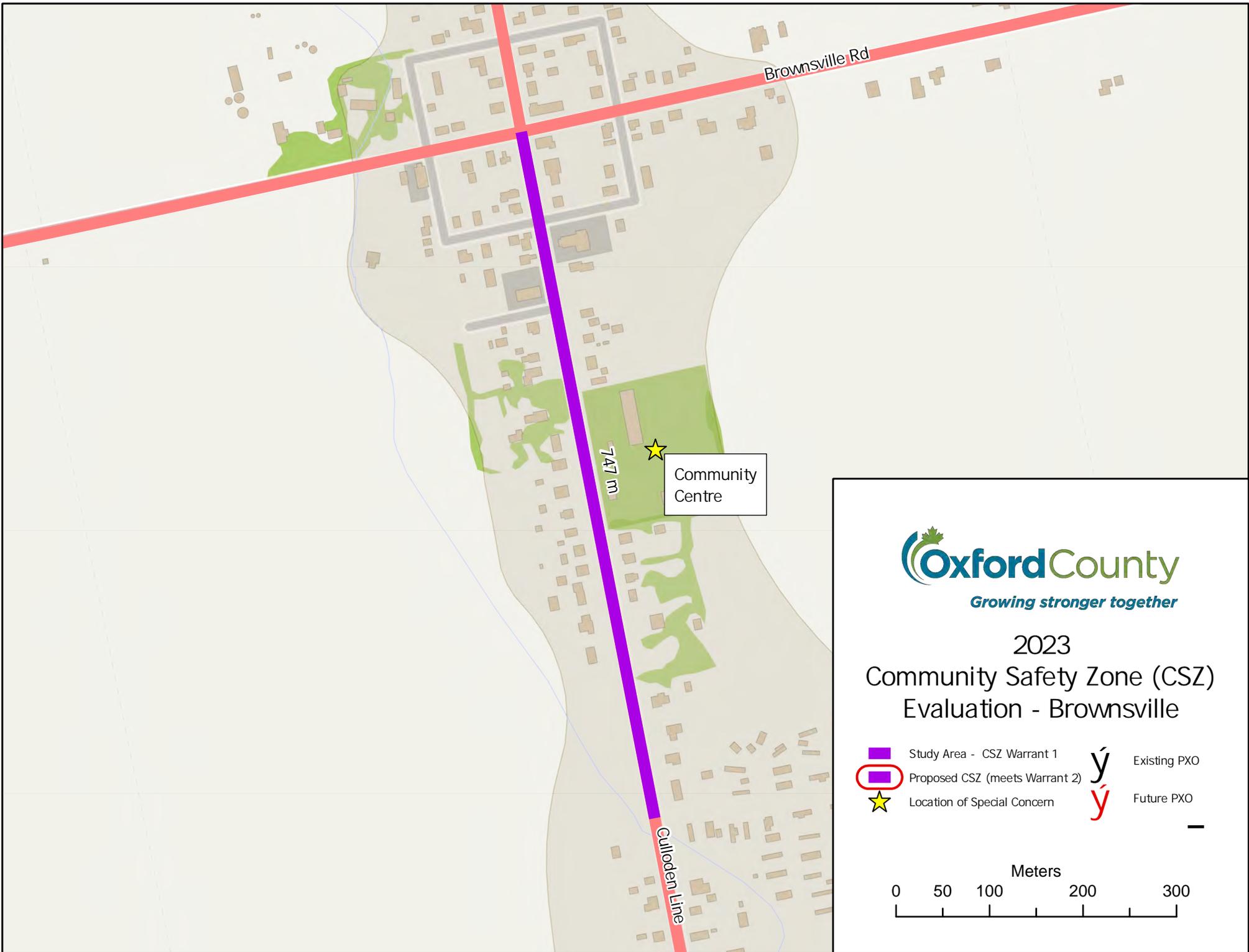
Netherlands Reformed Congregation

Oxford County
Growing stronger together

2023
 Community Safety Zone (CSZ)
 Evaluation - Norwich

- Study Area - CSZ Warrant 1
- Proposed CSZ (meets Warrant 2)
- Location of Special Concern
- y Existing PXO
- y Future PXO

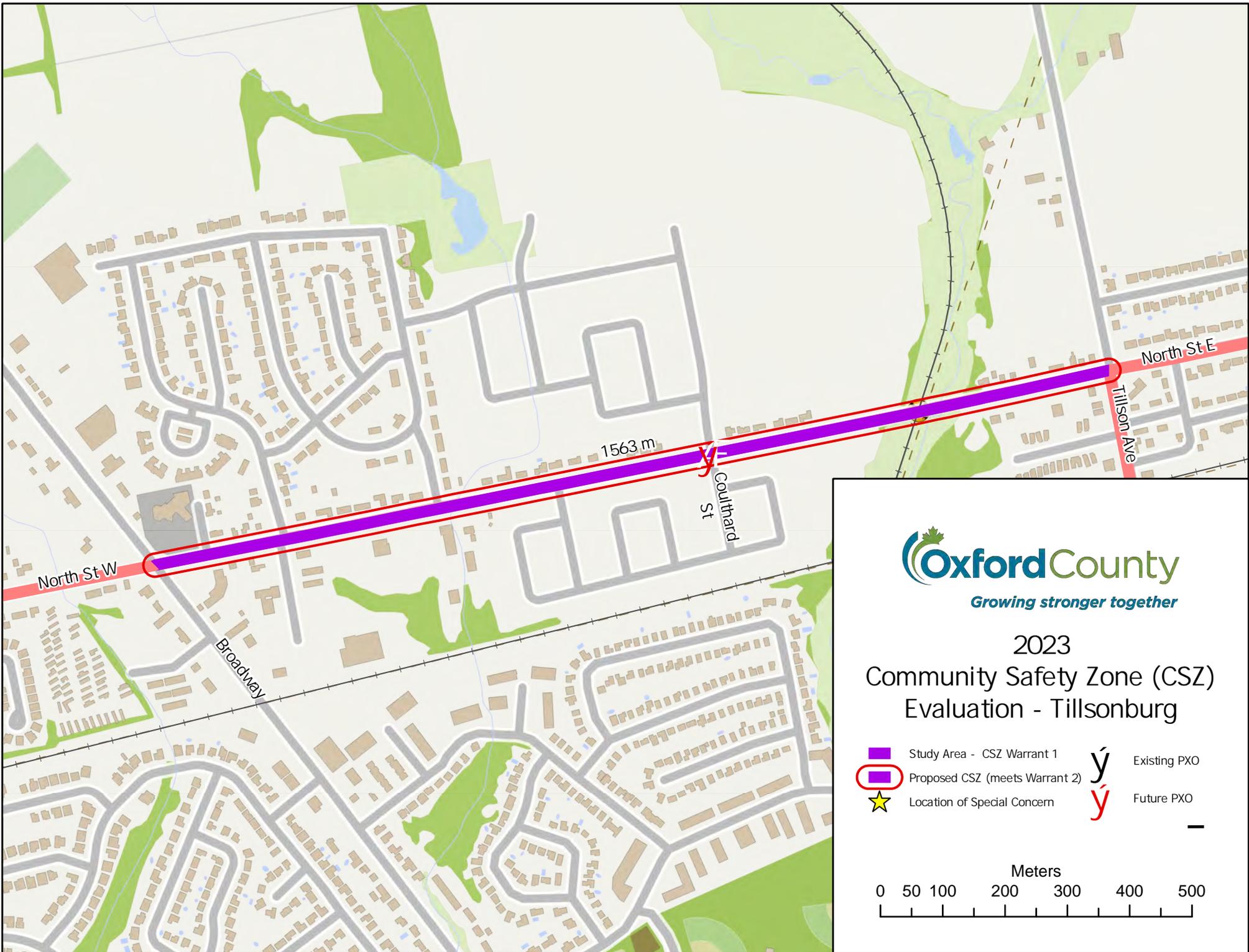




2023
Community Safety Zone (CSZ)
Evaluation - Brownsville

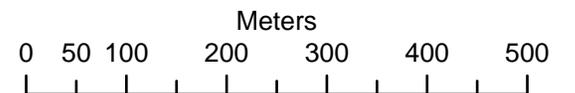
- Study Area - CSZ Warrant 1
- Proposed CSZ (meets Warrant 2)
- Location of Special Concern
- ý Existing PXO
- ý Future PXO

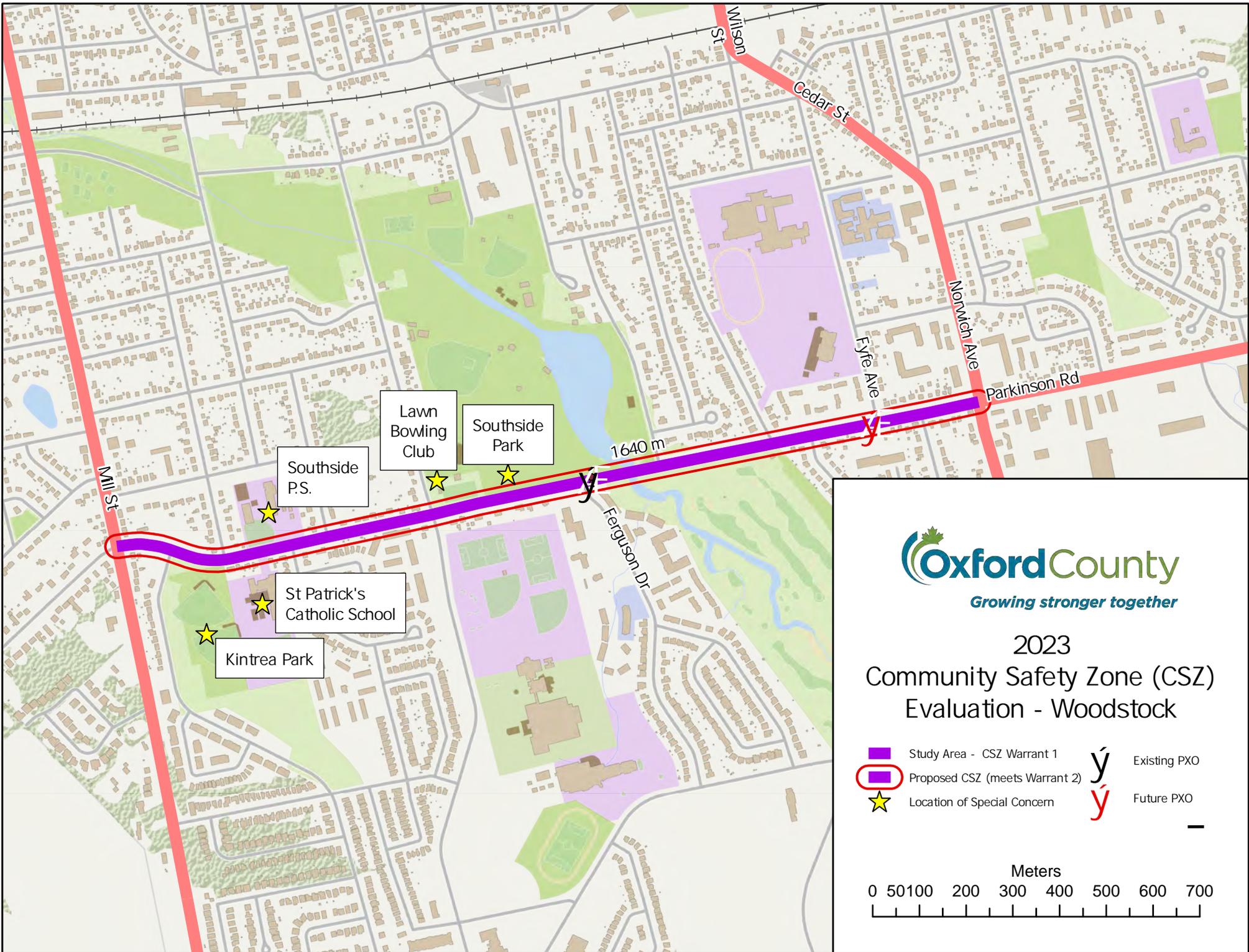




2023
Community Safety Zone (CSZ)
Evaluation - Tillsonburg

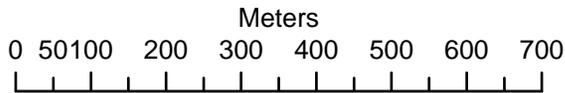
- Study Area - CSZ Warrant 1
- Proposed CSZ (meets Warrant 2)
- Location of Special Concern
- Existing PXO
- Future PXO

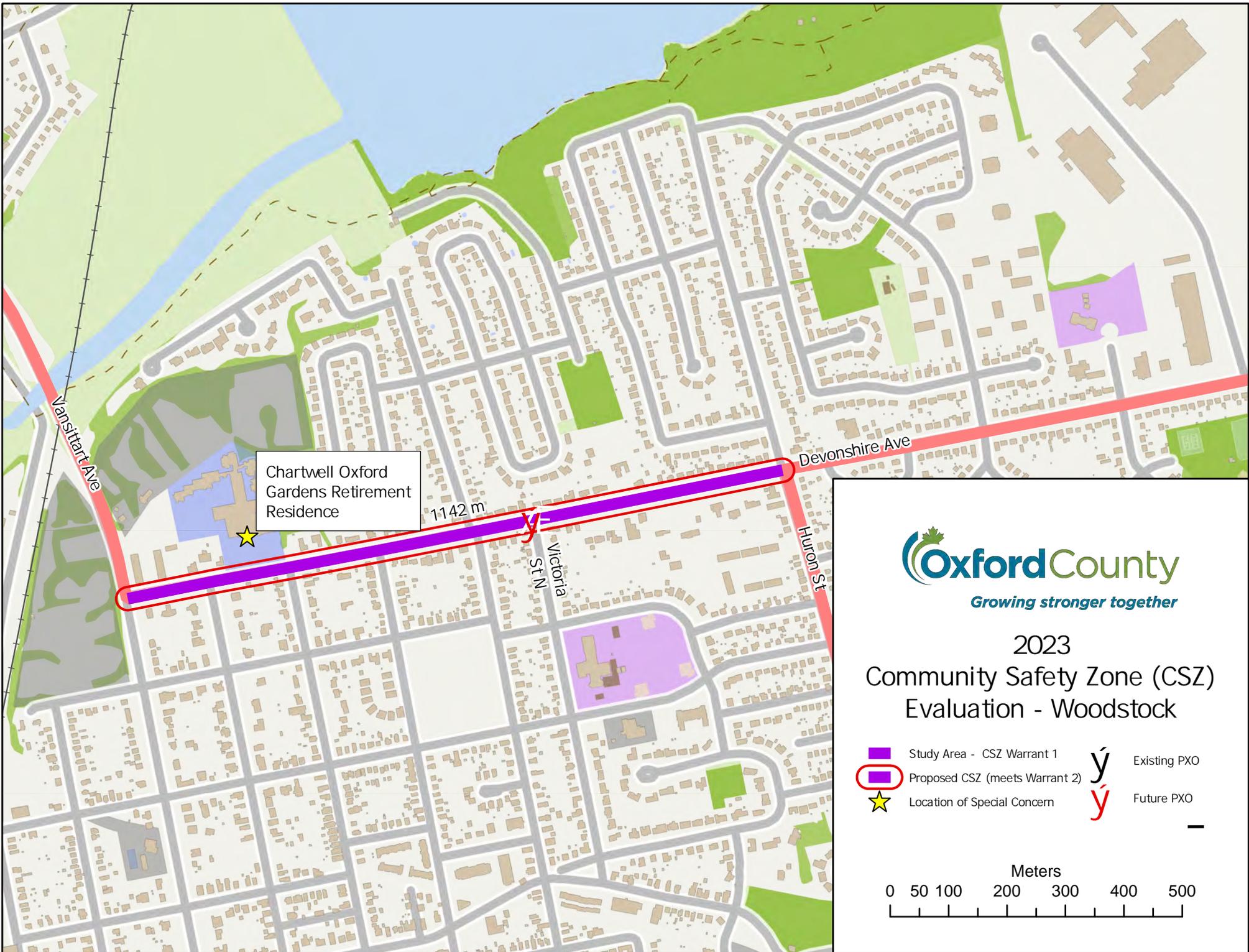




2023
Community Safety Zone (CSZ)
Evaluation - Woodstock

- Study Area - CSZ Warrant 1
- Proposed CSZ (meets Warrant 2)
- Location of Special Concern
- Existing PXO
- Future PXO





Chartwell Oxford
Gardens Retirement
Residence

1142 m

Devonshire Ave

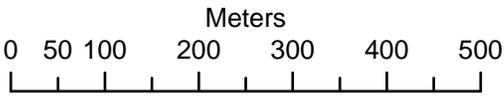
Victoria
St N

Huron St

Oxford County
Growing stronger together

2023
Community Safety Zone (CSZ)
Evaluation - Woodstock

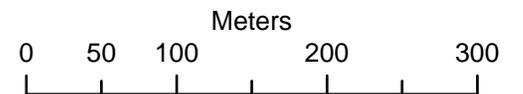
- Study Area - CSZ Warrant 1
- Proposed CSZ (meets Warrant 2)
- Location of Special Concern
- Existing PXO
- Future PXO





2023 Community Safety Zone (CSZ) Evaluation - Embro

-  Study Area - CSZ Warrant 1
-  Proposed CSZ (meets Warrant 2)
-  Location of Special Concern
-  Existing PXO
-  Future PXO



COUNTY OF OXFORD

BY-LAW NO. 6615-2024

BEING a By-law to amend By-law No. 6511-2023, being a By-law to establish Community Safety Zones on certain County roads.

WHEREAS, the Table to Section 11 and Section 52 (3) of the Municipal Act, 2001, S.O. 2001, Chapter 25, prescribes that specified highways are within the jurisdiction of the County of Oxford for all matters relating to those highways, including parking and traffic.

AND WHEREAS, subsection 214.1(1) of the Highway Traffic Act R.S.O. 1990, chapt. H.8, as amended by Bill 26 (S.O. 1998, chapt. 6) gives to a Council of a municipality having jurisdiction over a highway, the authority to declare part of that highway as a Community Safety Zone.

AND WHEREAS, Council has adopted the recommendations as contained in Public Works Report No. PW 2024-04, dated February 14, 2023.

NOW THEREFORE, the Council of the County of Oxford hereby enacts the following:

1. That By-law No. 6511-2023 is hereby amended.
2. That parts of the highway as shown in Schedule A are designated as Community Safety Zones when marked with signs as required under the Highway Traffic Act, R.S.O. 1990, Chapter H.8.
3. That penalties provided in the Highway Traffic Act, R.S.O. 1990, Chapter H.8, as it may from time to time be amended or rewritten, shall apply to offences against this By-law.

READ a first and second time this twenty-eighth day of February, 2024.

READ a third time and finally passed this twenty-eighth day of February, 2024.

Marcus Ryan
Municipal Council, County of Oxford

MARCUS RYAN, WARDEN

Chloe Senior

CHLOE SENIOR, CLERK



SCHEDULE "A"
By-law No. 6615-2024

Highway	From the point described as	To the point described as	Duration
County Road 2	The east limit of County Road 30, Woodstock	The west limit of Bexley Street, Woodstock	Anytime
County Road 2	The west limit of County Road 119 (Allen Street), Thamesford	The east limit of Church Street, Thamesford	Anytime
County Road 3	South limit of County Road 29, Drumbo	496 metres south of the south limit of County Road 29, Drumbo	Anytime
County Road 4	The south limit of County Road 33, Innerkip	The north limit of George Street, Innerkip	Anytime
County Road 6	The south limit of Halladay St	The north limit of John St	Anytime
County Road 8	The east limit of County Road 22, Bright	620 metres east of the east limit of County Road 22, Bright	Anytime
County Road 8	The east limit of County Road 59, Hickson	The west limit of 13th Line, Hickson	Anytime
County Road 9	The east limit of County Road 11, Beachville	100 metres east of the east limit of East Hill Road, Beachville	Anytime
County Road 10	The south limit of King Street W, Ingersoll	1040 metres south of the south limit of King Street W, Ingersoll	Anytime
County Road 10	The south limit of Bell St	The north limit of Victoria St	Anytime
County Road 15	The east limit of Mill St	The west limit of Norwich Ave	Anytime
County Road 18	The east limit of Florence St	The west limit of Stover St N	Anytime
County Road 19	The east limit of Church Street, Otterville	The west limit of Buchan Street, Otterville	Anytime
County Road 19	450 metres west of the west limit of West Street S, Springford	1030 metres east of the east limit of West Street S, Springford	Anytime
County Road 20	The east limit of Broadway	The west limit of Tillson Ave	Anytime
County Road 24	900 metres west of the west limit of Woodstock St N	1,235 metres east of the east limit of Woodstock St N	Anytime

SCHEDULE "A"
By-law No. 6615-2024

Highway	From the point described as	To the point described as	Duration
County Road 28	The east limit of 31 st Line, Harrington	The west limit of Albert Street, Harrington	Anytime
County Road 29	370 metres west of the west limit of Morrow Street, Drumbo	170 metres east of the east limit of Duke Street, Drumbo	Anytime
County Road 33	The west limit of County Road 4, Innerkip	580 metres west of the west limit of County Road 4, Innerkip	Anytime
County Road 35	50 metres east of the east limit of Woodall Way, Woodstock	The east limit of Leinster Street, Woodstock	Anytime
County Road 35	The east limit of Vansittart Ave	The west limit of Huron St	Anytime
County Road 59	The south limit of Carman Street, Norwich	50 metres south of Robson Street, Norwich	Anytime
County Road 59	The south limit of Wilton Street, Tavistock	119 metres south of the south limit of Bauer Street, Tavistock	Anytime
County Road 59	The south limit of Dietrich Street, Tavistock	The north limit of Hope Street, Tavistock	Anytime
County Road 59	The north limit of Tecumseh Street, Woodstock	The south limit of County Road 17, Woodstock	Anytime
County Road 119	303 metres north of the north limit of County Road 16, Kintore	400 metres south of the south limit of County Road 16, Kintore	Anytime
County Road 119	The east limit of Ingersoll St N	The west limit of Cashel St	Anytime
County Road 119	The north limit of Delatre Street, Thamesford	640 metres north of the north limit of County Road 2, Thamesford	Anytime

6615-2024 to Amend By Law 6511-2023

Final Audit Report

2024-02-28

Created:	2024-02-28
By:	Chloe Senior (csenior@oxfordcounty.ca)
Status:	Signed
Transaction ID:	CBJCHBCAABAAtx12du33r6vET_7cMISc3Gj0-3nYChI2

"6615-2024 to Amend By Law 6511-2023" History

-  Document created by Chloe Senior (csenior@oxfordcounty.ca)
2024-02-28 - 3:37:04 PM GMT - IP address: 23.174.96.6
-  Document emailed to Marcus Ryan (mryan@oxfordcounty.ca) for signature
2024-02-28 - 3:37:08 PM GMT
-  Document emailed to Chloe Senior (csenior@oxfordcounty.ca) for signature
2024-02-28 - 3:37:08 PM GMT
-  Email viewed by Chloe Senior (csenior@oxfordcounty.ca)
2024-02-28 - 3:39:42 PM GMT - IP address: 23.174.96.6
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Signature Date: 2024-02-28 - 3:39:50 PM GMT - Time Source: server- IP address: 23.174.96.6
-  Email viewed by Marcus Ryan (mryan@oxfordcounty.ca)
2024-02-28 - 3:56:31 PM GMT
-  Document e-signed by Marcus Ryan (mryan@oxfordcounty.ca)
Signature Date: 2024-02-28 - 3:56:44 PM GMT - Time Source: server- IP address: 23.174.96.7
-  Agreement completed.
2024-02-28 - 3:56:44 PM GMT

Welcome to our Accommodation Plan

TVDSB would like to thank our municipal partners and internal departments for their support in creating this guiding document. With your help we are able to plan effective accommodation solutions for all students across this vast district.

We would also like to acknowledge the Indigenous peoples of this traditional territory on which our board has been established:

The Anishinaabe (ah-nee-shi-nah-bai) Peoples
The Haudenosaunee (ho-dee-no-show-nee) Peoples
The Leni-Lunaape (len-ee-lune-a-pay) Peoples

We thank the land for providing the opportunity to learn from each other.

We are all **Thames Valley.**

Accommodation Plan

What is it?

A system-wide assessment and synopsis of student accommodation, including opportunities, challenges and limitations.

A reflective and forward-thinking summary of strategies for action across Thames Valley.

What is the purpose?

Exploration of the key question:

What does TVDSB need, for what purpose(s), in which locations and in what timeframe?

How is it created?

Analysis of data and information-driven summaries by planning area over a 5-year horizon to inform strategies for action and assist in the scheduling and budgeting of accommodation and capital planning initiatives.

Why is it necessary?

- Thames Valley's student population is growing overall and has created significant immediate and short-term needs that must be addressed.
- Growth, demographic shifts and residential development have resulted in system-wide imbalances between available space, student enrolment and projected needs.
- Reflects a comprehensive, Board-wide view.
- The Ministry of Education requires that boards maintain a long-term accommodation plan to meet the future needs of students.

What are the outcomes of the Accommodation Plan?

The Accommodation Plan is the foundational building block for accommodation planning across Thames Valley.

The Accommodation Plan offers time-bound and system-wide strategies for action and progressive accommodation planning.

The Accommodation Plan sets priorities and highlights where further review, analysis and action are necessary across Thames Valley.



Overview

Thames Valley District School Board is changing as a result of significant migration and immigration to urban areas across the Board. The London Census Metropolitan Area (CMA), which includes the City of London, the City of St. Thomas and areas within Middlesex and Elgin Counties, recorded the 4th highest growth rate in Canada over the previous census period at 10%¹.

Current data indicates increasing pressures at schools in some areas of the district, while significant underutilization of facilities persists in other areas. More students are enrolling in areas where the Board is already experiencing classroom space shortages as growth is not evenly distributed across the district.

Action is required to address the distribution challenges associated with localized growth and enrolment pressures.

At this time, the planning tools available to immediately address concerns include:

- Attendance area reviews;
- Holding zone reviews;
- Grade structure reviews;
- Program delivery and location reviews; and,
- Interim accommodation, including interim accommodation schools and portables.

Pupil accommodation reviews to facilitate school consolidations or school closures are not currently an available planning tool.

As there are limited planning tools available, the priority should focus on enrolment pressure and balancing utilization across the Board, where possible.

¹ Source: Statistics Canada (2022). Population Estimates as of July 1, 2021 – London (Ont.) CMA. Interactive Dashboard.

The following business cases were submitted to the Ministry of Education's 2023-2024 Capital Priorities Program in order to address critical accommodation needs across the district:

- 1a. New West London Elementary School
- 1b. New Lucan Elementary School
- 1c. New Southeast London Elementary School
- 1d. New Southwest London Elementary School
- 1e. New Ingersoll Elementary School
- 1f. New Thamesford Elementary School
- 1g. West Nissouri Public School - addition
- 1h. New North Central London Elementary School

These business cases were submitted in October 2023 and TVDSB is awaiting the outcome of Ministry decisions.

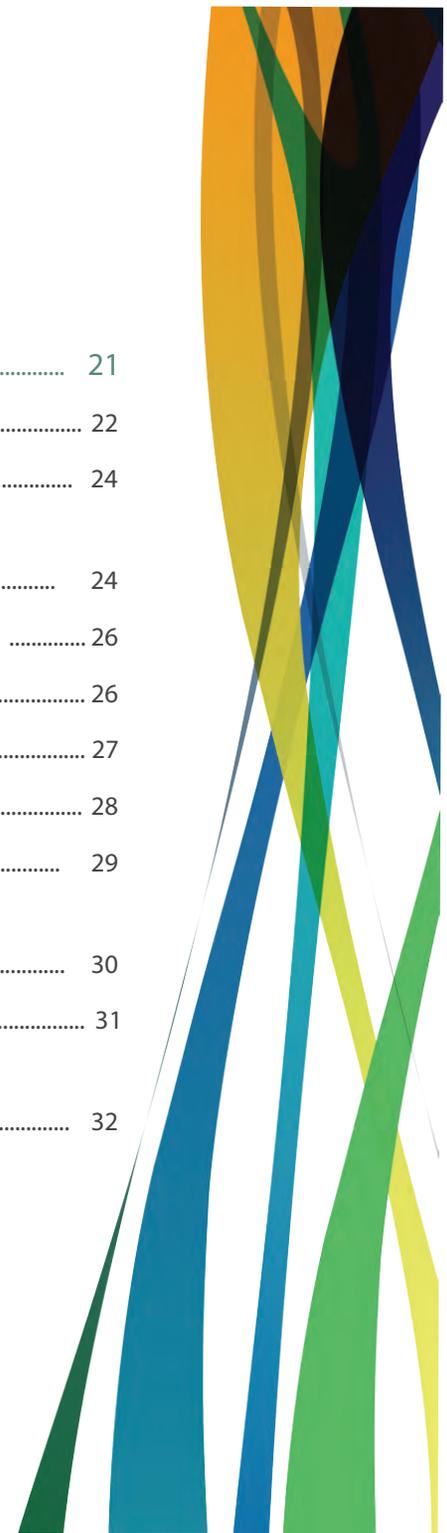
There are many areas of growth across the district. A number of attendance area reviews are being completed to help address accommodation challenges and position TVDSB favourably for new capital investment from the Ministry of Education.

A summary of all potential future Capital Priorities and Attendance Area Reviews is included in Section 1.



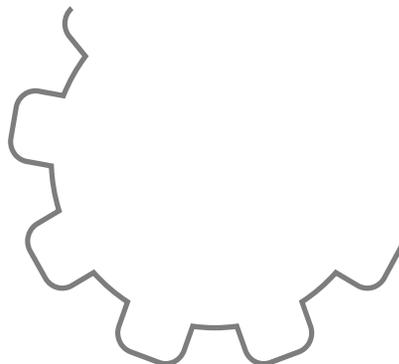
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Section 3 - Share

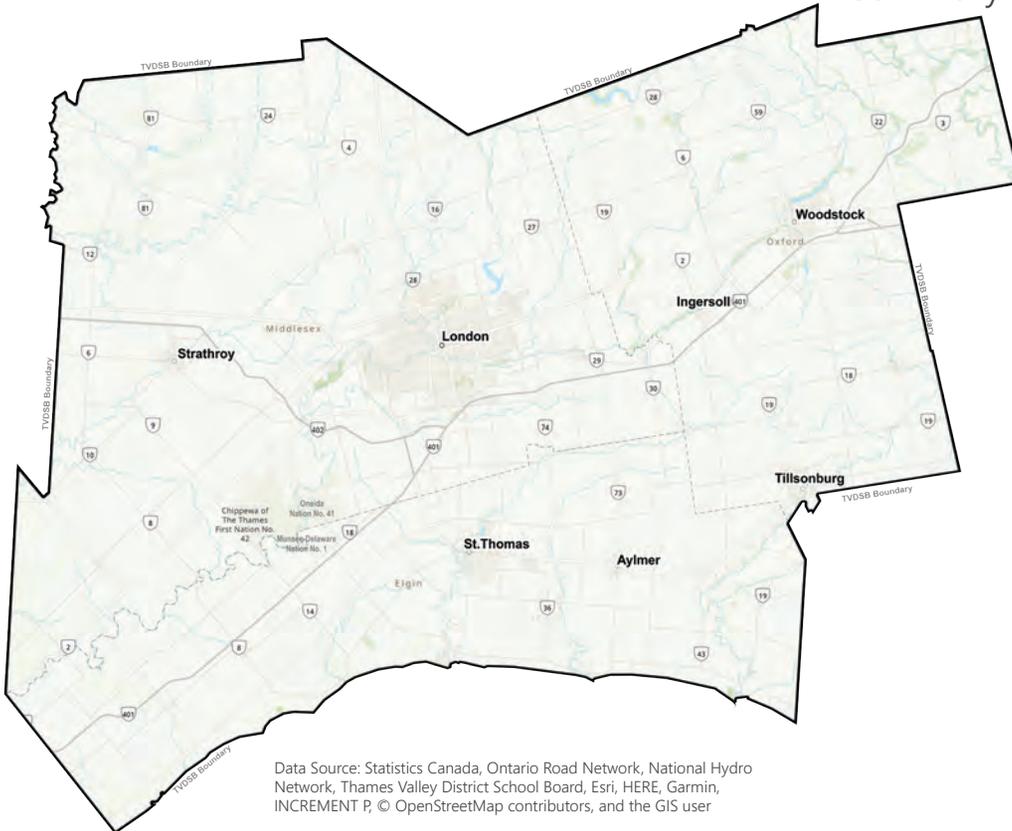
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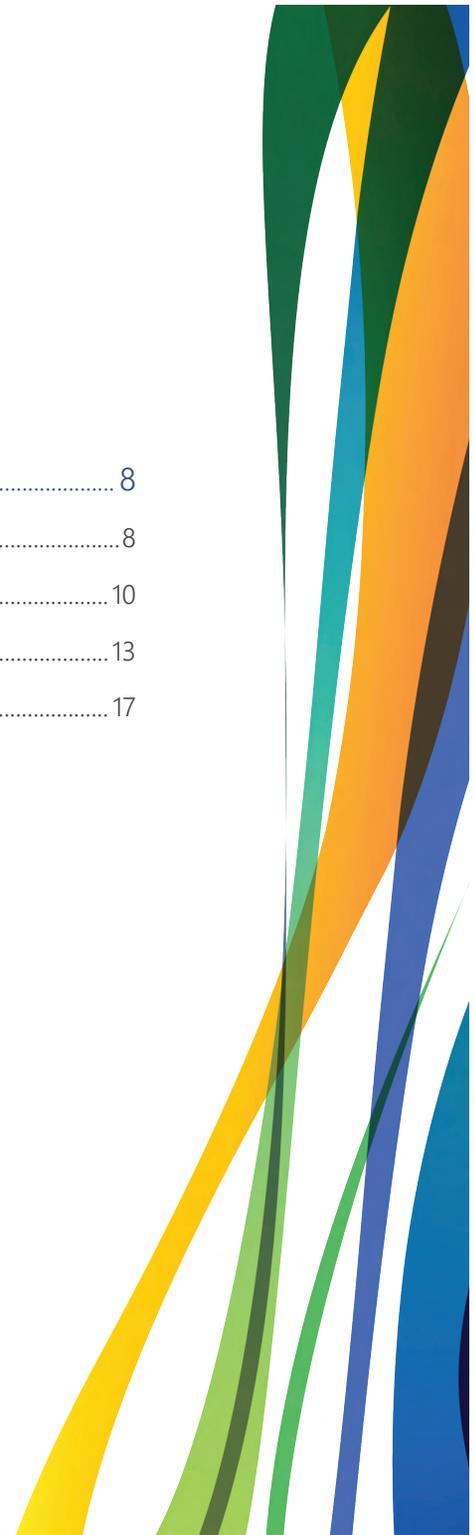
Welcome

Section 1 of the Accommodation Plan is introductory and provides an overview of the guiding principles, the approaches used throughout the document and offers a summary of future accommodation actions.

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Data Source: Statistics Canada, Ontario Road Network, National Hydro Network, Thames Valley District School Board, Esri, HERE, Garmin, INCREMENT P, © OpenStreetMap contributors, and the GIS user



The District



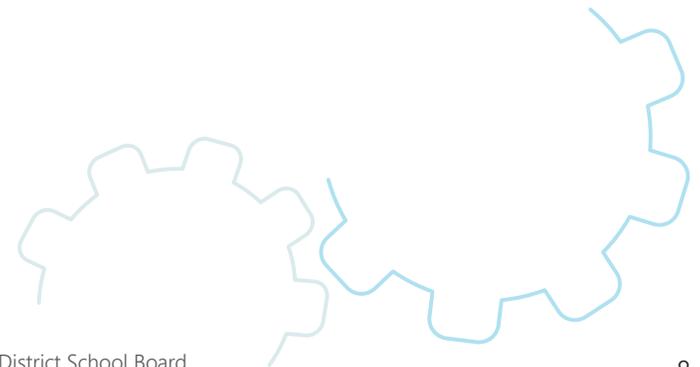
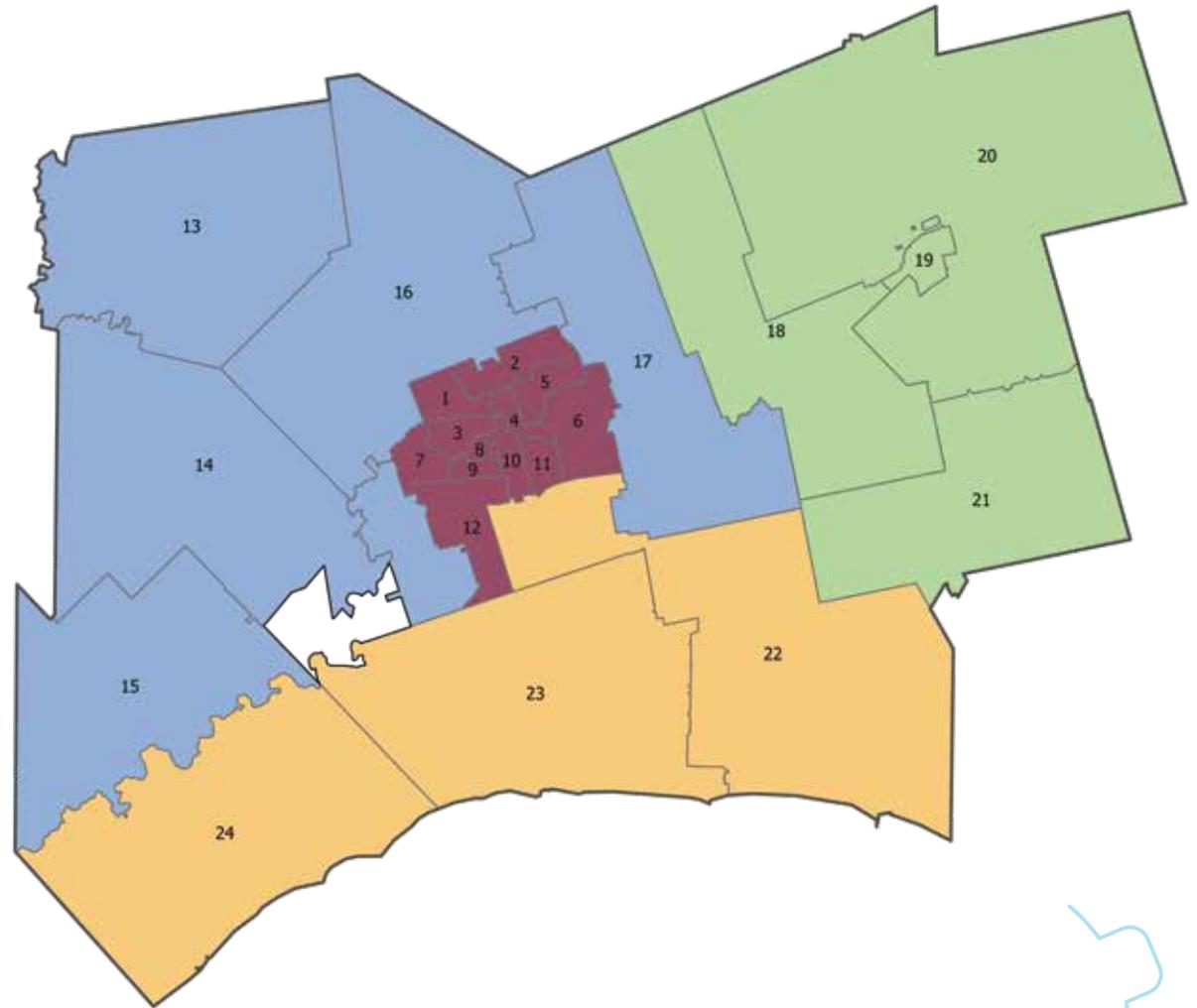
Thames Valley District School Board includes the cities of London and St. Thomas as well as the counties of Elgin, Middlesex, and Oxford. We are also proud to partner with the Chippewas of the Thames First Nation, Munsee-Delaware Nation, and the Oneida Nation of the Thames on Educational Service Agreements.

Within the Accommodation Plan, the district is organized and colour-coded by region:



Each region has been further divided into Planning Areas. Planning Areas were developed based on a review of demographic profile, historic trends, and future accommodation options:

- | | |
|--|----------------------------------|
| PA01: Northwest London | PA13: North Middlesex |
| PA02: North Central / Northeast London | PA14: West Middlesex |
| PA03: West London | PA15: Southwest Middlesex |
| PA04: Downtown / Central London | PA16: Central Middlesex |
| PA05: East London | PA17: East Middlesex |
| PA06: Southeast London | PA18: West Oxford |
| PA07: Byron (London) | PA19: Woodstock |
| PA08: West Central London | PA20: North / East Oxford |
| PA09: South Central London | PA21: South Oxford |
| PA10: South London | PA22: East Elgin |
| PA11: East Central London | PA23: St. Thomas / Central Elgin |
| PA12: Southwest London | PA24: West Elgin |



Data Sources: Statistics Canada and Thames Valley District School Board.

Strategic Priorities

Thames Valley District School Board (TVDSB) is southwestern Ontario's largest public school board, providing public education to approximately 84,496 students across an area of over 7,000 sq.km.

2018 – 2023

Strategic Priorities

Achievement and Well-Being

We engage in innovative learning experiences that promote excellence in student achievement and well-being.

Equity and Diversity

We provide an equitable and inclusive environment that champions learning opportunities for all.

Relationships

We build positive relationships with all members of our education community to foster an engaged and inclusive board culture.



Mission

We build each student's tomorrow, every day.

Vision

The Thames Valley learning community inspires innovation, embraces diversity, and celebrates achievement - a strong foundation for all students.

Our 'Why'

Create a culture where educators consistently use data to inform practice

Deliver consistent and comprehensive instructional best practices

Provide students with optimal programming and supports

Engage families in their child's learning

Implement responsive policies, programs and practices for students and staff

Build positive school and work climates

Foster a culture of responsive feedback

Establish a culture of consistent service excellence

Guiding Principles



The Accommodation Plan reflects a number of key commitments to our students and families, our communities and our partners in public education. Strategies for action will:

Put Students First

Provide information and data-driven strategies that are sustainable, appropriate and reflective of the Thames Valley District School Board's mission to build each student's tomorrow, every day.

Demonstrate Responsibility

Provide students with accommodations which support student achievement, safety and well-being, while practicing stewardship of public resources.

Establish Intention

Ensure strategies are in alignment with Provincial legislation, Ministry frameworks, local plans and strategies, and the Thames Valley District School Board's Strategic Priorities and Board policies.

Communicate Openly

Enhance accommodation planning strategies and action plans progressively with feedback, consultation and meaningful engagement.

Embrace Community

Cultivate partnerships, grow relationships and pursue collaboration opportunities that support Thames Valley District School Board communities.

Monitor Change and Outcomes

Continue to monitor the changing needs of Thames Valley District School Board's stakeholders and communities to ensure accommodation plans, strategies and priorities are dynamic and adaptive.



Section 1 - Welcome

Guided by the mission and vision of Thames Valley, the Board's Strategic Priorities, and the Guiding Principles of this document, the Accommodation Plan provides a system-wide summary and analysis of accommodation-related opportunities and challenges across the district.

The Accommodation Plan and the strategy categories consider direction and feedback that has been offered by the Ministry of Education regarding capital planning, including:

- Optimizing the use of existing facility capacity when and wherever possible;
- Expanding review areas;
- Managing enrolment through attendance area reviews and grade reconfigurations; and,
- Changing program offerings and sites.

Capital Priorities and Accommodation Actions within the Accommodation Plan are:

- Data-driven based on dynamic analysis of key indicators across place and time; and
- Informed by active listening to ideas and strategies shared by the Ministry, municipal partners, the Board of Trustees, Administration and school communities.



Section 1 - Welcome

Enrolment Projections

Planning staff conducts 5-year enrolment projections annually. These projections are prepared for the entire system.

The methodology is based on the relationships between demographic trends and historical enrolment across the Board. Planning staff continually monitor and review residential development applications as well as consult with planning colleagues and municipal partners across the district to obtain local knowledge and insight.

Within robust demographic and economic analyses, the following are evaluated when preparing projections

- Historical population and housing trends;
- Demographic trends (i.e. births, deaths and age structure);
- Residential building permit activity by structure type and geographic area over the past decade;
- Residential growth forecasts by planning area based on municipal data; and,
- Board share of school-aged children.



Methods and Assumptions

From this analysis, projections are prepared for each existing school community taking into account enrolment ratios and grade transitions, along with forecasted enrolment growth allocations resulting from new residential development. This two-part projection process ensures that mature and developing neighbourhoods are recognized and accounted for independently.

Components of Enrolment Projections

Elementary

Actual Enrolment
Year to Year Retention Rates

Live Birth Data
Junior Kindergarten Registrations
Residential Development
Pupil Yields from New
Development
Migration and Immigration

EXISTING COMMUNITY



GROWTH

Secondary

Actual Enrolment
Year to Year Retention Rates
Progression from Elementary to
Secondary

Residential Development
Pupil Yields from New
Development
Migration and Immigration

Enrolment Projection Assumptions

The enrolment projections include assumption-based enrolment shifts resulting from:

Boundary adjustments resulting from attendance area reviews;

Increased migration from other parts of Ontario which accelerated as a result of the COVID-19 pandemic;

Sustained growth from international student and newcomer enrolment; and

Variable residential growth and development across the district.

Other Considerations

The projected number of pupils from new residential growth are allocated to the designated holding school however the number of new dwelling units remains in the Planning Area of origin.

Enrolment projections are expressed as October 31 total pupil body counts. Calculations for full-time equivalency (FTE), average daily enrolment (ADE) and pupils of the Board are calculated separately from pupil body counts based on historic trends and factors.

Projections included within this report are intended for accommodation planning only and are not to be used for staffing or budget purposes.



Section 1 - Welcome

Methods and Assumptions

Ministry of Education On-the-Ground Capacity for School Facilities

The On-the-Ground (OTG) capacity of each school facility is based on Ministry of Education standards and space type categorization.

The OTG capacity of a facility is used along with pupil enrolment to calculate the utilization rate or the ratio between pupil places required relative to the number of enrolled pupils expressed as a percentage.

The OTG capacity data included within this document includes completed capital projects and additions and / or renovations effective for the 23/24 school year, as well as approved and / or under construction projects to be completed prior to the 26/27 school year.

Refer to the data tables within the appendix for facility utilization rates for the 23/24 school year.



Ministry Space Categories and Loading

	Space Type	Loading 2023/2024 OTG Capacity (Pupil Places)
Loaded Spaces	Elementary Regular Classroom	23.0
	Kindergarten Classroom	26.0
	Secondary Regular Classroom	21.0
	Secondary Broad-Based Technology	21.0
	Elementary Special Education Classroom	9.0
	Secondary Special Education Classroom	9.0
	Loaded Resource Room (> 400 sq. ft.)	12.0
Unloaded Spaces	Unloaded Resource Room (< 400 sq. ft.)	0.0
	Library Resource Centre / Library Learning Commons	0.0
	General Purpose Room	0.0
	General Arts Room	23.0

Source: Ministry of Education, 2023/2024.



Summary



Capital Priorities

Each year, the Ministry of Education accepts capital funding proposals through the Capital Priorities Program. This program is intended to provide school boards with the opportunity to submit business cases for new schools, additions, and other facility improvements. The Ministry of Education evaluates cases from across the province and provides funding to boards who have demonstrated a need for new student accommodations. TVDSB is anticipating growth across many areas in the district and as a result is planning to submit numerous business cases over the coming years.

Attendance Area Reviews

Accommodation actions that may be taken by TVDSB to provide improved learning environments for students primarily consist of Attendance Area Reviews. These reviews involve the shifting of existing school attendance boundaries in order to better utilize space within existing schools. Communities change over time and enrolment growth rarely happens uniformly within communities, therefore the ability to adapt to changing populations allows the board to respond to changing accommodation needs.

One benefit of making efficient use of existing schools is that it demonstrates to the Ministry of Education that the Board is innovative in its approach to student accommodation, increasing the likelihood that Capital Priorities Program business cases are considered and approved.

Timelines

The following tables summarize the planned capital priorities and accommodation actions that the Board anticipates over the next several years. These actions are based on enrolment growth as well as opportunities to balance enrolment within existing schools. It should be noted that submission years for Capital Priorities are considered approximate as they are subject to Ministry of Education timelines.

The tables are separated by region (London, Middlesex, Oxford, and Elgin) and display each action on a timeline. For more detailed information regarding specific projects listed in the tables, please refer to the designated Planning Area information pages in Section 3 - Share.



Capital Priorities and Attendance Area Reviews - London

Planning Area	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028 & Beyond
01: Northwest London	AAR: London Secondary	CP: New North London secondary school			
02: North Central/Northeast London	CP: New North Central London elementary school AAR: London Secondary				CP: Cedar Hollow PS addition
03: West London	AAR: London Secondary				CP: New West London elementary school (Proudfoot Lane)
04: Downtown/Central London	AAR: London Secondary			AAR: East-Central London	
05: East London	AAR: London Secondary	AAR: East Carling			CP: New East London elementary school (Fanshawe)
06: Southeast London	CP: New Southeast London elementary school AAR: London Secondary				CP: New East London elementary school (former Psychiatric Hospital lands)
07: Byron	CP: New West London elementary school AAR: London Secondary				
08: West Central London	AAR: London Secondary				
09: South Central London	AAR: London Secondary				
10: South London	AAR: London Secondary				
11: East Central London	AAR: London Secondary				
12: Southwest London	CP: New Southwest London elementary school AAR: London Secondary		CP: New Southwest London elementary school (2)		CP: New Southwest London elementary school (3)

CP: Capital Priority

AAR: Attendance Area Review

Capital Priorities and Attendance Area Reviews - Middlesex County

Planning Area	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028 & Beyond
13: North Middlesex					
14: West Middlesex		AAR: Strathroy-Caradoc	CP: Caradoc PS addition CP: New Strathroy elementary school (North Meadows Subdivision)		
15: Southwest Middlesex					
16: Central Middlesex	CP: New Lucan elementary school AAR: Middlesex Elementary	CP: Parkview PS addition			
17: East Middlesex	CP: West Nissouri PS addition				

CP: Capital Priority
AAR: Attendance Area Review



Section 1 - Summary

Capital Priorities and Attendance Area Reviews - Oxford County

Planning Area	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028 & Beyond
18: West Oxford	CP: New Ingersoll elementary school (Ingersoll Greens) CP: New Thamesford elementary school (Maple Leaf lands)				
19: Woodstock	AAR: Oxford North		AAR: Oxford Secondary		CP: Springbank PS addition
20: North/East Oxford	AAR: Oxford North				CP: Innerkip PS addition
21: South Oxford		AAR: Oxford South			

CP: Capital Priority

AAR: Attendance Area Review

Capital Priorities and Attendance Area Reviews - Elgin County

Planning Area	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028 & Beyond
22: East Elgin					
23: St.Thomas/ Central Elgin			CP: Arthur Voaden SS replacement school AAR: St. Thomas Secondary	CP: New St. Thomas elementary school	
24: West Elgin					

CP: Capital Priority

AAR: Attendance Area Review

Section 2

Reflect

Section 2 of the Accommodation Plan provides reflection on accommodation and capital planning at Thames Valley and the factors contributing to change across the district.

Section 2 is comprised of three main parts:

1. Summaries of demographic and residential development trends contributing to recent enrolment changes across the district;
2. An overview of system enrolment and facility utilization by panel from 17/18 to 22/23 and,
3. An outline of accommodation and capital planning milestones for the 22/23 school year and 23/24 school year to present.

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Section 2 - Reflect

Drivers of Change Across Thames Valley

The following section includes population and development data for several settlement areas across the district. TVDSB is currently working to improve accessibility of tracked development and data received from local municipalities; as a result, some communities have more detailed information displayed in this report. Statistics for larger municipalities driving student enrolment are provided for reference.

Oxford County Census Areas

Thames Valley includes the following CAs in Oxford County:

- Ingersoll
- Tillsonburg
- Woodstock

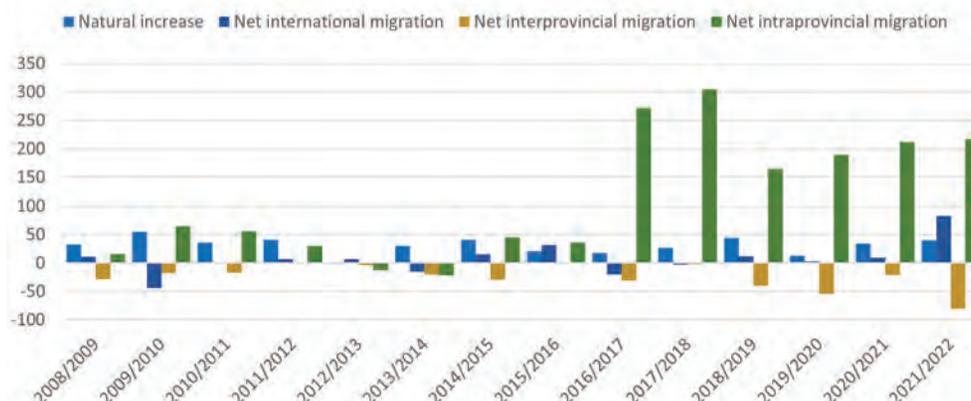
Key Findings

- Net intraprovincial migration (difference between in -migrants and out-migrants in a given region) represents greatest factors of population growth within the CAs
- Net international migration (immigration from outside of Canada) is most significant in the Woodstock CA and has remained consistent year over year since 16/17

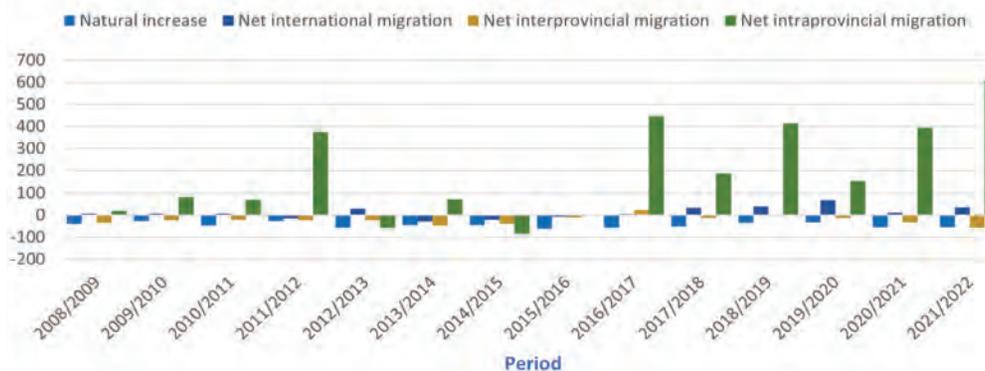
	Natural Increase	Net International Migration	Net Interprovincial Migration	Net Intraprovincial Migration	Total
Ingersoll CA	40	83	-80	217	260
Tillsonburg CA	-55	35	-56	606	530
Woodstock CA	89	360	-117	1247	1579
Total	74	478	-253	2070	2369

Source
 Statistics Canada (2023). Population Estimates as of July 1, 2022 – London (Ont.) CMA.
 Interactive Dashboard.

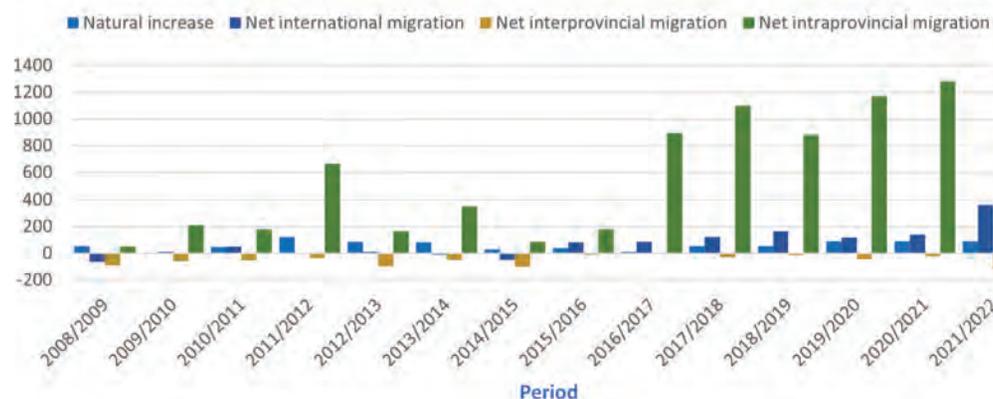
Factors of population growth, Ingersoll CA (Ont.)



Factors of population growth, Tillsonburg CA (Ont.)



Factors of population growth, Woodstock CA (Ont.)



London CMA

Data from the 2021 Census by Statistics Canada provided the basis for the population and demographic profile of the Accommodation Plan. London is the largest settlement area in Thames Valley.

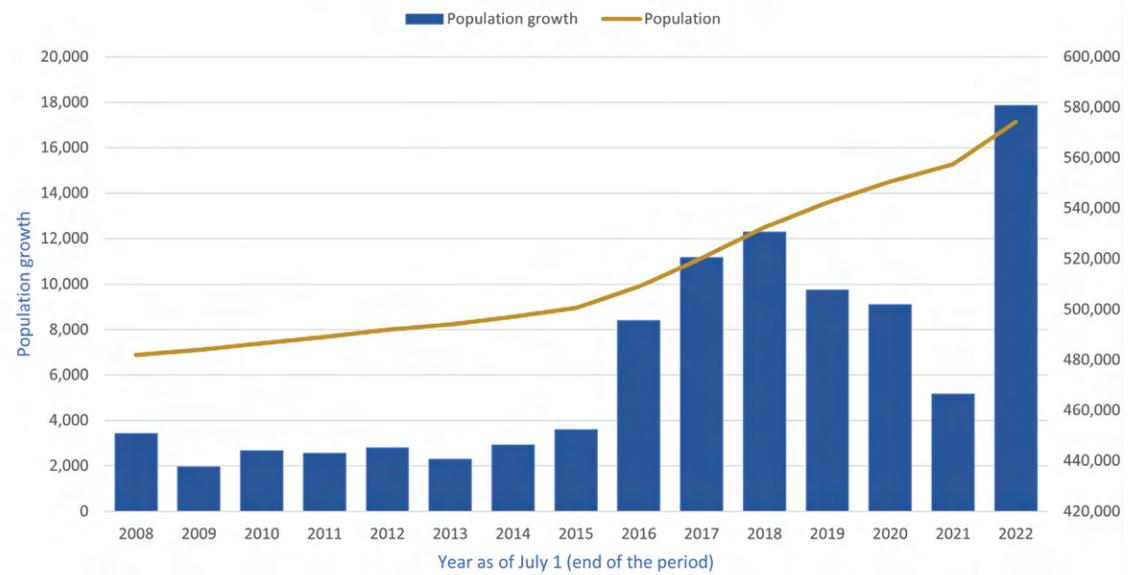
For more specific information regarding residential growth, refer to data provided by the City of London on page 27.

Key Findings

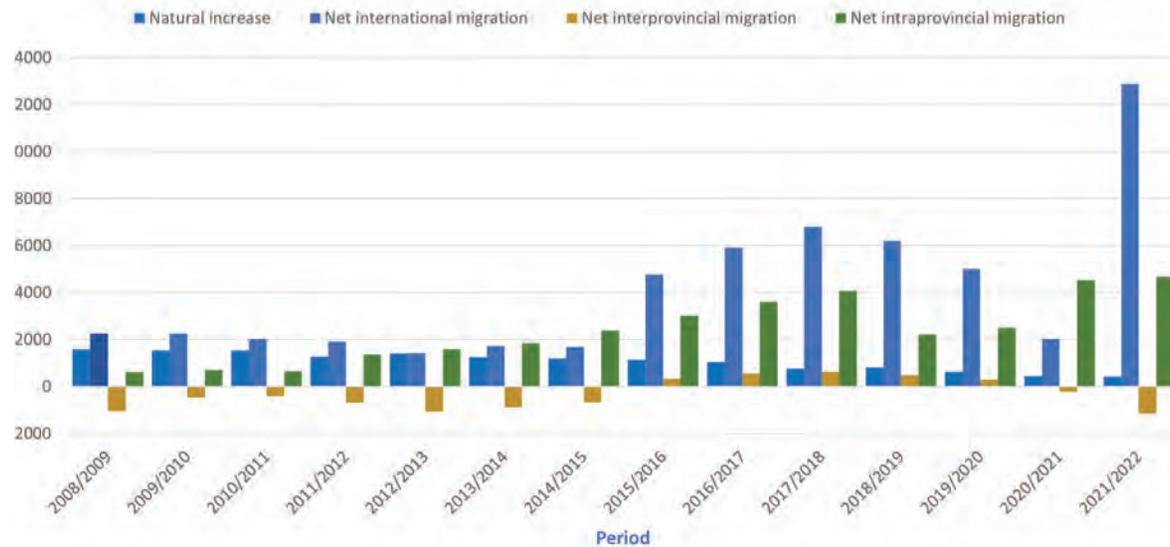
- The London CMA recorded a growth rate of 0.9% in 2021. The London CMA has also experienced a 10% growth rate over the last Census period (2016-2021), the highest in Ontario.
- Arrival of permanent and temporary immigrants has contributed significantly to population growth since 15/16.
- As of July 1, 2021 in the London CMA: 15.7% of the population is aged 0-14, 66.2% is aged 15-64 years, and 18.1% is 65 years and older.

Note: The London CMA includes the City of London, the City of St. Thomas, and areas within Middlesex and Elgin Counties.

Population growth, London CMA (Ont.)



Factors of population growth, London CMA (Ont.)



Sources

Statistics Canada (2023). Population Estimates as of July 1, 2022— London (Ont.) CMA. Interactive Dashboard.
 Statistics Canada (2023). Canada's Population Estimates: Subprovincial areas.
 Statistics Canada (2023). Table 17-10. 0135-01: Distribution of Population by Age Group and CMA.

Section 2 - Reflect

Growth Across Thames Valley

The district is comprised of two single-tier municipalities (London, St. Thomas), three upper-tier counties (Elgin, Middlesex and Oxford) and twenty-three local municipalities.

Across the district, population growth is occurring at variable rates, but is predominantly concentrated in urban centres and settlement areas.

Elgin County (Excludes City of St. Thomas)

- 2021 Census Population: 94,752 (increase of 6.5% from 2016)
- 2021 Census Households: 37,278 (increase of 6.5% from 2016)

Oxford County

- 2021 Census Population: 121,781 (increase of 9.9% from 2016)
- 2021 Census Households: 47,876 (increase of 8.2% from 2016)

Middlesex County

- 2021 Census Population: 500,563 (increase of 9.9% from 2016)
- 2021 Census Households: 204,157 (increase of 7.4% from 2016)

Key Findings

- Household growth is no longer outpacing population growth
- Decline in the number of people per unit



Growth Across Thames Valley

A further indicator of growth across the district is residential development and building activity.

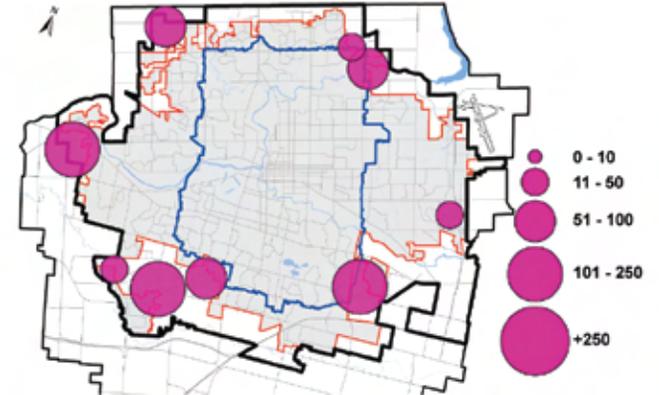
The City of London's Annual Development Report provides an overview of development activity within London. The 2022 Development Report highlighted the following:

- New dwelling permits down 35.1% in the City of London in 2022
 - 659 (28%) permits for single -detached dwellings
 - 662 (28%) permits for row houses and townhouses
 - 1,052 (44%) permits for apartments
- Significant increases in new dwelling permits for high density developments within new subdivisions and as infill
- Development occurring in all quadrants of the City
- The City's Growth Management Implementation Strategy (GMIS) will be updated in 2024. The GMIS creates opportunity for future development by establishing timelines for the construction of services.

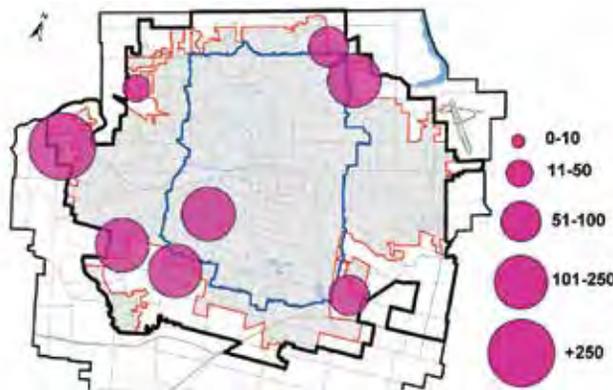
2022 Low Density Residential Permits by Location



2022 Medium Density Residential Permits by Location

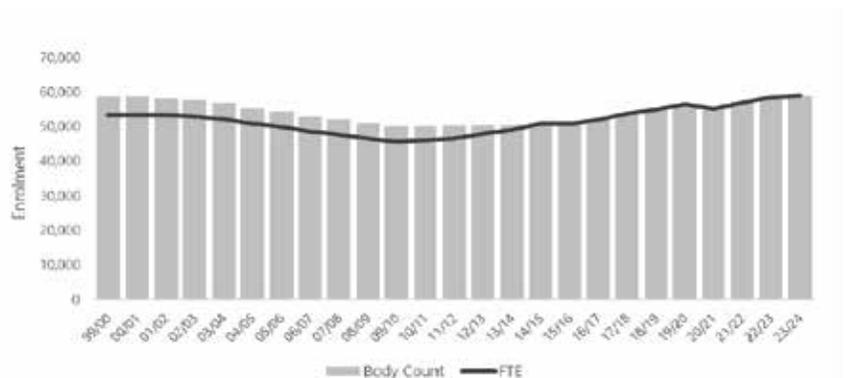


2022 High Density Residential Permits by Location



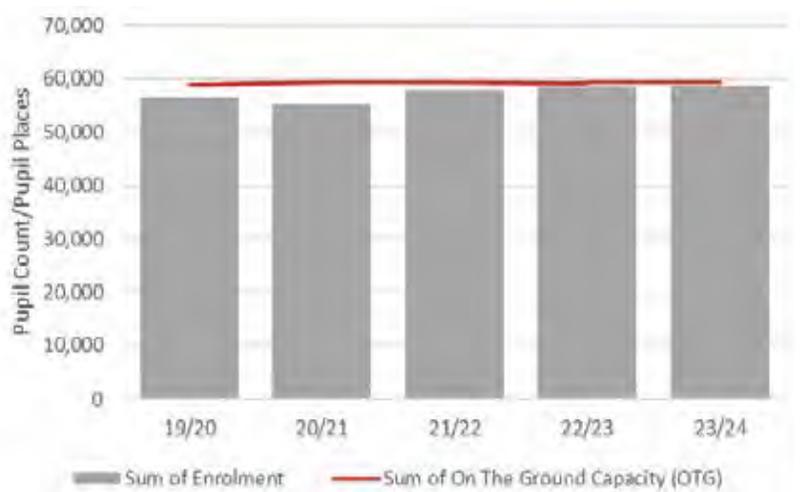
Subdivision Approval Stage	Time in Years to Permit Readiness
No Application	4.0
Application Under Review	3.0
Application Draft Approved	2.5
Subdivision Agreement	1.0
Final Approval (No Clearance)	1.0 -0.1
Final Approval (Clearance Granted)	Today

Historic System Elementary Enrolment 1999/2000 to 2023/2024

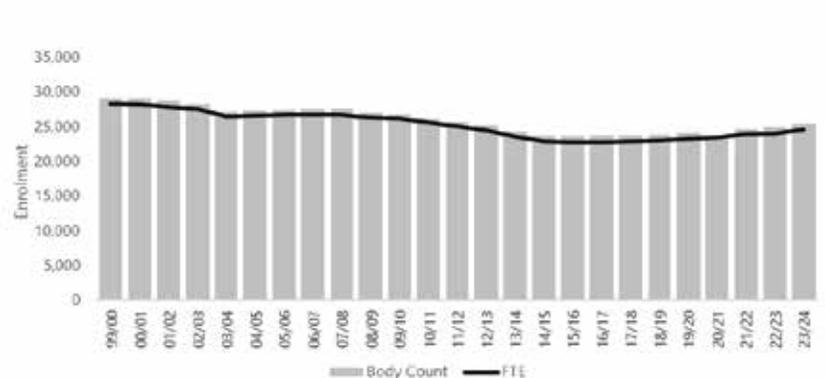


System Elementary Enrolment and Facility Utilization 17/18 to 23/24

- Prior to 20/21, enrolment has been growing steadily since 09/10
- Significant enrolment growth occurred between 16/17 and 17/18 with a year over year increase of 3.43%
- Sustained enrolment growth over this period can be attributed to factors such as: immigration, migration, economic stability and relative cost of living across the district
- As a result of the COVID-19 pandemic, the elementary panel experienced a 2.4% decrease in 20/21. This was attributed to lower kindergarten enrolment, students demitting to home-school and a reduction in international students due to travel restrictions.
- Overall enrolment growth prior to 23/24 has contributed to reducing the number of empty pupil places in some elementary school facilities across parts of the district while creating sustained space pressures in other areas

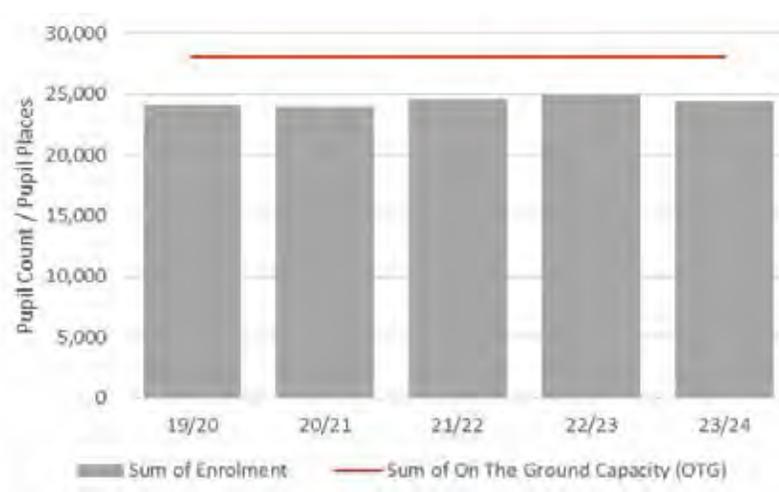


Historic System Secondary Enrolment 1999/2000 to 2023/2024

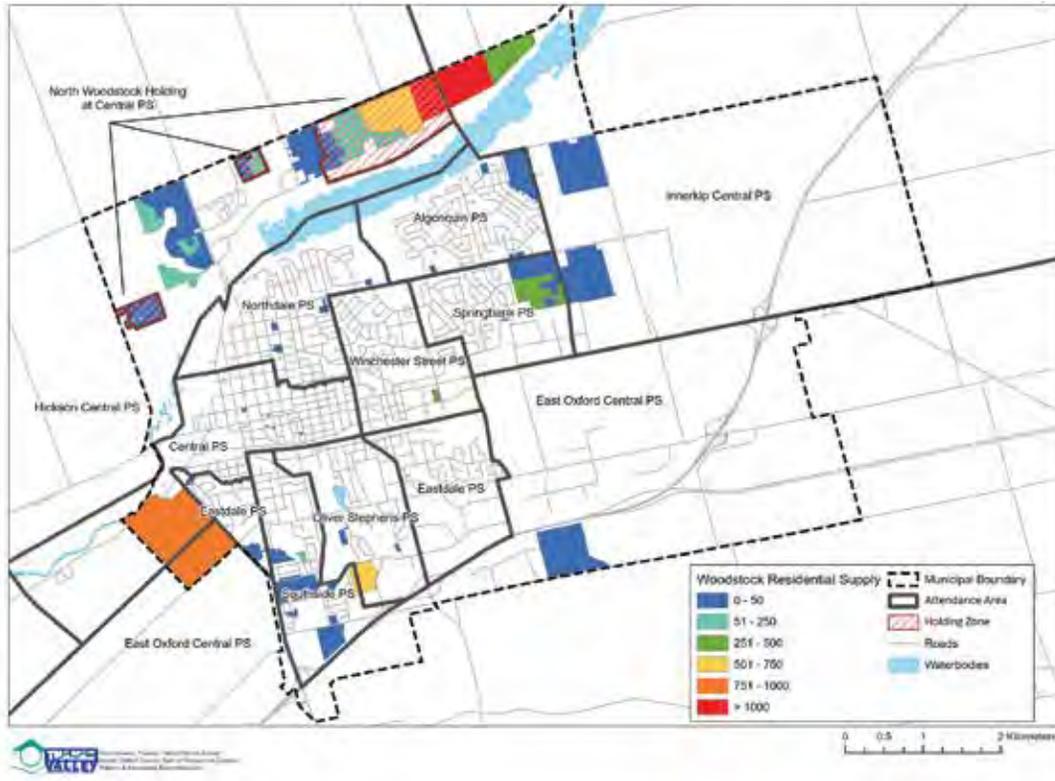


System Secondary Enrolment and Facility Utilization 17/18 to 23/24

- Enrolment has been steadily growing since 15/16 after a period of slight decline
- Enrolment has grown approximately 3% since 15/16
- The last year of declining secondary enrolment at Thames Valley was 15/16
- The COVID-19 Pandemic did not significantly impact secondary panel enrolment in 20/21
- Stable enrolment over this period can be attributed to factors such as: immigration, migration, economic stability and relative cost of living particularly within urban centres across the district



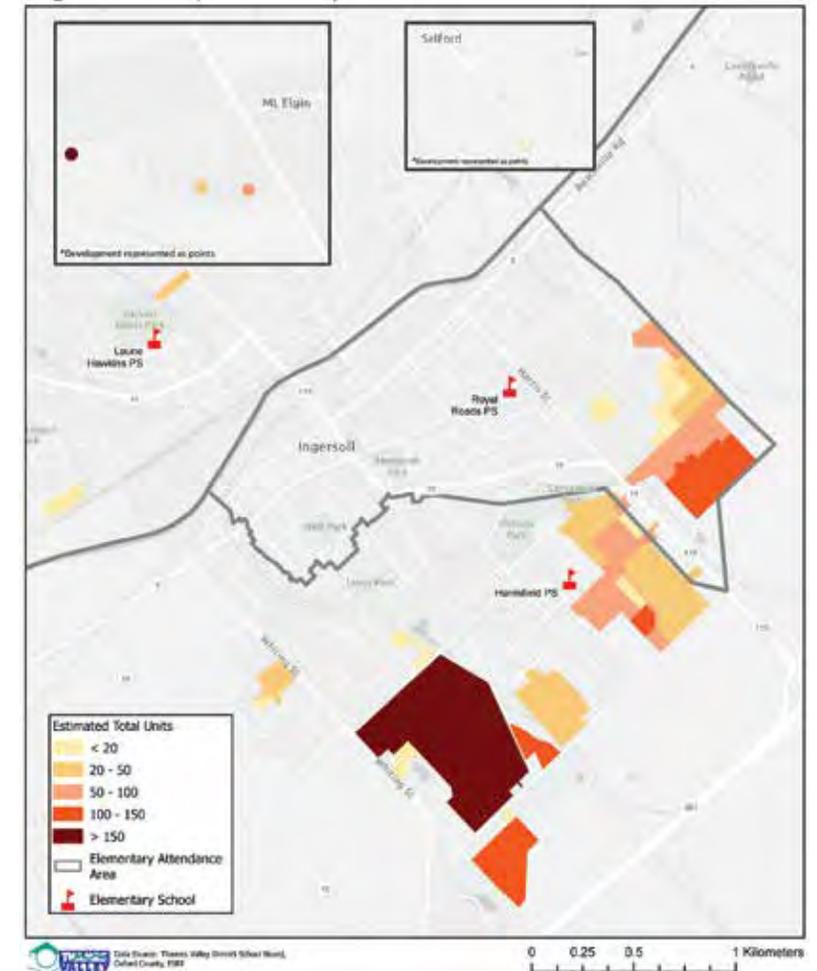
2023 Growth & Development in the City of Woodstock & Town of Ingersoll



The majority of the growth and development occurring in the City of Woodstock can be attributed to residential development occurring in the north, east, and southwest areas of the City. Many increases in residential land supply have been approved along the municipal boundary as the core of the City is largely built out and is accommodating limited infill development. North Woodstock in particular is experiencing significant residential growth.



Most of the growth occurring in Ingersoll is taking place in the east and southern areas of the town, putting pressure on one of three elementary schools located in Ingersoll (Harrisfield PS). Additionally, moderate residential development outside of town, in communities such as Mount Elgin, is contributing to enrolment pressure in the area.



2022 New Dwelling Permits Across the District

TVDSB works closely with our municipal partners across the district and receives data that helps to inform student enrolment projections, Capital Priorities, and other accommodation work.

The following table summarizes new dwelling permits issued by local municipalities in 2022, as well as the number of active development plans in each municipality.

Please note: The development plans included in the table are at Plan of Subdivision or Site Plan stage, residential development only, and will produce more than 5 dwelling units.

Municipality	Building Permits (units created)			Total	Development Active Development Plans
	Low Density (single detached, semi-detached)	Medium Density (townhouses, rowhouses)	High Density (apartment)		
City of London					
London	659	662	1052	2583	227
Middlesex County					
Southwest Middlesex	5	0	0	5	4
Newbury	1	0	0	0	0
Strathroy-Caradoc	88	0	38	126	25
Thames Centre	23	0	0	23	14
Middlesex Centre	28	14	0	42	31
North Middlesex	10	0	0	10	8
Adelaide Metcalfe	4	0	0	4	0
Lucan Biddulph	13	0	57	70	15
Oxford County					
Blandford-Blenheim	6	0	0	6	10
East Zorra-Tavistock	34	9	2	45	10
Ingersoll	23	0	1	24	17
Norwich	70	28	0	98	12
South-west Oxford	17	0	0	17	4
Tillsonburg	68	131	129	328	26
Woodstock	280	16	26	322	49
Zorra	65	41	0	106	10
Elgin County					
Aylmer	13	10	4	27	2
St. Thomas	178	20	51	249	27
Southwold	70	0	0	70	7
Dutton Dunwich	58	1	0	59	1
Newbury	0	0	0	0	1
Bayham	35	0	0	35	4
Malahide	21	0	0	21	0
West Elgin	20	0	0	20	1
Central Elgin	108	0	0	108	16

Table reflects data received from local municipalities.



Section 2 - Reflect

School Facilities

Facility Inventory

Thames Valley District School Board offers elementary and secondary day school programming in 158 school facilities, in addition to a number of additional sites for alternative and adult education, recreational programming, and administration.

This Plan focuses on accommodation planning at elementary and secondary day schools.

Region	Elementary Panel	Secondary Panel
London	66	12
Middlesex	20	5
Oxford	25	5
Egin + St. Thomas	20	5

Reflective of 22/23 school year.



Elementary Panel (23/24)

English Track (ET) Grade JK-8	111
French Immersion Track (FI) Grade SK-8	10
English Track Grade JK-3	2
English Track Grade 4-8	3
English Track Grade JK-6	3
Dual Track - FI and ET FI Grade 1-8 / ET Grade JK-8	2
Total Elementary Schools	131

Secondary Panel (23/24)

English Track (ET) Grade 9-12	16
Dual Track - FI and ET Grade 9-12	5
ET and Technology Emphasis Grade 9-12	6
Total Secondary Schools	27

Elementary Panel Changes

- Most French Immersion track schools will integrate one or more English track, Junior and Senior Kindergarten classes, subject to available capacity
- Summerside Public School was opened in September 2022
- Fairmont Public School and Westminster Central Public School closed at the end of the 21/22 school year as the result of previously completed pupil accommodation reviews
- Oliver Stephens PS became a dual-track French Immersion and English elementary school in September 2022 as a result of the previously completed Oxford County French Immersion and City of Woodstock Elementary Panel Attendance Area Review
- Attendance area changes for the London elementary panel took effect in September 2023 as a result of the previously completed London Elementary Attendance Area Review

Overview of 23/24 Capital Priorities Program Funding Submissions

In August 2023, the Ministry of Education announced that school boards were able to submit funding requests to the Ministry.

Thames Valley submitted eight business cases requesting a total of more than \$210 million in Capital Priorities Program funding.

Thames Valley is currently awaiting the results of this funding round.

Requested New School Facilities

West London Elementary School with Child Care

Category: Accommodation Pressure

Project Ranking: 1a

Proposal: 525 pupil place elementary school
with 88 child care spaces

Estimated cost: \$30.9 million

Lucan Elementary School with Child Care

Category: Accommodation Pressure

Project Ranking: 1b

Proposal: 531 pupil place elementary school
with 88 child care spaces

Estimated cost: \$28.1 million

Southeast London Elementary School with Child Care

Category: Accommodation Pressure

Project Ranking: 1c

Proposal: 655 pupil place elementary school
with 88 child care spaces

Estimated cost: \$31.7 million

Southwest London Elementary School with Child Care

Category: Accommodation Pressure

Project Ranking: 1d

Proposal: 724 pupil place elementary school
with 88 child care spaces

Estimated cost: \$38.4 million

Ingersoll Elementary School with Child Care

Category: Accommodation Pressure

Project Ranking: 1e

Proposal: 430 pupil place elementary school
with 88 child care spaces

Estimated cost: \$27.3 million

Requested Addition at Existing School Facility

Addition at West Nissouri PS

Category: Accommodation Pressure

Project Ranking: 1g

Proposal: 9 classroom addition

- 8 grade 1-8 classrooms
- 1 additional arts room
- 207 new pupil places
- New OTG capacity of 599

Estimated cost: \$5.2 million

Thamesford Elementary School with Child Care

Category: Accommodation Pressure

Project Ranking: 1f

Proposal: 453 pupil place elementary school
with 88 child care spaces

Estimated cost: \$22 million

North Central London Elementary School with Child Care

Category: Accommodation Pressure

Project Ranking: 1h

Proposal: 507 pupil place elementary school
with 88 child care spaces

Estimated cost: \$26.4 million

Section 2 - Reflect Accommodation Planning at Thames Valley

22/23 Year in Review

Initiation & Completion of St. Thomas Elementary
Panel Attendance Area Review
November 2022 - June 2023

Initiation of the London Secondary Panel Attendance
Area Review
January 2023

Annual Community Planning and Facility
Collaboration Opportunities Meetings with
Partners from London, Middlesex, Oxford,
St. Thomas and Elgin.
February - March 2022

Initiation of the Oxford North Attendance Area
Review (ONAAR)
April 2023

Implementation of the London Elementary Panel
Attendance Area Review
September 2023

23/24 to Date

Continuation of the London Secondary
Panel Attendance Area Review
Ongoing

Initiation of the Middlesex Elementary
Attendance Area Review
October 2023

Submission Deadline for 23/24 round of Capital
Priorities Program
October 2023



Capital Projects Related to Accommodation Planning at Thames Valley

Approved Capital Projects

- New Belmont elementary school [land acquired] (approved in 2020)
- New Northwest London elementary school [land acquired] (approved in 2020)
- New North Woodstock elementary school [land acquired] (approved in 2021)
- New Southwest London elementary school [land acquired] (approved in 2022)
- Eagle Heights Public School addition (approved in 2022)



Share

Section 3 of the Accommodation Plan explores each of the twenty-four (24) Planning Areas across the district, summarizing strategies for action at both the individual school level and by Planning Area.

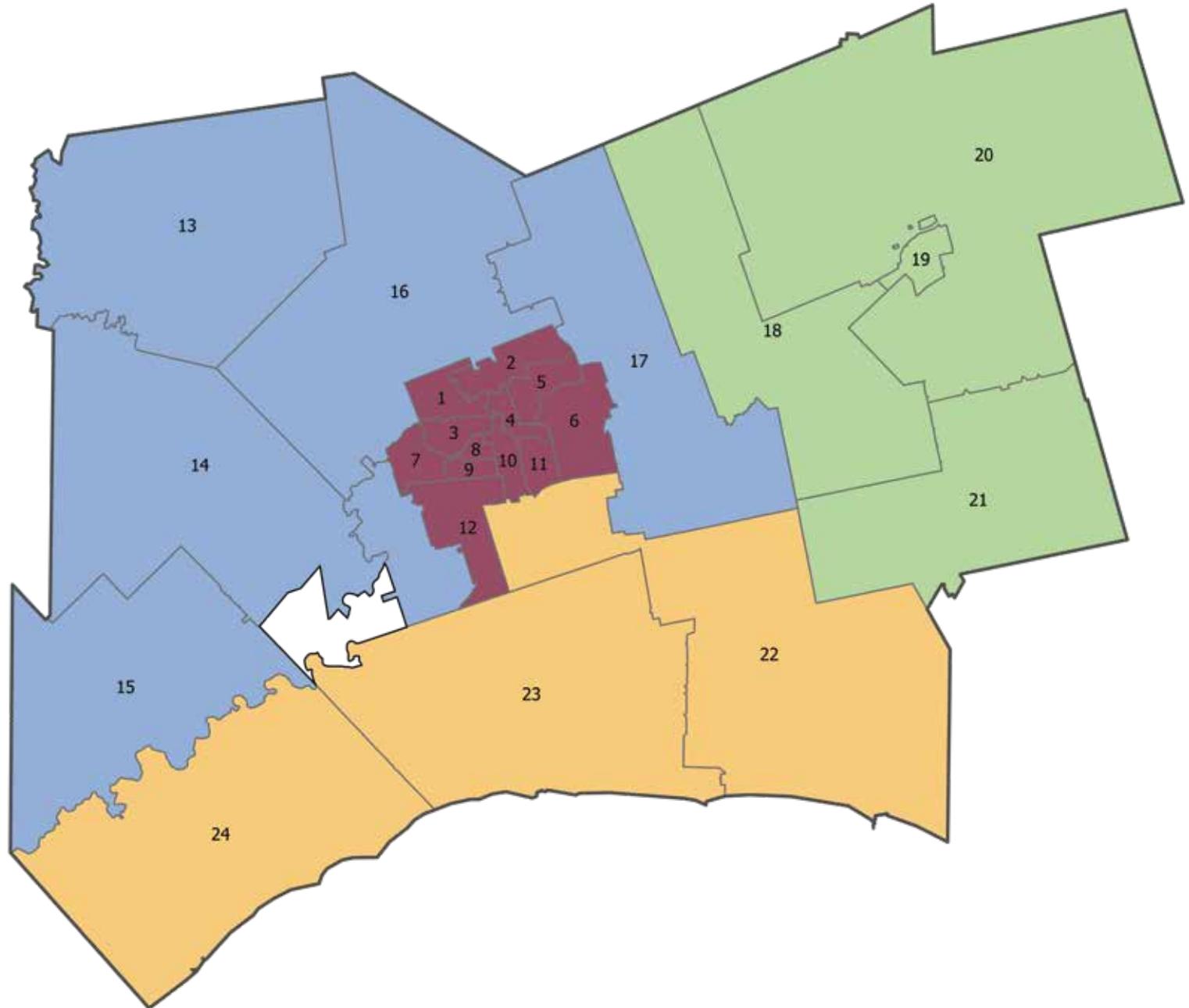
Each Planning Area within the Accommodation Plan aggregates a number of historically smaller study areas and combines data and information from across both the elementary and secondary panel in order to present connected and dynamic recommended accommodation strategies. Accommodation strategies are presented at the school level, where applicable, and for the Planning Area as a whole.

In addition to Planning Area summaries, this section includes an overview of French Immersion attendance areas, interim accommodations measures and the 23/24 opportunities for facility partnership based on facility utilization.

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Key Map of Planning Areas

- PA01: Northwest London
- PA02: North Central / Northeast London
- PA03: West London
- PA04: Downtown / Central London
- PA05: East London
- PA06: Southeast London
- PA07: Byron (London)
- PA08: West Central London
- PA09: South Central London
- PA10: South London
- PA11: East Central London
- PA12: Southwest London
- PA13: North Middlesex
- PA14: West Middlesex
- PA15: Southwest Middlesex
- PA16: Central Middlesex
- PA17: East Middlesex
- PA18: West Oxford
- PA19: Woodstock
- PA20: North / East Oxford
- PA21: South Oxford
- PA22: East Elgin / South London
- PA23: St. Thomas / Central Elgin
- PA24: West Elgin



 First Nations (Chippewas of the Thames, Munsee-Delaware, Oneida Nation of the Thames)

Section 3 - Share

Observations

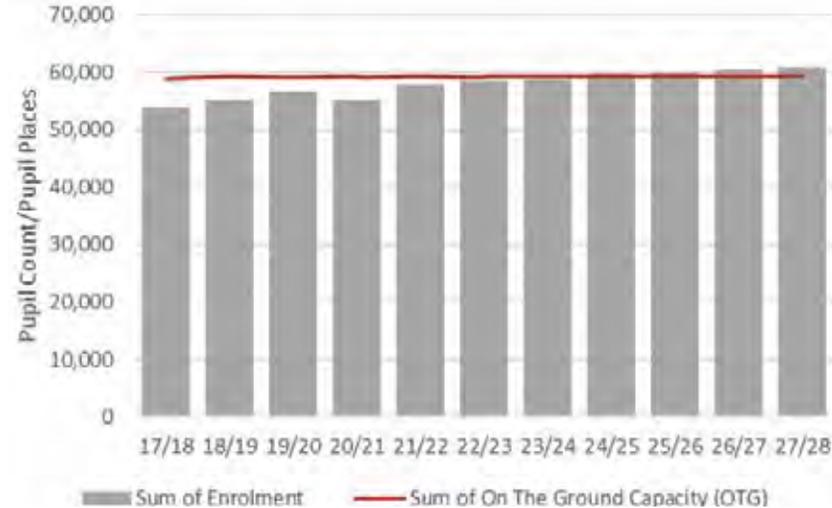
- Enrolment is projected to increase an average 1.14% per year from 23/24 to 27/28
- Facility utilization across the elementary panel is projected to exceed 100% by 24/25
- Projected increases in enrolment are attributed to factors such as: immigration, migration, economic stability, and relative cost of living across the district
- Enrolment growth is projected to be variable across the district with the majority of growth in settlement areas
- Imbalance between enrolment and space is projected to continue

Refer to Section 1 for Enrolment Projection Methods and Assumptions



System Overview

Elementary Panel





Secondary Panel

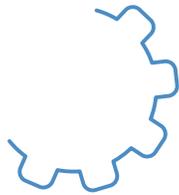
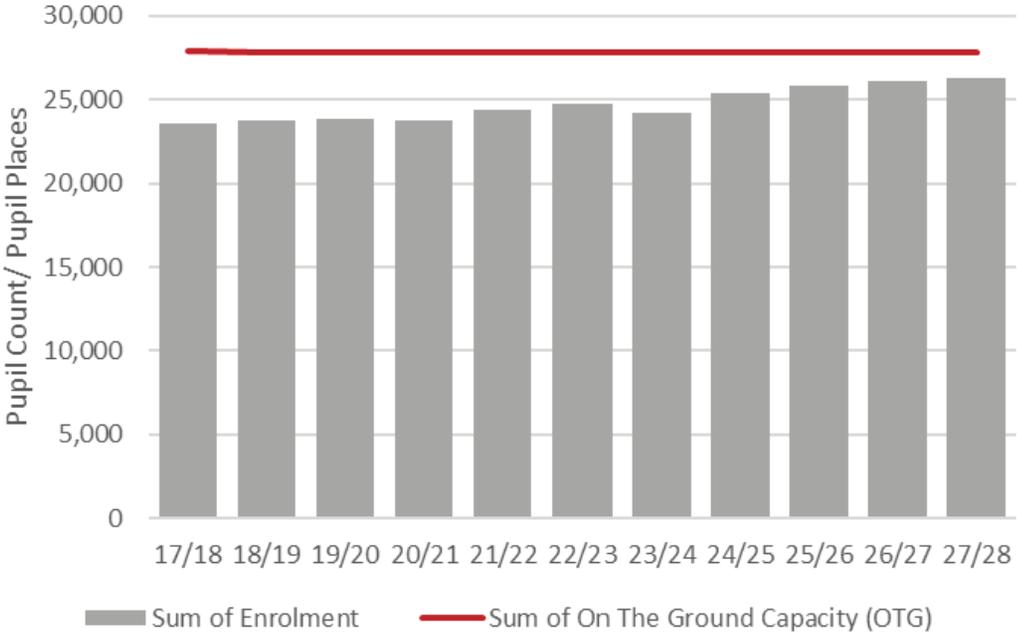
Observations

- Enrolment projected to increase an average of 0.85% per year from 23/24 to 27/28
- Projected increases in secondary enrolment are attributed to factors such as: progression from elementary to secondary, immigration, migration, economic stability and relative cost of living across the district
- Imbalance between enrolment and space is projected to continue

Assumptions

- Enrolment is projected as pupil count.
- Enrolment count includes enrolment from Thames Valley Alternative Education and GA Wheable SS

Refer to Section 1 for Enrolment Projection Methods and Assumptions



Planning Area Summaries



How to Read this Section

Each Planning Area summary is laid out across two pages. The top page provides a snapshot of key data, indicators and future Capital Priorities and accommodation actions. This page contains a map of the Planning Area with each of the schools within the Planning Area labeled.

Below each school label is a data summary based on 23/24 pupil enrolment, facility capacity, utilization rate, and number of portables / portapaks on-site.

Stoney Creek PS	
OTG Capacity 	804
Enrolment 	965
Utilization Rate	120%

The above school summary for Stoney Creek PS indicates the following:

- The existing OTG Capacity of the school facility is 804 pupil places;
- October 31, 2023 enrolment was 965 pupils;
- October 31, 2023 utilization rate was 120%;

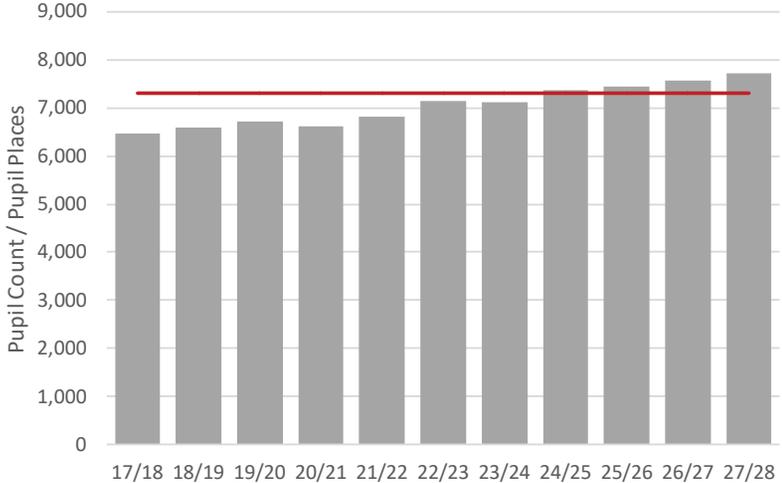
For school-specific enrolment trends, please refer to the enrolment projections in the Appendix.

For school-specific portable counts, please see the Focus on Interim Accommodation section.



How to Read this Section

The bottom portion of the Planning Area summary provides a visual overview of the historic and projected total pupil enrolment and OTG capacity and key figures and observations. This information reflects the Planning Area totals by panel, where applicable. Note: not all Planning Areas contain schools in both panels.



Changes to the red line representing OTG capacity represent the addition or removal of pupil places through the opening of new schools, additions, consolidations or closures.

The lower portion of the bottom page highlights the number of schools, portables, portapaks, and / or holding zones within a Planning Area, in addition to offering key observations and summarizing activity that has taken place in the area.

5 Elementary Schools

2 Holding Schools

1 Secondary School

Activity in the Area

- Holding Zones established in 2001 (Sunningdale) and 2013 (Fox Hollow)
- 17/18: Opening of Sir Arthur Currie PS
- 19/20: Submission of Capital Priorities Program funding requests for a new Northwest London elementary school
- October 2020: Capital Priorities funding approved for the construction of a new Northwest London elementary school; currently searching for a school site.
- 21/22: Removal of one special education class at Wilfrid Jury PS; total number of special education classes at school is now 2
- 19/20: Restrictions on new out of area registrations implemented
- 20/21: All schools included in the ongoing London Attendance Area Review
- 22/23: Holding Zone Amendment was passed on November 23rd to deal with the accommodation pressures at Sir Arthur Currie PS
 - New K-8 families from the Sir Arthur Currie PS attendance area attend Knollwood Park PS commencing January 1, 2022 until a new elementary school opens in northwest London.
- 21/22: New K-8 families in the Fox Hollow West holding zone attend Wilfrid Jury PS and the families in Sunningdale North attend University Heights PS commencing in the 2022-23 school year until a new elementary school opens in northwest London
- All new K-8 families in the Fox Hollow West holding zone attend Wilfrid Jury PS and the families in Sunningdale North attend University Heights PS commencing in the 2022-23 school year until a new elementary school opens in northwest London

Observations

- Area continues to grow rapidly with substantial development anticipated over the 5-year planning horizon. Development primarily concentrated in Fox Hollow and Sunningdale neighbourhoods, with some development occurring in Hyde Park as well

Elementary

- Average annual projected enrolment change: decrease of 0.2%
- Split elementary attendance areas and holding zones designated to attend multiple secondary schools
- Persistent growth with deficit of approximately 599 pupil places projected in 26/27 if status quo maintained

Secondary

- Average annual projected enrolment change: increase of 3.4%
- Significant growth projected in residing community due to large cohorts in elementary feeder schools
- Persistent overutilization with deficit of approximately 605 pupil places projected in 26/27 if status quo maintained

Programming: Elementary

Five K-8 English Track

Programming: Secondary

Grade 9 - 12 French Immersion
Grade 9 - 12 English Track
Specialist High Skills Majors
Business, Sports

This area also provides an overview of programming available within the Planning Area and the number of classes within each school, where applicable.

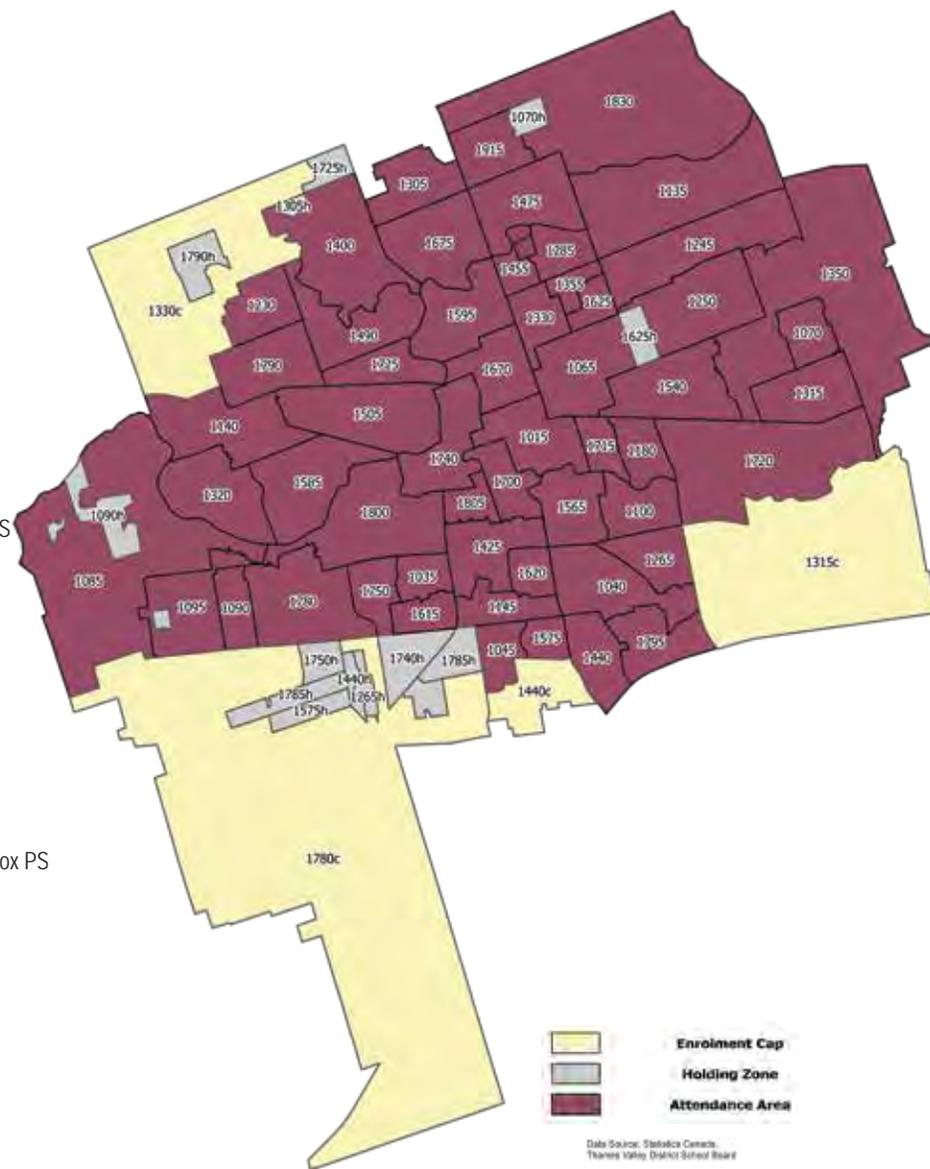




City of London

Elementary Schools by School Code

- 1005 - Lambeth PS
- 1015 - Aberdeen PS
- 1035 - Arthur Ford PS
- 1040 - Arthur Stringer PS
- 1045 - Ashley Oaks PS
- 1065 - East Carling PS
- 1070 - Bonaventure Meadows PS
- 1070h - Northeast London Holding at Bonaventure Meadows PS
- 1085 - Byron Northview PS
- 1090 - Byron Somerset PS
- 1090h - Byron Holding at Byron Somerset PS
- 1095 - Byron Southwood PS
- 1100 - C.C. Carrothers PS
- 1135 - Chippewa PS
- 1140 - Clara Brenton PS
- 1145 - Cleardale PS
- 1180 - Ealing PS
- 1230 - Emily Carr PS
- 1245 - Evelyn Harrison PS
- 1250 - Forest City PS
- 1265 - Glen Cairn PS
- 1265h - East Kilbourne Holding at Glen Cairn PS
- 1285 - Hillcrest PS
- 1305 - Jack Chambers PS
- 1305h Sunningdale Court Holding at Jack Chambers PS
- 1315 - John P. Robarts PS
- 1315c - Summerside PS Capped at J.P. Robarts PS
- 1320 - John Dearness PS
- 1330 - Knollwood Park PS
- 1330c - Sir Arthur Currie PS Capped at Knollwood Park PS
- 1350 - Lord Nelson PS
- 1355 - Lord Elgin PS
- 1400 - Masonville PS
- 1425 - Mountsfield PS
- 1440 - Nicholas Wilson PS
- 1440h - West Kilbourne Holding at Nicholas Wilson PS
- 1440c - White Oaks PS Capped at Nicholas Wilson PS
- 1455 - Northbrae PS
- 1475 - Northridge PS
- 1490 - Orchard Park PS
- 1505 - Eagle Heights PS
- 1540 - Prince Charles PS
- 1565 - Princess Elizabeth PS
- 1575 - Rick Hansen PS
- 1575h - Colonel Talbot Holding at Rick Hansen PS
- 1585 - Riverside PS
- 1595 - Old North PS
- 1615 - Sir Isaac Brock PS
- 1620 - Sir G.E. Cartier PS
- 1625 - Sir John A. Macdonald PS
- 1625h - East London Holding at Sir John A. MacDonald PS
- 1670 - St. George's PS
- 1675 - Stoneybrook PS
- 1700 - Tecumseh PS
- 1715 - Trafalgar PS
- 1720 - Tweedsmuir PS
- 1725 - University Heights PS
- 1725h - Sunningdale Holding at Ryerson PS
- 1740 - Victoria PS
- 1740h - Bostwick Holding at Victoria PS
- 1750 - W. Sherwood Fox PS
- 1750h - Talbot Village Phase 2 Holding at W. Sherwood Fox PS
- 1780 - Westmount PS
- 1785h - Longwoods Holding at White Oaks PS
- 1785h - Southwest London Holding at White Oaks PS
- 1790 - Wilfrid Jury PS
- 1790h - Fox Hollow West Holding at Wilfrid Jury PS
- 1795 - Wilton Grove PS
- 1800 - Woodland Heights PS
- 1805 - Wortley Road PS
- 1830 - Cedar Hollow PS
- 1915 - Stoney Creek PS

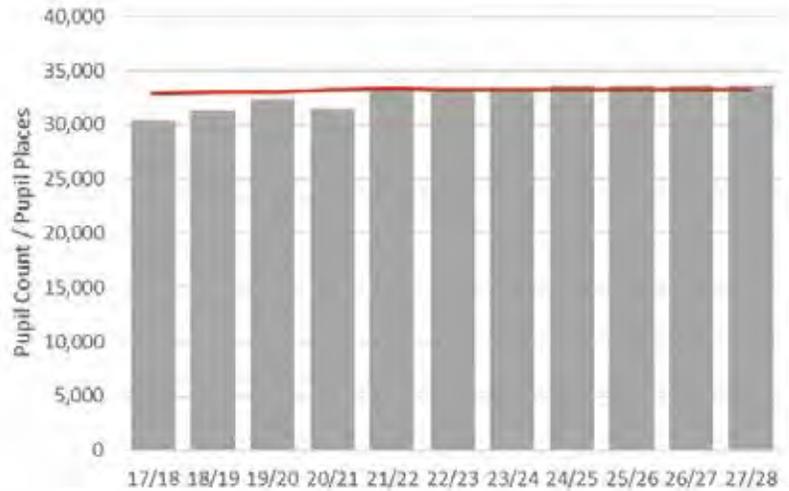


Regional Snapshot

City of London

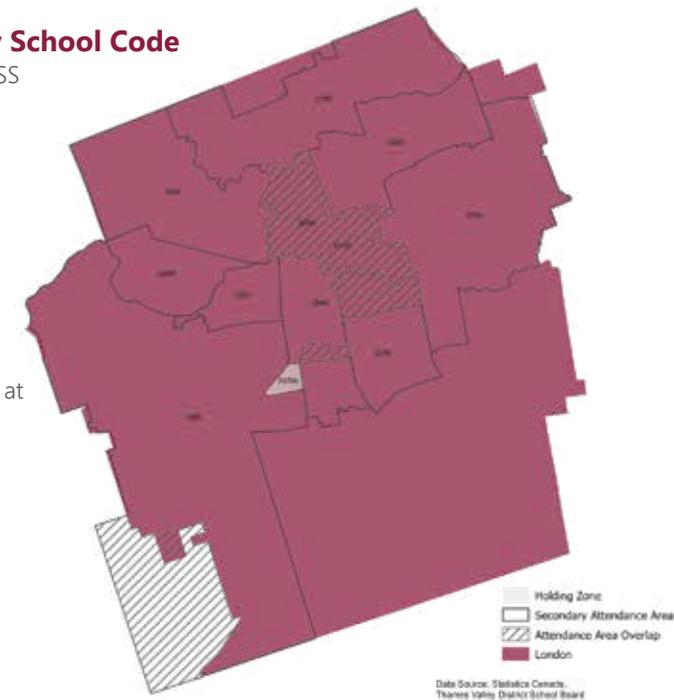
Elementary Panel

Enrolment and Facility Capacity



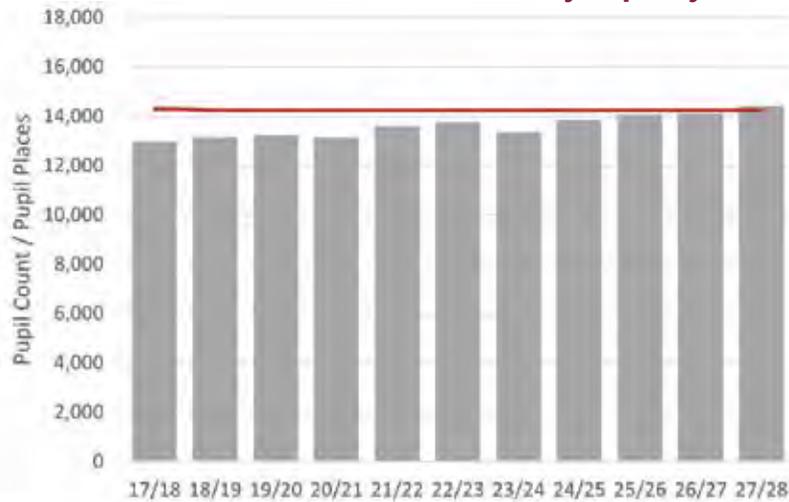
Secondary Schools by School Code

- 2040 - Sir Frederick Banting SS
- 2070 - Central SS
- 2080 - Clarke Road SS
- 2140 - H.B. Beal SS
- 2170 - Sir Wilfred Laurier SS
- 2190 - A.B. Lucas SS
- 2220 - Montcalm SS
- 2250 - Oakridge SS
- 2280 - Saunders SS
- 2290 - London South CI
- 2370 - Westminster SS
- 2370h - Longwoods Holding at Westminster SS



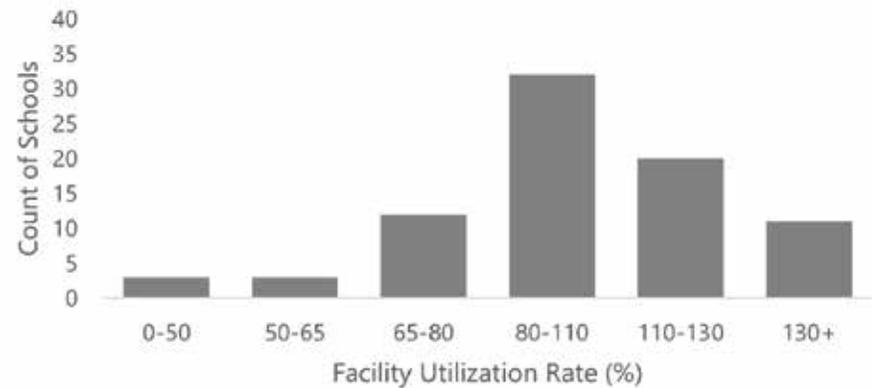
Secondary Panel

Enrolment and Facility Capacity



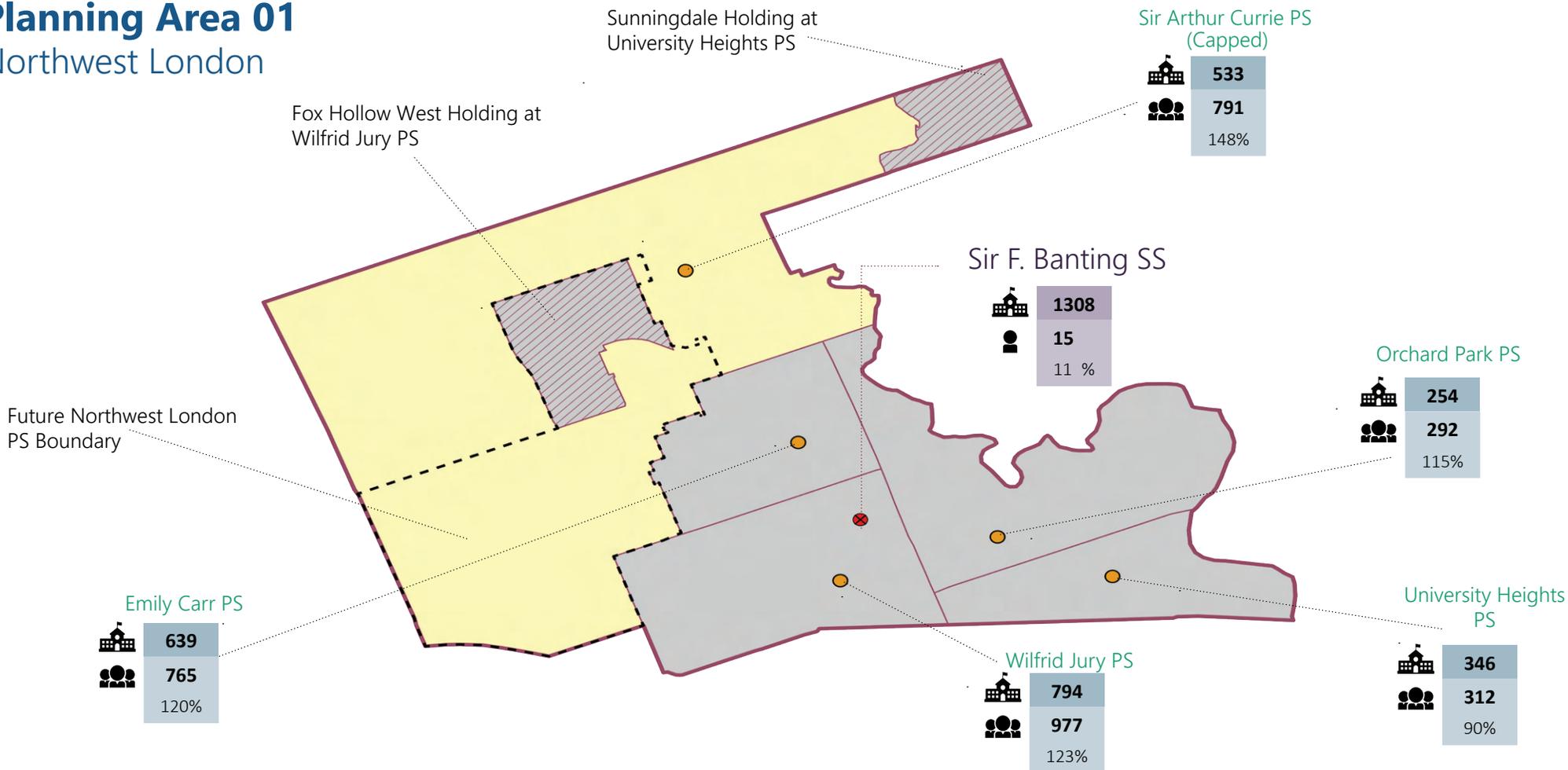
School Count by Facility Utilization Rate Range

All Schools



Planning Area 01

Northwest London



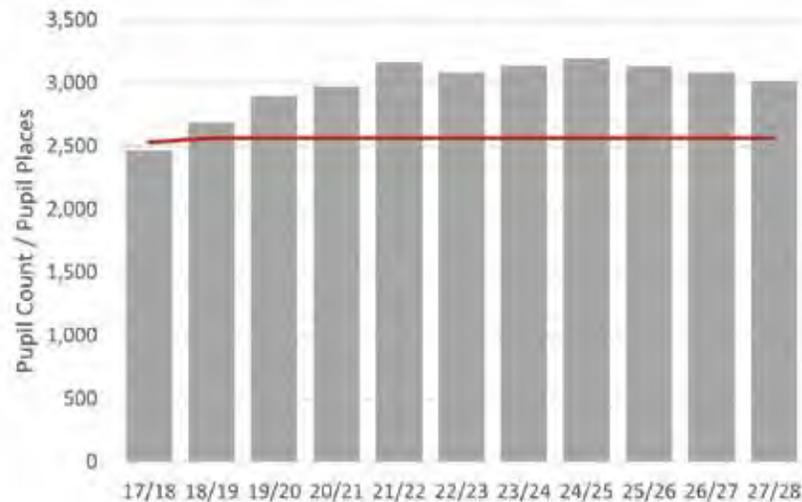
Future Capital Priorities

- New Northwest PS opening in September 2025

Future Attendance Area Reviews

- No changes anticipated at this time

Elementary Panel

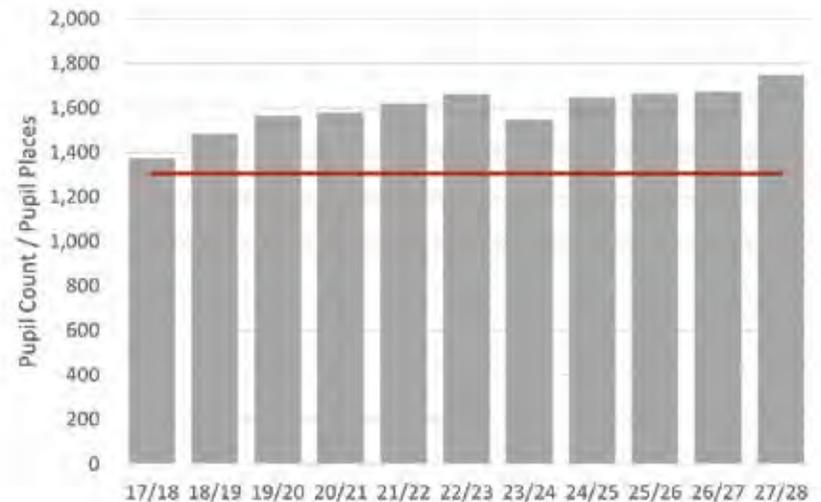


Elementary Schools

Activity in the Area

- Holding Zones established in 2001 (Sunningdale) and 2013 (Fox Hollow)
- 17/18: Opening of Sir Arthur Currie PS
- 19/20: Submission of Capital Priorities Program funding requests for a new Northwest London elementary school
- October 2020: Capital Priorities funding approved for the construction of a new Northwest London elementary school; construction to begin 2024
- 21/22: Removal of one special education class at Wilfrid Jury PS; total number of special education classes at school is now two
- 19/20: Restrictions on new out of area registrations implemented
- 20/21: All schools included in the London Attendance Area Review
- 22/23: Holding Zone Amendment was passed on November 23, 2021 to deal with the accommodation pressures at Sir Arthur Currie PS:
 - New K-8 families from the Sir Arthur Currie PS attendance area attend Knollwood Park PS commencing January 1, 2022 until a new elementary school opens in northwest London.
 - New K-8 families in the Fox Hollow West holding zone attend Wilfrid Jury PS and the families in Sunningdale North attend University Heights PS commencing in the 2022-23 school year until a new elementary school opens in northwest London

Secondary Panel



Holding Schools



Secondary School

Observations

- Area continues to grow rapidly with substantial development anticipated over the 5-year planning horizon. Development primarily concentrated in Fox Hollow and Sunningdale neighbourhoods, with some development occurring in Hyde Park as well

Elementary

- Split elementary attendance areas and holding zones designated to attend multiple secondary schools
- Persistent growth but will have a surplus of approximately 352 pupil places in 27/28 once new Northwest London PS opens

Secondary

- Average annual projected enrolment change: increase of 4.6%
- Significant growth projected in existing community due to large cohorts in elementary feeder schools
- Persistent overutilization with deficit of approximately 425 pupil places projected in 27/28 if status quo maintained

Programming: Elementary

Five K-8 English Track

Programming: Secondary

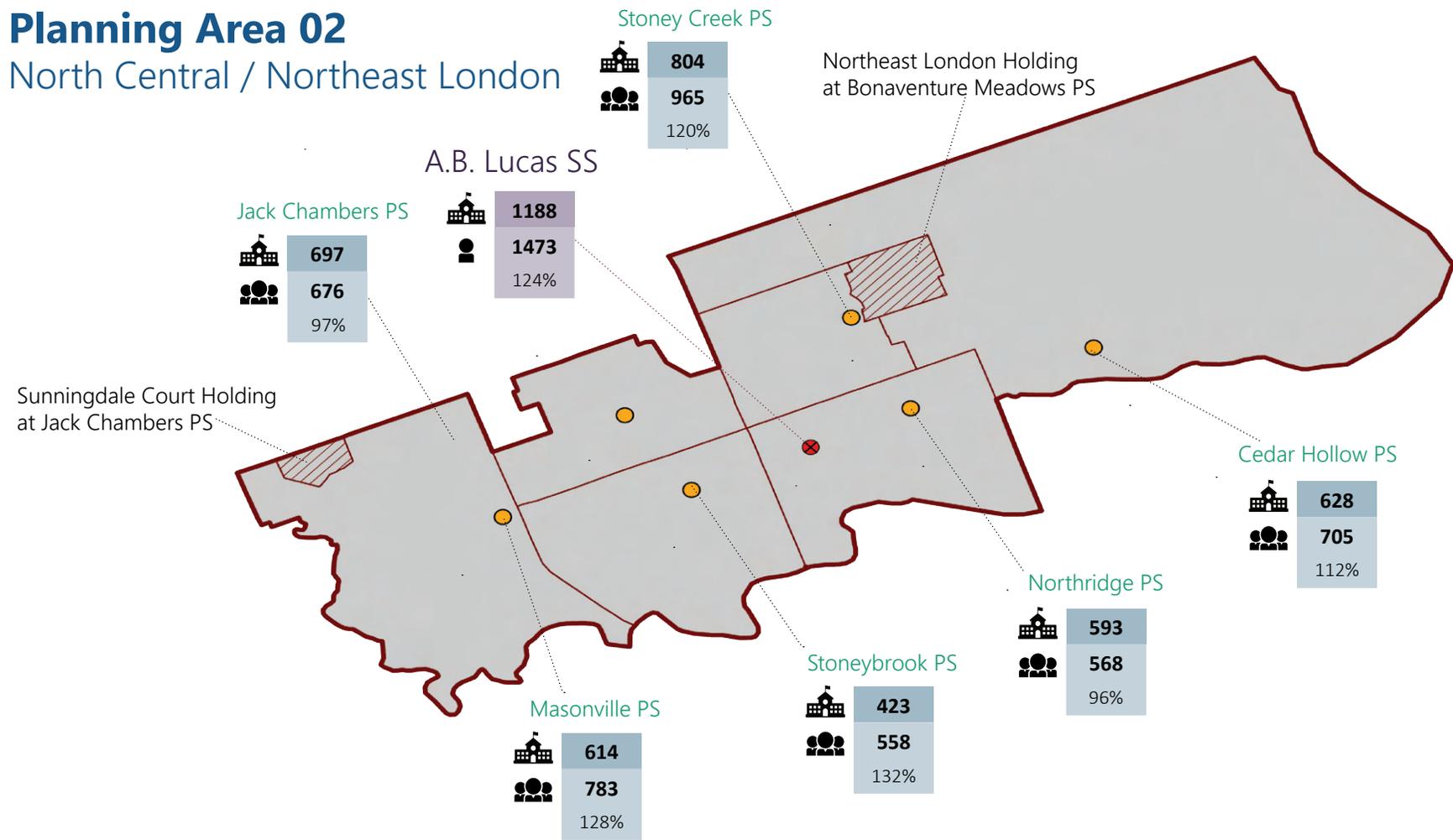
Grade 9 - 12 French Immersion

Grade 9 - 12 English Track

Specialist High Skills Majors:
Business, Sports, Construction

Planning Area 02

North Central / Northeast London



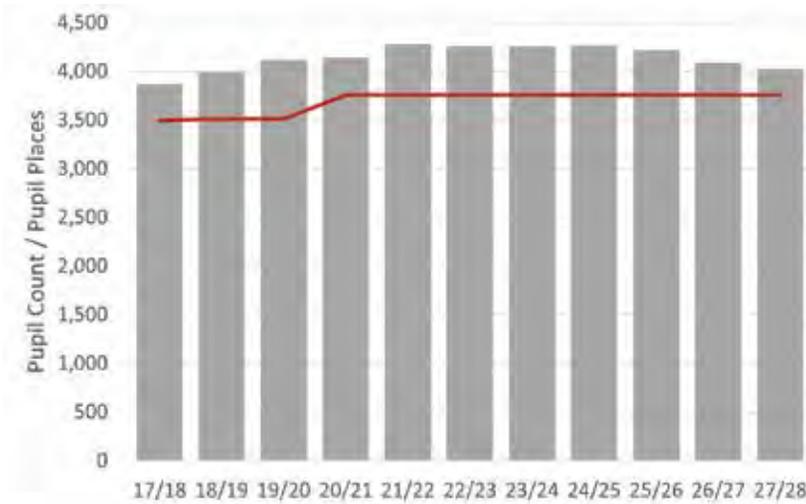
Future Capital Priorities

- New K - 8 North Central London Elementary School (requested in 2023)
- Addition at Cedar Hollow PS

Future Attendance Area Reviews

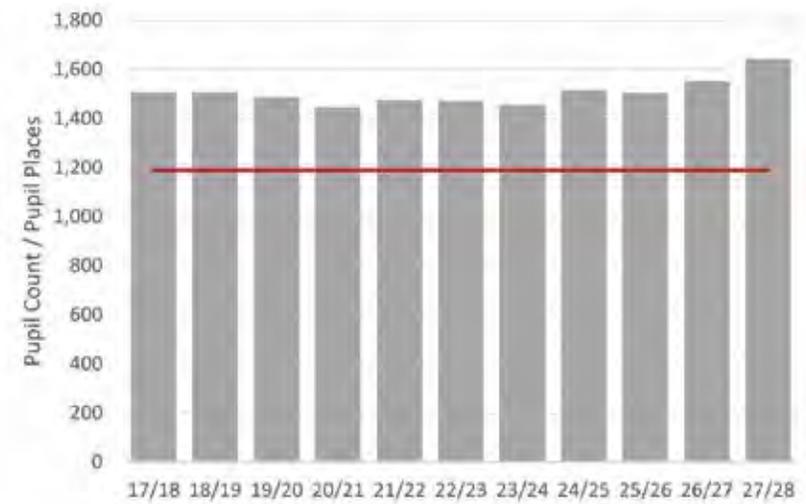
- No changes anticipated at this time

Elementary Panel



Elementary Schools

Secondary Panel



Secondary School

Activity in the Area

- 17/18: Opening of Cedar Hollow PS
- 19/20: Restrictions on new out of area registrations implemented (Secondary)
- 20/21: Construction of addition at Masonville PS completed
- 21/22: All schools included in the London Attendance Area Review
- 23/24: A.B. Lucas SS included in London Secondary Attendance Area Review

Observations

- Steady growth still occurring within the Planning Area, primarily within the Fanshawe and Stoney Creek neighbourhoods as approved subdivisions continue to build out

Observations

Elementary

- Specialized programming opportunities limited by facility space constraints
- Split elementary attendance areas designated to attend multiple secondary schools
- Persistent overutilization with deficit of approximately 267 pupil places projected in 27/28 if status quo maintained

Secondary

- Average annual projected enrolment change: increase of 1.4%
- Growth projected in existing community due to large cohorts in elementary feeder schools
- Persistent overutilization with deficit of approximately 437 pupil places projected in 27/28 if status quo maintained

Programming: Elementary

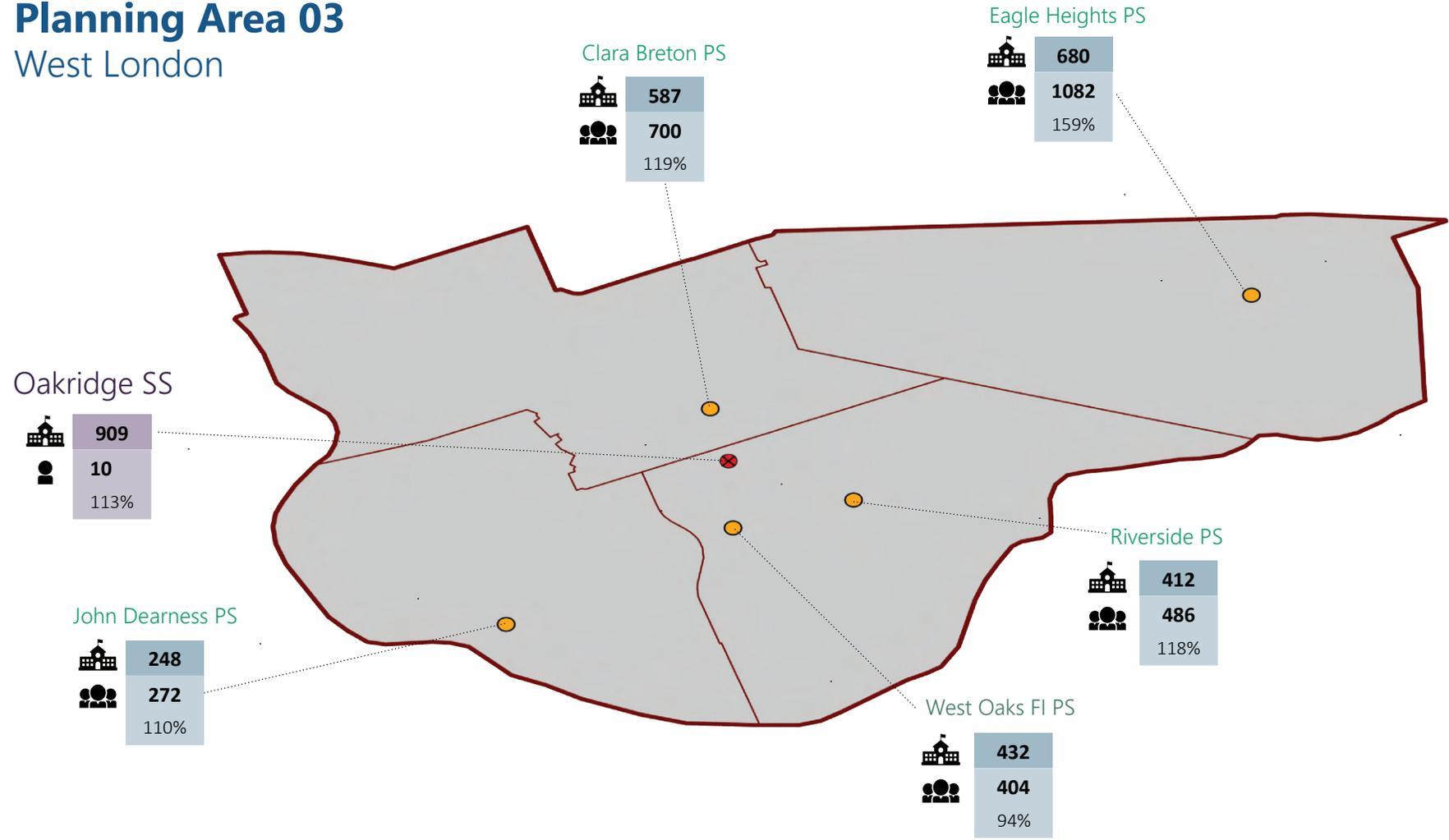
Six K - 8 English Track

Programming: Secondary

Grade 9 - 12 English Track
Specialist High Skills Majors:
Business, Construction, Sports

Planning Area 03

West London



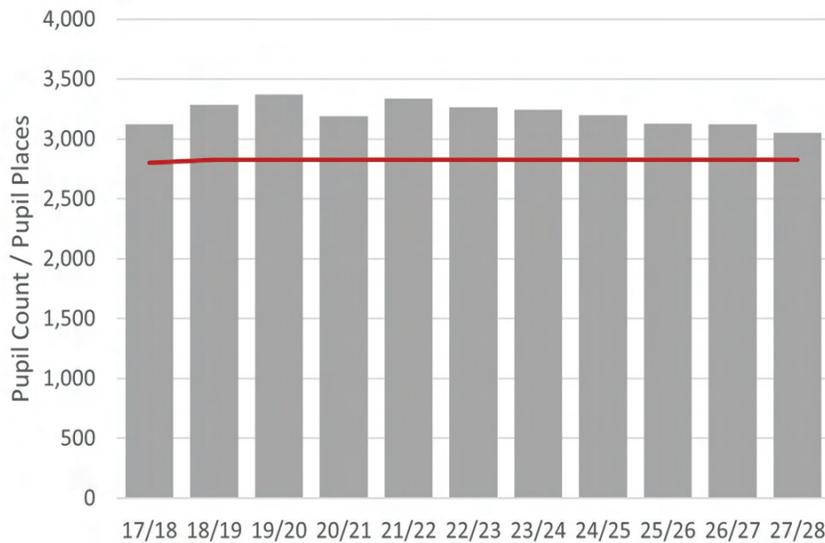
Future Capital Priorities

- Eagle Heights PS addition opening January 2025
- New K-8 West London Elementary School (Proudfoot Lane) (submit in 2027)

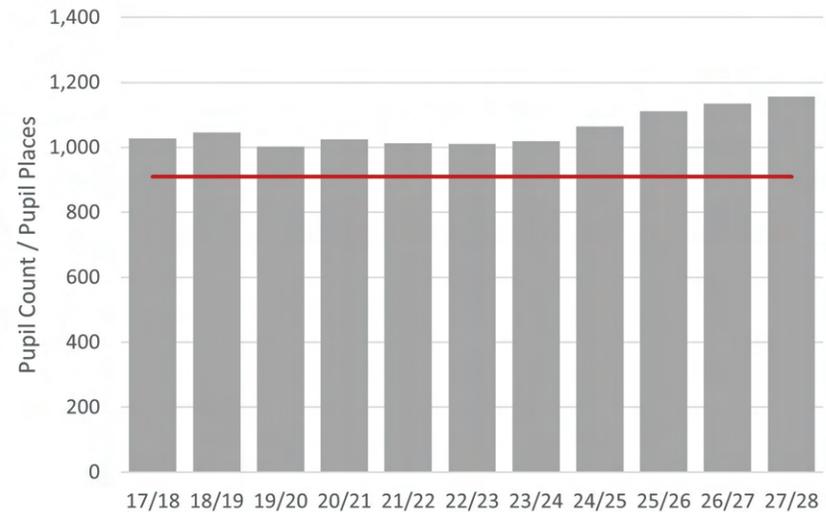
Future Attendance Area Reviews

- No changes anticipated at this time

Elementary Panel



Secondary Panel



Activity in the Area

- 18/19: Introduction of International Baccalaureate (IB) Diploma Programme
- 19/20: Restrictions on new out of area registrations implemented
- May 2021: Submission of Capital Priorities Program funding request for an addition at Eagle Heights PS - approved
- 21/22: All schools included in the London Attendance Area Review
- 22/23: Oakridge SS included in the London Secondary Attendance Area Review

Observations

- Development anticipated through infill projects
- Elementary
- Split elementary attendance areas designated to attend multiple secondary schools
 - Persistent overutilization with deficit of approximately 226 pupil places projected in 27/28 if status quo maintained
- Secondary
- Average annual projected enrolment change: increase of 2.3%
 - Minimal growth projected in existing community
 - Persistent overutilization with deficit of approximately 237 pupil places projected in 27/28 if status quo maintained

Programming: Elementary

Four K - 8 English Track
One Gr. 1 - 8 French Immersion
 West Oaks FI PS
 English JK / SK Integration Sites

Programming: Secondary

Grade 9 - 12 Regular Track
 IB Diploma Programme
 Specialist High Skills Majors:
 Business, Health and Wellness

Planning Area 04

Downtown / Central London

London Central SS

	786
	985
	125%

Old North PS

	438
	485
	111%

St. George's PS

	307
	292
	95%

Trafalgar PS

	409
	165
	40%

Lord Roberts FI PS

	294
	286
	97%

Lester B. Pearson

	414
	280
	68%

Ealing PS

	343
	222
	65%

H.B. Beal SS

	1857
	159
	86%

Aberdeen PS

	378
	291
	77%

B. Davison SS

	618
	30
	5%

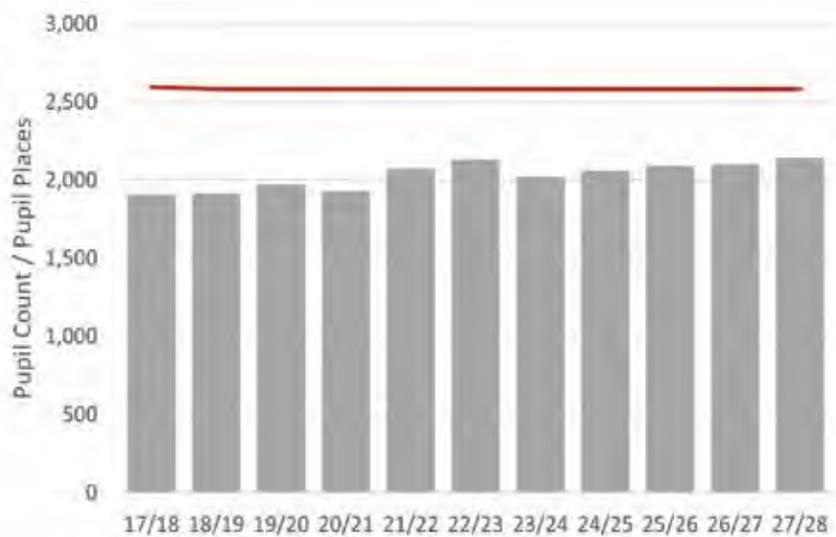
Future Capital Priorities

- No capital priorities currently planned for this area

Future Attendance Area Reviews

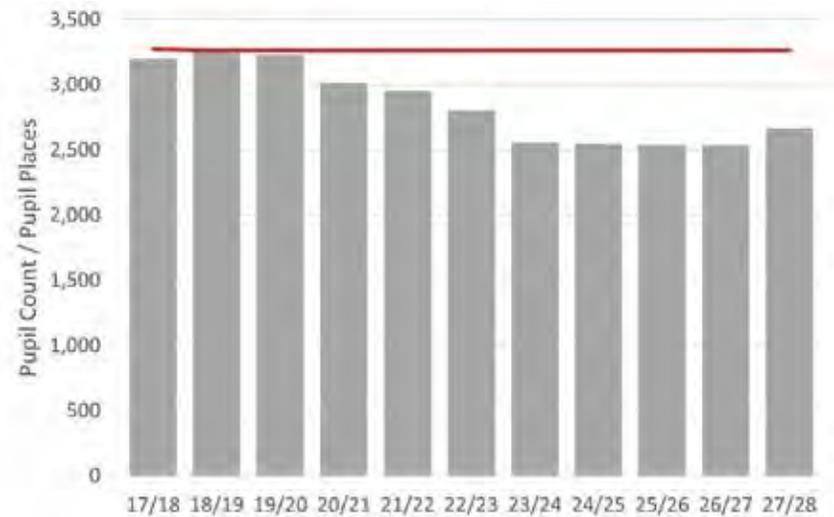
- No changes anticipated at this time

Elementary Panel



 7 Elementary Schools

Secondary Panel



 1 Holding School

 2 Secondary Schools

Activity in the Area

- 19/20: Restrictions on new out of area registrations implemented at H.B. Beal SS
- 19/20: Submission of Capital Priorities Program funding requests for a new Northwest London elementary school to accommodate students currently holding at Old North PS and to provide pressure relief at Sir Arthur Currie PS
- 20/21: Funding granted through Capital Priorities Program for new Northwest London elementary school. Anticipated opening September 2025.
- 20/21: All schools included in the London Attendance Area Review

Observations

- Moderate high density development anticipated through new tower construction

Observations

Elementary

- Stable existing community with higher yield projected for new dwelling units
- Split elementary attendance areas designated to attend multiple secondary schools
- Overall underutilization with projected surplus of approximately 440 pupil places in 27/28 if status quo maintained

Secondary

- Average annual projected enrolment change: decrease of 4.5%
- Projected decrease at H.B. Beal SS and London Central SS with a combined projected surplus of approximately 645 pupil places

Programming: Elementary

Five K - 8 English Track
One Grade 1 - 8 French Immersion
One Specialization School

Lester B. Pearson School for the Arts (Grade 4 - 8)
 Lord Roberts FI PS English JK / SK Integration Site

Programming: Secondary

H.B Beal SS: Grade 9 – 12 English Track

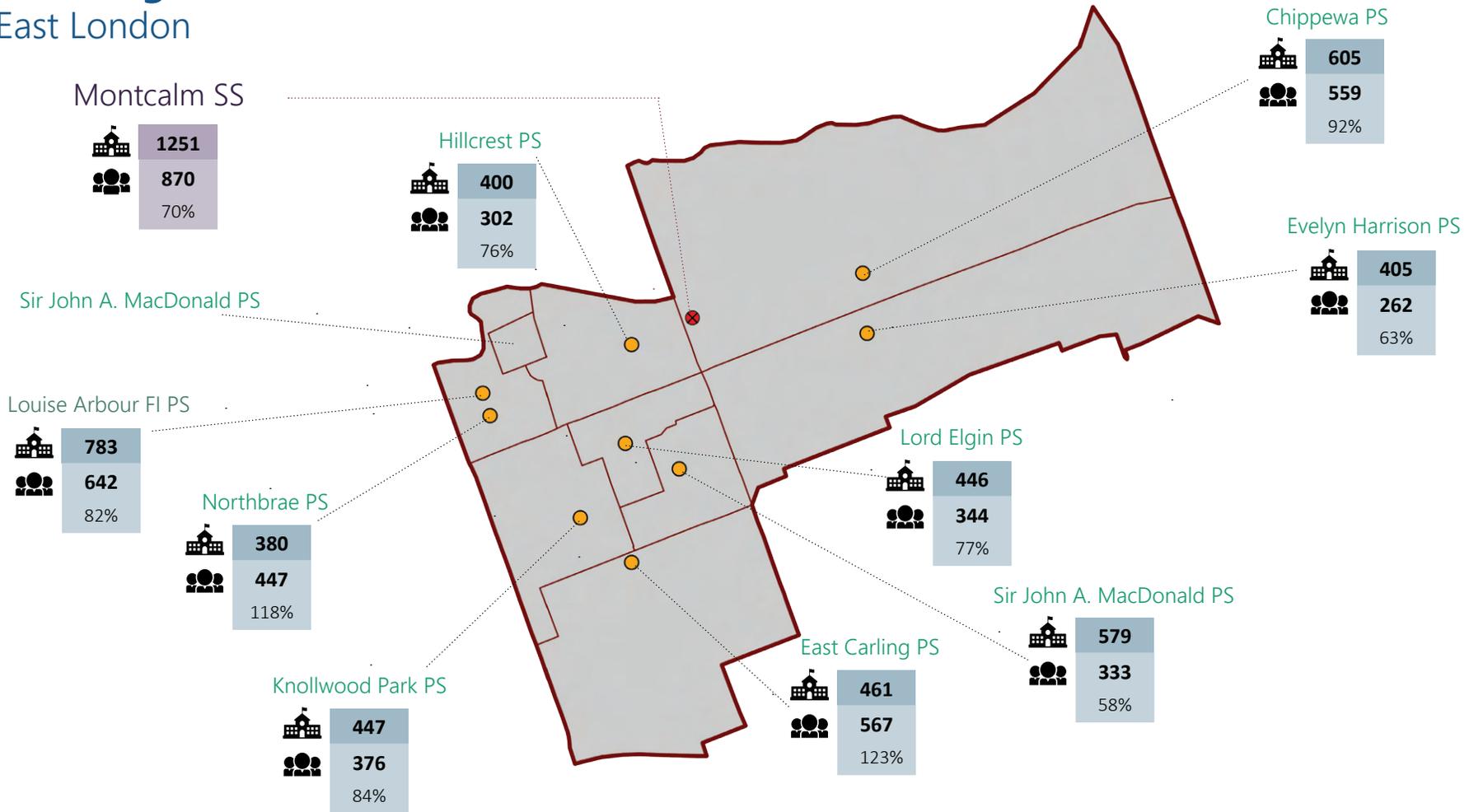
- ELD / ESL A+ B Designated Site, Specialist High Skills Majors: Arts and Culture, Business, Information & Communications Technology, Manufacturing, Sports; Education Service Agreements (FNMI), BealART

London Central SS: Grade 9 – 12 English Track

- Specialist High Skills Major: Health and Wellness

Planning Area 05

East London



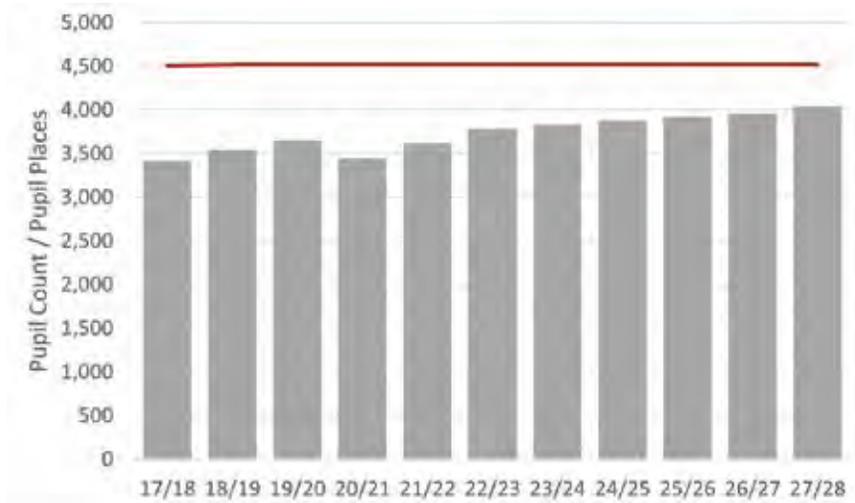
Future Capital Priorities

- New K-8 East London Elementary School (Fanshawe)

Future Attendance Area Reviews

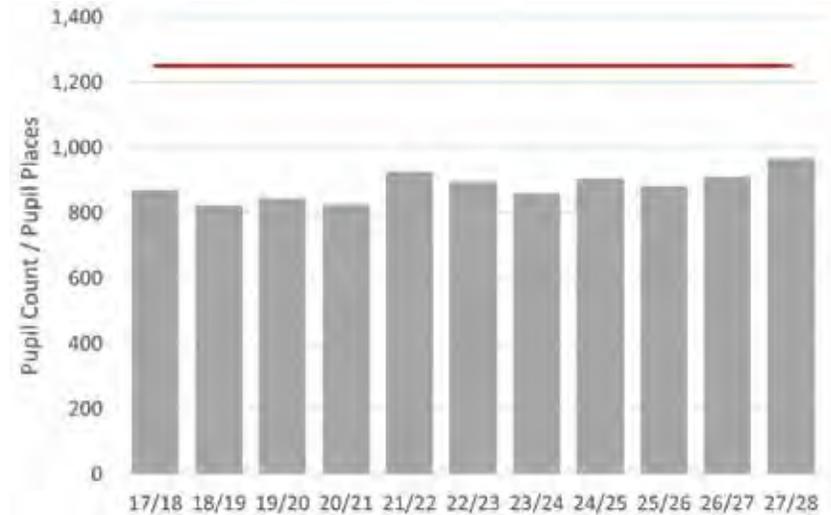
- No changes anticipated at this time

Elementary Panel



Elementary Schools

Secondary Panel



Secondary School

Activity in the Area

- 15/16: Closure of Lorne Ave PS; Enrolment consolidated at East Carling PS (former Bishop Townshend PS)
- October 2019: Opening of One World International Welcome Centre at Louise Arbour FI PS
- 20/21: All schools included in the London Attendance Area Review
- 22/23: Addition of two deaf and hard of hearing (DHH) classes from at Hillcrest PS due to the closure of Fairmont PS
- 22/23: Holding Zone Amendment was passed on November 23, 2022 to deal with the accommodation pressures at Sir Arthur Currie PS:
 - New K-8 families from the Sir Arthur Currie PS attendance area attend Knollwood Park PS commencing January 1, 2022 until a new elementary school opens in northwest London.
- 22/23: Kipps Lane Holding at Sir John A. MacDonald becomes permanent part of that boundary

Observations

- Significant development anticipated from Plans of Subdivision and high-density developments in the Chippewa PS and East Carling PS attendance areas.
- Elementary
- Average annual projected enrolment change: increase of 1.2%
 - Stable existing community
 - Split elementary attendance areas designated to attend multiple secondary schools
 - Overall underutilization projected with surplus of approximately 475 pupil places in 27/28 if status quo maintained; localized persistent overutilization projected at East Carling PS and Northbrae PS
- Secondary
- Average annual projected enrolment change: decrease of 2.9%
 - Variable enrolment trend projected with average annual change ranging from 3.2% to 0.4%
 - Slight growth projected in existing community
 - Projected surplus of approximately 291 pupil places in 27/28 if status quo maintained

Programming: Elementary

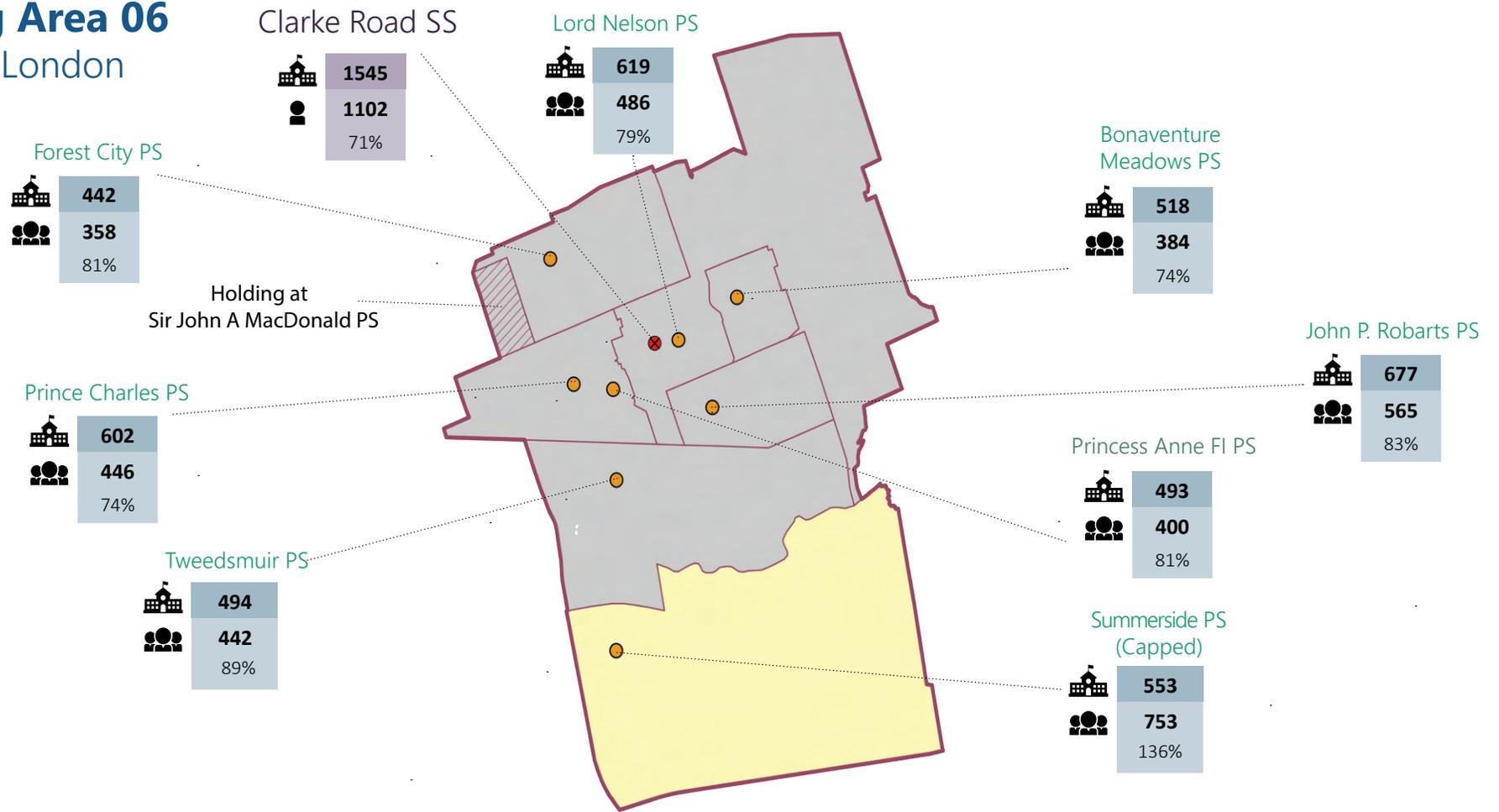
Eight K - 8 English Track
One 1-8 French Immersion
 Louise Arbour FI PS

Programming: Secondary

Grade 9 - 12 English Track
 Technology Emphasis
 ESL C/D/E Class
 Specialist High Skills Majors: Hospitality and Tourism,
 Aviation, Business, Transportation

Planning Area 06

Southeast London



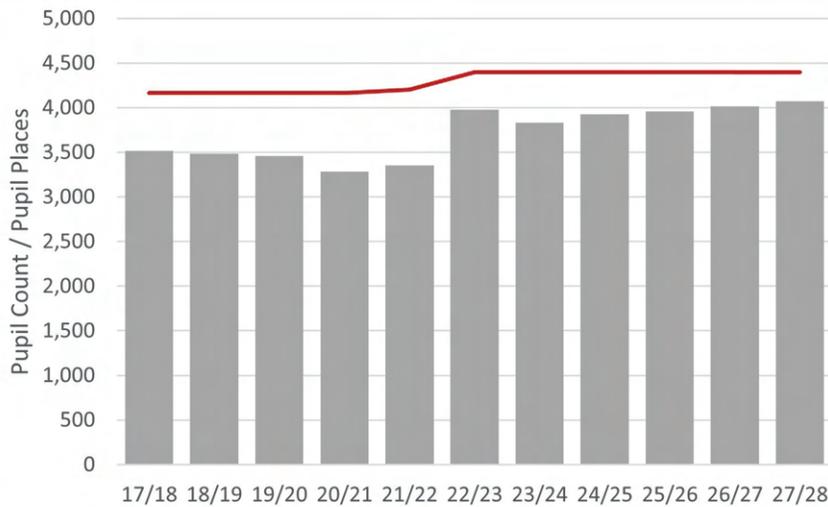
Future Capital Priorities

- New K-8 East London Elementary School (Former London Psychiatric Hospital lands)
- New K-8 Southeast London Elementary School (Jackson) (submitted in 2023)

Future Attendance Area Reviews

- No changes anticipated at this time

Elementary Panel



Activity in the Area

- 20/21: Introduction of ESL C/D/E program offerings at Clarke Road SS
- 21/22: All schools included in London Attendance Area Review
- 21/22: Fairmont PS closed at the end of the 2021-2022 school year, and students now attend Tweedsmuir PS as of 2022-2023 as per EPAR02
- September 2022: Summerside PS opened. Holding zones formerly attending Fairmont PS, Princess Elizabeth PS, and Tweedsmuir PS now attend this school
- 21/22: Addition to Summerside requested through Capital Priorities submission (not approved)
- 21/22: New East London holding zone created on former Psych Hospital lands
- 22/23: Summerside capped to new registrations. Students from Summerside PS attendance area re-designated to John P. Robarts PS.

Observations

- New development anticipated primarily in Jackson neighbourhood as subdivisions continue to build out around new Summerside PS

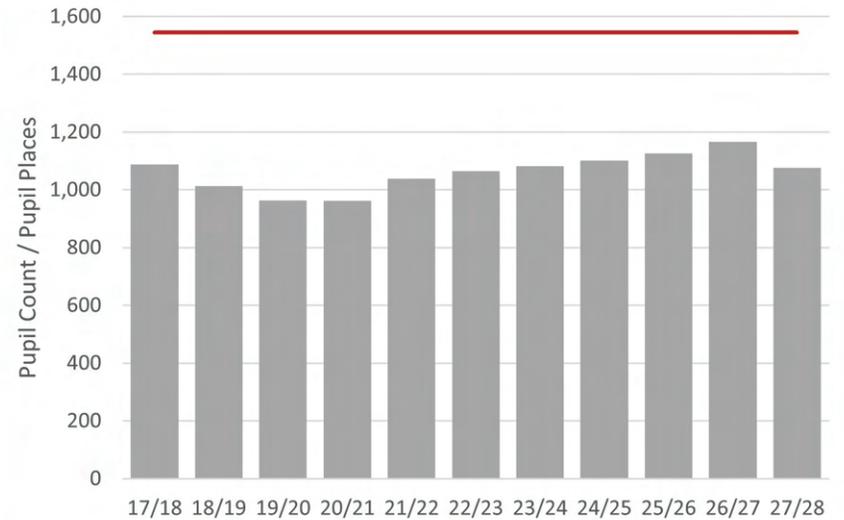
Elementary

- Split elementary attendance areas designated to attend multiple secondary schools

Secondary

- Average annual projected enrolment change: decrease of 1.8%
- Slight growth projected in existing community
- Persistent underutilization with projected surplus of approximately 488 pupil places in 27/28 if status quo maintained

Secondary Panel



Programming: Elementary

Eight K - 8 English Track
One Grade 1 - 8 French Immersion
 Princess Anne FI PS
 English JK/SK Integration Site

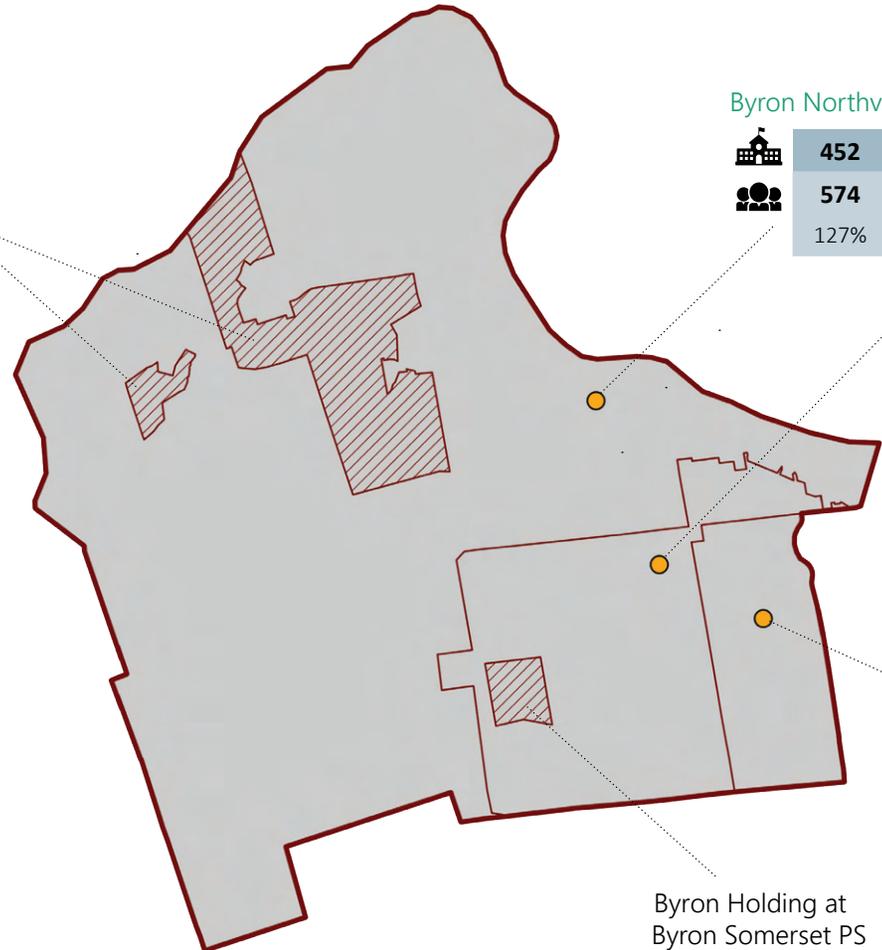
Programming: Secondary

Grade 9 - 12 English Track
 Technology Emphasis
 ESL C/D/E Class
 Specialist High Skills Majors: Arts and Culture,
 Hospitality and Tourism, Health and Wellness

Planning Area 07

Byron (London)

Byron Holding at Byron Somerset PS



Byron Northview PS

	452
	574
	127%

Byron Southwood PS

	547
	531
	97%

Byron Somerset PS

	409
	603
	147%

Byron Holding at Byron Somerset PS

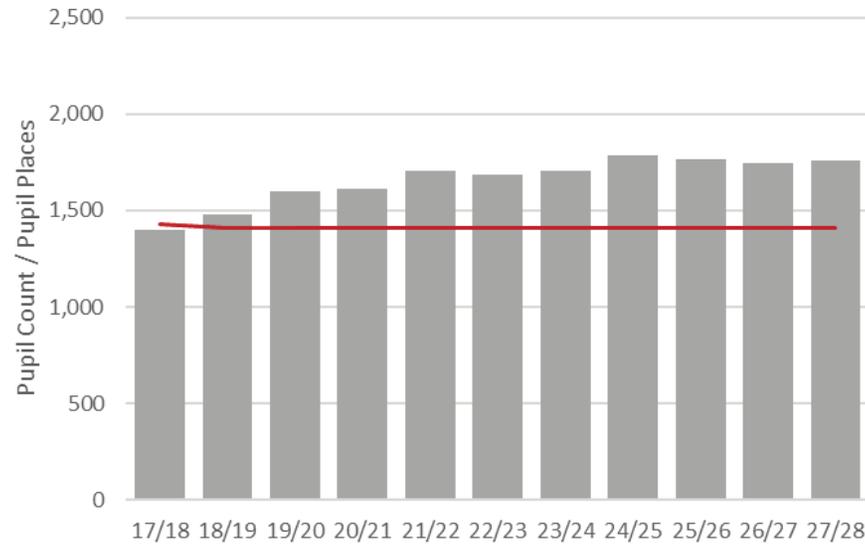
Future Capital Priorities

- New West London elementary school (Riverbend) requested in 2021 and 2022 (unsuccessful); Resubmitted in 2023

Future Attendance Area Reviews

- Establishment of new attendance area for requested new West London elementary school, to be implemented when new school is approved and opens

Elementary Panel



 3 Elementary Schools

 6 Holding Zones

Activity in the Area

- 13/14: Byron Holding Zones established
- 21/22: All schools included in the London Attendance Area Review
- May 2021, and February 2022: Submission of Capital Priorities Program funding request for a new elementary school in West London

Observations

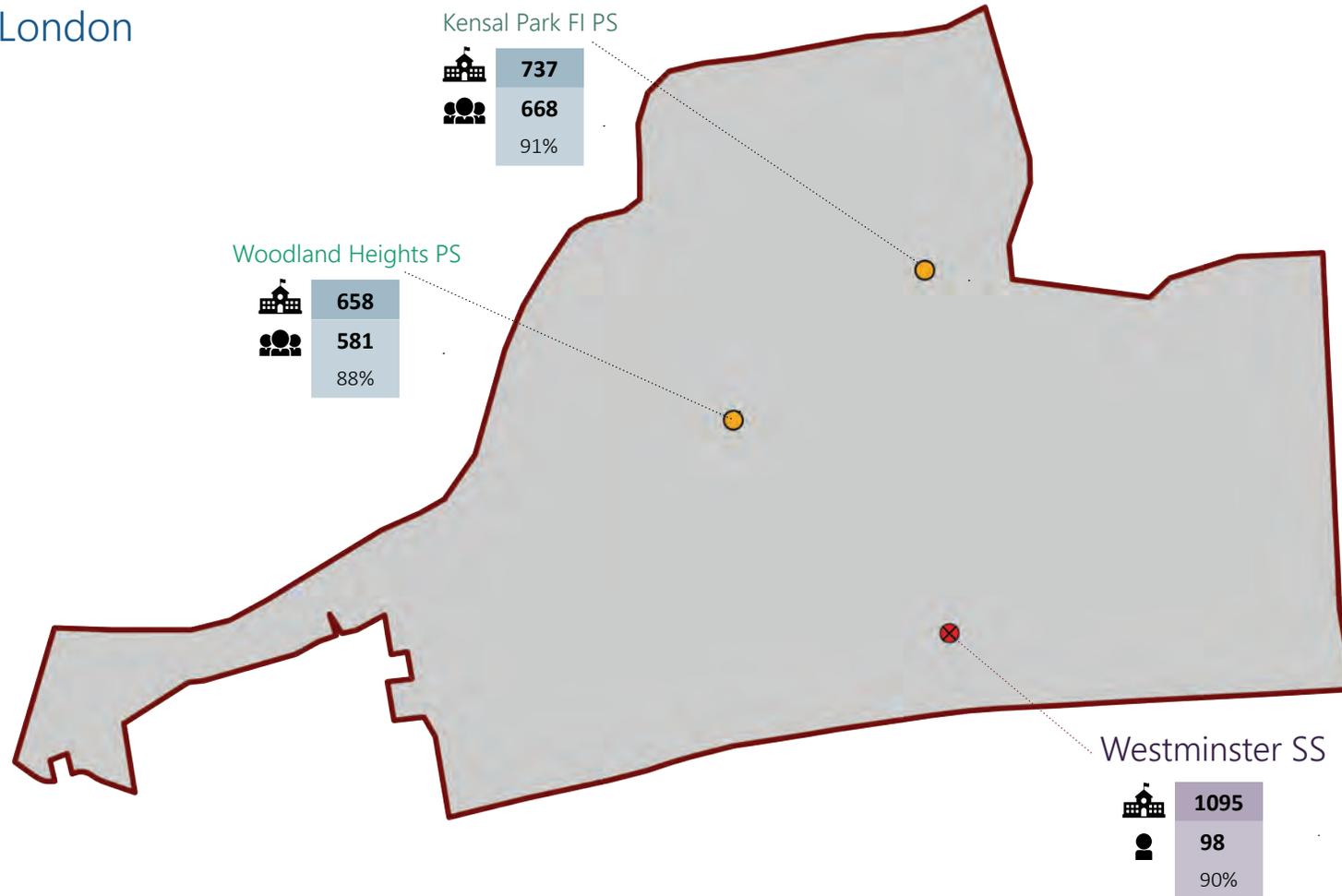
- New development anticipated as subdivisions continue to develop
- Stable existing community; enrolment growth driven by new residential development
- Average annual projected enrolment change: increase of 2.5%
- Persistent overutilization projected with deficit of approximately 257 pupil places in 27/28 if status quo maintained

Programming: Elementary

Three K - 8 English Track

Planning Area 08

West Central London



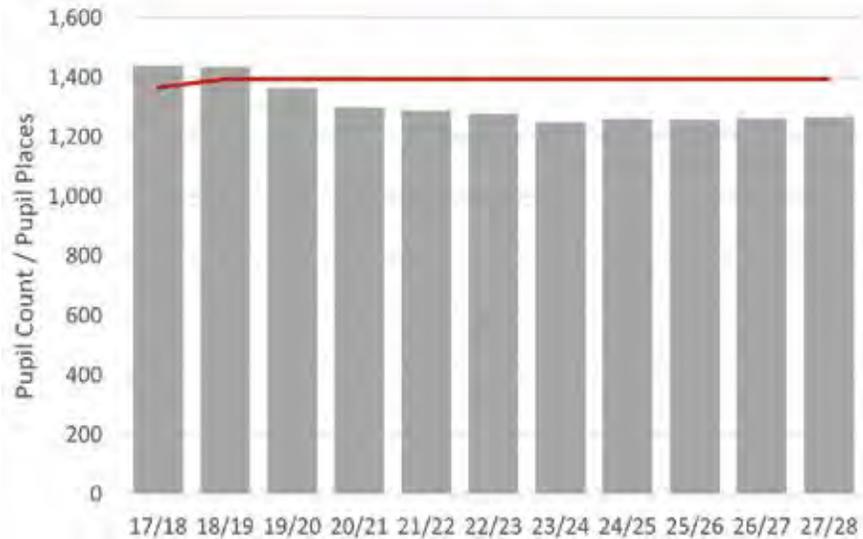
Future Capital Priorities

- No capital priorities currently planned for this area

Future Attendance Area Reviews

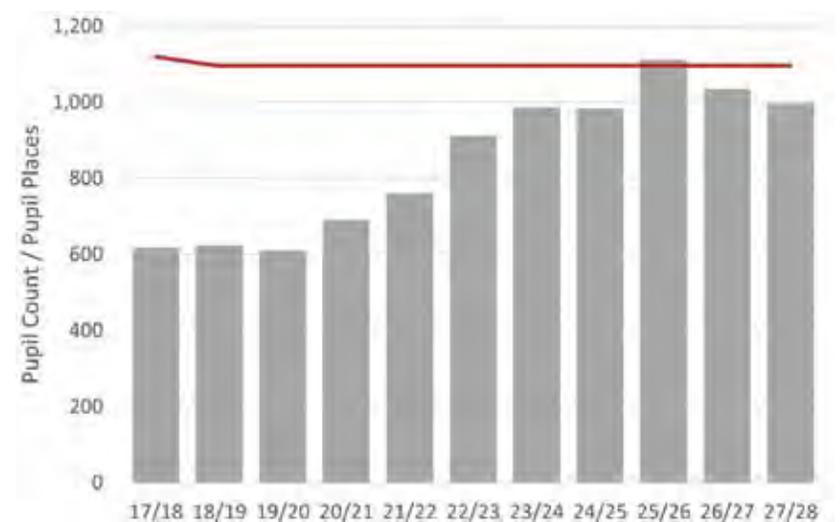
- No changes anticipated at this time

Elementary Panel



Elementary Schools

Secondary Panel



Secondary School

Activity in the Area

- 05/06: Westminster SS designated as a holding school to provide interim accommodation to Longwoods area residential development (Holding Zone in Planning Area 12)
- 22/23: Westminster SS included in London Secondary Panel Attendance Area Review

Observations

- Limited development as Planning Area has stabilized
- Elementary
- Average annual projected enrolment change: decrease of 0.8%
 - Declining enrolment in existing community
 - Low pupil yield projected for new dwelling units due to higher density development
 - Overall underutilization with projected surplus of 128 pupil places in 27/28 if status quo
- Secondary
- Average annual projected enrolment change: increase of 0.9%
 - Growth related to elementary cohort moving in to secondary panel

Programming: Elementary

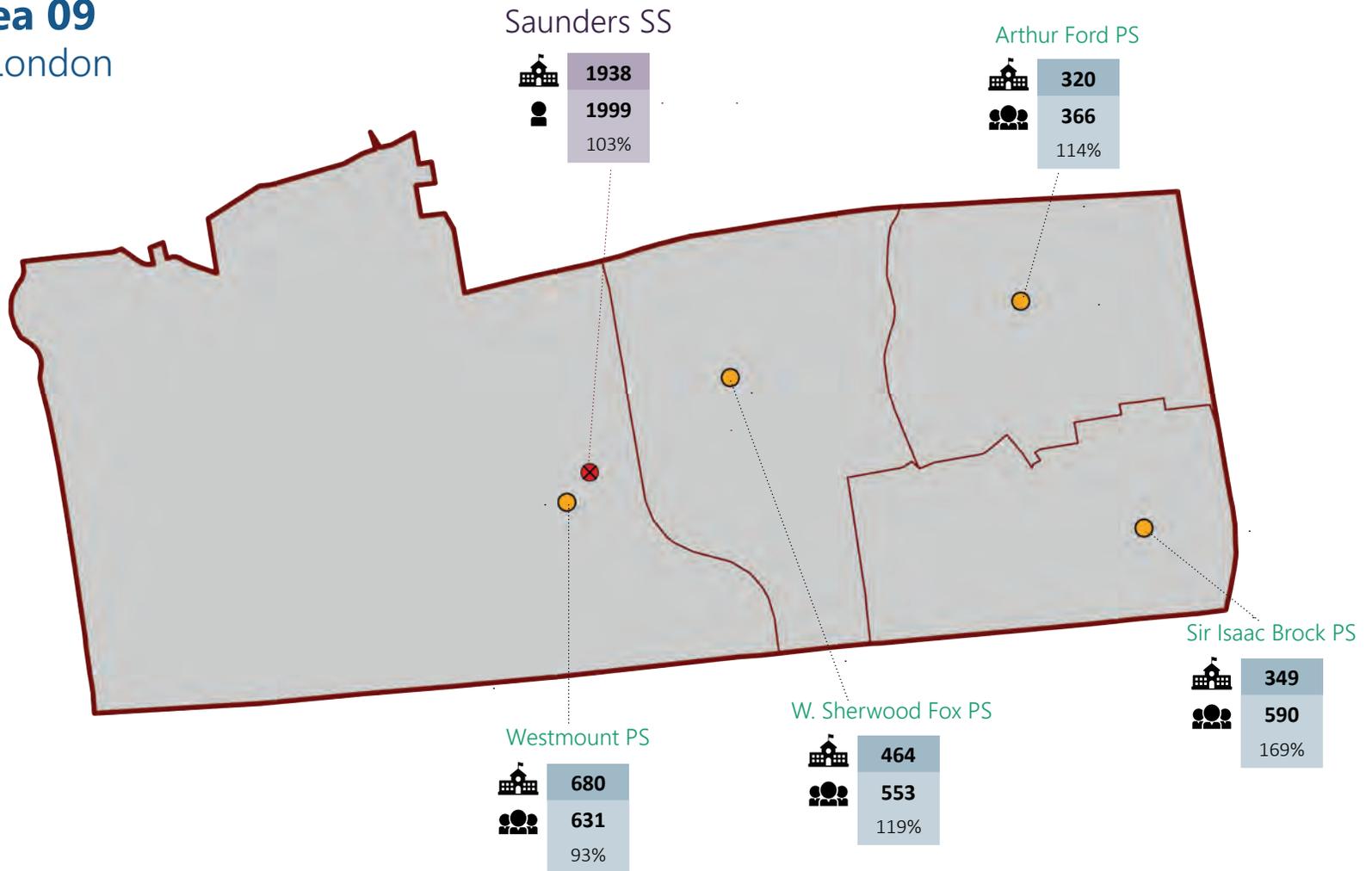
One K - 8 English Track
One Grade 1 - 8 French Immersion
 Kenal Park FI PS
 English JK/SK Integration Site

Programming: Secondary

Grade 9 - 12 English Track
 ELD / ESL A+ B Designated Site
 Specialist High Skills Majors:
 Arts and Culture, Health and Wellness, Transportation,
 Information and Communication

Planning Area 09

South Central London



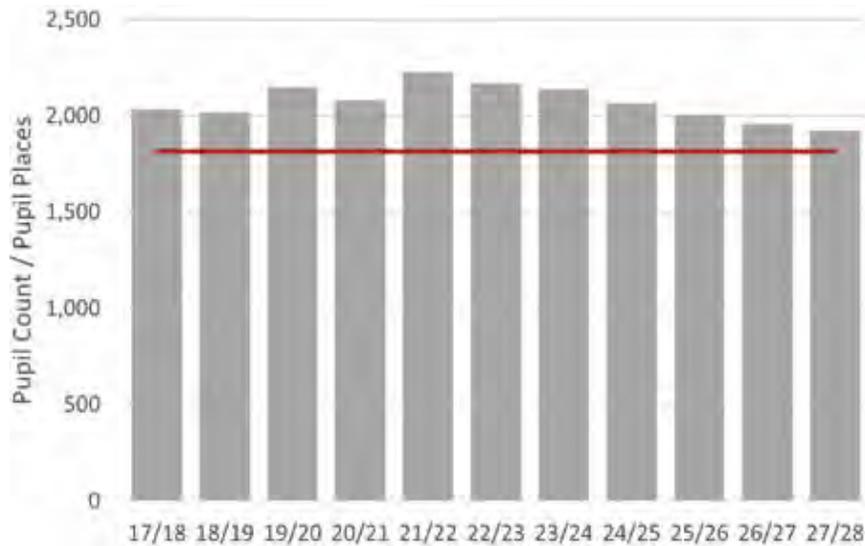
Future Capital Priorities

- No capital priorities currently planned for this area

Future Attendance Area Reviews

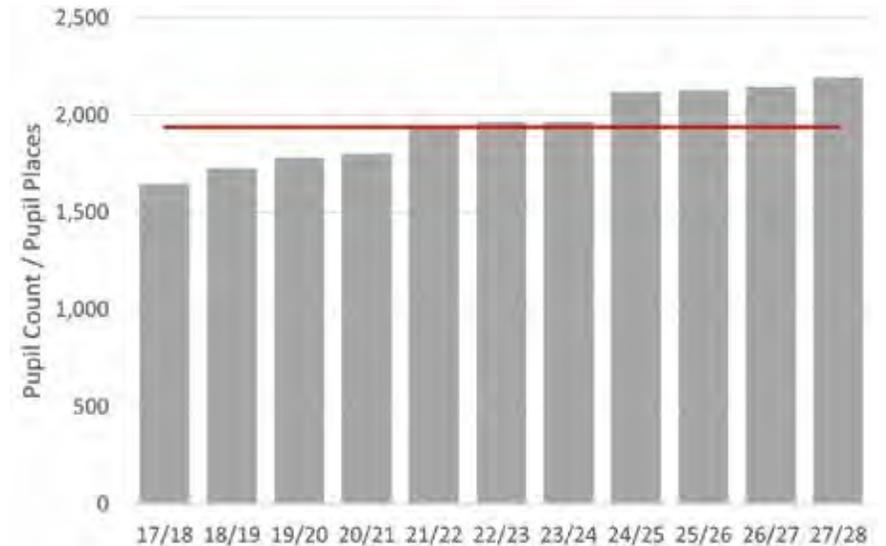
- No changes anticipated at this time

Elementary Panel



4 Elementary Schools

Secondary Panel



2 Holding Schools

1 Secondary School

Activity in the Area

- 08/09: Sir Isaac Brock PS designated as a holding school to provide interim accommodation for Bostwick residential development (Holding Zone in Planning Area 12)
- 13/14: W. Sherwood Fox PS designated as a holding school to provide interim accommodation for Talbot Village – Phase 2 residential development (Holding Zone in Planning Area 12)
- 15/16, 16/17, 17/18, 19/20, 21/22: Submission of Capital Priorities Program funding requests for a new Southwest London elementary school in Planning Area 12 to alleviate pressure at holding schools
- 19/20: Renovation to create Library Learning Commons completed at Saunders SS
- 21/22: New Southwest London elementary school approved for Planning Area 12
- 21/22: All schools included in the London Attendance Area Review
- 22/23: Sir Isaac Brock Holding Zone amended to direct new registrations from Bostwick holding to Victoria PS in Planning Area 10

Observations

- Low to moderate development through various infill projects anticipated over the 5-year planning horizon; longer term development anticipated through the development of Byron gravel pit
- Elementary
- Moderate growth in existing community
 - Average annual projected enrolment change: decrease of 3.4%
 - Overall overutilization projected with deficit of approximately 111 pupil places in 27/28 if status quo maintained
- Secondary
- Average annual projected enrolment change: increase of 4.4%
 - Growth projected in existing community and from residential development
 - Overutilization projected with deficit of approximately 220 pupil places in 27/28 if status quo maintained

Programming: Elementary

Four K - 8 English Track

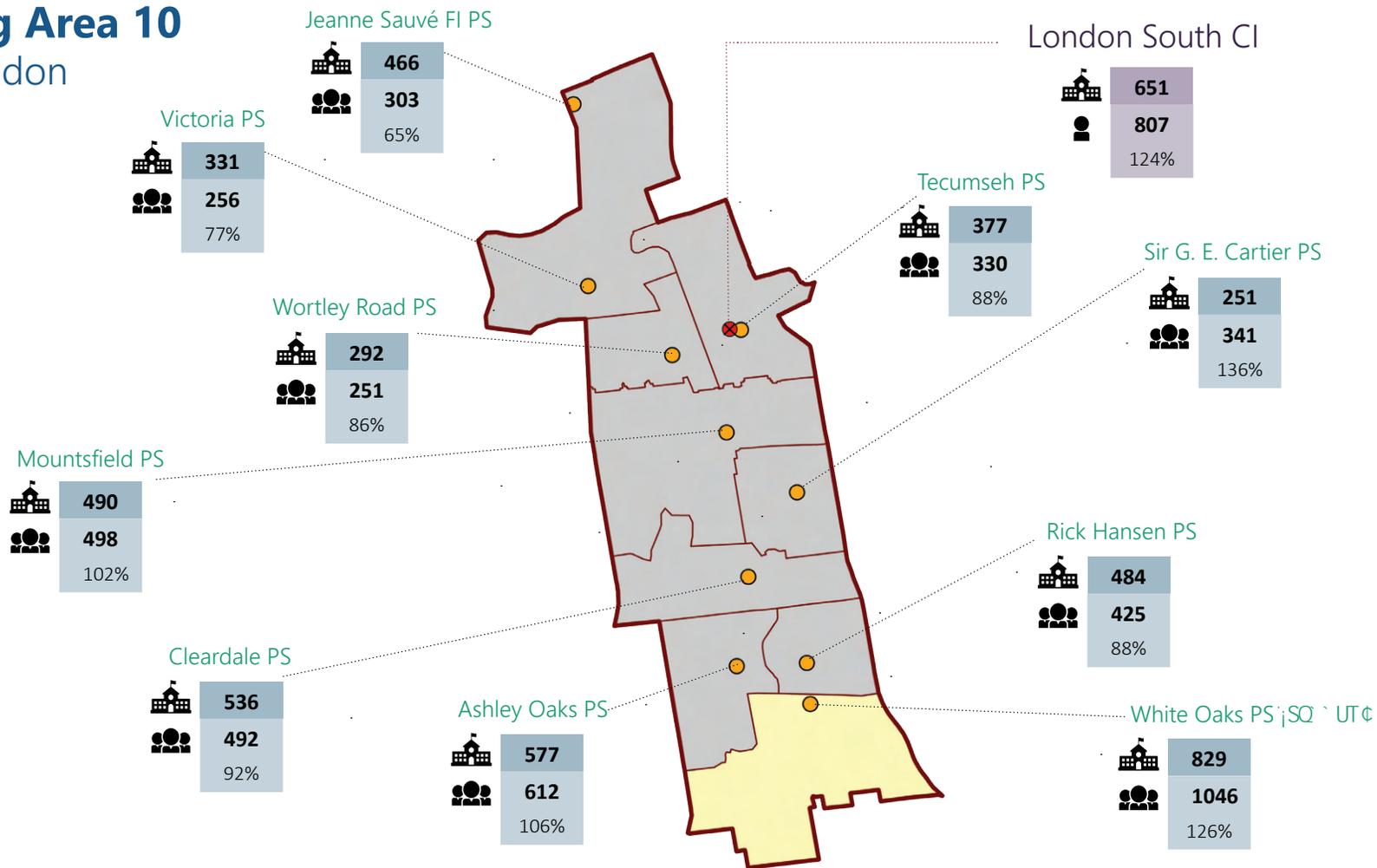
Programming: Secondary

Grade 9 - 12 English Track

Technology Emphasis
 Enrichment Program
 Education Service Agreements (FNMI)
 Specialist High Skills Major:
 Arts and Cultures, Construction, Health and Wellness,
 Manufacturing, Hospitality and Tourism

Planning Area 10

South London



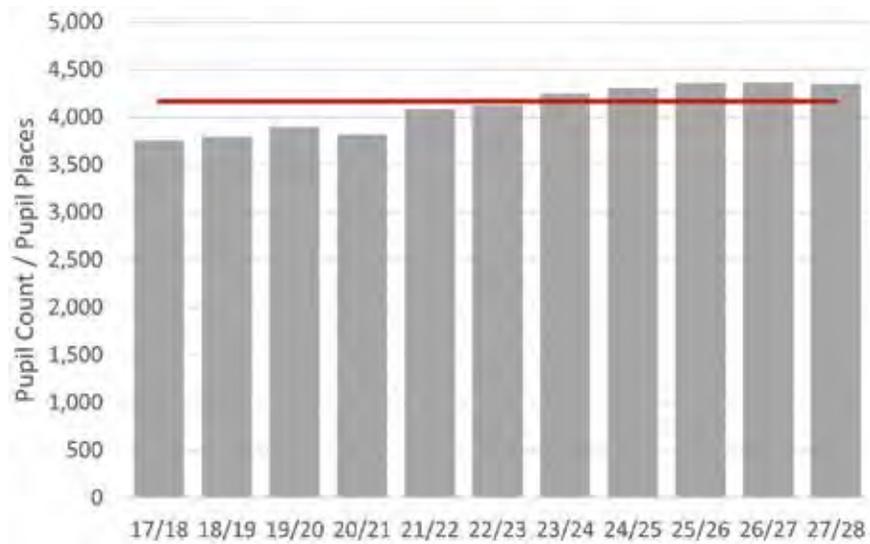
Future Capital Priorities

- No capital priorities currently planned for this area

Future Attendance Area Reviews

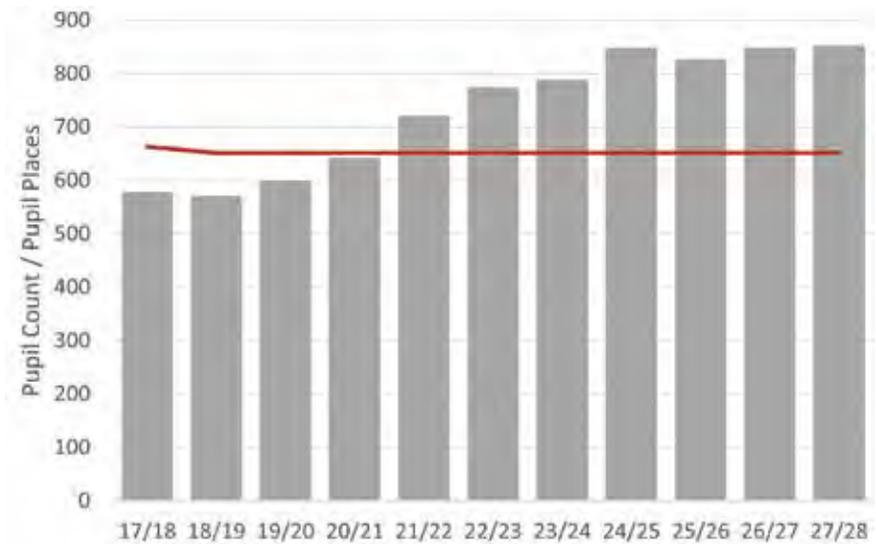
- No changes anticipated at this time

Elementary Panel



10 Elementary Schools

Secondary Panel



3 Holding Schools

1 Secondary School

Activity in the Area

- 14/15: White Oaks PS designated as a holding school to provide interim accommodation for select southwest London / Longwoods area residential development (Holding Zone in Planning Area 12)
- 15/16: Rick Hansen PS designated as a holding school to provide interim accommodation for Colonel Talbot residential development (Holding Zone in Planning Area 12)
- 20/21: Implementation of ESL C/D/E program offerings at London South CI
- 21/22: All schools included in the London Attendance Area Review
- 22/23: London South CI involved in London Secondary Attendance Area Review
- 22/23: Victoria PS became holding school for Bostwick holding zone after
- 23/24: White Oaks capped to new families, including from the Longwoods and Southwest London holding zones

Observations

- Limited development anticipated over 5-year horizon as Planning Area has stabilized; build out of Plans of Subdivision south of Exeter anticipated to provide some growth over 5-year planning horizon
- Some infill development expected

Elementary

- Slight growth in existing community; above average pupil yield for new dwelling units
- Overall growth with projected deficit of approximately 182 pupil places in 27/28 if status quo maintained

Secondary

- Growth projected in existing community from residential development
- Overutilization with projected deficit of approximately 184 pupil places in 27/28 if status quo maintained

Programming: Elementary

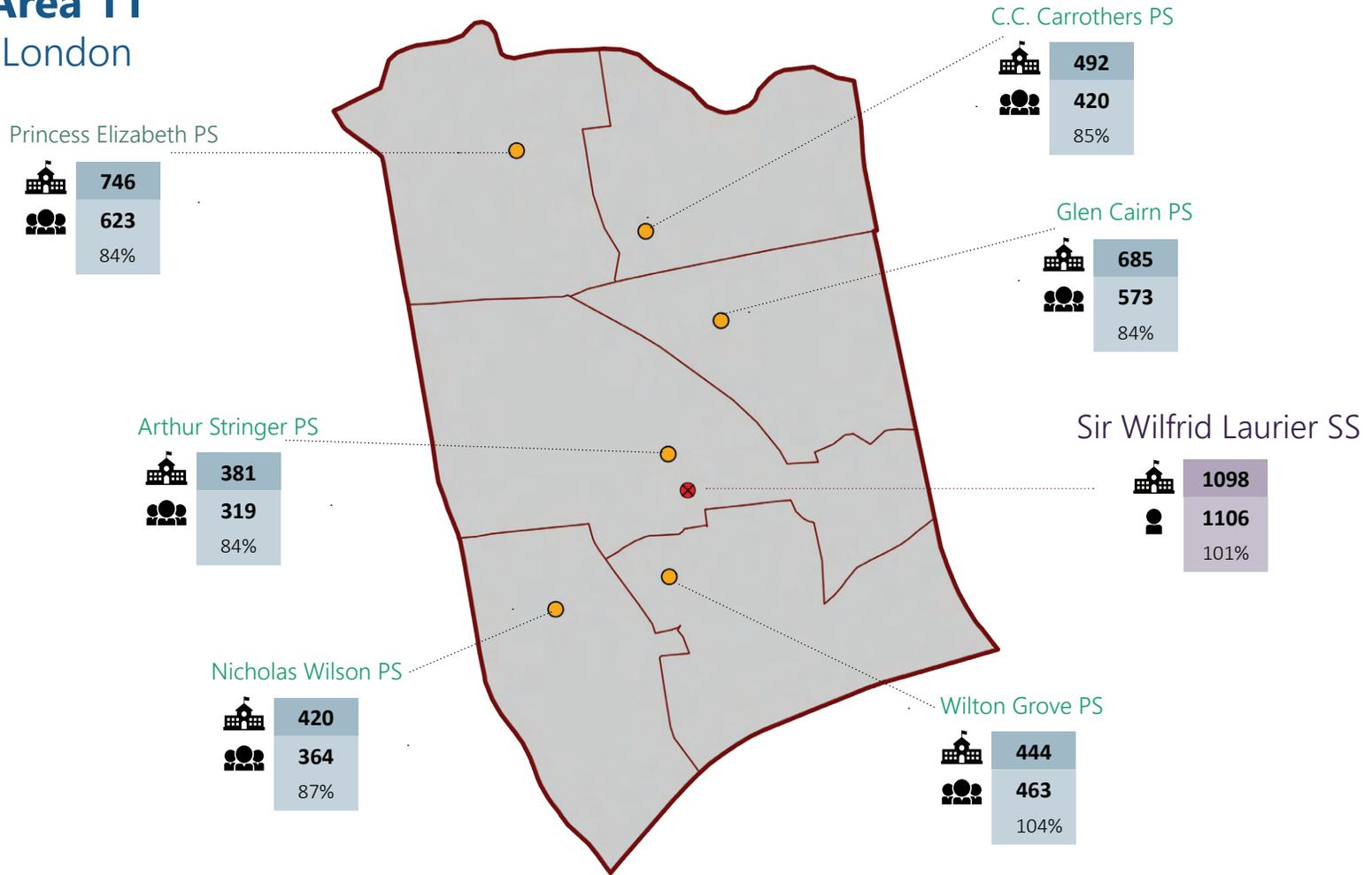
Nine K - 8 English Track
One Grade 1 - 8 French Immersion
 Jeanne Sauvé FI PS
 English JK/SK Integration Site

Programming: Secondary

Grade 9 - 12 English Track
 Specialist High Skills Majors:
 Sports

Planning Area 11

East Central London



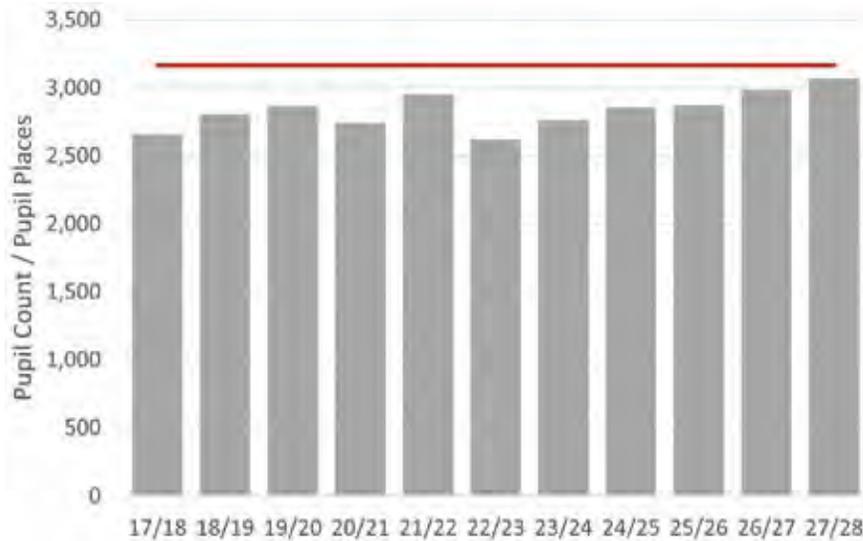
Future Capital Priorities

- No capital priorities currently planned for this area

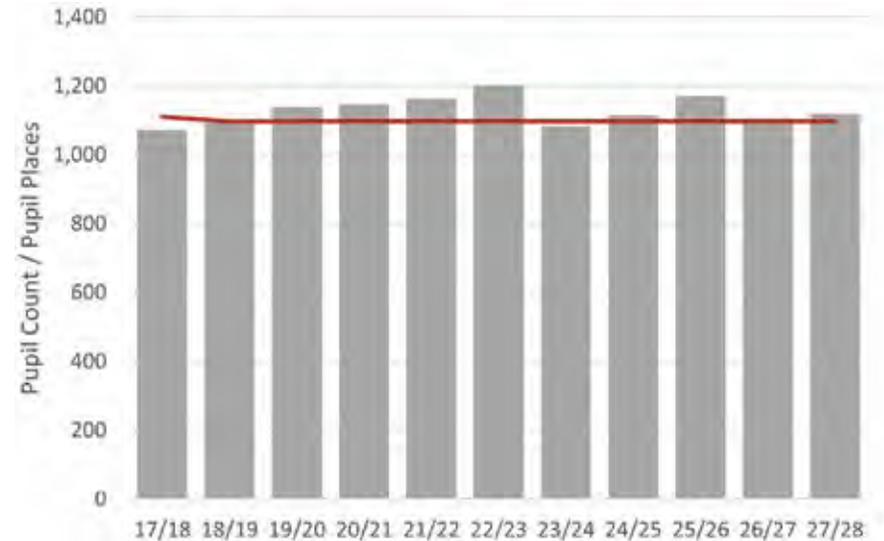
Future Attendance Area Reviews

- London Attendance Area Review (complete)
 - Creation of two new Kilbourne holding zones with the approved attendance boundary for the new approved Southwest London elementary school; this holding zone spans the large development proposed in the Bostwick neighbourhood. Students from this area to attend Nicholas Wilson PS and Glen Cairn PS

Elementary Panel



Secondary Panel



Elementary Schools



Holding Schools



Secondary School

Activity in the Area

- 20/21: All schools included in the London Attendance Area Review
- September 2022: Opening of Summerside PS, which accommodates students formerly held at Princess Elizabeth PS, Fairmont PS, and Tweedsmuir PS

Observations

- Limited development anticipated as Planning Area has stabilized

Elementary

- Slight growth in existing community; above average pupil yield for new dwelling units
- Average annual projected enrolment change: increase of 3.4%
- Slight underutilization with projected surplus of approximately 96 pupil places in 27/28 if status quo maintained

Secondary

- Average annual projected enrolment change: decrease of 0.9%
- Slight decline projected in existing community
- Projected to be at OTG capacity with a surplus of approximately 1 pupil place in 27/28 if status quo maintained

Programming: Elementary

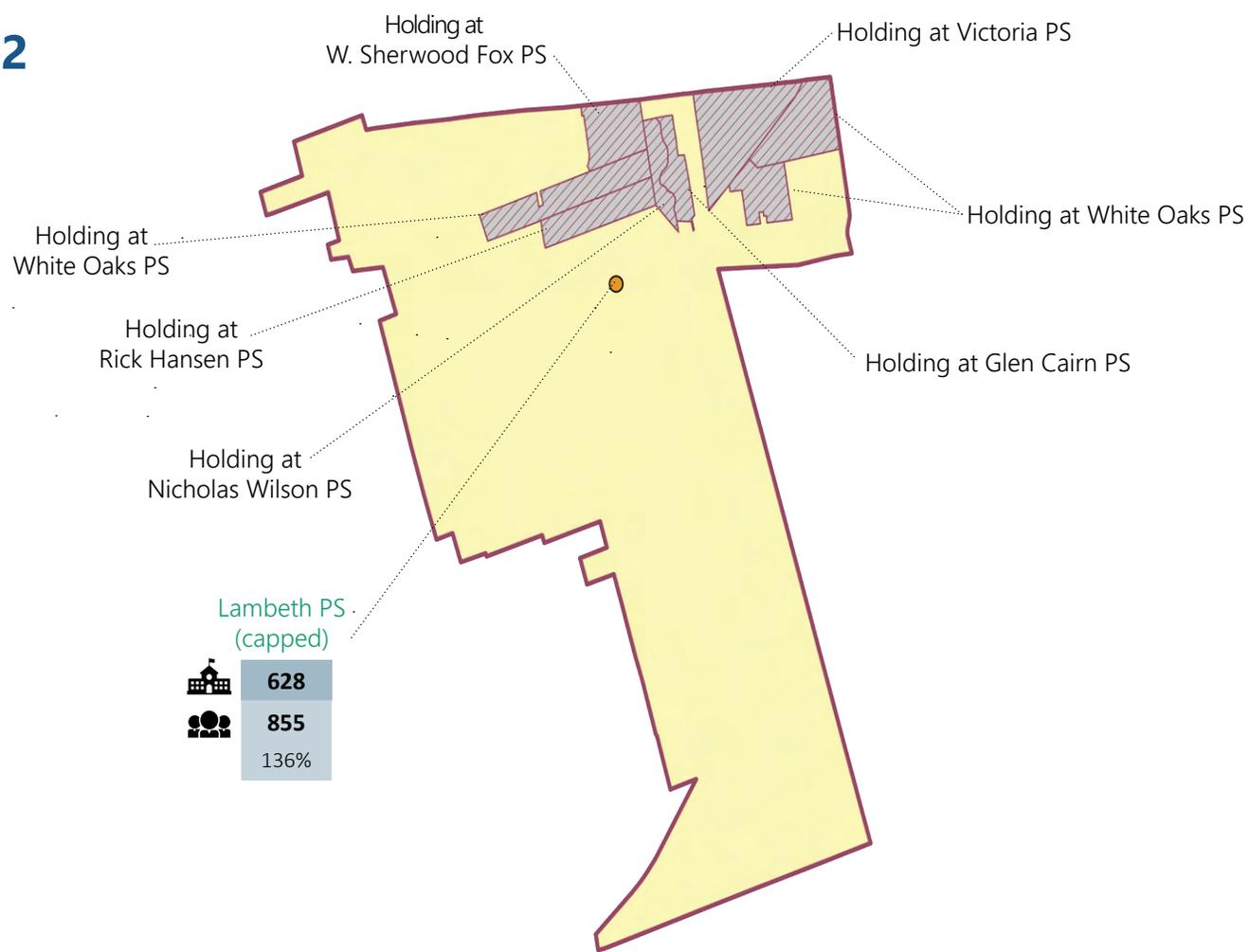
Five K - 8 Regular Track
One Dual Track School
 Princess Elizabeth PS

Programming: Secondary

Grade 9 - 12 English Track
Grade 9 - 12 French Immersion
 Specialist High Skills Majors:
 Construction, Sports, Manufacturing

Planning Area 12

Southwest London



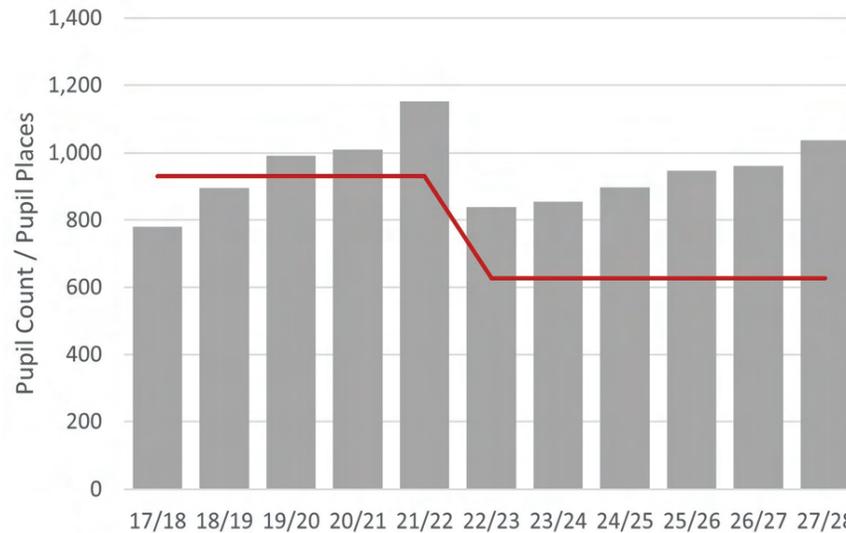
Future Capital Priorities

- New Southwest London PS opening September 2025
- 3 additional elementary schools needed

Future Attendance Area Reviews

- London Elementary Attendance Area Review (complete)
 - Creation of two new Kilbourne holding zones with the approved attendance boundary for the new approved Southwest London elementary school; this holding zone spans the large development proposed in the Bostwick neighbourhood. Students from this area to attend Nicholas Wilson PS and Glen Cairn PS

Elementary Panel



Activity in the Area

- 08/09: Sir Isaac Brock PS designated as a holding school to provide interim accommodation for Bostwick residential development (Planning Area 09)
- 13/14: W. Sherwood Fox PS designated as a holding school to provide interim accommodation for Talbot Village – Phase 2 residential development (Planning Area 09)
- 14/15: White Oaks PS designated as a holding school to provide interim accommodation for select southwest London / Longwoods area residential development (Planning Area 10)
- 15/16: Rick Hansen PS designated as a holding school to provide interim accommodation for Colonel Talbot residential development (Planning Area 10)
- 17/18: EPAR01 - Approved closure and consolidation of Westminster Central PS to new Belmont elementary school and new Southeast London elementary school
- 15/16, 16/17, 17/18, 19/20 and 21/22: Submission of Capital Priorities Program funding request for a new Southwest London elementary school
- 21/22: All schools included in the London Attendance Area Review
- 21/22: New Southwest London elementary school approved
- June 2022: Westminster Central PS closed, accounting for sharp decline in planning area overall OTG. Former Westminster Central PS attendance area now part of Planning Area 22
- 22/23: Holding at Sir Isaac Brock amended, new students re-designated to Victoria PS
- 23/24: Lambeth PS capped to new families. Students re-designated to Princess Elizabeth PS and Westminster PS

Observations

- Substantial development activity anticipated as multiple Plans of Subdivisions continue to develop primarily in the Bostwick, Longwoods, Talbot and Lambeth neighbourhoods

Elementary

- Average annual projected enrolment change: increase of 5.1%
- Growth in existing community
- Persistent overutilization; however, once the new Southwest London PS is open some relief will be provided, with additional new elementary schools required in the near future

Programming: Elementary

One K-8 English Track

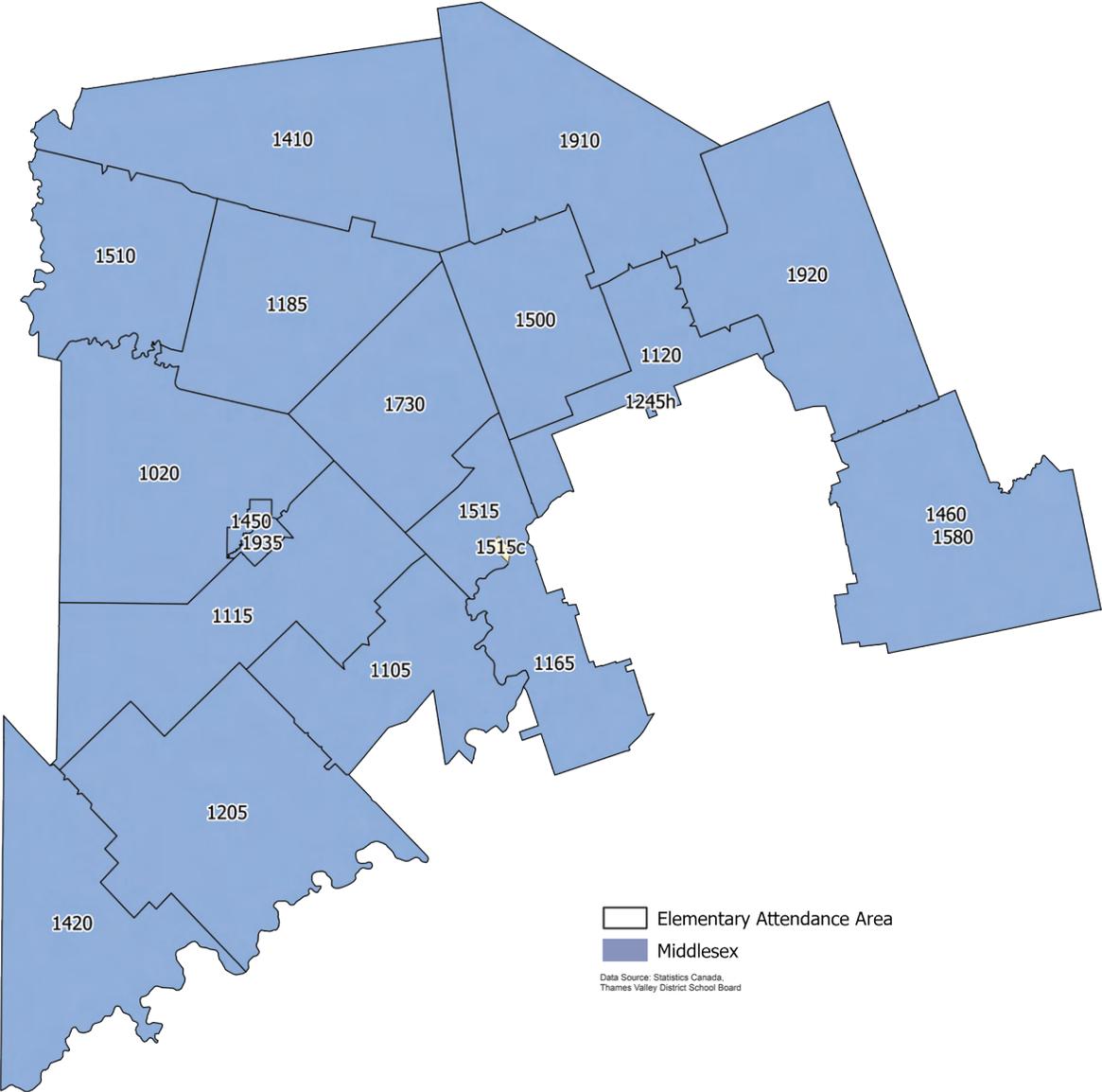
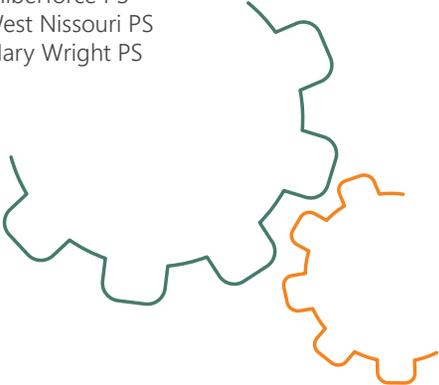
Lambeth PS:
Education Service Agreements (FNMI)



Middlesex County

Elementary Schools by School Code

- 1020 - Adelaide-W.G. MacDonald PS
- 1105 - Caradoc PS
- 1115 - Caradoc North PS
- 1120 - Centennial Central PS
- 1165 - Delaware Central PS (Capped)
- 1185 - East Williams Memorial PS
- 1205 - Ekcoe Central PS
- 1245h - Uplands North Holding at Evelyn Harrison PS
- 1410 - McGillivray Central PS
- 1420 - Mosa Central PS
- 1450 - North Meadows PS
- 1460 - Northdale Central PS
- 1500 - Oxbow PS
- 1510 - Parkhill-West Williams PS
- 1515 - Parkview PS
- 1515c - Delaware Central PS Capped at Parkview PS
- 1580 - River Heights PS
- 1730 - Valleyview Central PS
- 1910 - Wilberforce PS
- 1920 - West Nissouri PS
- 1935 - Mary Wright PS



 Elementary Attendance Area
 Middlesex

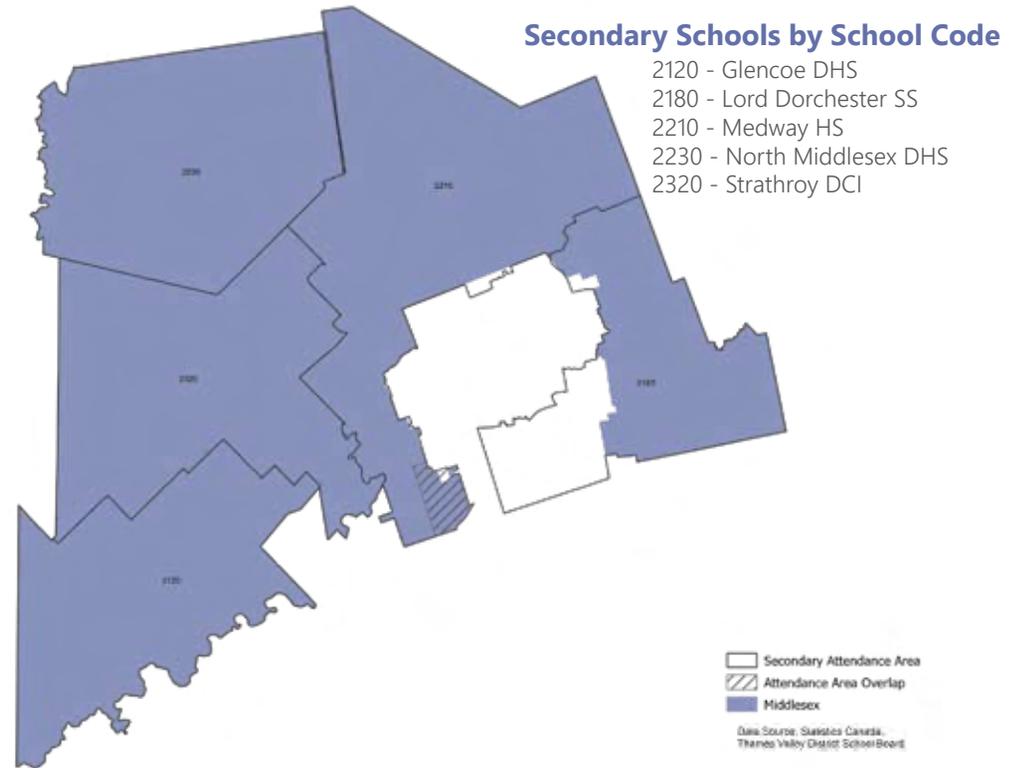
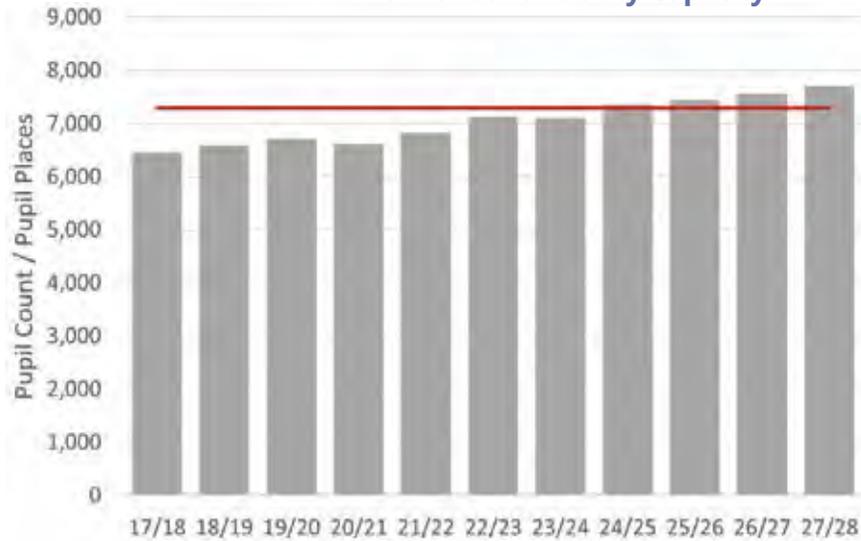
Data Source: Statistics Canada, Thames Valley District School Board

Regional Snapshot

Middlesex County

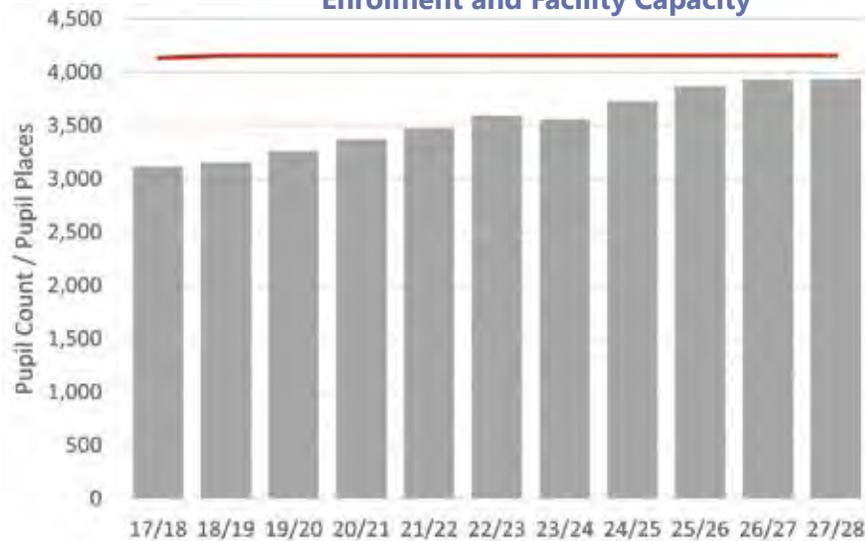
Elementary Panel

Enrolment and Facility Capacity

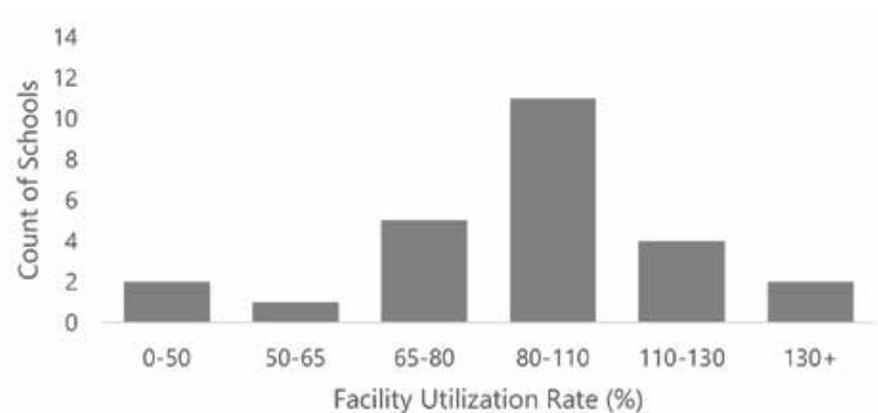


Secondary Panel

Enrolment and Facility Capacity



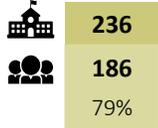
School Count by Facility Utilization Rate Range
All Schools



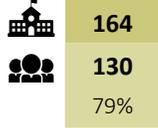
Planning Area 13

North Middlesex

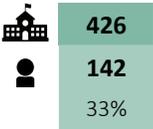
Parkhill-West Williams PS



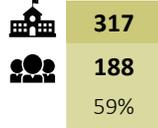
McGillivray Central PS



North Middlesex DHS



East Williams Memorial PS



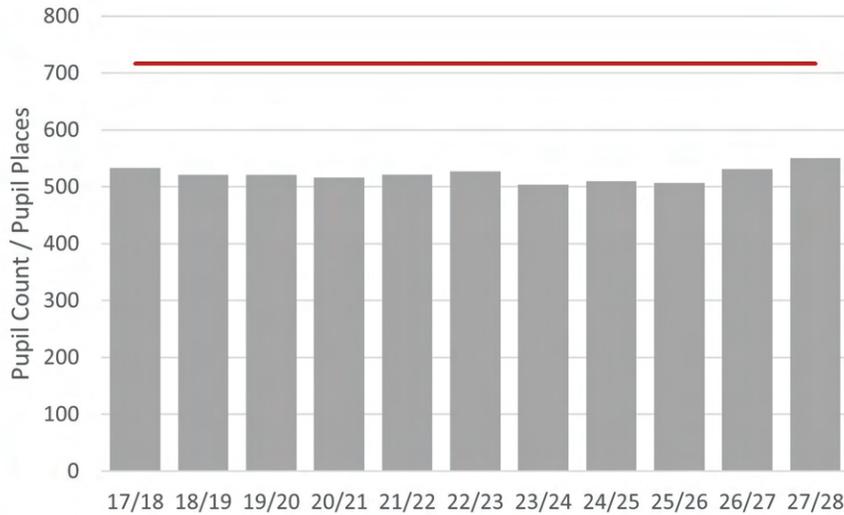
Future Capital Priorities

- No capital priorities currently planned for this area

Future Attendance Area Reviews

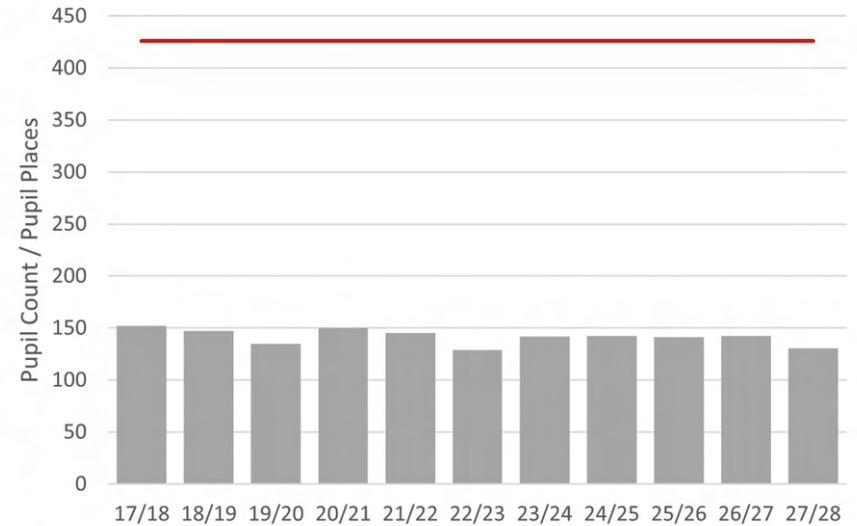
- No attendance area reviews currently planned for this area

Elementary Panel



Elementary Schools

Secondary Panel



Secondary School

Activity in the Area

- 18/19: McGillivray Central PS and East Williams PS included in Western Middlesex Attendance Area Review - no changes

Observations

- Some development anticipated. Subdivision activity expected to occur in Parkhill
- Elementary
- Average annual projected enrolment change: increase of 1.1%
 - Persistent underutilization in projected with surplus of approximately 166 pupil places in 27/28 if status quo maintained
- Secondary
- Average annual projected enrolment change: decrease of -0.63%
 - Persistent underutilization projected with surplus of approximately 296 pupil places in 27/28 if status quo maintained

Programming: Elementary

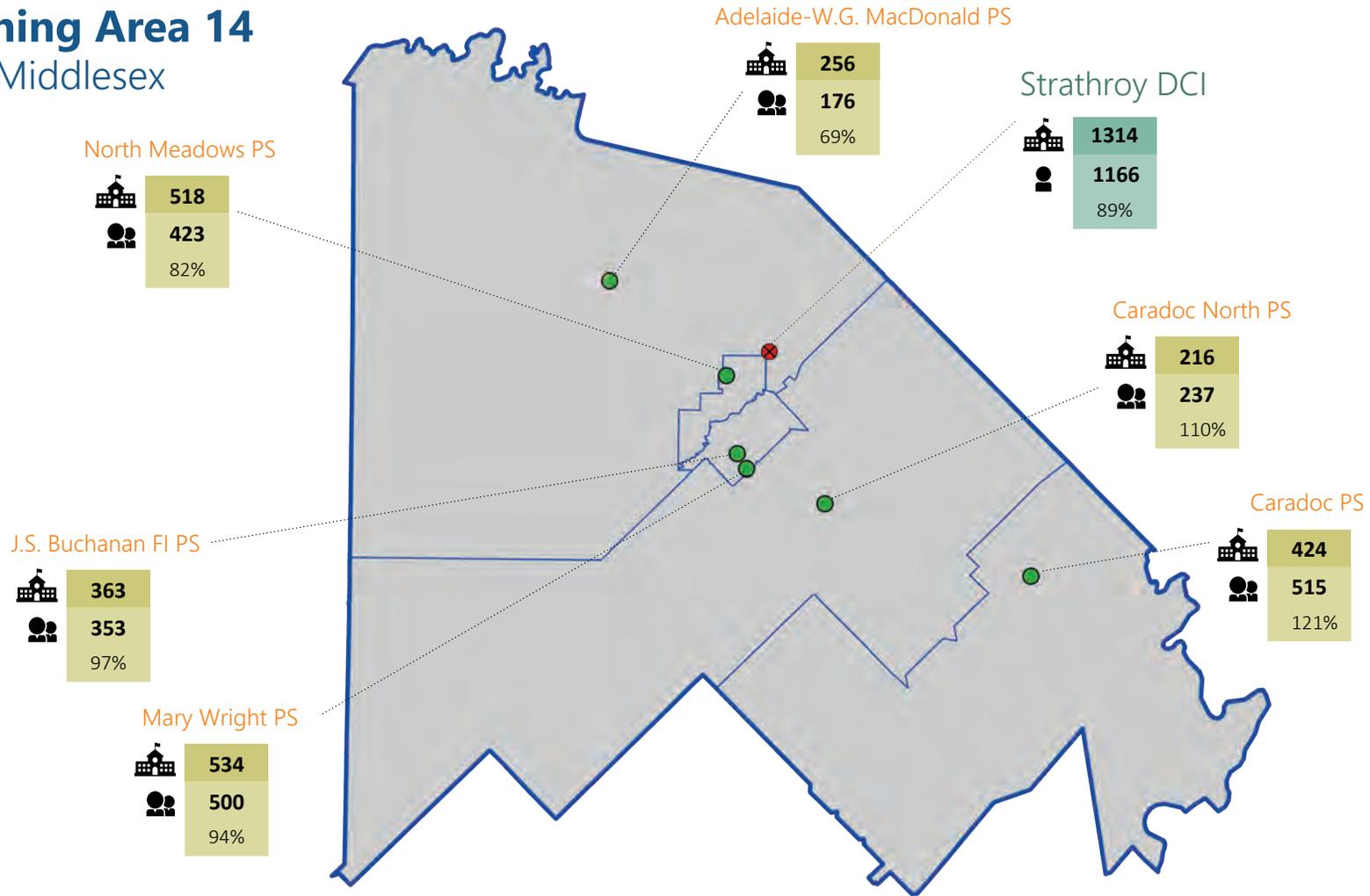
Three K - 8 English Track

Programming: Secondary

Grade 9 - 12 English Track
Specialist High Skills Majors:
Agriculture, Transportation

Planning Area 14

West Middlesex



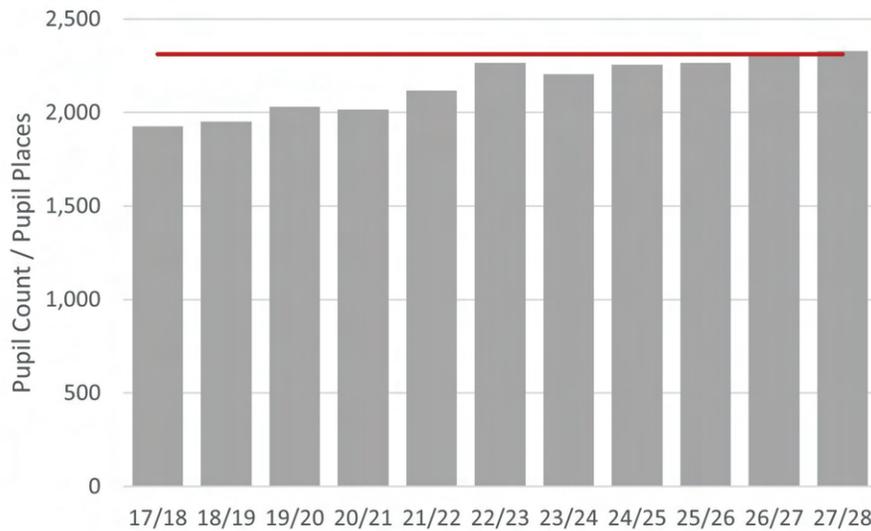
Future Capital Priorities

- New K-8 Strathroy Elementary School (submit in 2025)
- Caradoc PS addition (submit in 2025)

Future Attendance Area Reviews

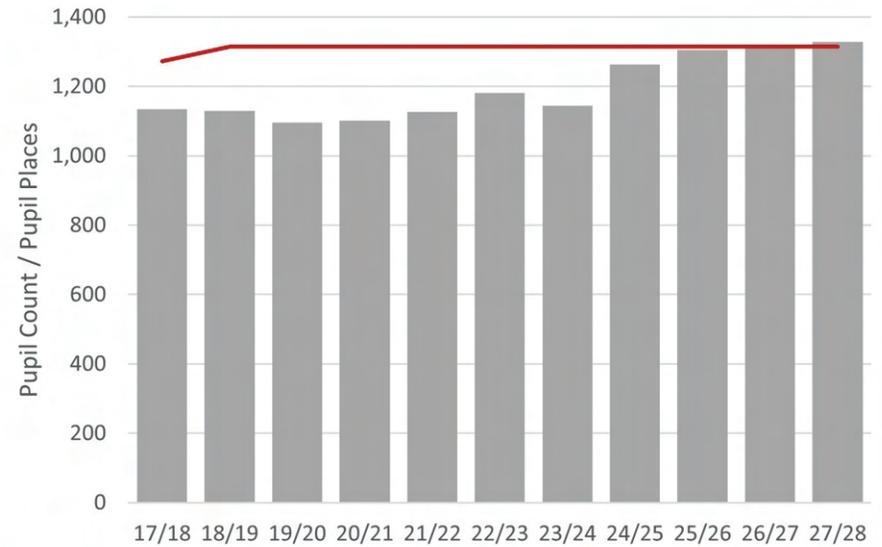
- Strathroy-Caradoc Attendance Area Review (2024)
 - Create attendance area for new Strathroy Elementary School and balance enrolment within and around Strathroy

Elementary Panel



Elementary Schools

Secondary Panel



Secondary School

Activity in the Area

- 18/19: Caradoc PS included in Western Middlesex Attendance Area Review - no changes
- 21/22: Addition of a special education class at North Meadows PS. Total number of special education classes at the school is now one
- Shared building with London District Catholic School Board - Secondary

Observations

- Significant development anticipated through Plans of Subdivision primarily in Mount Brydges and Strathroy
- Elementary
- Average annual projected enrolment change: increase of 2.4%
 - Stable existing community with enrolment growth from residential development
 - Slight overutilization projected with deficit of approximately 20 pupil places in 27/28 if status quo maintained

Secondary

- Average annual projected enrolment change: increase of 6.1%
- Stable existing community
- Approaching OTG capacity with surplus of only 10 pupil places in 27/28 if status quo maintained

Programming: Elementary

One Grade 1 - 8 French Immersion
J.S. Buchanan FI PS
English JK/SK Integration Site

Programming: Secondary

Grade 9 - 12 English Track
Grade 9 - 12 French Immersion
Education Service Agreements (FNMI)
Technology Emphasis
Specialist High Skills Majors:
Environment, Arts and Culture, Hospitality and
Tourism, Manufacturing

Planning Area 15

Southwest Middlesex

Glencoe DHS

	531
	189
	36%

Delaware Central PS

	259
	258
	100%

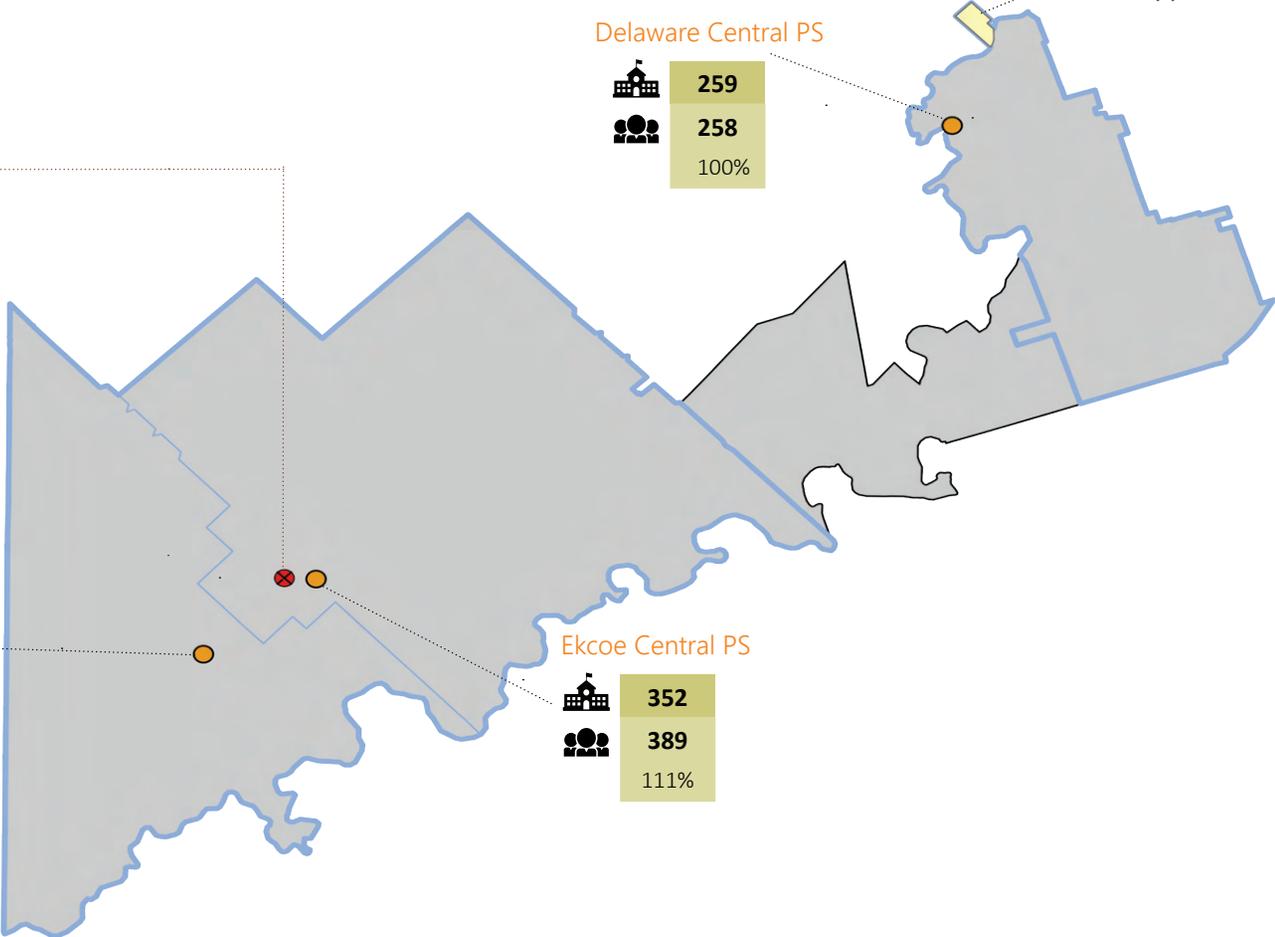
Kamoka-Kilworth portion capped at Parkview PS

Mosa Central PS

	210
	147
	70%

Ekcoe Central PS

	352
	389
	111%



Map Data Source: Statistics Canada

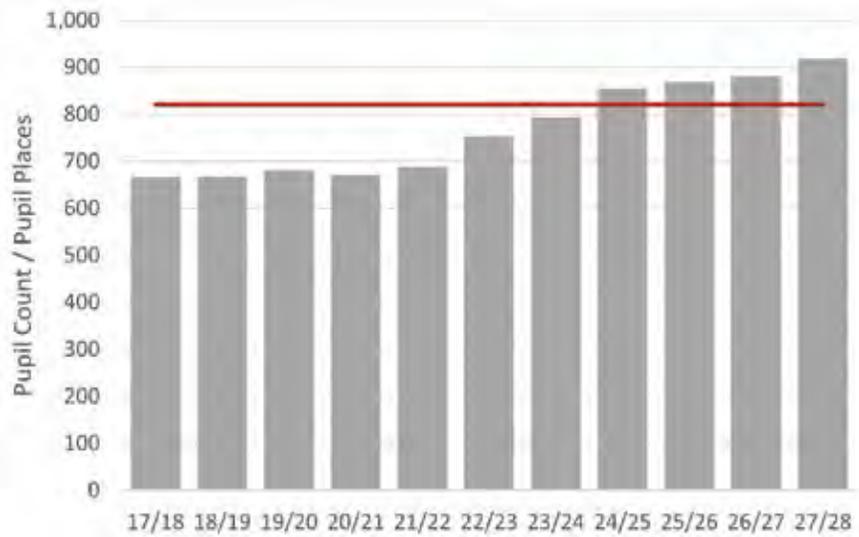
Future Capital Priorities

- No capital priorities currently planned for this area

Future Attendance Area Reviews

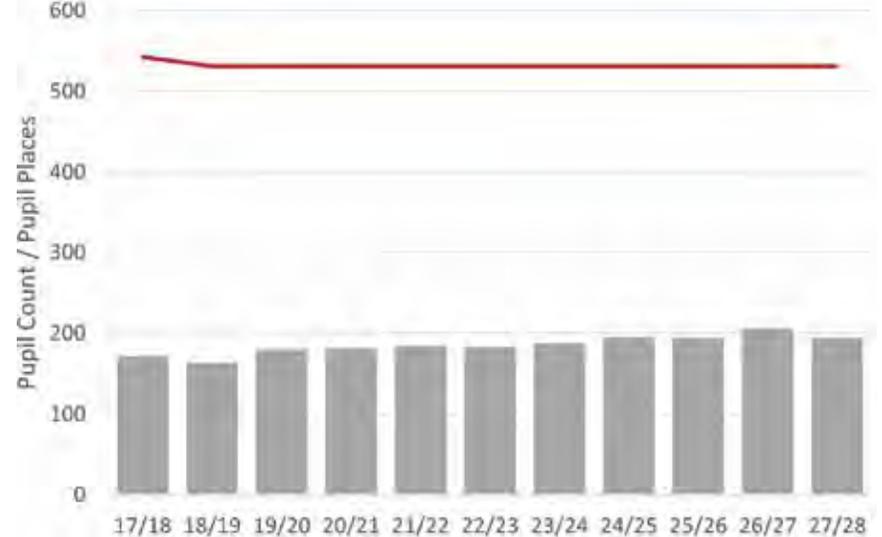
- Delaware Central PS involved in Middlesex Elementary Attendance Area Review (2023)

Elementary Panel



Elementary Schools

Secondary Panel



Secondary School

Activity in the Area

- 18/19: Delaware Central PS included in Western Middlesex Attendance Area Review; attendance area adjusted to include an area within Kilworth previously designated to attend Parkview PS
- 21/22: Removal of special education class at Delaware Central PS
- 23/24: Delaware Central PS included in Middlesex Elementary Attendance Area Review, boundary between Delaware Central and Parkview proposed to be adjusted
- 23/24: Delaware Central PS enrolment cap beginning on January 1, 2024 with new students designated to attend Parkview PS

Observations

- Moderate development anticipated, primarily in the Glencoe community
- Development also anticipated in Delaware

Elementary

- Average annual projected enrolment change: increase of 7.6%
- Overutilization projected with deficit of approximately 98 pupil places in 27/28 if status quo

Secondary

- Average annual projected enrolment change: increase of 2.7%
- Slight growth in existing community projected
- Underutilization projected with surplus of approximately 337 pupil places in 27/28 if status quo

Programming: Elementary

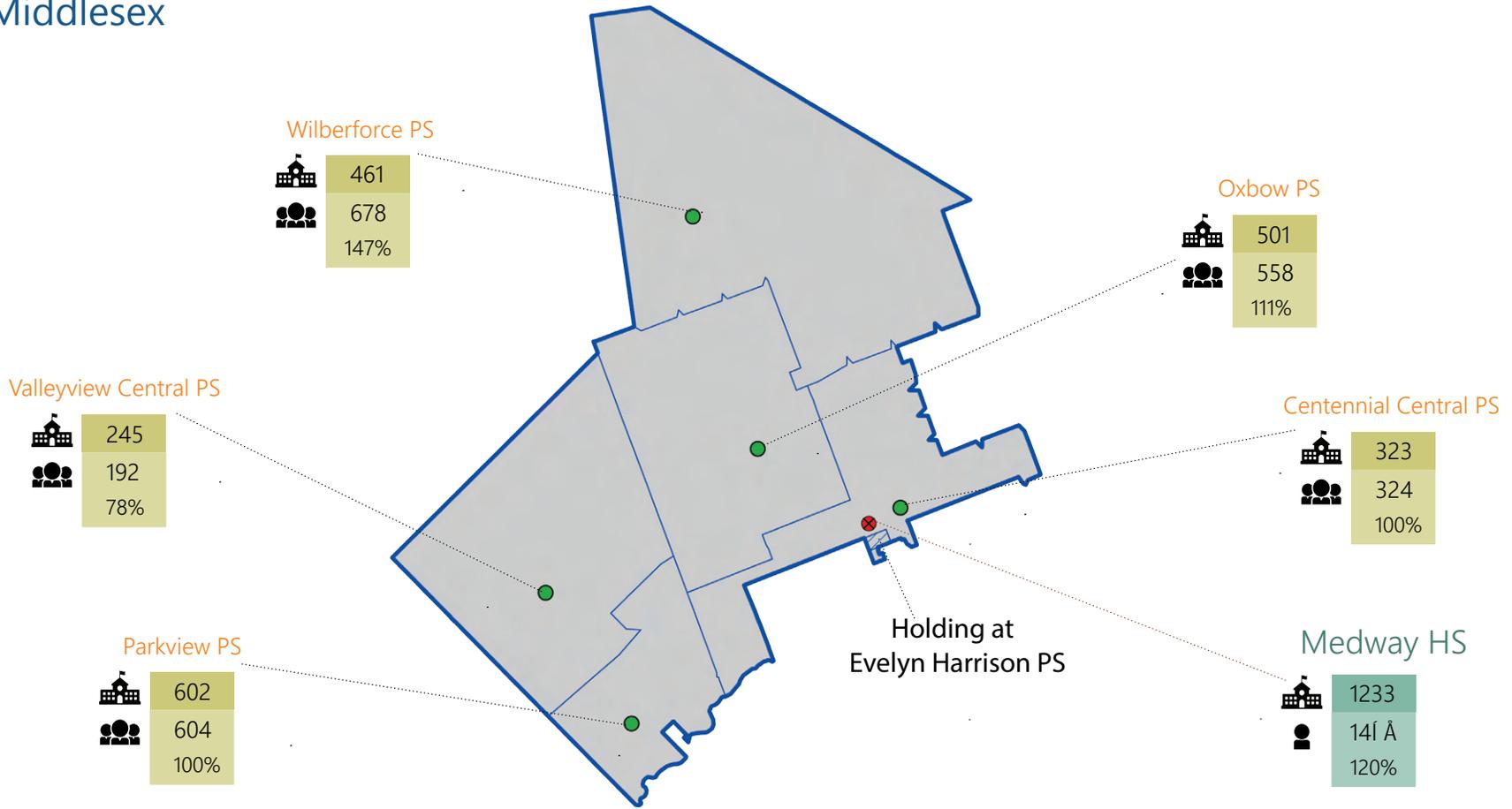
Three K-8 English Track
Delaware Central PS
Education Service Agreements (FNMI)

Programming: Secondary

Grade 9 – 12 English Track
Specialist High Skills Majors:
Construction and Transportation

Planning Area 16

Central Middlesex



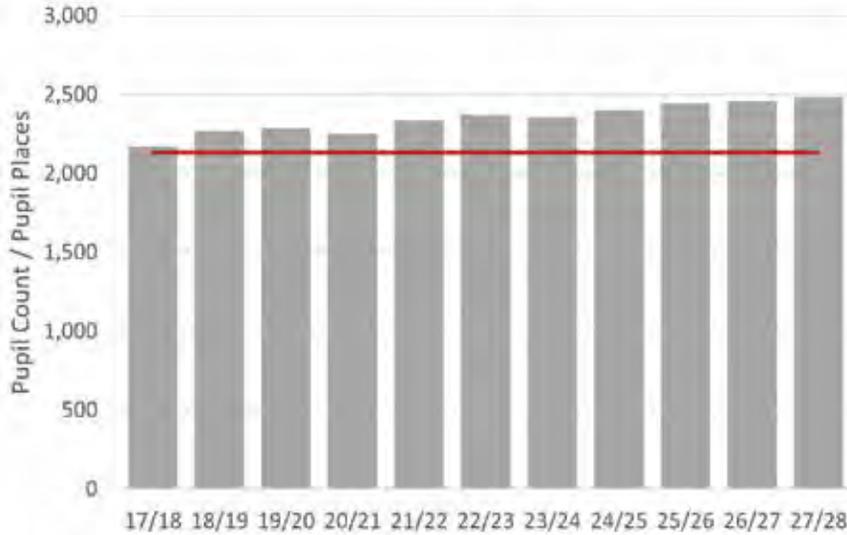
Future Capital Priorities

- New K-8 Lucan Elementary School (submitted in 2023)
 - Addition submitted in 2022 and 2023, unsuccessful
- Addition at Parkview PS (submit in 2024)

Future Attendance Area Reviews

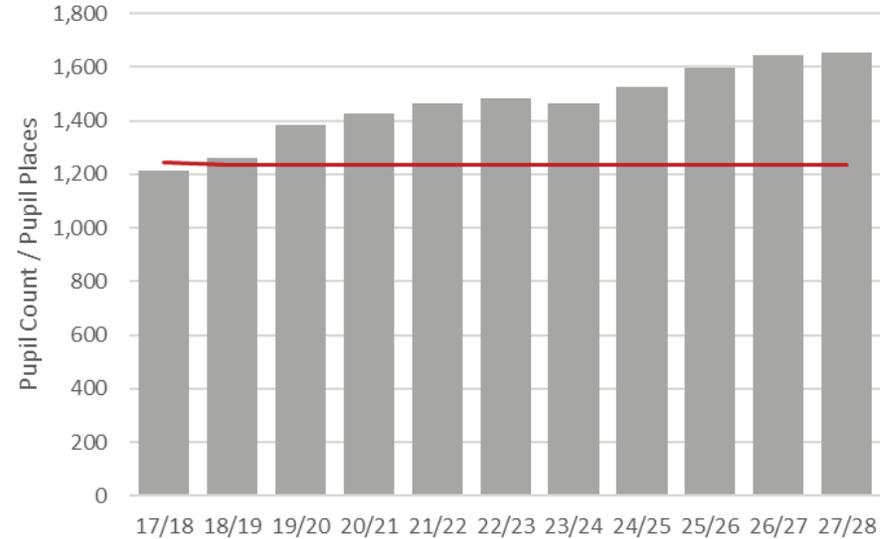
- London Secondary Attendance Area Review
 - Potential changes to Medway HS boundary
- Middlesex Elementary Attendance Area Review (2023)
 - Changes proposed for Parkview PS and Delaware Central PS boundaries

Elementary Panel



Elementary Schools

Secondary Panel



Secondary School

Activity in the Area

- 18/19: All schools included in the Western Middlesex Attendance Area Review
- 19/20: Portion of Parkview PS attendance area permanently designated to Delaware Central PS
- 19/20: Restrictions on new out of area registrations implemented - Secondary
- 20/21: Holding zones in Ilderton permanently accommodated at Oxbow PS
- 20/21: Medway HS included in London Attendance Area Review that is underway - Secondary
- May 2021: Submission of Capital Priorities Program funding request for an addition and renovations at Wilberforce PS; unsuccessful in 2021
- 20/21/22: Centennial Central PS included in London Attendance Area Review
- February 2022: Submission of Capital Priorities Program funding request for an addition and renovations at Wilberforce PS
- 23/24: Parkview PS included in Middlesex Elementary Attendance Area Review

Observations

- Significant development anticipated as Plans of Subdivision build out in Komoka-Kilworth, Ilderton and Lucan. Development also anticipated in Delaware, Arva, and Coldstream

Elementary

- Average annual projected enrolment change: increase of 2%
- Projected overutilization with project deficit of approximately 350 pupil places in 27/28 if status quo maintained

Secondary

- Average annual projected enrolment change: increase of 2.1%
- Significant growth projected in existing community due to large cohorts in elementary feeder schools
- Projected overutilization with project deficit of approximately 406 pupil places in 27/28 if status quo maintained

Programming: Elementary

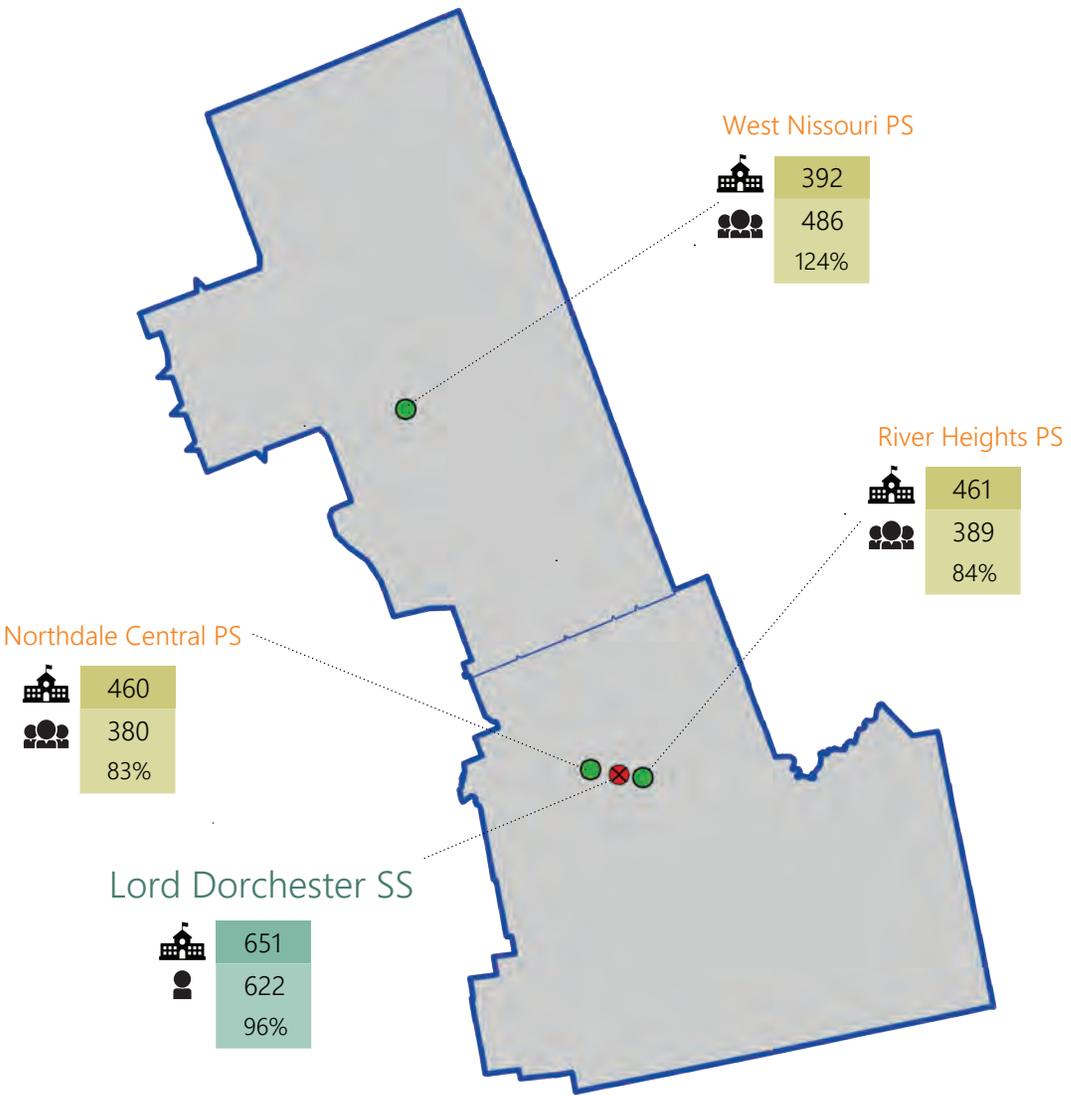
Five K-8 English Track

Programming: Secondary

Grade 9-12 English Track
Specialist High Skills Majors:
Arts and Culture

Planning Area 17

East Middlesex



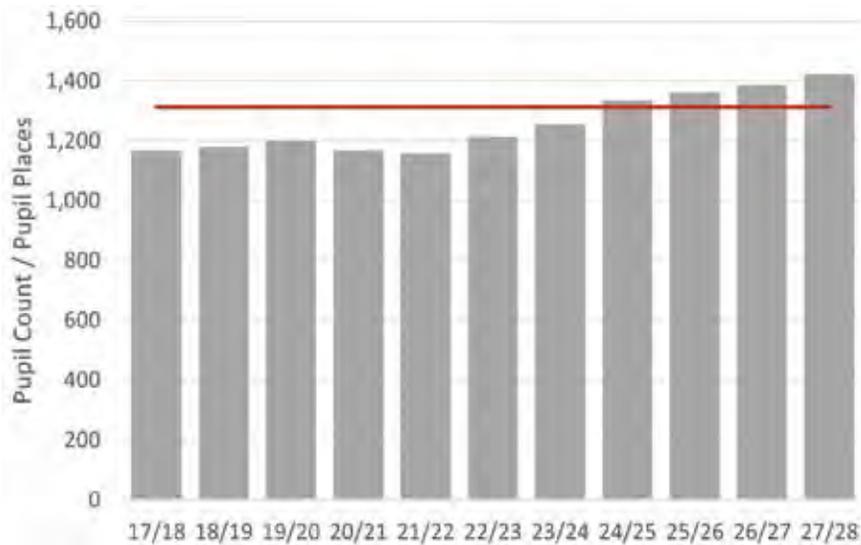
Future Capital Priorities

- West Nissouri PS addition (submitted in 2023)

Future Attendance Area Reviews

- London Secondary Attendance Area Review
 - Potential changes to Lord Dorchester SS boundary

Elementary Panel



Elementary Schools

Activity in the Area

- 17/18: Northdale Central PS and River Heights PS included in EPAR01 revisions to attendance areas as part of the approval of a new school in Belmont
- June 2020: Capital Priorities funding approved for construction of new Belmont elementary school

Observations

- Development anticipated, primarily in the Thorndale and Dorchester communities

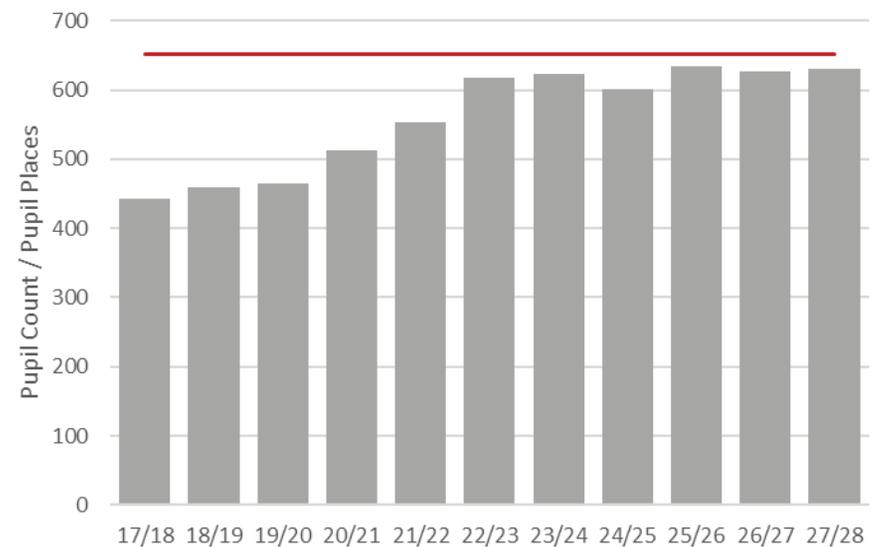
Elementary

- Average annual projected enrolment change: increase of 6.57%
- Projected overutilization with projected deficit of approximately 111 pupil places in 27/28 if status quo maintained

Secondary

- Average annual projected enrolment change: increase of 4.63%
- Significant growth projected in existing community due to large cohorts in elementary feeder schools
- Projected to approach OTG capacity with surplus of approximately 21 pupil places in 27/28 if status quo maintained

Secondary Panel



Secondary School

Programming: Elementary

JK - Grade 3 English Track:

River Heights PS

Grade 4 - 8 English Track:

Northdale Central PS

K- Grade 8 English Track:

West Nissouri PS

Programming: Secondary

Grade 9-12 English Track

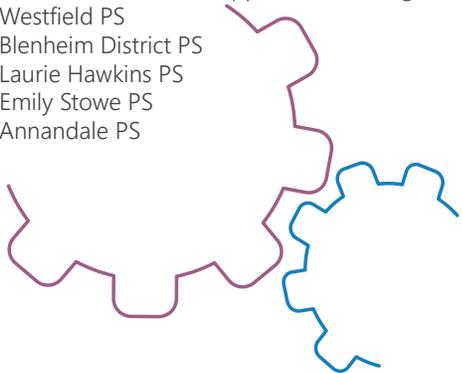
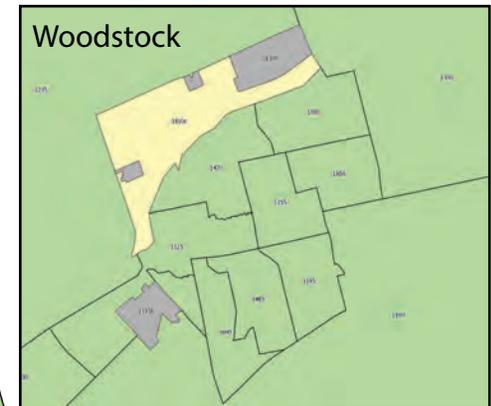
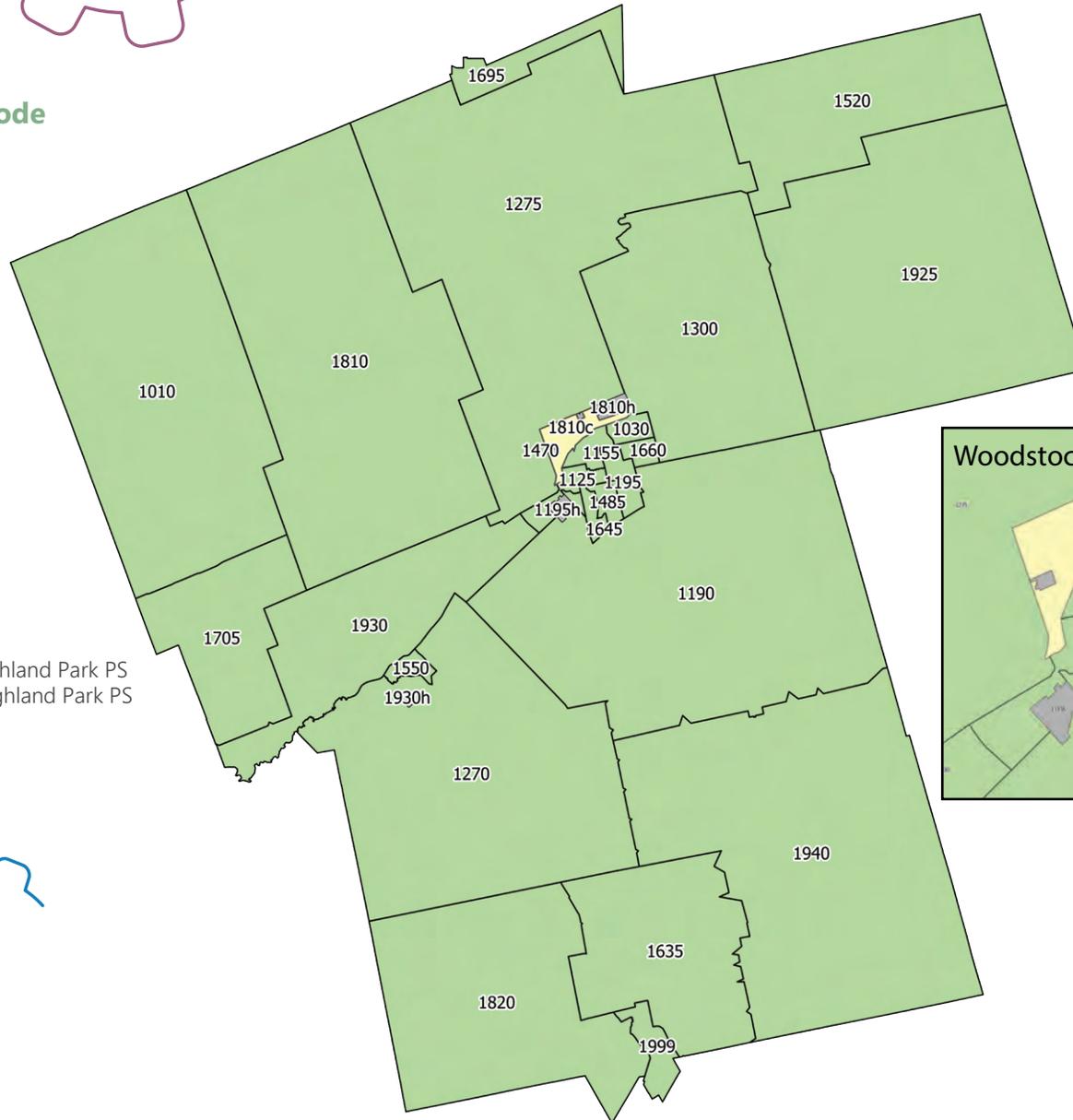
Specialist High Skills Majors:
Arts and Culture, Transportation



Oxford County

Elementary Schools by School Code

- 1010 - A. J. Baker PS
- 1030 - Algonquin PS
- 1125 - Central PS
- 1155 - Winchester Street PS
- 1190 - East Oxford Central PS
- 1195 - Eastdale PS
- 1195h - SW Woodstock holding at Eastdale PS
- 1270 - Harrisfield PS
- 1275 - Hickson Central PS
- 1300 - Innerkip Central PS
- 1470 - Northdale PS
- 1485 - Oliver Stephens PS
- 1520 - Plattsville & District PS
- 1550 - Royal Roads PS
- 1635 - South Ridge PS
- 1645 - Southside PS
- 1660 - Springbank PS
- 1695 - Tavistock PS
- 1705 - Thamesford PS
- 1810 - Zorra Highland Park PS
- 1810h - North Woodstock Holding at Zorra Highland Park PS
- 1810c - Hickson Central PS Capped at Zorra Highland Park PS
- 1820 - Westfield PS
- 1925 - Blenheim District PS
- 1930 - Laurie Hawkins PS
- 1940 - Emily Stowe PS
- 1999 - Annandale PS

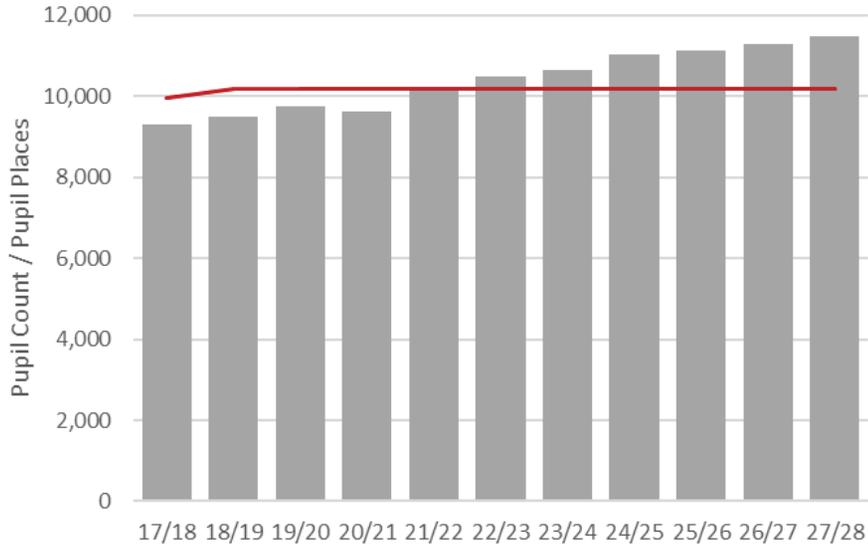


Regional Snapshot

Oxford County

Elementary Panel

Enrolment and Facility Capacity



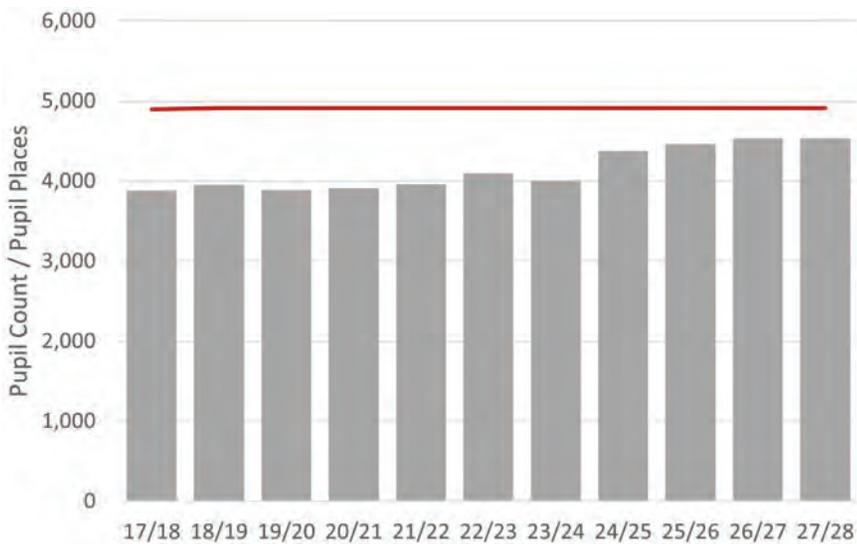
Secondary Schools by School Code

- 2090 - College Avenue SS
- 2130 - Glendale HS
- 2150 - Huron Park SS
- 2160 - Ingersoll DCI
- 2390 - Woodstock CI



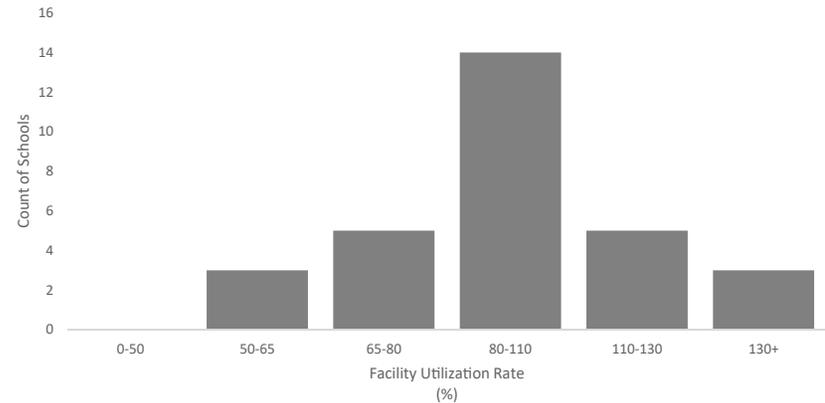
Secondary Panel

Enrolment and Facility Capacity



School Count by Facility Utilization Rate Range

All Schools



Planning Area 18

West Oxford



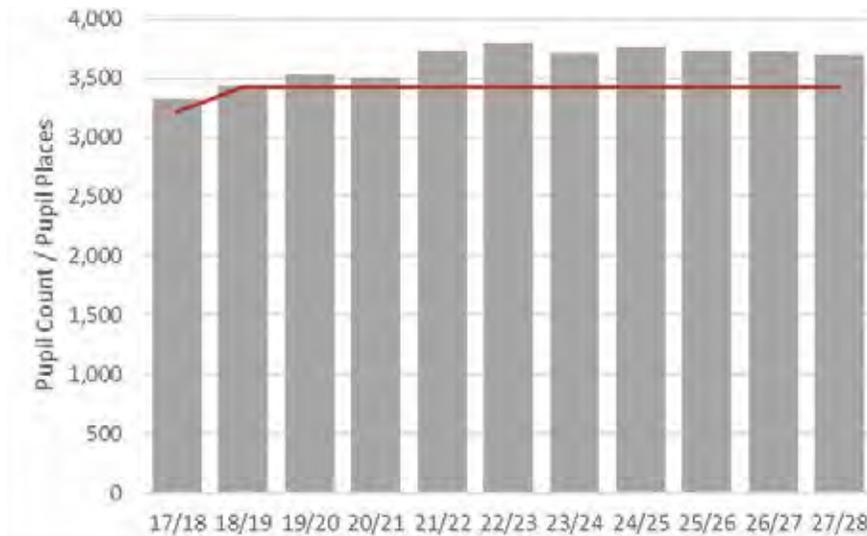
Future Capital Priorities

- New K-8 Ingersoll Elementary School (requested in 2022; submitted again in 2023)
- New Thamesford elementary school (submitted in 2023)

Future Attendance Area Reviews

- No attendance area reviews currently planned in this area

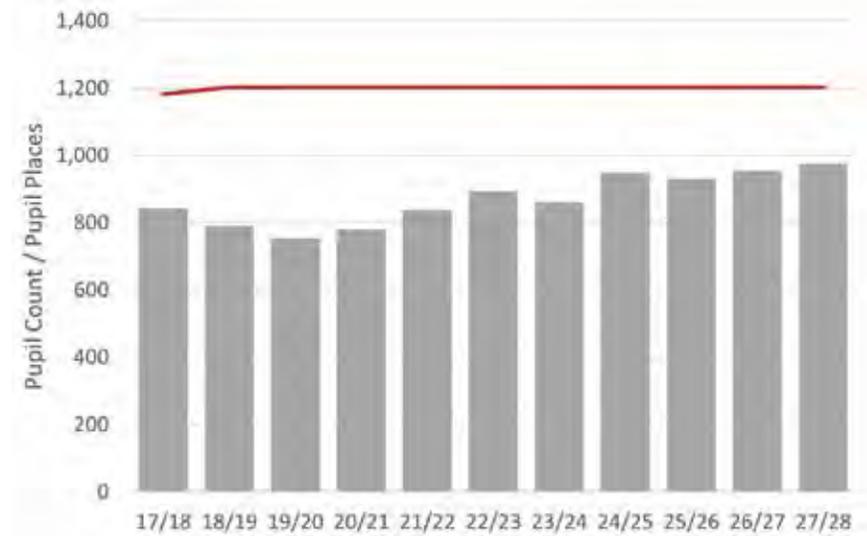
Elementary Panel



 5 Elementary Schools

 1 Holding Zone

Secondary Panel



 1 Holding School

 1 Secondary School

Activity in the Area

- 21/22: Removal of one special education class at Harrisfield PS; total number of special education classes at school is now two
- 2022: Ingersoll Greens Holding Zone established on Ingersoll Greens Golf Course; future students designated to attend Laurie Hawkins PS

Observations

- Moderate development anticipated, primarily in Ingersoll
 - Elementary
 - Average annual projected enrolment change: increase of 3.1%
 - Persistent overutilization projected with deficit of approximately 472 pupil places in 27/28 if status quo maintained
 - Secondary
 - Average annual projected enrolment change: increase of 5.6%
 - Slight enrolment growth in existing community projected in addition to growth due to residential development
 - Persistent underutilization projected with surplus of approximately 246 pupil places in 27/28 if status quo maintained

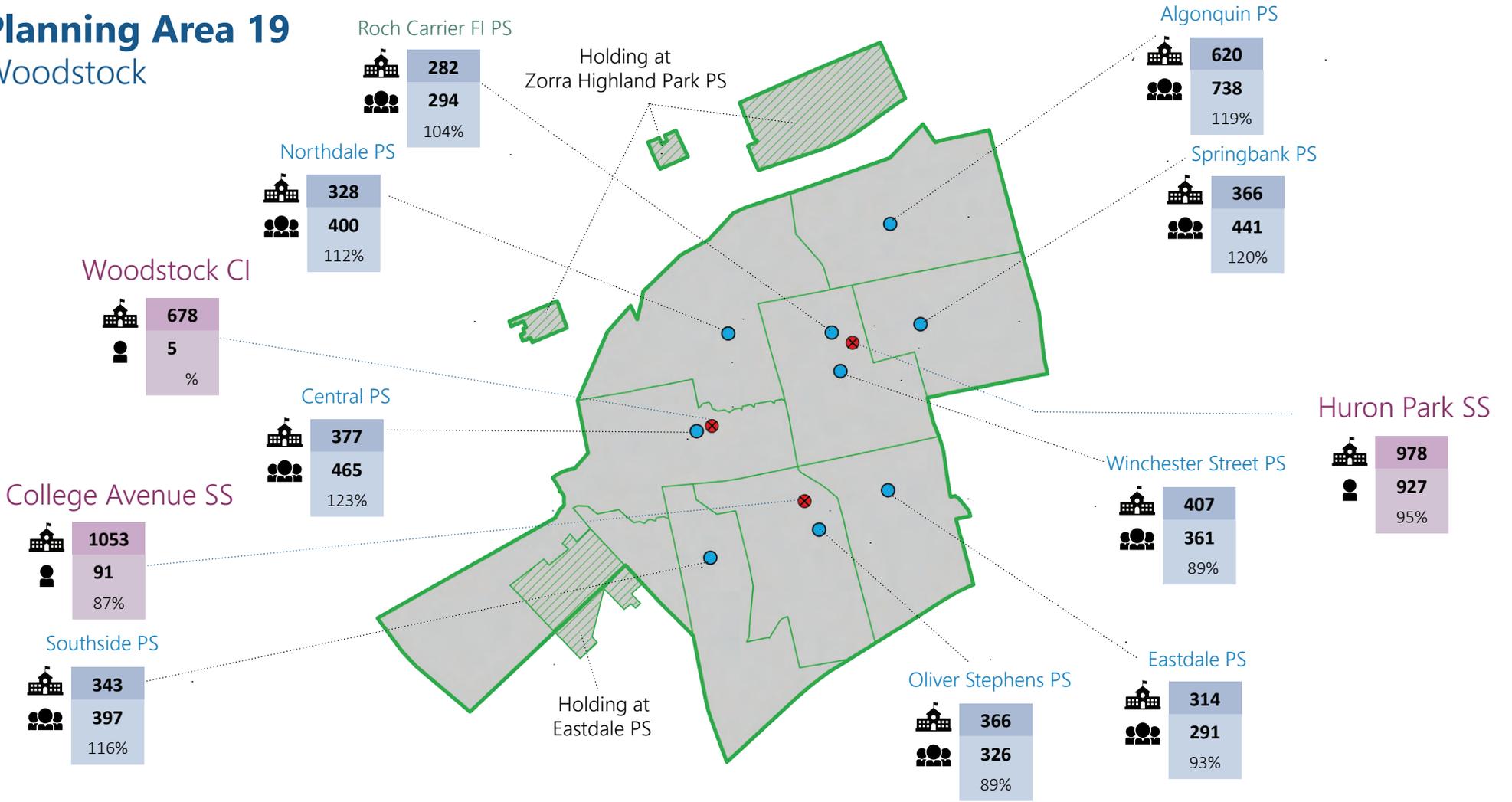
Programming: Elementary

Five K - 8 English Track

Programming: Secondary

Grade 9 - 12 English Track
Specialist High Skills Majors:
Construction, Manufacturing, Transportation, Sports

Planning Area 19 Woodstock



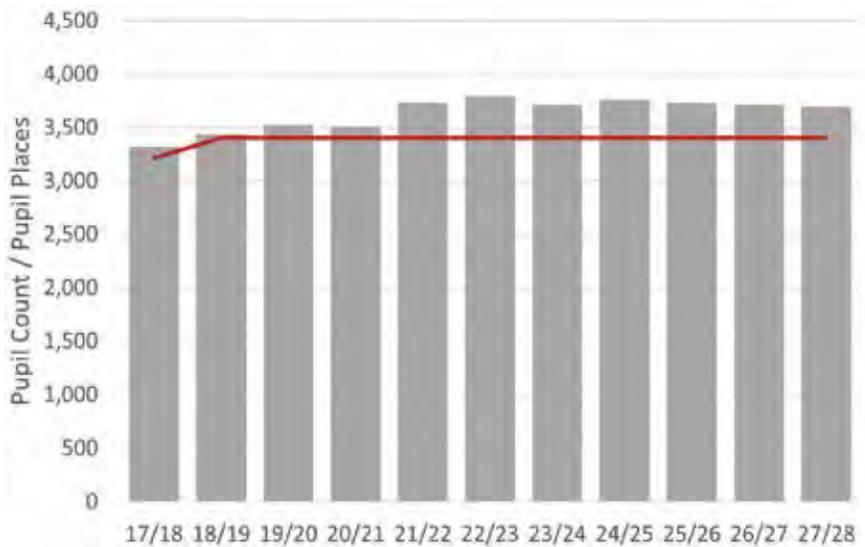
Future Capital Priorities

- New North Woodstock PS opening September 2026
- Addition at Springbank PS (submit in 2027)

Future Attendance Area Reviews

- Oxford North Attendance Area Review (2023)
 - Changes proposed for Northdale PS, Central PS, and Eastdale PS boundaries

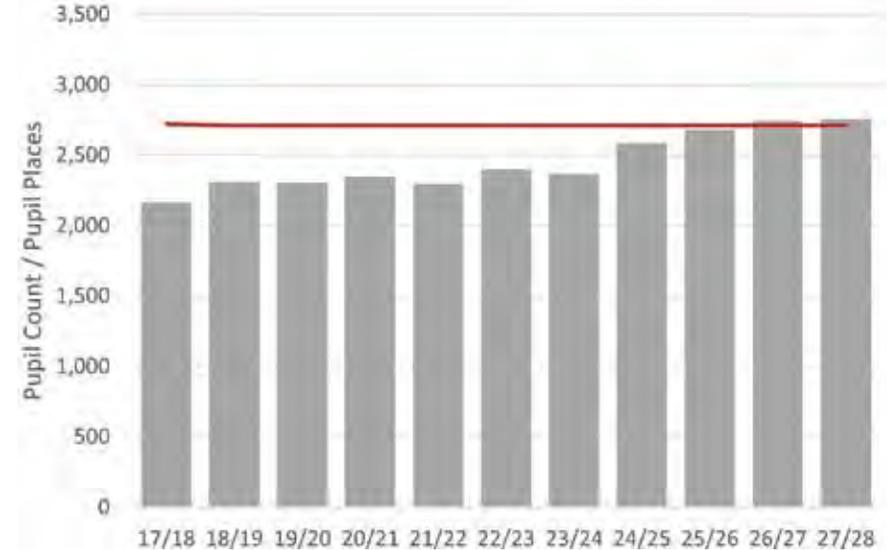
Elementary Panel



9 Elementary Schools

4 Holding Zones

Secondary Panel



2 Holding Schools

3 Secondary Schools

Activity in the Area

- 20/21: Initiation of Oxford County French Immersion and City of Woodstock Elementary Panel Attendance Area Review. All Elementary Schools in Woodstock included except Northdale PS, Central PS, and Southside PS - completed in September 2021
- May 2021: Submission of Capital Priorities funding request for a new North Woodstock elementary school
- May 2021: Completion of child care centre addition at Algonquin PS
- 21/22: Removal of special education class at Eastdale PS
- 2022: Approval of Capital Priorities Program submission for new 660 pupil place elementary school in North Woodstock
- Holding zone formerly designated to Winchester Street PS will be permanently designated to Springbank PS beginning September 2022
- 2023: Northdale, Central, and Eastdale inclusion in Oxford North Attendance Area Review

Observations

- Significant development anticipated, primarily through Plans of Subdivision in north, southwest and east Woodstock

Elementary

- Average annual projected enrolment change: increase of 1.42%
- Enrolment growth in existing community alongside growth from residential development
- Persistent overutilization projected with deficit of approximately 295 pupil places in 27/28 - subject to change when new approved school opens

Secondary

- Average annual projected enrolment change: increase of 5.6%
- Moderate enrolment growth in existing community projected in addition to growth due to residential development
- Reaching OTG capacity with deficit of 4 pupil places in 27/28 if status quo maintained

Programming: Elementary

Eight K-8 English Track
One Grade 1-8 French Immersion

Programming: Secondary

Huron Park SS: Grade 9 – 12 English Track

- ELD / ESL A+ B Designated Site, Specialist High Skills Majors: Health and Wellness, Manufacturing

Woodstock CI: Grade 9 – 12 English Track, Grade 9 – 12 French Immersion

- Specialist High Skills Majors: Arts and Culture, Information and Communications Technology, Sports

College Avenue SS: Grade 9 – 12 English Track

- Technology Emphasis, Specialist High Skills Majors: Arts and Culture, Agriculture, Construction, Hospitality and Tourism, Manufacturing

Planning Area 20

North / East Oxford



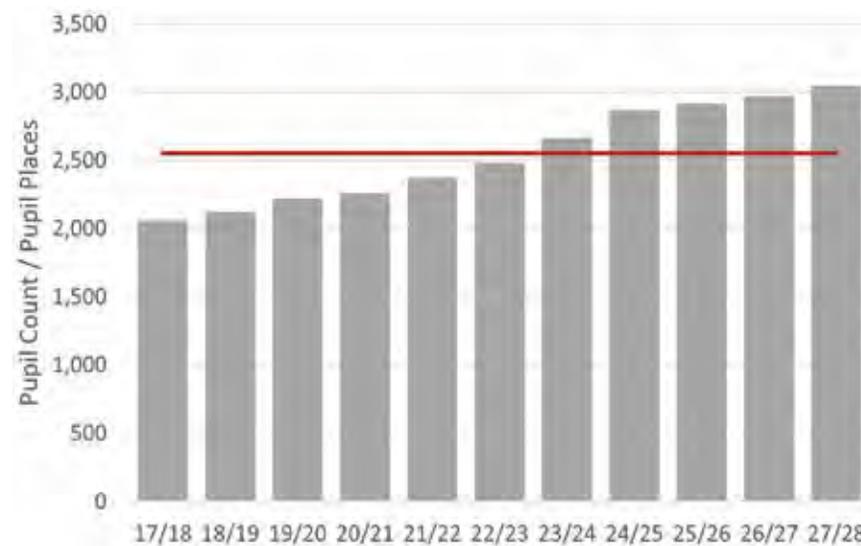
Future Capital Priorities

- Addition at Innerkip Central PS

Future Attendance Area Reviews

- Oxford North Attendance Area Review (2023)
 - Changes proposed to Zorra Highland Park, Hickson Central, Innerkip Central, and Blenheim District boundaries

Elementary Panel



7 Elementary Schools

1 Holding School

3 Holding Zones

Activity in the Area

- 13/14: Developing areas within Hickson Central PS attendance area in north Woodstock designated to attend Central PS for interim accommodation (Planning Area 19)
- May 2021: Submission of Capital Priorities funding request for a new North Woodstock elementary school, in part to accommodate students in north Woodstock currently attending Hickson Central PS
- June 2021: Capital Priorities funding approved for construction of new North Woodstock elementary school
- 22/23: North Woodstock portion of Hickson Central PS attendance area capped to new students; new families designated to Zorra Highland Park PS
- 2023: Zorra Highland Park, Innerkip Central, Hickson Central, and Blenheim District included in Oxford North Attendance Area Review

Observations

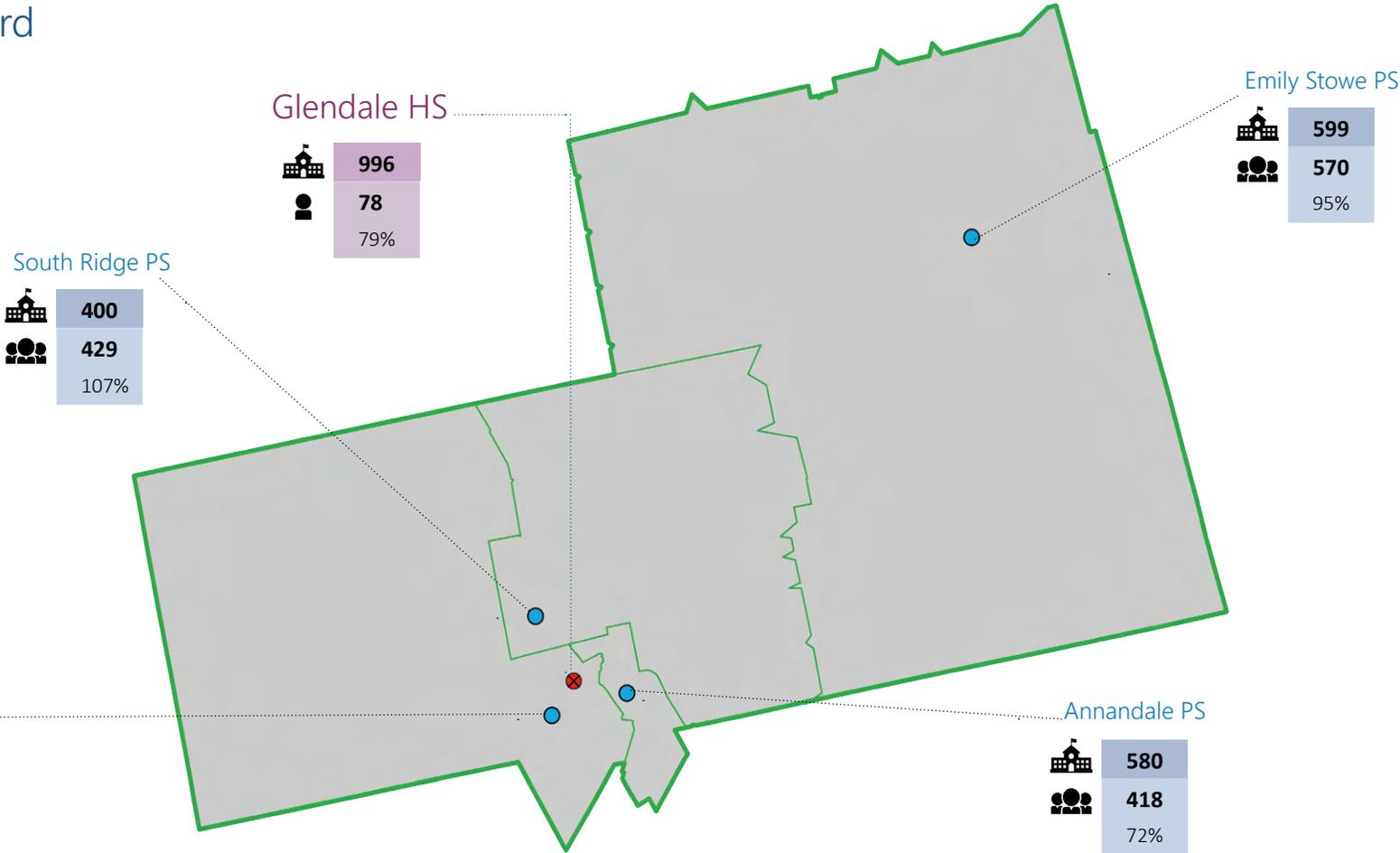
- Significant development anticipated, primarily in North Woodstock where there are currently three holding zones
- Average annual projected enrolment change: increase of 7.8%
- Overutilization projected with deficit of 495 pupil places in 27/28 if status quo - subject to change when new North Woodstock school opens

Programming: Elementary

Seven K - 8 English Track

Planning Area 21

South Oxford



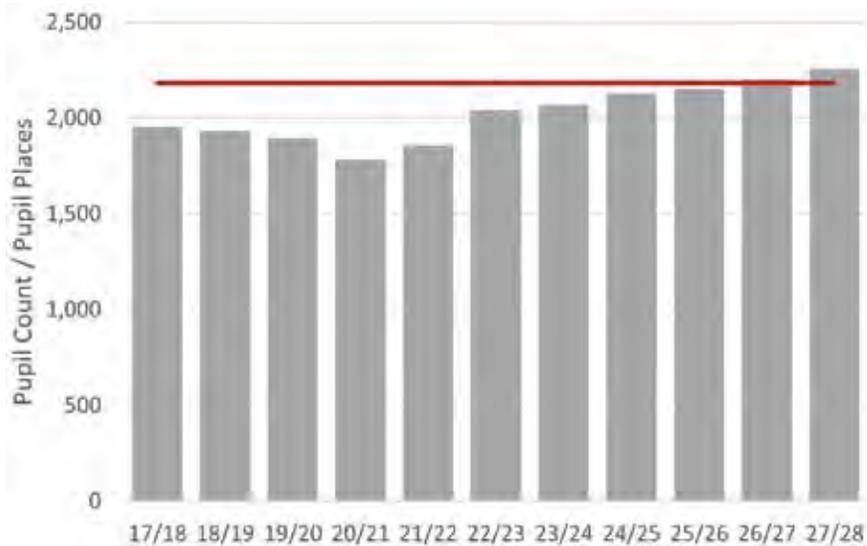
Future Capital Priorities

- No capital priorities currently planned for this area

Future Attendance Area Reviews

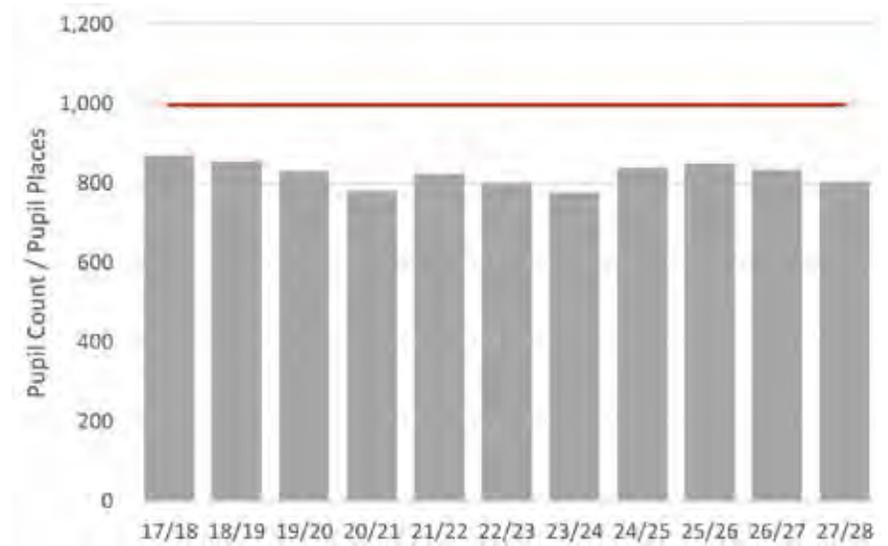
- Oxford South Attendance Area Review (2024)

Elementary Panel



Elementary Schools

Secondary Panel



Secondary School

Activity in the Area

- 14/15: Consolidation and closure of Maple Lane PS and Rolph Street PS
- 15/16: Opening of Westfield PS and grade configuration change at Annandale PS
- 2022: Maple Lane PS conditionally sold
- Upcoming in 2024: South Oxford Attendance Area Review

Observations

- Moderate to significant development anticipated, primarily in Tillsonburg
- Elementary
- Low pupil yield projected from new dwelling units due to lower board-share
 - Persistent underutilization but projecting a deficit of 77 pupil places in 27/28 if status quo maintained
 - Average annual projected enrolment change: increase of 2.9%

Secondary

- Average annual projected enrolment change: increase of 5.4%
- Persistent underutilization projected with surplus of approximately 202 pupil places in 27/28 if status quo maintained

Programming: Elementary

Four K-8 English Track

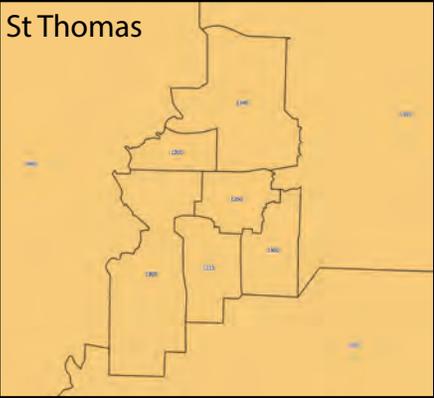
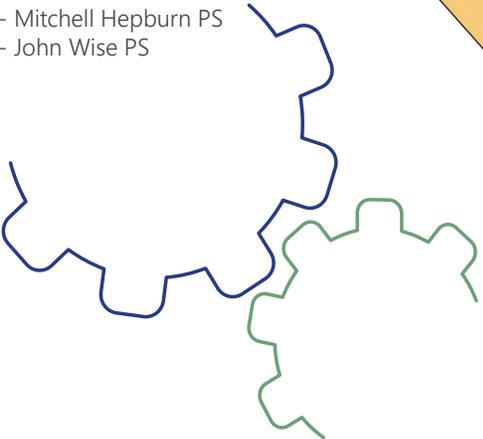
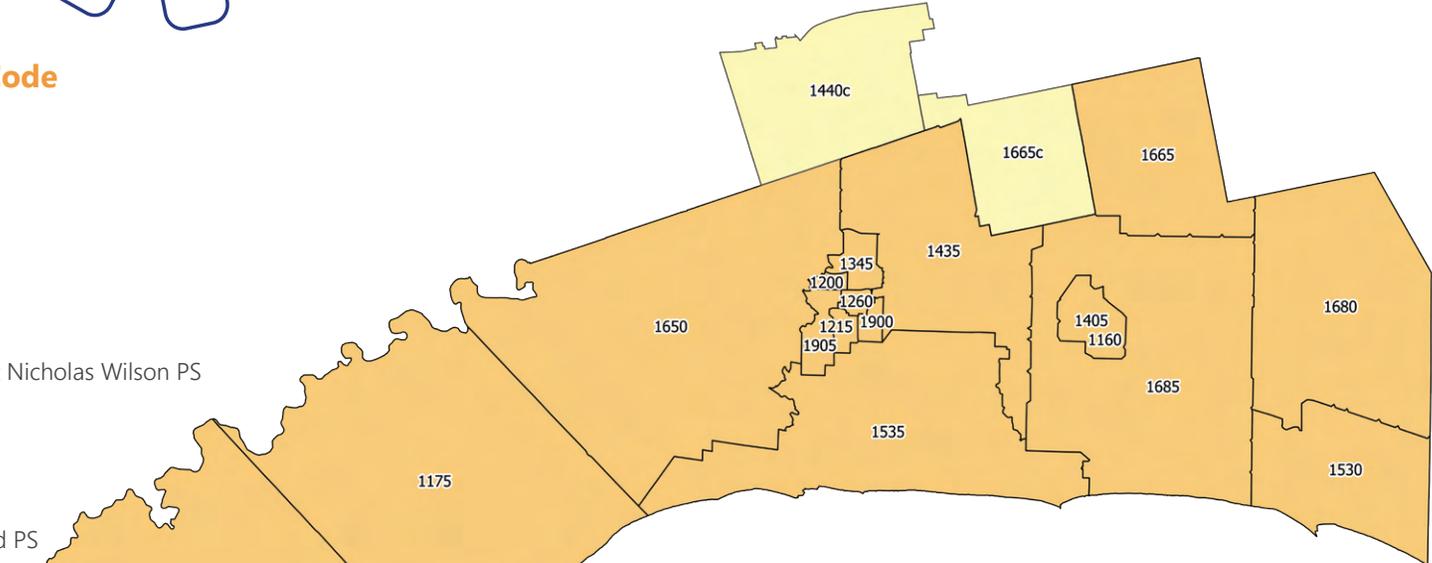
Programming: Secondary

Grade 9-12 English Track
Specialist High Skills Majors:
Transportation

Elgin County

Elementary Schools by School Code

- 1025 - Aldborough PS
- 1160 - Davenport PS
- 1175 - Dunwich-Dutton PS
- 1200 - June Rose Callwood PS
- 1215 - Elgin Court PS
- 1260 - Forest Park PS
- 1345 - Locke's PS
- 1405 - McGregor PS
- 1435 - New Sarum PS
- 1440c - Former Westminster Central PS Cap at Nicholas Wilson PS
- 1530 - Port Burwell PS
- 1535 - Kettle Creek PS
- 1630 - South Dorchester PS
- 1650 - Southwold PS
- 1665 - Springfield PS
- 1665c - South Dorchester PS Cap at Springfield PS
- 1680 - Straffordville PS
- 1685 - Summers' Corners PS
- 1900 - Mitchell Hepburn PS
- 1905 - John Wise PS

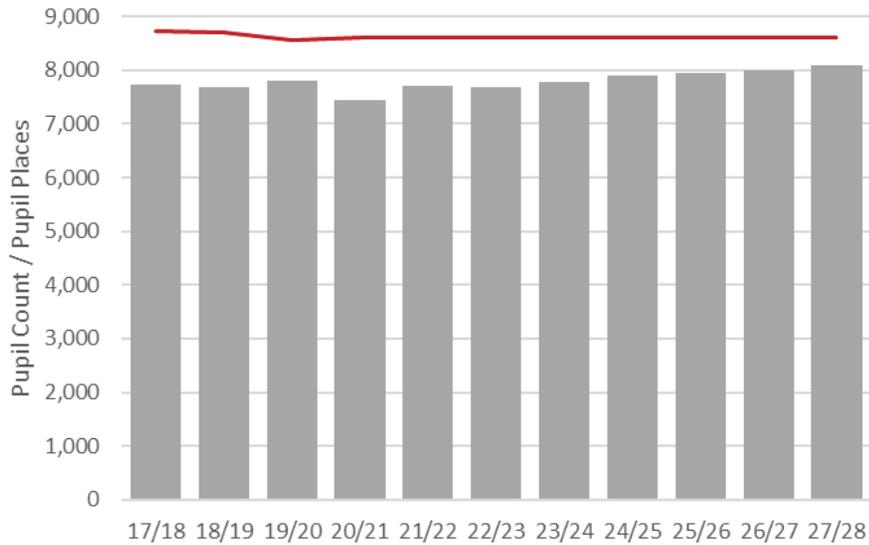


Regional Snapshot

Elgin County/City of St. Thomas

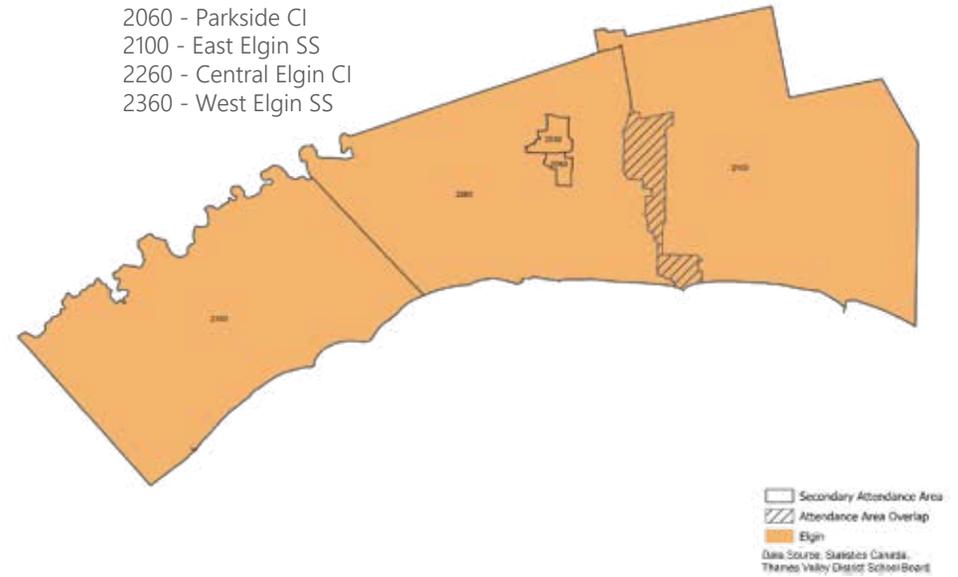
Elementary Panel

Enrolment and Facility Capacity



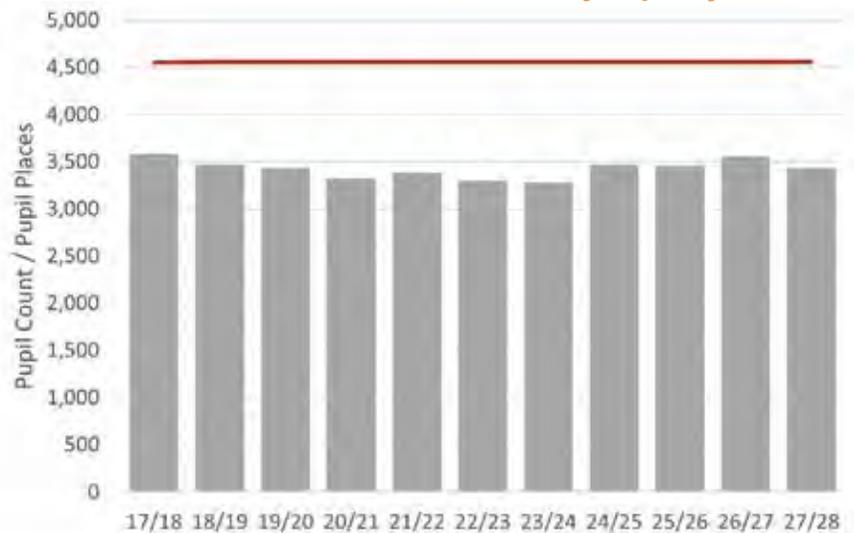
Secondary Schools by School Code

- 2030 - Arthur Voaden SS
- 2060 - Parkside CI
- 2100 - East Elgin SS
- 2260 - Central Elgin CI
- 2360 - West Elgin SS

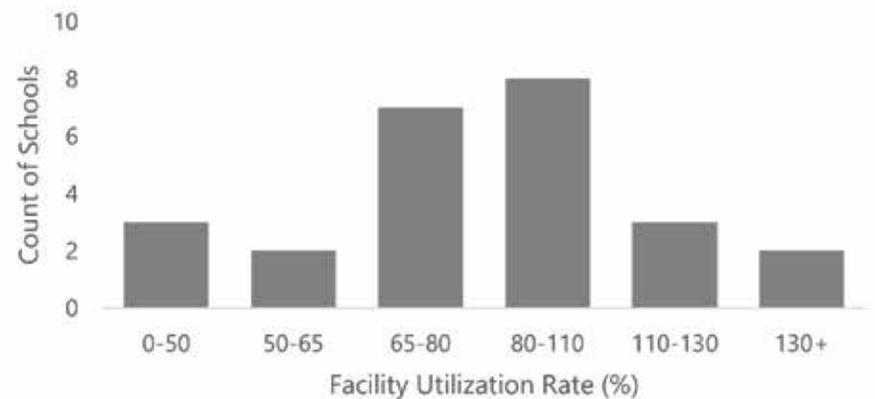


Secondary Panel

Enrolment and Facility Capacity

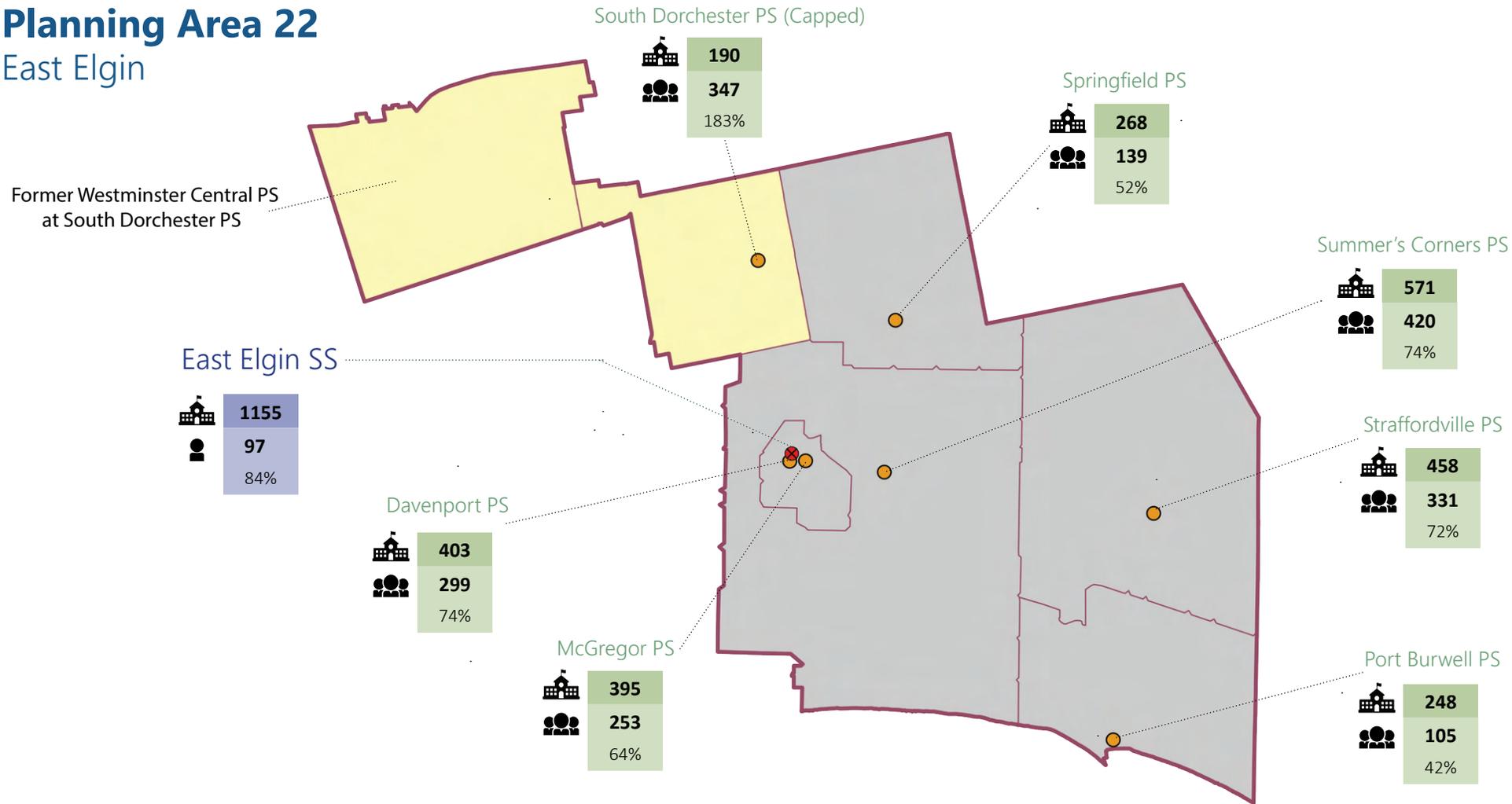


School Count by Facility Utilization Rate Range All Schools



Planning Area 22

East Elgin



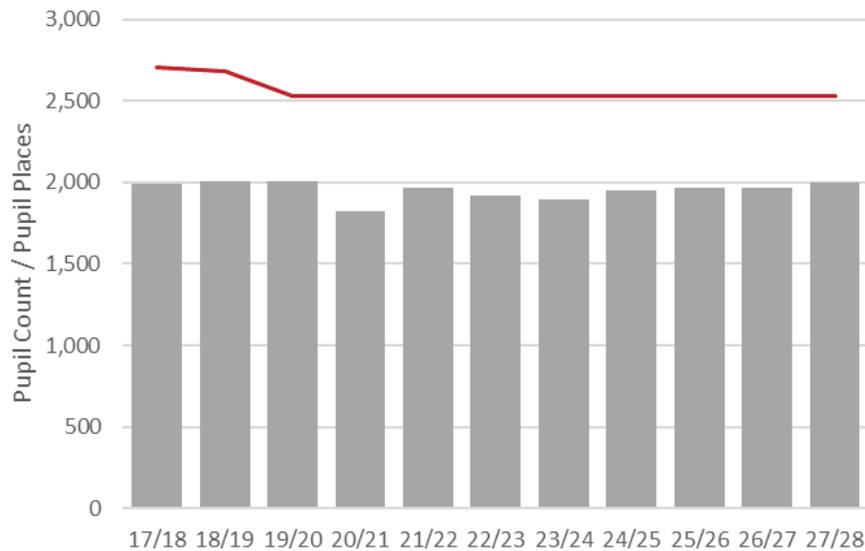
Future Capital Priorities

- New Belmont PS opening September 2026
- No future capital priorities currently planned for this area

Future Attendance Area Reviews

- No attendance area reviews currently planned for this area

Elementary Panel



Elementary Schools

Activity in the Area

- 17/18: EPAR01 Board-approved to close and consolidate South Dorchester PS and Springfield PS at new Belmont PS; Capital Priorities funding request denied by Ministry of Education
- 18/19: Completion of programming enhancement renovations and grade structure changes at Davenport PS and McGregor PS
- 19/20: Board-approved recommendations to close Springfield PS rescinded; Capital Priorities funding request for new Belmont elementary school submitted
- June 2020: Capital Priorities funding approved for construction of new Belmont elementary school
- 2022/23: Establishment of Low-German Mennonite Focus School sites at Summers' Corners PS and Straffordville PS
- 23/24: Board approved enrolment cap at South Dorchester. All new families in South Dorchester boundary designated to attend Springfield PS for grades JK-6 and South Dorchester for grades 7-8 commencing in the 23/24 school year until the new Belmont PS is open

- All new London families residing in the new Belmont boundary will be designated to attend Nicholas Wilson PS (Planning Area 11) commencing in the 23/24 school year until new Belmont PS opens

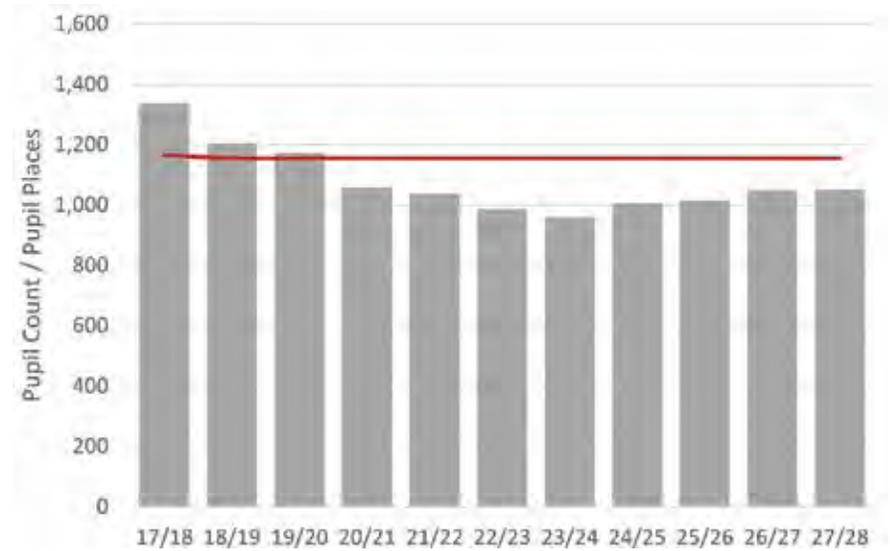
Observations

- Planning Area has largely stabilized
- Elementary
 - Average annual projected enrolment change: increase of 3%
 - Persistent underutilization projected with surplus of approximately 538 pupil places in 27/28 if status quo maintained

Secondary

- Average annual projected enrolment change: increase of 1.9%
- Underutilization projected with surplus of 116 pupil places in 27/28 if status quo maintained

Secondary Panel



Secondary School

Programming: Elementary

Two K-8 English Track

Two K-6 English Track:

Port Burwell PS
Springfield PS

K-3 English Track:

McGregor PS

4-8 English Track:

Davenport PS

Programming: Secondary

Grade 9 – 12 English Track

ELD / ESL A+B Designated Site

ASPIRE

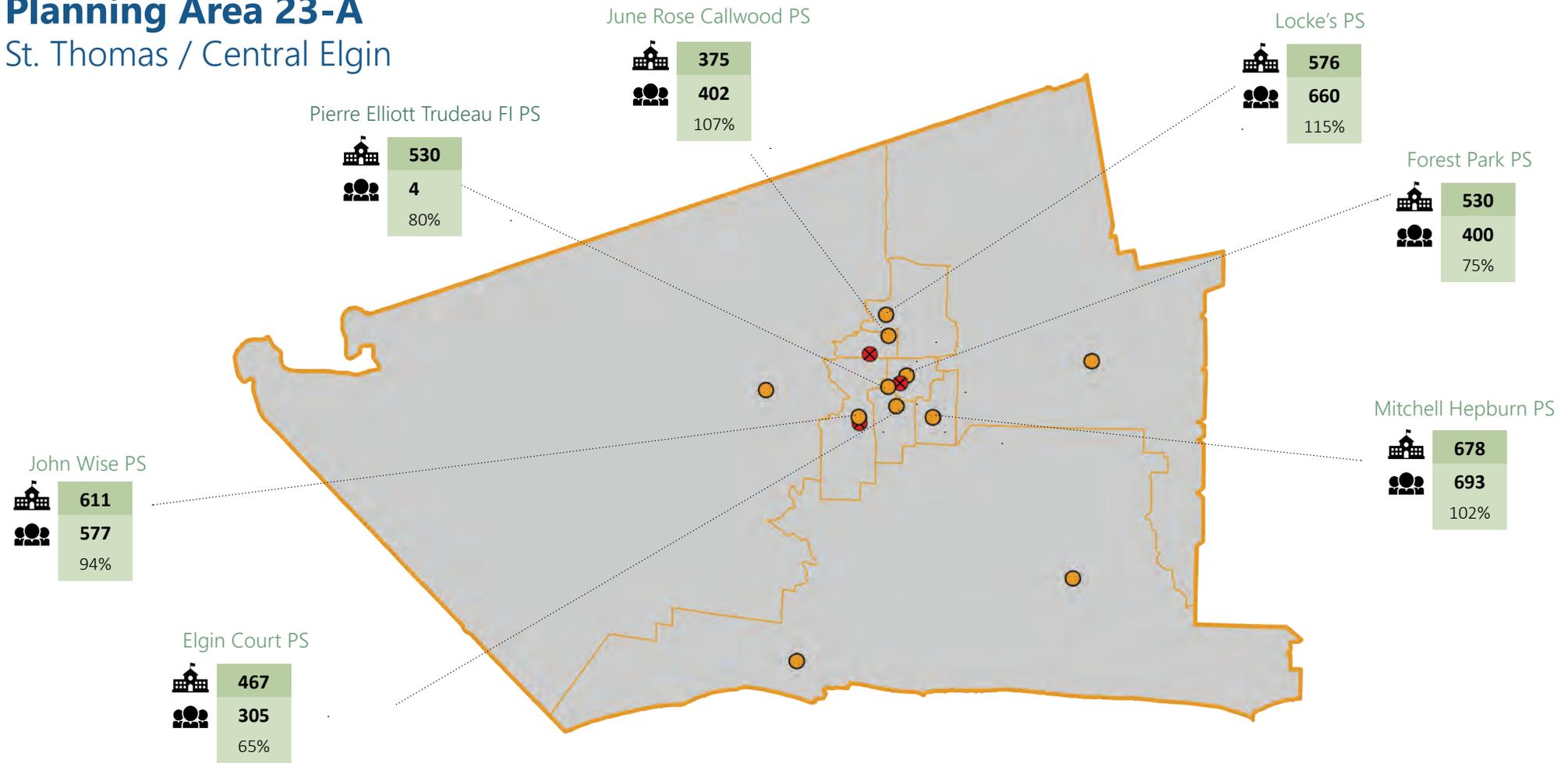
Tu Punte

Specialist High Skills Majors:

Environment, Manufacturing, Health and Wellness

Planning Area 23-A

St. Thomas / Central Elgin



For remaining schools, refer to 23-B

Future Capital Priorities

- New K-8 St. Thomas Elementary School (submit in 2026)

Future Attendance Area Reviews

- No attendance area reviews planned for this area

Elementary Panel



11 Elementary Schools

1 Holding Zone

1 Holding School

Activity in the Area

- 13/14: Kettle Creek PS designated as a holding school to provide interim accommodation for students residing in Southeast St. Thomas
- 17/18: EPAR01 Board-approved recommendations to close and consolidate New Sarum PS and Sparta PS and to construct a new school in Southeast St. Thomas. Capital Priorities funding request for a new Southeast St. Thomas elementary school denied by the Ministry of Education
- 18/19: Opening of Éva Circé-Côté FI PS at former Sparta PS site; former Sparta PS consolidated at Kettle Creek PS and addition initiated at Kettle Creek PS
- 19/20: Board-approved recommendation to close New Sarum PS rescinded; Capital Priorities funding request submitted for a new school in Southeast St. Thomas
- 2020: Capital Priorities Funding request for a new elementary school in Southeast St. Thomas denied by the Ministry of Education, with the TVDSB requested to accommodate students through an attendance area review process

- 22/23: Initiation of the City of St. Thomas Attendance Area Review - completed in June 2023
- The Southeast St. Thomas Holding Zone to be dissolved and students will be permanently accommodated at Mitchell Hepburn PS commencing in the 2024-2025 school year

Observations

- Projected new dwelling units within Planning Area to 26/27: approximately 1259
- Development anticipated in Planning Area as Plans of Subdivision continue to develop, primarily in southeast St. Thomas
- Consistent underutilization projected with surplus of approximately 148 pupil places in 27/28 if status quo maintained
- Majority of new growth expected through greenfield development in northwest St. Thomas and infill development
- 23/24: Two FDK classes added at Pierre Elliot Trudeau FI PS

Programming: Elementary

Nine K – 8 English Track

Two Gr. 1-8 French Immersion
Éva Circé-Côté FI PS and Pierre Elliott Trudeau FI PS
English JK/SK Integration Sites

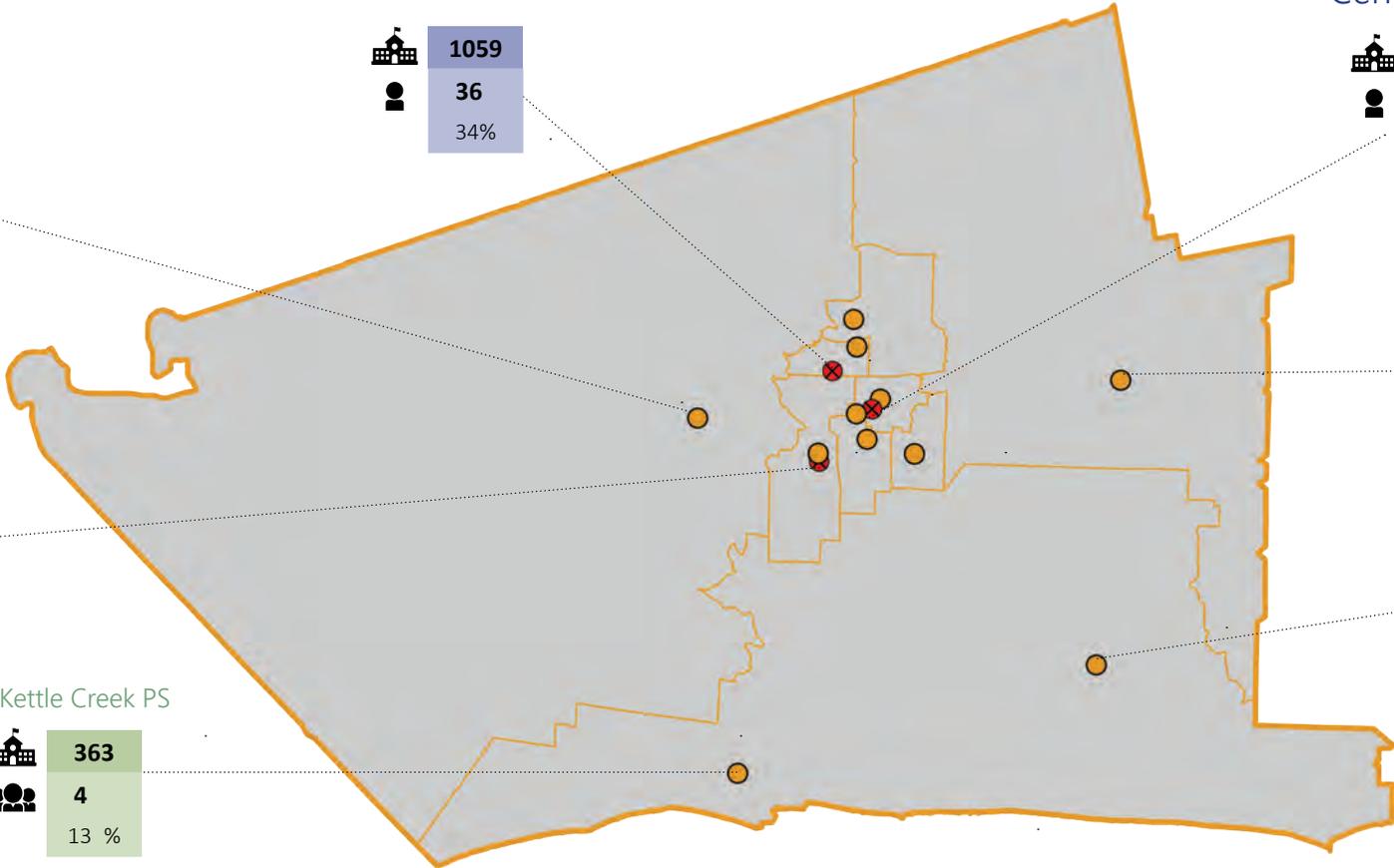
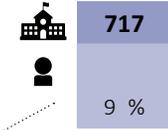
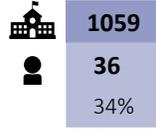
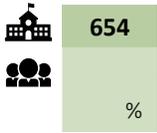
Planning Area 23-B

St. Thomas / Central Elgin

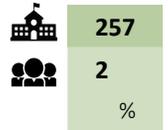
Arthur Voaden SS

Central Elgin CI

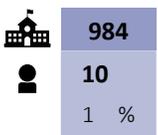
Southwold PS



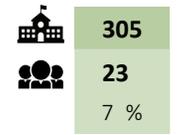
New Sarum PS



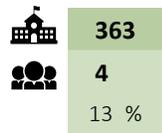
Parkside CI



Éva Circé-Côté FI PS



Kettle Creek PS



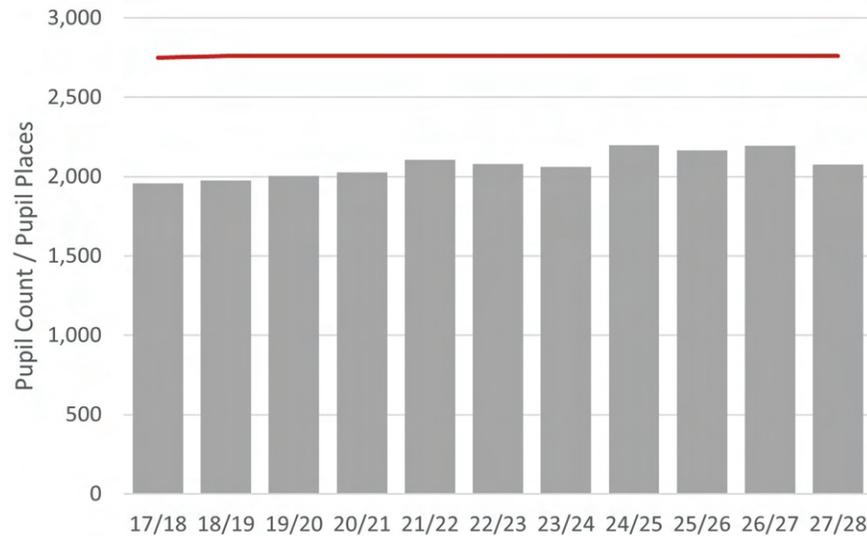
Future Capital Priorities

- Replacement school for Arthur Voaden SS

Future Attendance Area Reviews

- St. Thomas Secondary Panel (2025)

Secondary Panel



Activity in the Area

- 21/22: Removal of one special education class at Southwold PS; total number of special education classes at the school is now 1
- 21/22: Addition of one special education class at Central Elgin CI; total number of special education classes at school is now 2
- 21/22: Addition of one special education class at Arthur Voaden SS; total number of special education classes at school is now 7
- 22/23: Refer to Planning Area 23A for details regarding St. Thomas Elementary Attendance Area Review

Observations

- Average annual projected enrolment change: decrease of 1%
- Enrolment growth in existing community projected alongside growth from residential development
- Overall underutilization projected with surplus of approximately 717 pupil places in 27/28 if status quo maintained
- Localized overutilization projected at Parkside CI with a deficit of approximately 221 pupil places in 26/27 if status quo maintained

Programming: Secondary

Three Grade 9-12 English Track

Arthur Voaden SS: Grade 9-12 English Track

- Technology Emphasis
- Specialist High Skills Majors: Arts and Culture, Construction, Health and Wellness, Hospitality and Tourism, Transportation

Parkside CI: Grade 9-12 English Track/Grade 9-12 French Immersion

- Specialist High Skills Majors: Arts and Culture, Horticulture and Landscaping, Manufacturing, Sports, Transportation

Central Elgin CI: Grade 9-12 English Track

- Specialist High Skills Majors: Business

Planning Area 24

West Elgin

West Elgin SS

	642
	26
	41%

Aldborough PS

	389
	320
	82%

Dunwich-Dutton PS

	343
	438
	128%

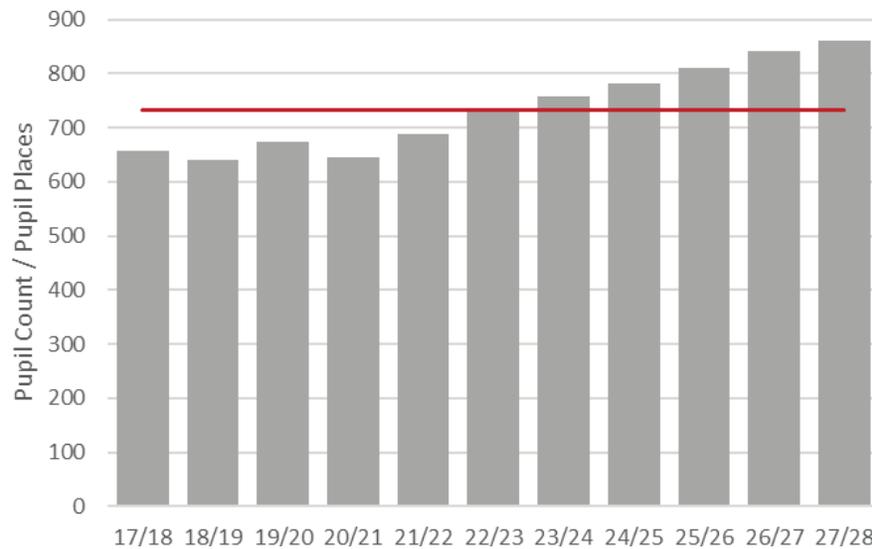
Future Capital Priorities

- No capital priorities currently planned for this area

Future Attendance Area Reviews

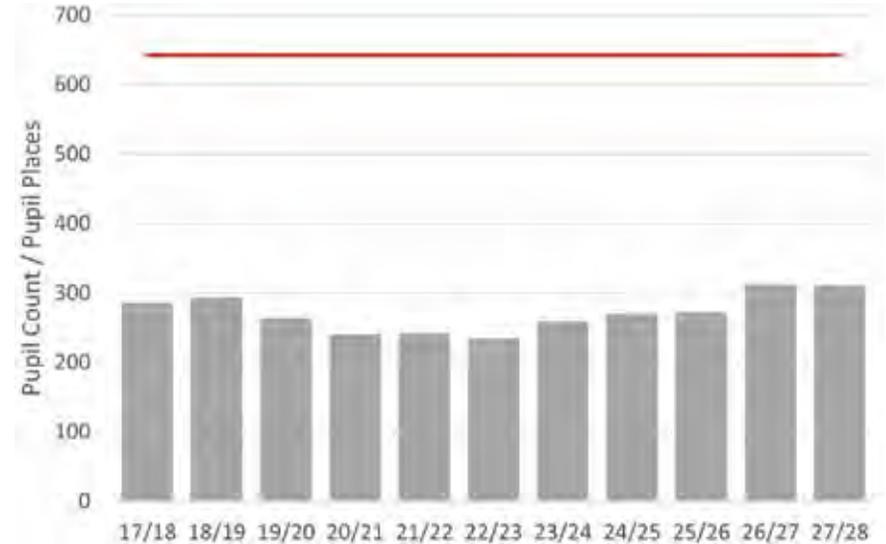
- No Attendance Area Reviews currently planned for this area

Elementary Panel



Elementary Schools

Secondary Panel



Secondary School

Activity in the Area

- 15/16: Closure of West Elgin Senior Elementary School
- 17/18: Grade re-configuration from K-6 to K-8 at Aldborough PS and Dunwich-Dutton PS
- 17/18: Capital Priorities funding approved for child care facility at Aldborough; capital approvals process underway

Observations

- Some development anticipated within Planning Area over the 5-year planning horizon
- Elementary
- Small outgoing grade 8 cohort and larger incoming expected JK cohort projected to result in change of 7.6%. Following 22/23, variable year over year change ranging from 2-4%
 - Stable existing community
 - Overutilization projected with deficit of approximately 128 pupil places in 27/28 if status quo maintained
- Secondary
- Projected enrolment change variable year over year ranging from 0.4-3.4%
 - Persistent underutilization projected with surplus of approximately 332 pupil places in 27/28 if status quo maintained

Programming: Elementary

Two K-8 English Track

Programming: Secondary

Grade 9-12 English Track
Specialist High Skills Majors:
Agriculture, Environment

Section 3 - Share

Focus on French Immersion

Thames Valley DSB is proud to deliver consistent, equitable access to high-quality French Immersion programming across the district.

In 20/21, the district began to offer consolidated entry into French Immersion programming at Grade 1, with English Full Day Kindergarten available in designated elementary schools.

Approximately 4,500 students are enrolled in elementary French Immersion programming in 23/24.

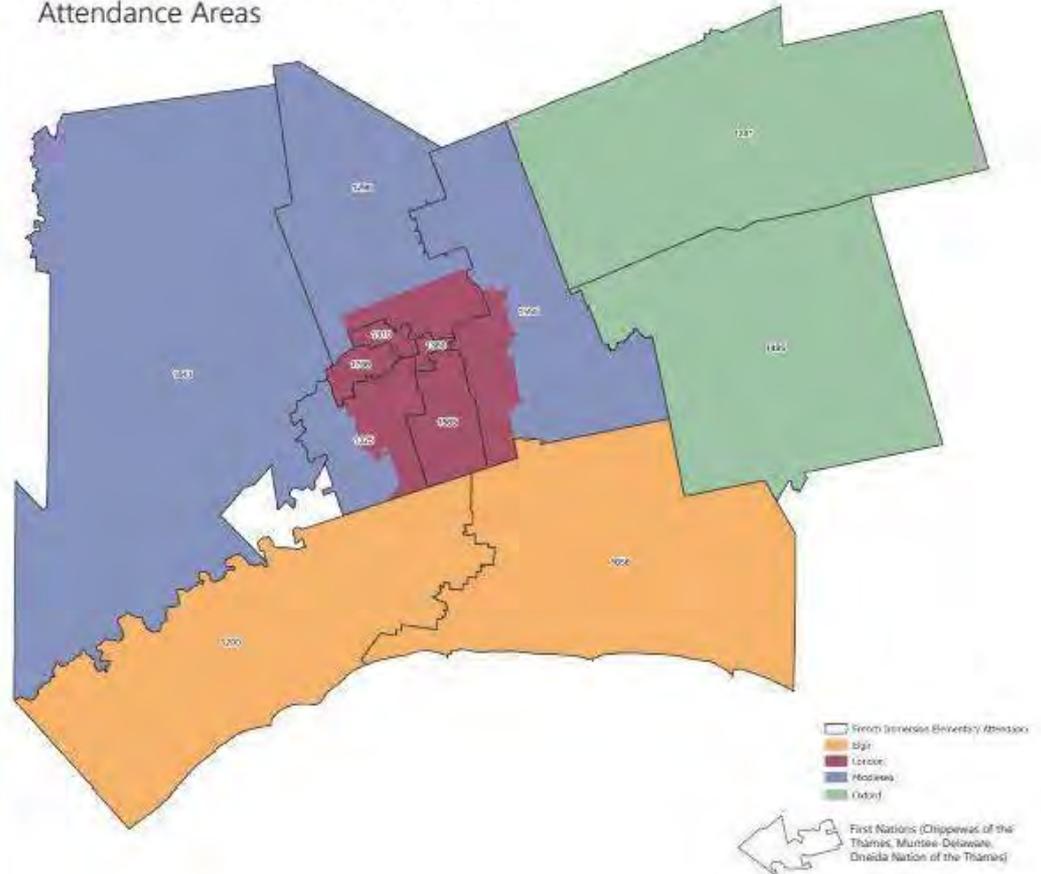
Elementary Panel French Immersion Schools

FI Enrollment in 23/24

1281 - Roch Carrier FI PS	294
1290 - Pierre Elliott Trudeau FI PS	422
1296 - Louise Arbour FI PS	642
1310 - Jeanne Sauvé FI PS	303
1325 - Kensal Park FI PS	668
1360 - Lord Roberts FI PS	286
1485 - Oliver Stephens PS	137
1555 - Princess Anne FI PS	400
1565 - Princess Elizabeth PS	320
1641 - J.S. Buchanan FI PS	353
1656 - Éva Circé Côté FI PS	234
1766 - West Oaks FI PS	404



French Immersion Elementary School Attendance Areas



Data Source: Statistics Canada, Thames Valley District School Board

Focus on French Immersion

Approximately 1,142 secondary students are enrolled in secondary French Immersion programming in 23/24.

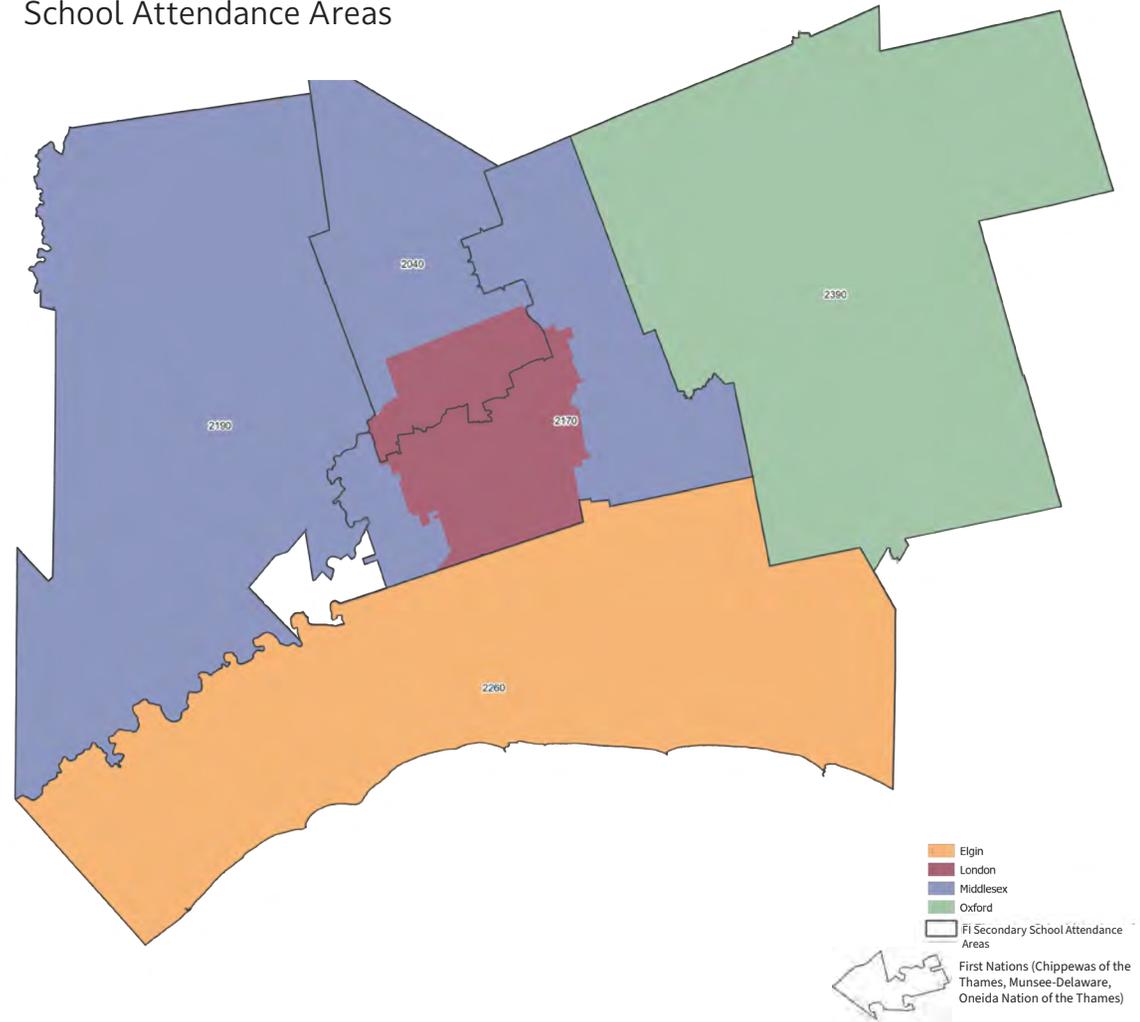
Secondary Panel Schools Offering French Immersion Programming

FI Enrollment in 23/24

2040 - Sir Frederick Banting SS	359
2170 - Sir Wilfrid Laurier SS	408
2190 - Strathroy DCI	63
2260 - Parkside CI	149
2390 - Woodstock CI	163



French Immersion Secondary School Attendance Areas



Section 3 - Share

Focus on Interim Accommodation

Interim accommodation measures include:

- 1) the use of portables and portapaks to provide space at existing school sites;
- 2) the application of holding zones to select areas of new residential development where local school facility capacity is already constrained; and,
- 3) establishing interim accommodation schools for schools that no longer have capacity but are located in partially or fully built subdivisions.

Portables and Portapaks

Portables and portapaks are used across the system to provide supplementary non-permanent space in areas where pupil enrolment exceeds the available capacity of the school. Portables and portapaks enable Thames Valley to accommodate enrolment fluctuations while permanent accommodation strategies are developed and implemented.

With increasing enrolment over the past three years, the Board has not had adequate opportunities to continue decommissioning an aging portable inventory. The estimated useful service life for portable structures is 20 years based on the Ministry of Education. Maintenance staff complete annual reviews of portables to identify repair needs. Operations staff, through daily cleaning, also identify any health and safety issues to be addressed. The useful service life of aging portables are extended through these repairs.

Interim Accommodation Schools

Interim accommodation schools are implemented where an existing school no longer has the capacity, including built space and portables, to accommodate growth from its attendance area. An interim accommodation school will be chosen to redirect new families away from the school facing enrolment pressure. The interim school is chosen based on a number of factors, including proximity to the home school, amenities, and its ability to accommodate portables on site.



Focus on Interim Accommodation

Portable Counts at TVDSB Schools

The following table displays the existing and projected portables counts for elementary and secondary schools across the district. Totals include rooms contained within portapak units at Sir Arthur Currie PS, Stoney Creek PS, Eagle Heights PS, Byron Northview PS, and Roch Carrier FI PS.

PA	Elementary School	Portable Count		PA	Elementary School	Portable Count		PA	Elementary School	Portable Count	
		Existing	23/24			Existing	23/24			Existing	23/24
1	Emily Carr PS	5		9	W. Sherwood Fox PS	5		19	Roch Carrier FI PS	10	
1	Orchard Park PS	1		10	Ashley Oaks PS	2		19	Southside PS	3	
1	Sir Arthur Currie PS	15		10	Sir G.E. Cartier PS	6		19	Springbank PS	4	
1	University Heights PS	1		10	White Oaks PS	12		19	Winchester Street PS	1	
1	Wilfrid Jury PS	10		11	Wilton Grove PS	1		20	East Oxford Central PS	2	
2	Cedar Hollow PS	5		11	C. C. Carrothers PS	1		20	Hickson Central PS	8	
2	Jack Chambers PS	1		12	Lambeth PS	11		20	Innerkip Central PS	2	
2	Masonville PS	9		14	Caradoc North PS	4		20	Tavistock PS	1	
2	Stoney Creek PS	7		14	Caradoc PS	6		20	Zorra Highland Park PS	3	
2	Stoneybrook PS	6		14	J. S. Buchanan FIPS	1		21	South Ridge PS	1	
3	Clara Brenton PS	6		15	Ekcoe Central PS	2		21	Westfield PS	3	
3	Eagle Heights PS	17		15	Delaware Central PS	2		22	South Dorchester PS	8	
3	John Dearness PS	2		16	Centennial Central PS	2		23	June Rose Callwood PS	1	
3	Riverside PS	3		16	Oxbow PS	4		23	Kettle Creek PS	5	
3	West Oaks FIPS	1		16	Parkview PS	2		23	Locke's PS	6	
4	Lord Roberts FIPS	1		16	Wilberforce PS	10		23	Mitchell Hepburn PS	1	
4	Old North PS	5		17	West Nissouri PS	6		23	Southwold PS	1	
4	St. George's PS	2		18	A. J. Baker PS	5		24	Dunwich-Dutton PS	4	
5	East Carling PS	4		18	Harrisfield PS	6			Total	339	
5	Lord Elgin PS	1		18	Royal Roads PS	1		PA	Secondary School	Portable Count	
5	Northbrae PS	5		18	Thamesford PS	8				Existing 23/24	
6	Princess Anne FIPS	1		19	Algonquin PS	7		1	Sir F. Banting SS	6	
6	Summerside PS	12		19	Central PS	7		2	A.B. Lucas SS	5	
7	Byron Northview PS	6		19	Eastdale PS	3		3	Oakridge SS	1	
7	Byron Somerset PS	10		19	Northdale PS	4		4	H.B. Beal SS	3	
7	Byron Southwood PS	1		19	Oliver Stephens PS	2		10	London South CI	1	
9	Arthur Ford PS	6						11	Sir Wildrid Laurier SS	6	
9	Sir Isaac Brock PS	12						22	East Elgin SS	1	
								23	Parkside CI	1	
									Total:	24	

Section 3 - Share

Focus on Interim Accommodation

Holding Zones

Thames Valley DSB Procedure 4015d guides the use of holding zones and holding schools across the district to address accommodation pressures that schools face in areas of intense residential growth. This procedure indicates that in circumstances where there is an area of pending residential development within an existing attendance area, it may be advisable for Thames Valley DSB to consider alternative interim accommodation measures, including designating the area to attend an alternative specified school based on available capacity.

The purpose of a Holding Zone is to allow for a viable learning environment by moderating enrolment pressure through the time frame that a subdivision is being built. Holding Zones are designated before any residential development has commenced to avoid displacement of existing students, and may be in place until a permanent accommodation solution can be achieved through the construction of new school facilities, or additions or renovations at an existing school facility, or attendance area reconfigurations. The geographic identification as Holding Zone provides clarity to families of students that they may be permanently accommodated elsewhere in the future. Students attend schools which have appropriate space to accommodate them until the area reaches a critical mass of students to warrant an addition or new school through Board and Ministry approval. The permanent accommodation of students is dependent on a variety of factors such as the timing of the development, student enrolment yields and often Ministry capital funding.

Thames Valley DSB has multiple holding zones across the district.

The City of London has several holding zones across the city. As shown in the table on the following page, some of these holding zones are not generating students yet; however, establishing the holding zones early ensures that students can be accommodated at schools where space is available and allows time for TVDSB to submit funding requests to the Ministry of Education for new schools and additions. Additionally, some of the older holding zones have been amended to designate new families to alternate schools as the original holding school no longer has the capacity to accommodate additional students. All schools actively holding students are denoted in the table on the following page.

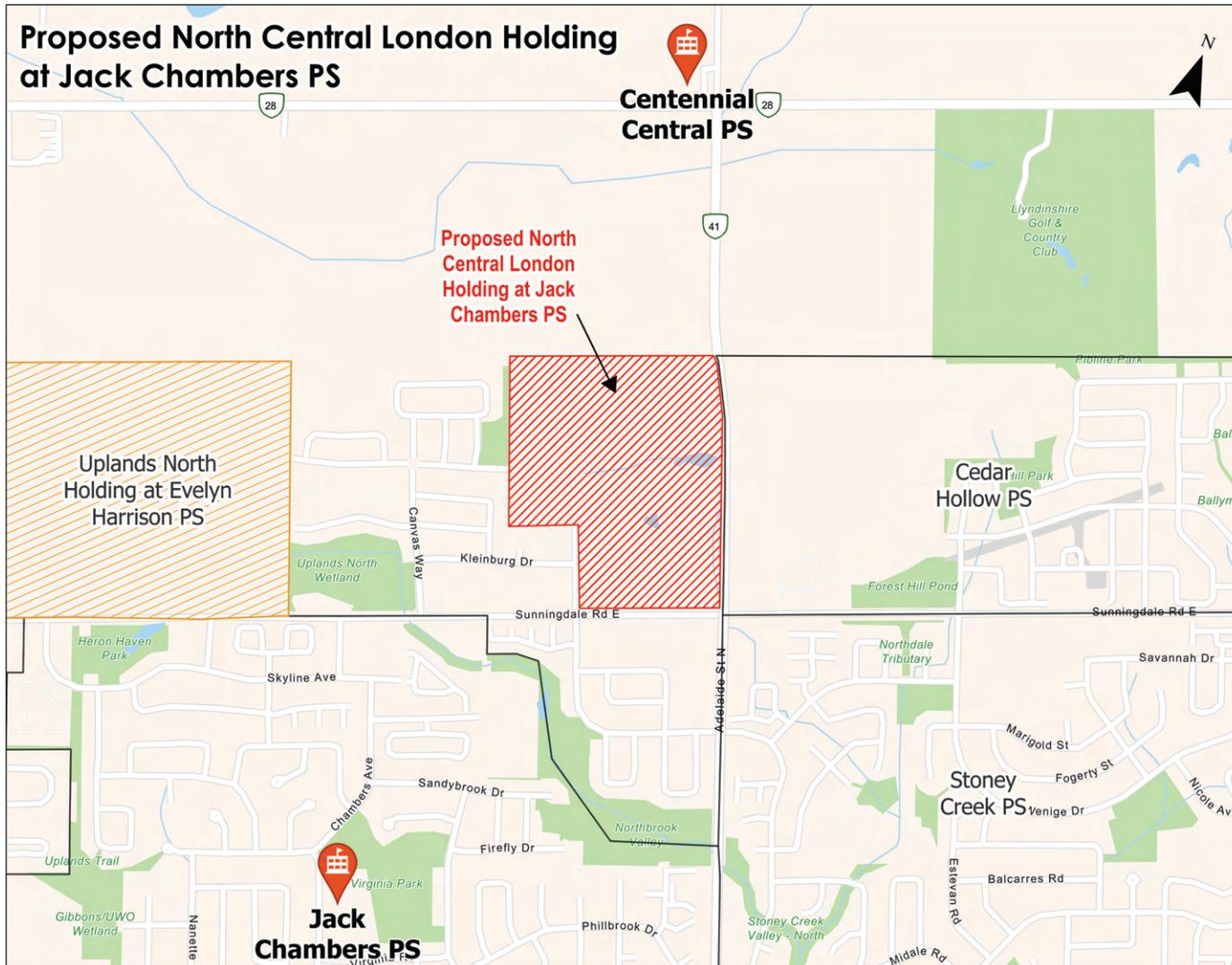
The City of Woodstock has four holding zones; three in north Woodstock which designate students from Hickson Central PS to Central PS, and one in the southwest end of the city which designates students to Eastdale PS. Similar to the City of London, the northern holding zones have been amended to designate new families to Zorra Highland Park PS until the new North Woodstock PS is open. TVDSB also established a holding zone on the Ingersoll Greens Golf Course in Ingersoll in anticipation of its redevelopment.

The City of St. Thomas has a holding zone that designates students within the Mitchell Hepburn PS attendance area to Kettle Creek PS. Students will be permanently accommodated back at Mitchell Hepburn PS in September 2024.

Focus on Interim Accommodation

North Central London Holding Zone

A new holding zone has been established within the attendance area of Centennial Central PS. The holding zone encompasses the remaining undeveloped portion of the Applewood Subdivision located at the northwest corner of Adelaide Street North and Sunningdale Road East in London. All K-8 students from the holding zone will be accommodated at Jack Chambers PS until permanent accommodations are available. As mentioned previously, TVDSB has submitted a business case to the Capital Priorities Program for a new K-8 elementary school in the north central part of London that would permanently accommodate these students.



Focus on Interim Accommodation

West London Holding Zone

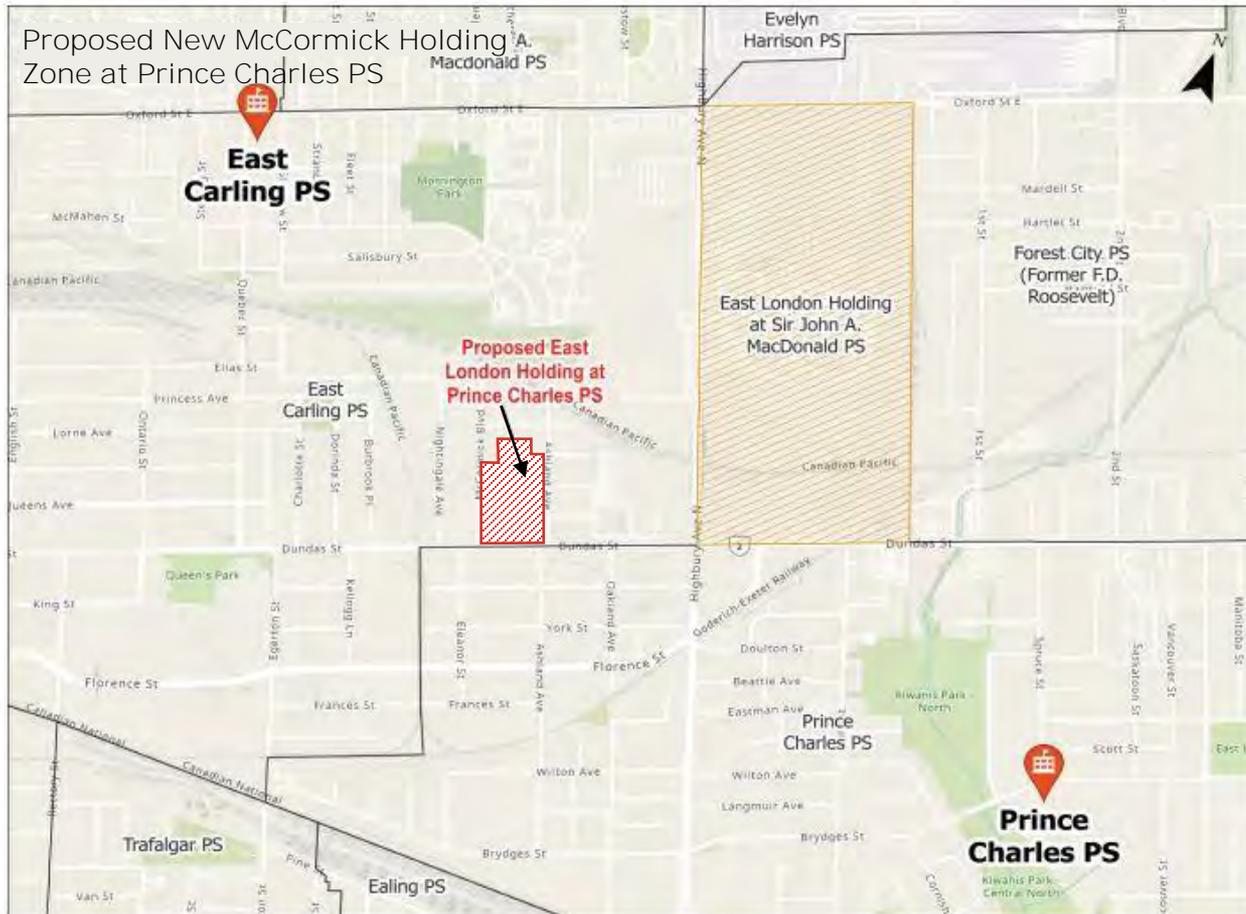
A new holding zone has been established within the attendance area for Eagle Heights PS on the Beaverbrook Community development lands located north of Oxford Street West and east of Proudfoot Lane in London. All K-8 students from the holding zone will be accommodated at Knollwood Park PS until permanent accommodations are available. As previously mentioned, a new school will be requested within this development in the future.



Focus on Interim Accommodation

McCormick Holding Zone

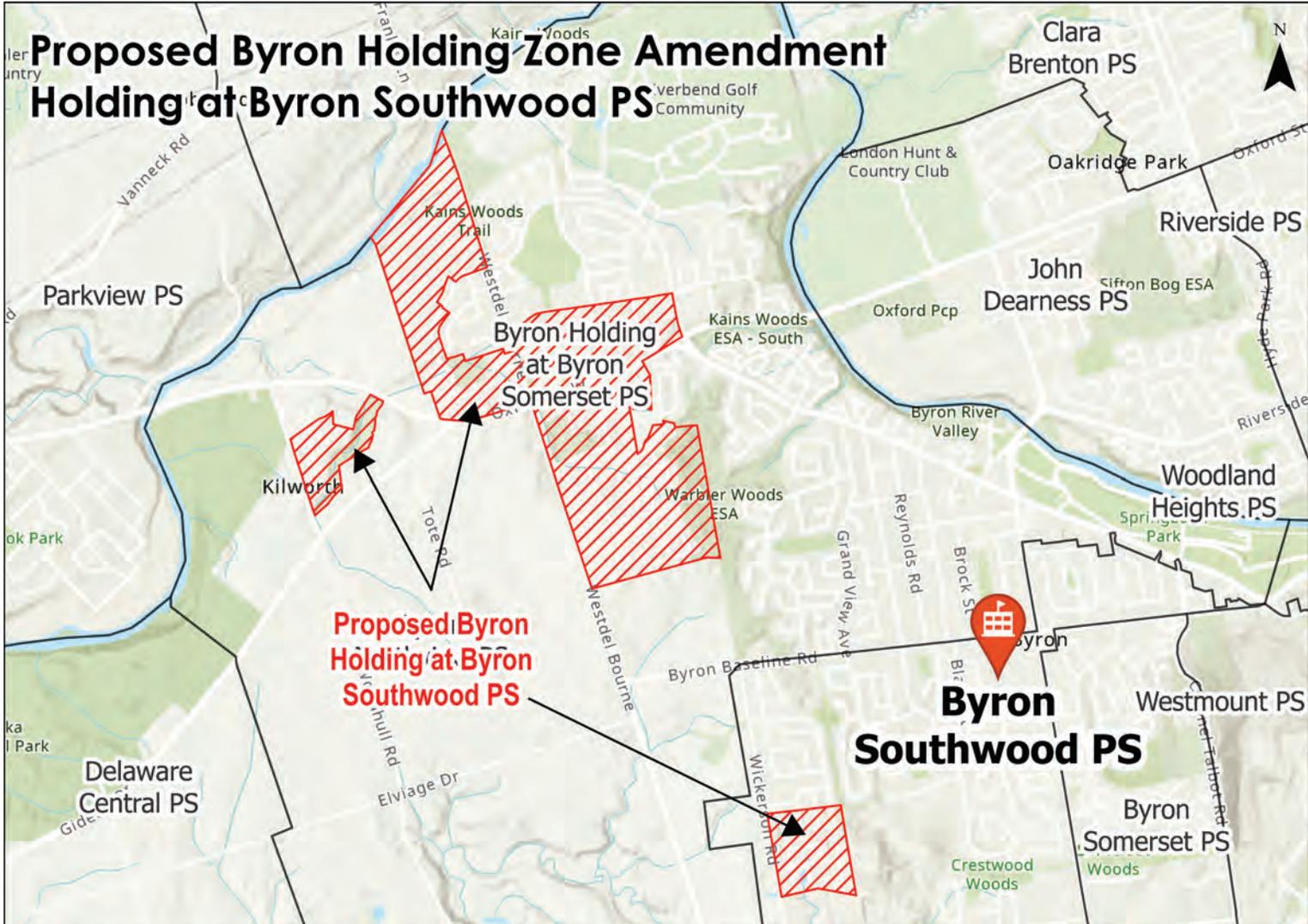
A new holding zone has been established within the attendance area for East Carling PS on the redevelopment site of the former McCormick candy factory on Dundas Street in London. All K-8 students from the holding zone will be accommodated at Prince Charles PS until permanent accommodations are available. As previously mentioned, an attendance area review is planned for this area in the future.



Focus on Interim Accommodation

Byron Holding Zone Amendment

A holding zone amendment has been made to relieve enrolment pressure at Byron Somerset PS. For September 2024, all new families residing within these holding zones are designated to attend Byron Southwood PS until permanent accommodations are available. As previously mentioned, TVDSB has submitted a business case to the Capital Priorities Program for a new K-8 elementary school in West London that would accommodate students.



Focus on Interim Accommodation

TVDSB Holding Zones

Thames Valley DSB has twenty-six (26) elementary Holding Zones and one (1) secondary Holding Zone as outlined in the following table. The table outlines all the current existing Holding Zones, the Planning Area they are located in, their designated Holding Schools, the potential planned accommodation for the areas, as well as historical, current, and projected student count enrolment.

PA	Holding Zone	Designated Holding School	Planned Accommodation	Historical Enrolment				Current	Projected Enrolment			
				19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28
Elementary												
1	Fox Hollow	Old North PS/ Wilfrid Jury PS/ University Heights PS	New Northwest London PS/ Sir Arthur Currie PS	92	159	165	210	206	214	211	227	247
	Sunningdale North					54	58	55	58	58	56	61
2	Sunningdale Court	Jack Chambers PS	New North Central London PS	0	0	0	0	0	19	28	38	49
2	Northeast London	Bonaventure Meadows PS	New Northeast London PS	0	0	0	0	0	0	0	0	0
3	West London	Knollwood Park PS	New West London PS (Proudfoot)	0	0	0	0	0	0	0	0	0
6	East London	Sir John A. MacDonald PS	New East London PS	0	0	0	0	0	0	0	0	0
6	McCormick	Prince Charles PS	East Carling Attendance Area Review	0	0	0	0	0	0	0	0	0
7	Byron (6)	Byron Somerset PS/ Byron Southwood PS	New West London PS	105	139	203	255	302	366	385	405	411
12	Bostwick	Sir Isaac Brock PS/ Victoria PS	New Southwest London PS	209	222	230	229	182	165	149	129	111
12	Colonel Talbot	Rick Hansen PS	New Southwest London PS	0	0	0	0	17	25	44	79	94
12	Longwoods & Southwest London	White Oaks PS/ Nicholas Wilson PS	New Southwest London PS (2)	162	172	208	303	393	511	531	590	637
12	Talbot Village Phase 2	W. Sherwood Fox PS	New Southwest London PS	24	35	58	83	88	100	107	126	147
12	West Kilbourne	Nicholas Wilson PS	New Southwest London PS (2)	0	0	0	0	0	0	0	0	0
12	East Kilbourne	Glen Cairn PS	New Southwest London PS (2)	0	0	0	0	0	0	0	0	0
16	Uplands North	Evelyn Harrison PS	New North Central London PS	0	0	0	0	0	0	0	0	0
16	North Central London	Jack Chambers PS	New North Central London PS	0	0	0	0	0	0	4	31	56
18	Ingersoll Greens	Laurie Hawkins PS	New Ingersoll PS	0	0	0	0	0	0	14	32	51
19	Southwest Woodstock	Eastdale PS	New North Woodstock PS	0	0	0	0	0	0	0	0	0
20	North Woodstock (3)	Central PS/ Zorra Highland Park PS	New North Woodstock PS	71	101	201	233	178	268	263	299	333
23	Southeast St. Thomas	Kettle Creek PS	St. Thomas Attendance Area Review	41	84	122	156	102	0	0	0	0
Secondary												
12	Longwoods	Westminster SS	London Secondary Attendance Area Review	20	22	24	33	55	64	77	82	85

Section 3 - Share

Focus on Partnership Opportunities

Community Planning and Partnership

The Ministry's Community Planning and Partnership Guideline provides school boards direction on building cooperative and collaborative relationships with community partners, in support of building strong, vibrant and sustainable communities.

In alignment with the Ministry's guideline, Thames Valley DSB Procedure 4015b includes the criteria for identifying existing facilities where Thames Valley DSB has unused space in operating and sustainable schools which may be suitable for potential collaboration opportunities:

- Any facility which has a utilization rate of 60% or below based on the Ministry's on-the-ground capacity for the facility; or,
- Any facility which has 200 or more empty pupil places

The applicable criteria must be met for at least two consecutive years.

In addition to the above, Thames Valley DSB is committed to exploring facility collaboration opportunities when:

- Building new schools;
- Undertaking significant renovations or additions to its facilities; and,
- Considering properties for possible disposition.

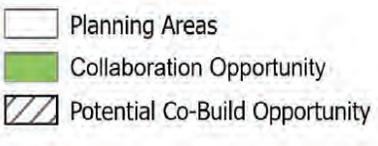
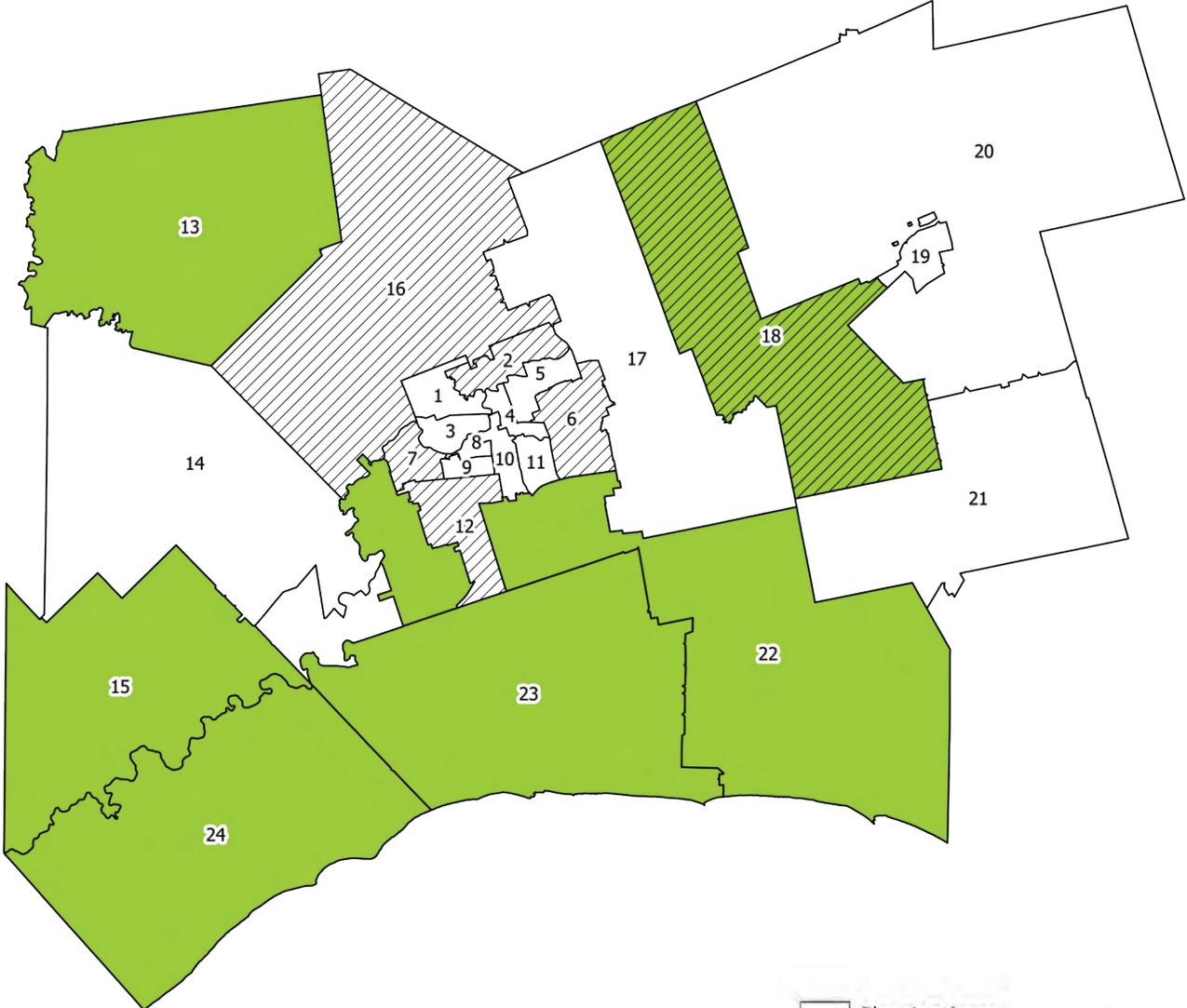
23/24 List of School Facilities Meeting Minimum Criteria for Facility Collaboration

Planning Area Name	School Name	Utilization (23/24)	Empty Pupil Places (23/24)
PA13: North Middlesex	North Middlesex DHS	33%	284
PA15: Southwest Middlesex	Glencoe DHS	36%	342
PA18: West Oxford	Ingersoll District CI	73%	324
PA22: East Elgin	Springfield PS	52%	129
PA23: St. Thomas/Central Elgin	Arthur Voaden SS	34%	698
PA24: West Elgin	West Elgin SS	41%	381

When considering what unused space may be available for collaboration opportunities from the list of school facilities meeting the minimum criteria, Thames Valley considers a number of factors, including but not limited to student achievement, safety and well-being, impact on operations, cost implications, and municipal by-laws.



23/24 Mapping of Potential Collaboration and Co-Build Opportunities



Potential Co-Build Opportunity

- New Belmont Elementary School

Pending Ministry Funding Approval

- New West London Elementary School
- New Lucan Elementary School
- New Ingersoll Elementary School
- New Southeast London Elementary School
- New Southwest London Elementary School
- New Thamesford Elementary School
- New North Central London Elementary School



Glossary of Terms

Body Count / Pupil Count

A measure of student enrolment regardless of individual course load or full or part-time status.

Census Agglomeration (CA)

A grouping of one or more adjacent and highly similar municipalities around a population centre. To be classified as a CA the population centre must have a population of at least 10,000. Unlike CMAs, CAs are retired if the population centre declines below 10,000. CAs are used by Statistics Canada for census tracking and measurement.

Census Metropolitan Area (CMA)

A grouping of one or more adjacent and highly similar municipalities around a population centre. To be classified as a CMA the total population must be over 100,000 with at least 50,000 or more living within the defined population centre. CMAs are used by Statistics Canada for census tracking and measurement.

English as a Second Language (ESL)

Support program for students who have attended school and can read and write in their first language at an age-appropriate level.

English Literacy Development (ELD)

Support program for students who have missed all or some of their schooling or who cannot yet read and write in their first language at an age-appropriate level.

Facility Utilization Rate

A school's enrolment divided by its Ministry rated on-the-ground capacity measured as a percentage value. Utilization rates do not include temporary accommodation measures (e.g. Portables, Portapaks).

FNMI

First Nations, Métis and Inuit

Full Time Equivalent (FTE)

A measure of enrolment relative to full course load counts. Student taking a full-time course load counts as 1.0 FTE.

Migration/Immigration

Movement of people from one place to another. Migration is typically defined as the movement away from a place whereas immigration is the movement to a place.

Interprovincial: Movement of people between provinces (i.e. Quebec to Ontario).

Intraprovincial: Movement of people within a province (i.e. Toronto to London).

On-the-ground Capacity (OTG)

Measured in pupil places, the OTG is the official and permanent operating capacity of a school facility which may include additions or alterations to the school building. The OTG capacity of a school facility does not include temporary accommodation measures in place (e.g. portables, portapaks).

Pupil Place Deficit/Surplus

A measurement of the difference between projected enrolment and OTG. The output value is used to identify the available space within a school facility. A deficit is identified as a negative value where enrolment exceeds capacity, whereas a surplus is shown as a positive value where capacity exceeds enrolment.

Self-Contained Class

A full-time special education class for a group of students with similar needs are together for the majority of the day.

Appendix

Appendix: 23/24 Accommodation Plan Data Tables

Elementary Panel

School Name	23/24 OTG	23/24 UTZ	23/24 Enrolment	Projections			
				24/25	25/26	26/27	27/28
Planning Area 1							
Emily Carr PS	639	120%	765	770	738	765	754
Orchard Park PS	254	115%	292	272	269	257	236
Sir Arthur Currie PS	533	148%	791	788	772	760	752
University Heights PS	346	90%	312	317	313	304	312
Wilfrid Jury PS	794	123%	977	1051	1015	1006	986
Planning Area 2							
Cedar Hollow PS	628	112%	705	704	688	667	668
Jack Chambers PS	697	97%	676	667	656	626	604
Masonville PS	614	128%	783	795	795	773	741
Northridge PS	593	96%	568	572	596	582	588
Stoney Creek PS	804	120%	965	966	935	895	878
Stoneybrook PS	423	132%	558	570	576	586	591
Planning Area 3							
Clara Breton PS	587	119%	700	687	650	646	630
Eagle Heights PS	680	159%	1082	1043	1026	1042	1032
John Dearness PS	248	110%	272	275	267	266	249
Riverside PS	412	118%	486	481	467	460	444
West Oaks FI PS	432	94%	404	407	410	403	394
Planning Area 4							
Aberdeen PS	378	77%	291	323	350	366	406
Ealing PS	343	65%	222	242	253	249	259
Lester B. Pearson School for Arts	414	68%	280	280	280	280	280
Lord Roberts FI PS	294	97%	286	278	280	279	284
Old North PS	438	111%	485	476	461	466	461
St. George's PS	307	95%	292	284	287	281	272
Trafalgar PS	409	40%	165	172	171	172	172

Data tables reflect October 31, 2023 actual enrolment. Data is to be read in conjunction with the 23/24 Accommodation Plan.

Appendix: 23/24 Accommodation Plan Data Tables

Elementary Panel

School Name	23/24 OTG	23/24 UTZ	23/24 Enrollment	Projections		
				24/25	25/26	26/27
Chippewa PS	605	92%	559	561	562	556
East Carling PS	461	123%	567	590	613	621
Evelyn Harrison PS	416	63%	262	257	267	272
Hillcrest PS	400	76%	302	290	292	302
Knollwood Park PS	447	84%	376	401	416	454
Lord Elgin PS	446	77%	344	337	335	338
Louise Arbour FI PS	783	82%	642	646	649	642
Northrae PS	380	118%	447	458	453	444
Sir John A. Macdonald PS	579	58%	333	338	334	330
Planning Area 5						
Bonaventure Meadows PS	518	74%	384	395	371	377
Forest City PS	442	81%	358	348	333	338
John P. Roberts PS	677	83%	565	577	573	579
Lord Nelson PS	619	79%	486	507	516	522
Prince Charles PS	602	74%	446	449	443	428
Princess Anne FI PS	493	81%	400	395	391	385
Summerside PS	553	136%	753	811	881	917
Tweedsmuir PS	458	89%	442	446	452	469
Planning Area 7						
Byron Northview PS	452	127%	574	564	547	525
Byron Somerset PS	409	147%	603	656	649	654
Byron Southwood PS	547	97%	531	531	504	489
Planning Area 8						
Kensal Park FI PS	737	91%	668	648	625	607
Woodland Heights PS	658	88%	581	612	632	654

Data tables reflect October 31, 2023 actual enrollment. Data is to be read in conjunction with the 23/24 Accommodation Plan.

Appendix

Appendix: 23/24 Accommodation Plan Data Tables

Elementary Panel

School Name	23/24 OTG	23/24 UTZ	23/24 Enrolment	Projections			
				24/25	25/26	26/27	27/28
Planning Area 9							
Arthur Ford PS	320	114%	366	345	327	326	313
Sir Isaac Brock PS	349	169%	590	571	555	516	489
W. Sherwood Fox PS	464	119%	553	545	534	552	568
Westmount PS	680	93%	631	606	589	565	555
Planning Area 10							
Ashley Oaks PS	577	106%	612	624	636	654	661
Cleardale PS	536	92%	492	515	552	568	571
Jeanne Sauve FI PS	466	65%	303	308	308	306	302
Mountsfield PS	490	102%	498	493	496	480	469
Rick Hansen PS	484	88%	425	435	445	459	478
Sir George-Etienne Cartier PS	251	136%	341	329	325	316	305
Tecumseh PS	377	88%	330	328	336	329	326
Victoria PS	331	77%	256	274	297	335	363
White Oaks PS	829	126%	1046	1053	1016	984	951
Wortley Road PS	292	86%	251	256	253	239	226
Planning Area 11							
Arthur Stringer PS	381	84%	319	319	323	312	304
C.C. Carrothers PS	492	85%	420	436	439	436	430
Glen Cairn PS	685	84%	573	572	553	554	551
Nicholas Wilson PS	420	87%	364	457	491	561	613
Princess Elizabeth PS	746	84%	623	595	570	604	622
Wilton Grove PS	444	104%	463	476	498	521	552
Planning Area 12							
Lambeth PS	628	136%	855	898	947	961	1035

Data tables reflect October 31, 2023 actual enrolment. Data is to be read in conjunction with the 23/24 Accommodation Plan.

Appendix: 23/24 Accommodation Plan Data Tables
Elementary Panel

School Name	23/24 OTG	23/24 UTZ	23/24 Enrollment	24/25	25/26	26/27	27/28
				Projections			
Planning Area 13							
East Williams Memorial PS	317	59%	188	197	190	204	209
McGillivray Central PS	164	79%	130	130	132	134	136
Parkhill-West Williams PS	236	79%	186	183	186	194	205
Planning Area 14							
Adelaide-W.G. Macdonald PS	256	69%	176	182	181	179	186
Caradoc North PS	216	110%	237	249	263	278	272
Caradoc PS	424	121%	515	529	544	571	587
J.S. Buchanan FI PS	363	97%	353	367	350	368	372
Mary Wright PS	534	94%	500	488	492	487	498
North Meadows PS	518	82%	423	442	438	424	415
Planning Area 15							
Delaware Central PS	259	100%	258	301	314	334	363
Ekcoe Central PS	352	111%	389	402	405	405	420
Mosa Central PS	210	70%	147	151	151	142	136
Planning Area 16							
Centennial Central PS	323	100%	324	339	341	349	368
Oxbow PS	501	111%	558	577	587	568	560
Parkview PS	602	100%	604	586	596	600	604
Valleyview Central PS	245	78%	192	197	198	190	184
Wilberforce PS	461	147%	678	704	723	751	767
Planning Area 17							
Northdale Central PS	460	83%	380	419	402	417	422
River Heights PS	461	84%	389	404	429	434	457
West Nissouri PS	392	124%	486	515	532	537	545

Data tables reflect October 31, 2023 actual enrollment. Data is to be read in conjunction with the 23/24 Accommodation Plan.

Appendix

Appendix: 23/24 Accommodation Plan Data Tables

Elementary Panel

School Name	23/24 OTG	23/24 UTZ	23/24 Enrolment	Projections			
				24/25	25/26	26/27	27/28
Planning Area 18							
A.J. Baker PS	95	162%	154	162	167	173	169
Harrisfield PS	531	117%	619	646	648	691	715
Laurie Hawkins PS	671	86%	578	575	595	604	624
Royal Roads PS	400	105%	418	433	416	414	412
Thamesford PS	320	139%	446	479	494	531	568
Planning Area 19							
Algonquin PS	620	119%	738	742	710	665	642
Central PS	377	123%	465	456	441	433	415
Eastdale PS	314	93%	291	303	313	331	331
Northdale PS	328	122%	400	404	387	387	391
Oliver Stephens PS	366	89%	326	336	337	344	357
Roch Carrier FI PS	282	104%	294	295	295	291	293
Southside PS	369	108%	397	409	415	418	412
Springbank PS	366	120%	441	446	458	474	491
Winchester Street PS	407	89%	361	376	374	373	366
Planning Area 20							
Blenheim District PS	366	85%	312	331	325	326	322
East Oxford PS	317	111%	353	360	364	373	393
Hickson Central PS	481	133%	642	600	557	517	477
Innerkip Central PS	279	108%	300	333	335	355	380
Plattsville & District PS	317	80%	253	256	263	272	279
Tavistock PS	397	94%	373	414	439	463	479
Zorra Highland Park PS	397	108%	429	575	635	667	720

Data tables reflect October 31, 2023 actual enrolment. Data is to be read in conjunction with the 23/24 Accommodation Plan.

Appendix

Appendix: 23/24 Accommodation Plan Data Tables

Elementary Panel

School Name	23/24 OTG	23/24 UTZ	23/24 Enrolment	Projections			
				24/25	25/26	26/27	27/28
Planning Area 21							
Annandale PS	580	72%	418	420	427	440	454
Emily Stowe PS	599	95%	570	584	574	558	561
South Ridge PS	400	107%	429	464	508	555	600
Westfield PS	602	108%	653	662	642	650	643
Planning Area 22							
Davenport PS	403	74%	299	290	293	283	281
McGregor PS	395	64%	253	257	246	255	250
Port Burwell PS	248	42%	105	105	104	107	106
South Dorchester PS	190	183%	347	347	345	350	349
Springfield PS	268	52%	139	148	159	172	195
Straffordville PS	458	72%	331	372	389	366	384
Summer's Corners PS	571	74%	420	433	434	430	430
Planning Area 23							
Elgin Court PS	467	65%	305	293	286	276	267
Éva Circé-Côté FI PS	305	77%	234	237	237	235	234
Forest Park PS	530	75%	400	403	385	384	370
John Wise PS	611	94%	577	568	561	563	554
June Rose Callwood PS	375	107%	402	400	408	408	401
Kettle Creek PS	363	133%	484	523	533	551	574
Locke's PS	576	115%	660	647	612	586	559
Mitchell Hepburn PS	678	102%	693	678	676	696	706
New Sarum PS	257	91%	233	235	242	240	241
Pierre Elliot Trudeau FI PS	530	80%	422	447	470	491	512
Southwold PS	654	108%	706	726	755	764	807
Planning Area 24							
Aldborough PS	389	82%	320	326	332	351	364
Dunwich-Dutton PS	343	128%	438	455	478	492	496

Data tables reflect October 31, 2023 actual enrolment. Data is to be read in conjunction with the 23/24 Accommodation Plan.

Appendix

Appendix: 23/24 Accommodation Plan Data Tables

Secondary Panel

Planning Area	School Name	23/24 OTG	23/24 UTZ	23/24 Enrolment	Projections			
					24/25	25/26	26/27	27/28
Planning Area 1	Sir Frederick Banting SS	1308	118%	1547	1633	1650	1660	1733
Planning Area 2	A.B. Lucas SS	1188	124%	1473	1494	1488	1538	1625
Planning Area 3	Oakridge SS	909	113%	1030	1054	1100	1124	1146
Planning Area 4	B. Davison SS	618	5%	30	30	30	30	30
	H.B. Beal SS	1857	86%	1597	1545	1558	1528	1634
	London Central SS	786	125%	985	951	928	964	981
Planning Area 5	Montcalm SS	1251	70%	870	896	875	906	960
Planning Area 6	Clarke Road SS	1545	71%	1102	1083	1107	1142	1057
Planning Area 8	Westminster SS	1095	90%	982	991	1111	1037	1002
Planning Area 9	Saunders SS	1938	103%	1999	2087	2091	2114	2158
Planning Area 10	London South CI	651	124%	807	828	806	827	835
Planning Area 11	Sir Wilfrid Laurier SS	1098	101%	1108	1096	1149	1084	1097
Planning Area 13	North Middlesex DHS	426	33%	142	141	141	141	130
Planning Area 14	Strathroy DCI	1314	87%	1144	1238	1279	1289	1304
Planning Area 15	Glencoe DHS	531	36%	189	194	194	205	194
Planning Area 16	Medway HS	1233	120%	1480	1511	1579	1625	1639
Planning Area 17	Lord Dorchester SS	651	96%	622	599	632	626	630
Planning Area 18	Ingersoll DCI	1203	73%	879	928	912	933	957
Planning Area 19	College Avenue SS	1053	87%	913	965	943	937	954
	Huron Park SS	978	95%	927	973	1036	1091	1077
	Woodstock CI	678	77%	521	605	657	666	682
Planning Area 21	Glendale HS	996	79%	786	828	838	823	794
Planning Area 22	East Elgin SS	1155	84%	973	991	1000	1035	1039
Planning Area 23	Arthur Voaden SS	1059	34%	361	381	367	367	368
	Central Elgin SS	717	98%	705	743	698	708	716
	Parkside CI	984	114%	1081	1038	1070	1083	959
Planning Area 24	West Elgin SS	642	41%	261	270	272	311	310

Data tables reflect October 31, 2023 actual enrolment. Data is to be read in conjunction with the 23/24 Accommodation Plan.



TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To:	Members of Council	From:	Drew Davidson Director of Protective Services
Reviewed By:	Josh Brick, CAO	Date:	March 4 th 2024
Subject:	February Monthly Report	Council Meeting Date:	March 20 th 2024
Report #:	FC-24-06		

Recommendation:

That Report FC-24-06 is received as information.

Background:

To provide Council with an update regarding the activities of the Protective Services Department, for the month of February 2024.

Analysis/Discussion:

Meetings, Courses and Training Attended:

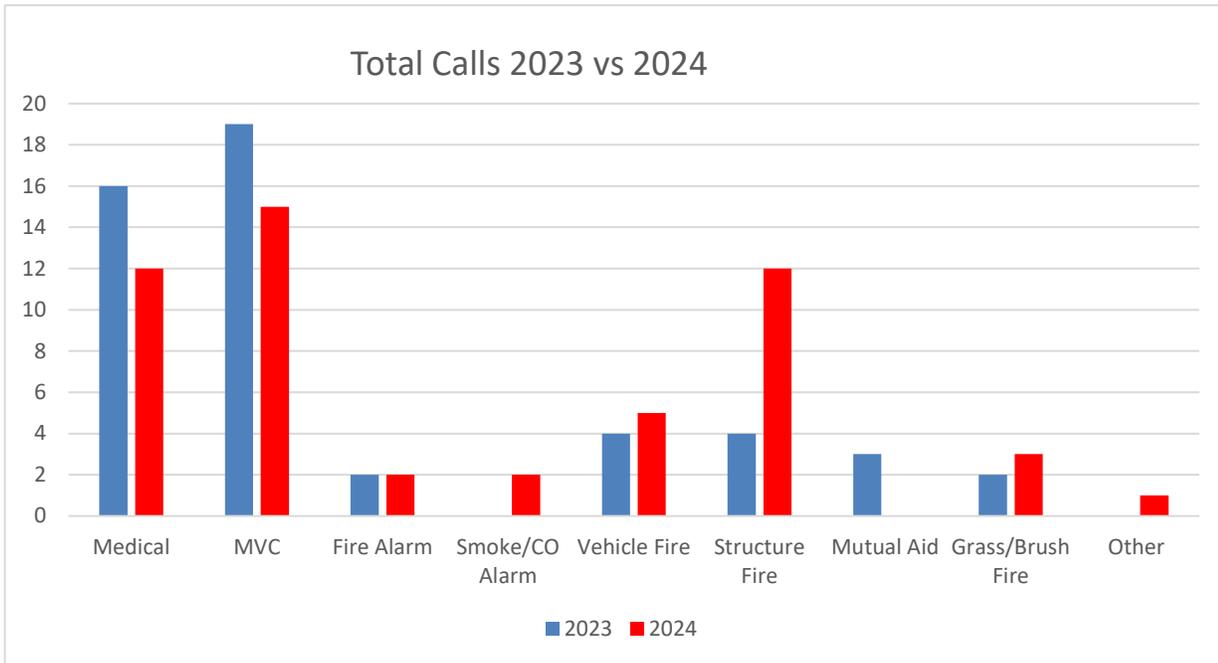
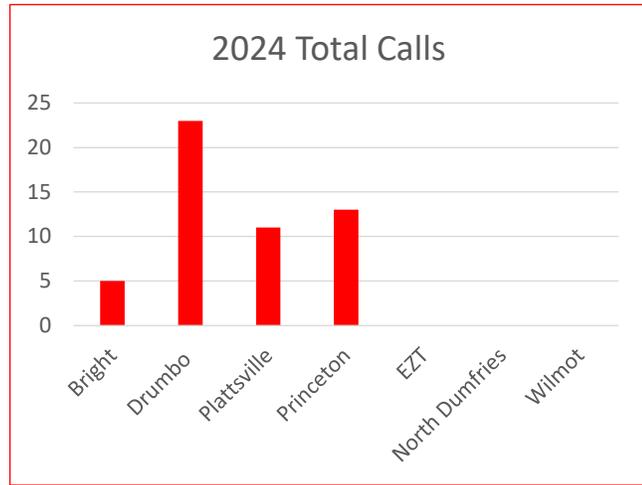
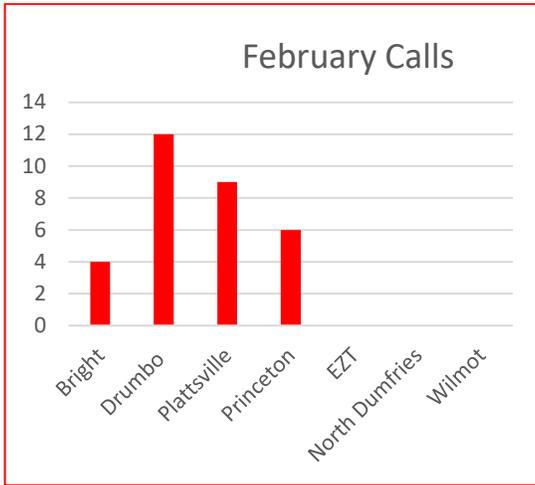
- Staff was hard at work finalizing the three by-laws that were presented at the February 21st council meeting. Plans are now in the works for an educational delivery of the fireworks by-law so all stakeholders within our township are aware of the new procedures.
- Our monthly RFSOC Chiefs meeting was held on February 8th in Plattsville. We had a presentation on electric vehicles and how this presentation can be expanded and rolled out to us and our township partners in a timely and cost-effective way. As Chiefs we are concerned about the lack of standards in the way electric vehicles are produced in regards to where our firefighters might find batteries and best ways to isolate when the vehicle has been in an accident. Firefighter safety is always front and foremost, and with the electric vehicle here to stay the fire service is working hard to stay up with the ever-changing technology.
- Staff held our first Camp 85 meeting on February 13th at the Drumbo station. This year's camp will see us build upon the success of last year. Donation letters have started to go out, each station has started planning their day, and the energy in the station is growing. Sani-gear has already committed to supplying the bunker pants and coats at no cost to the camp again this year and will be attending Drumbo Station on May 13th to size up this year's participants. Tigercat has also committed to once again providing t-shirts to both the girls and instructors and has upped their generosity by donating bags for the girls as well.

- Weekends in February were full of training for our firefighters and recruits alike. Our recruits completed two more weekends of training in Norwich and Beachville respectfully. Nine firefighters completed educator 1 which is required to present fire education to the public and one firefighter completing Officer 1 which is a requirement for all firefighters in an officer role. Time and energy went into four of our last year's recruits successfully obtaining their DZ licenses. I would like to thank our trainers who had our students well prepared for the testing.
- A date of interest, Blandford Blenheim will be hosting the auto ex recruit day in Brighton on April 20th, again this year. I would like to invite council to come out and see our recruits in action.
- Our Deputy Chief attended a one-day workshop on petroleum emergencies. This workshop provided an overview of how the risks of abandoned wells and other related naturally occurring incidents that must be considered in emergency response and community risk evaluations. These incidents could involve explosions, gas and hazardous vapour releases and other environmental impacts. The event was put on by Elgin County and sponsored by MNRF Legacy Well Program.
- Firefighter committees are an important part of our departments. Over the past years, our committees have slowed down and we are working on getting them up and running again. We have a lot of experience and knowledge outside of the fire department in our firefighters and have reached out to all firefighters for interest in sitting on the following committees:
 - Training
 - Fire Prevention
 - SOG
 - Recognition & Retention
 - Health & Safety
 - Truck/Tool

Fire:

- 35 burn permits were issued in February 2024
- February 2024 monthly fire calls with annual comparisons (included)

February Fire Reports:



CEMC – February 2024

- Attended Emergency Management Webinar regarding upcoming Emergency Preparedness Week
- Attended Teams Meeting regarding upcoming Solar Eclipse
- Attended Petroleum Emergencies Awareness Workshop regarding abandoned oil/gas wells

By-Law Enforcement – February 2024

Parking Complaints...3

Land and clear...1

Property Standards...1

Dogs at Large...1

Kennel Inspections...1

Fire Prevention – February 2024

- CRA Development and completion
- E&R Bylaw Development
- 3 commercial locations – fueling stations
- 1 alarm activation follow up
- 2 assembly site visits

Respectfully submitted by:



Drew Davidson
Director of Protective Services



TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To:	Members of Council	From:	Drew Davidson – Director of Protective Services
Reviewed By:	Josh Brick	Date:	March 12, 2024
Subject:	Capital Purchase – Fire Apparatus	Council Meeting Date:	March 20, 2024
Report #:	FC-24-07		

Recommendation:

That Report FC-24-07 is received as information.

And further that Council approve staff to begin the procurement process for the acquisition of one aerial fire apparatus with an expected delivery in 2027.

Background:

The 2023 long term capital plan laid out the purchase of a used pumper for Bright to replace the current 1994 unit. Additionally, the plan identified a new pumper for the Plattsville station in 2026 at a cost of \$900,000 to replace the current 2005 pumper.

The purchase of a 2027 aerial truck for the Township was identified in the 2024 capital plan as being of high priority for reasons outlined further in in this report. As a result, a revised plan is being presented to support an efficient and effective capital purchase for the safety of residents and visitors.

With the Bright pumper not having been replaced in 2023, the Plattsville pumper scheduled for replacement in two years, and a shift in the construction of higher dwellings than ever before, an opportunity for the Township presents itself.

More specifically, we are able to combine an aerial that will also act as a pumper for the Plattsville station, move the existing Plattsville pumper to Bright to avoid an additional capital purchase, and look after present and future growth anticipated in the Township.

Analysis/Discussion:

Staff has identified the need for an aerial apparatus through the review of existing and future development within the Township. Current buildings in the existing downtown cores of villages, apartments on the third floors of commercial building with only one means of egress, and even higher agricultural bins and silos all currently exist. In looking to the future, changes to building types and density will have a drastic change as to how our Township looks. The building code and zoning by-law have recently changed how close homes may be built beside each other, and discussions are under

way to allow up to a four-story apartment complex with four units on each floor only requiring a single means of egress.

The changes described here present a major challenge for all Fire Services in terms of capital expenditures.

The current lead times to acquire new fire apparatus is around the 36-month mark, with a delivery date in 2027. With this in mind staff would like to propose the following plan to overcome our challenges of having an aging fleet in the north end of our Township along with protecting our citizens as the landscape around us changes.

Staff will use the Canoe procurement process much in the same way as the Drumbo tanker was ordered last year, taking into account that the Township would not pay until delivery of an aerial in 2027. The aerial apparatus will be used as a frontline pumper, thus making it an ideal solution to the replacement of Plattsville's pumper. Upon delivery, the existing Plattsville pumper will be 22 years of age, while up in years of use this particular pumper has been one of Blandford Blenheim's most reliable apparatus over the years starting out in the Drumbo station. Because of this staff feels it is valuable to move this pumper over to the Bright station and retire Bright's current 1994 pumper.

Keeping in mind by the time of delivery the current Bright pumper will be 33 years in service, staff has been in contact with Town and Country who maintain our heavy apparatus along with 1200 Degrees who look after our fleets onboard pumps and both are confident that the current Bright pumper will be able to safely remain in service until 2027. The fire review that was completed in 2016 suggested that we should keep our pumpers for 25 years and 30 years for tankers, and as a department we are falling behind in this aspect. With this plan we are able to get back on track along with adding an apparatus that will not just benefit one station or one village but, everyone who lives, works, and plays in our growing Township.

Financial Considerations:

Upon initial investigation, staff is anticipating that the cost of an aerial truck is currently around \$2.2 million. The funding for this apparatus was laid out in the 2024-2033 Capital Plan. Updated costs will not be known until the procurement process is completed but \$1.0M in funding will come from the Working Capital Reserves and the balance will be debentured. This project is eligible for development charges and DC collected funding will pay a large portion of the debenture payments as they are collected.

Respectfully submitted by:

Drew Davidson

Drew Davidson
Director of Protective Services



TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To:	Members of Council	From:	Ray Belanger, CBO
Reviewed By:	Josh Brick, CAO	Date:	March 13, 2024
Subject:	Monthly Report to Council	Council Meeting Date:	March 20, 2024
Report #:	CBO-24-03		

Recommendation:

That report CBO-24-3 be received as information.

Background:

To provide Council with an update regarding the monthly building activities for the period ending on February 29, 2024.

Building Department Updates:

- The building department issued 11 permits for the month of February 2024.

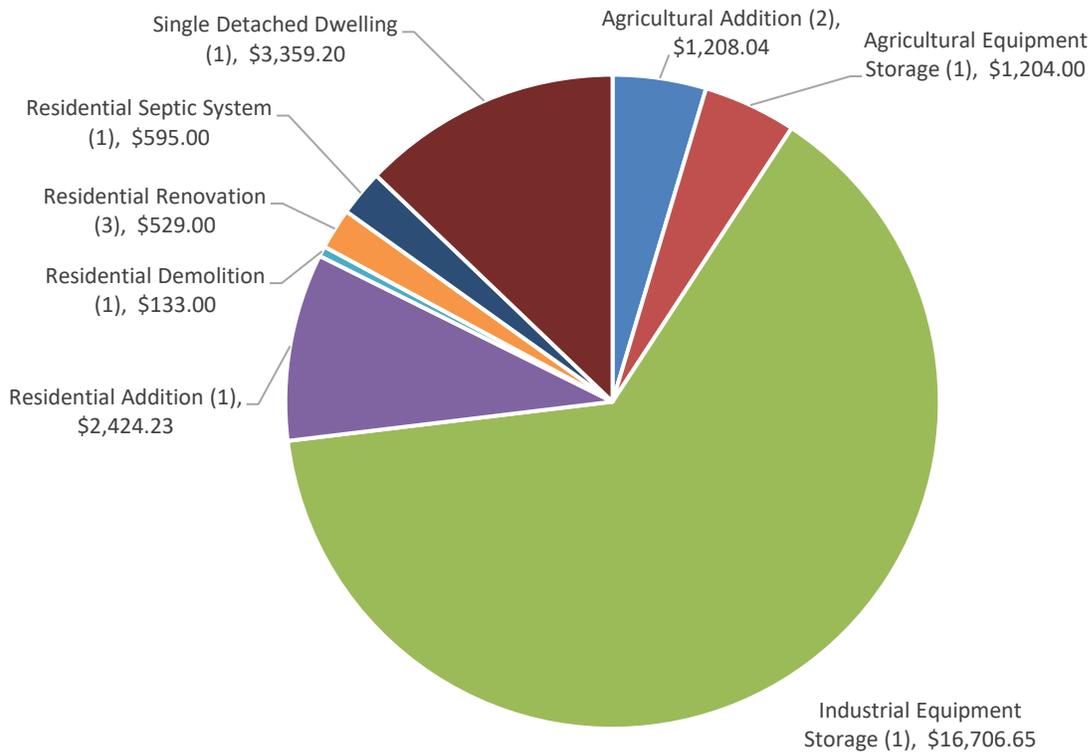
Legislative Updates:

- No updates to report

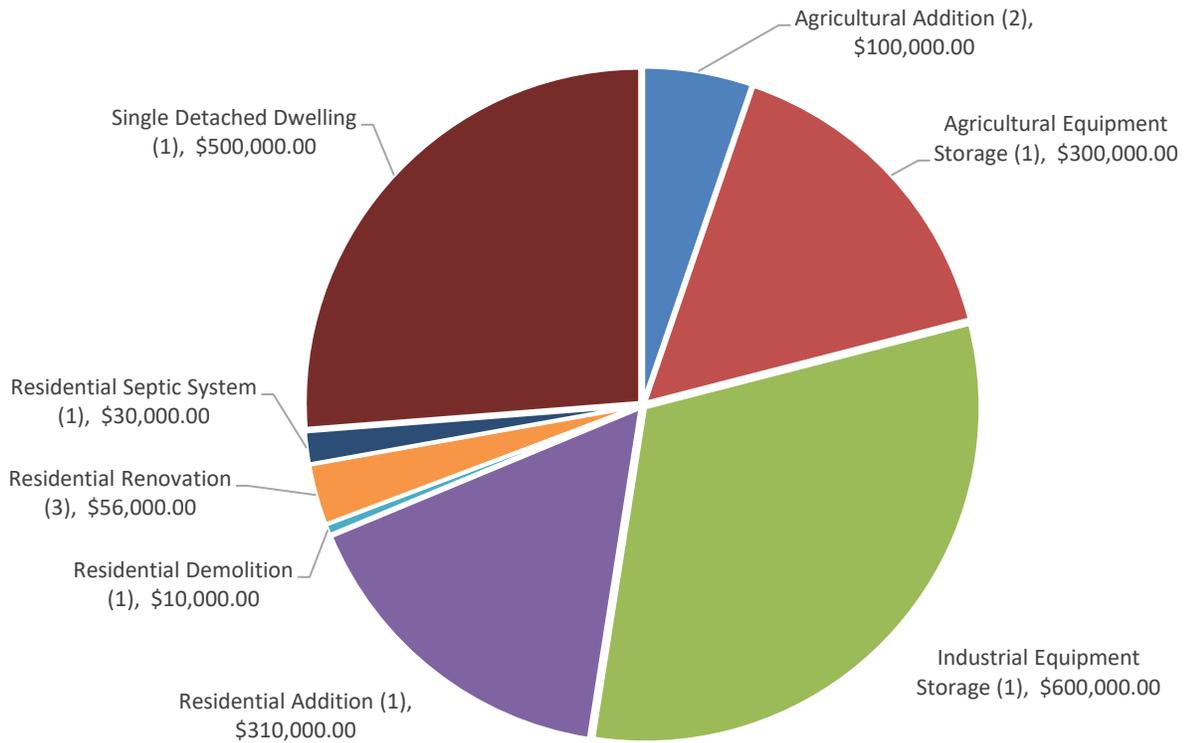
Respectfully submitted by:

Ray Belanger
Chief Building Official

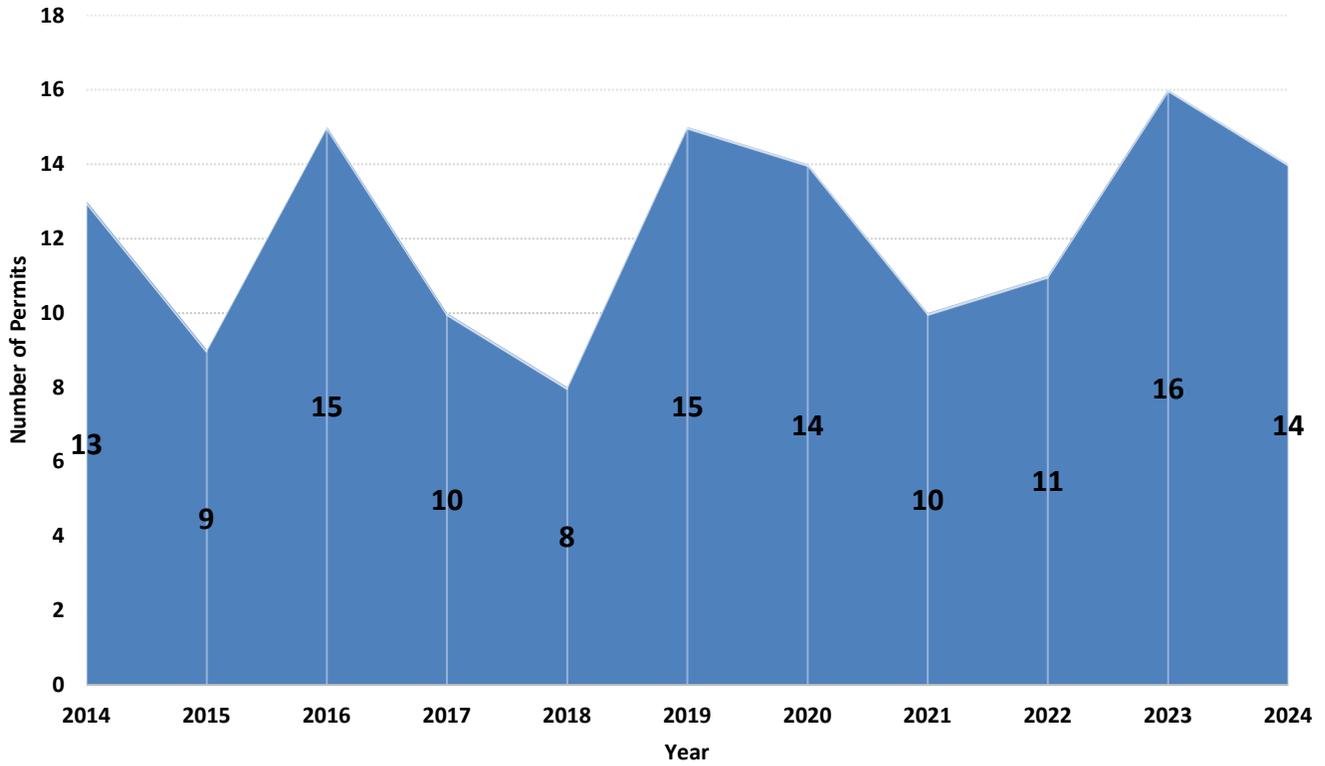
February 2024 - Permit Fees



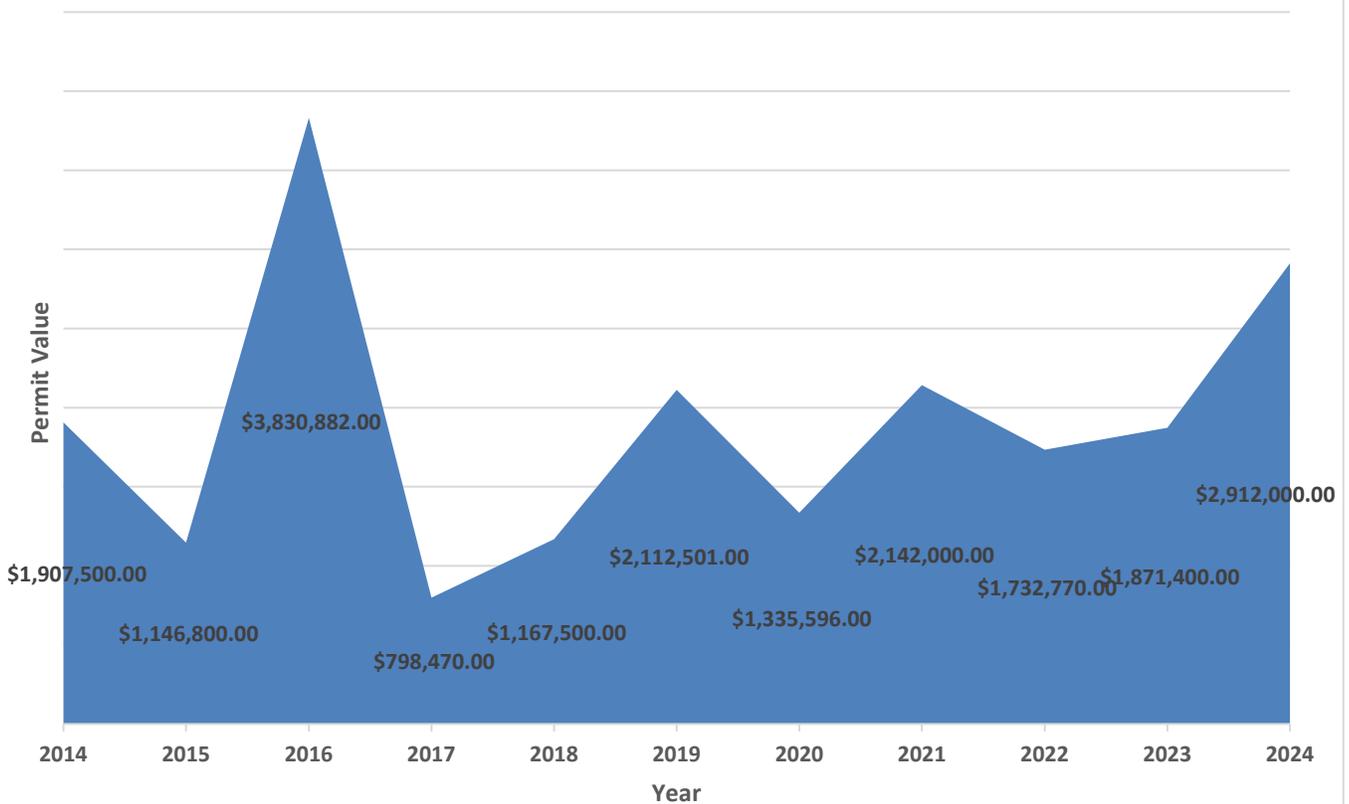
February 2024 - Permit Values



Year to Date Permit Numbers



Year to Date Permit Values





TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To:	Members of Council	From:	Jim Borton Director of Public Works
Reviewed By:	Josh Brick, CAO Denise Krug, Director of Finance	Date:	March 14, 2024
Subject:	Emergency Culvert Replacement	Council Meeting Date:	March 20, 2024
Report #:	PW-24-06		

Recommendation:

That Report PW-24-06 be received for information;

And further that the culvert replacement expenditure be drawn from the Public Works Reserve.

Background:

On March 6, the Township received a call from a concerned resident about a large hole forming on top of a culvert on Township Road 11 between Oxford Road 3 & Blenheim Road. Staff were sent out to investigate. When they arrived, a large hole was starting to form above the culvert. When staff looked inside the culvert it was evident that the top of the culvert had started to collapse inward. As this is a very large culvert 3300x2080mm (11ft x 7ft). The Township closed the road so that no further damage was done to the culvert and to keep residents safe. K. Smart Engineering was contacted to consult on what should be done and to determine the structural soundness of the culvert.

Analysis/Discussion:

On March 7, 2024, K. Smart and the Township met on site to assess the culvert. During the investigation it was determined that the culvert was in too bad of shape to repair permanently or even temporarily as far as safety was concerned. It was determined that the failed pipe needs to be replaced and suggested that the twin pipe beside it also be done as they would both have been installed at the same time. With this information staff contacted 3 suppliers of the large CSP pipe: ES Hubbel, Armtec & AIL. The Township asked for pricing as well as an estimated delivery time. ES Hubbel could not produce a pipe this size for 4-6 weeks, Armtec gave a price of \$950/m and was 2-3 weeks for delivery. AIL had the pipe size that was required in stock but was scheduled for another job. After working with AIL we agreed on a price of \$850/m and could have the pipe in 2-3 days. AIL was able to contact the buyer of the pipe and determine that they would not require the pipe for a month, this would allow AIL to sell the Township the

pipe needed and reproduce for the original contract. The Township, with permission from the CAO, arranged to purchase the pipe. In an emergency, the Township’s procurement policy allows the director to purchase goods required to correct or mitigate that emergency with permission from the CAO. The director must then provide Council with a report laying out the steps that have been done and the outcome. With the Township moving to purchase the replacement culvert prior to seeking council approve the Township was able to correct the problem and have the road reopened in under a week. Township staff and a contracted excavator where able to complete the replacement.

Once the pipe had been secured and the construction setup, staff looked to gain more information for the writing of this report. These culverts are identified in our OSIM reports as they exceed the 3-meter width and are inspected every 4 years. The culverts are identified in the report as structure 40. The report dating 2021 identifies that due to the age and current condition of the pipe that they be monitored and that replacement be considered in the next 10 years. Staff have been monitoring structure 40, it was our belief from our inspections that the condition had not worsened and therefore had not been added to our 10-year capital plan yet.

The replacement of structure 40 was not planned. Due to safety concerns because of the pipe failure, staff made the decision to move forward with the replacement so that the Township residents can use Township Road 11 safely. Please accept this report as information and allow the culvert cost and the replacement cost to be allowed as a capital expense.

Financial Considerations:

CSP Culvert from AIL \$850/m 3300/2080mm x 15m X 2 Total \$25,500.00 plus HST

Excavator cost & staff time \$5,000.00

The funding will come from the Public Works Reserve, there is adequate funding in the reserve to cover the cost of the pipe and the installation.

Attachments: None

Respectfully submitted by:



Jim Borton
Director of Public Works



TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To:	Members of Council	From:	Denise Krug Director of Finance
Reviewed By:	Josh Brick, CAO	Date:	February 29, 2024
Subject:	Ontario Regulation 284-09	Council Meeting Date:	March 6, 2024
Report #:	TR-24-03		

Recommendation:

That Report TR-24-03 be received as information;

And further that report TR-24-03, with respect to Ontario Regulation 284/09 for the budget year 2024, be adopted.

Background:

The Province of Ontario passed Ontario Regulation 284/09 (O. Reg 284/09) that requires municipalities to report on whether they are budgeting for amortization expense, post-employment benefit expense and solid waste landfill closure and post-closure expenses. If municipalities do not budget for these expenses, Council must acknowledge the impact and potential consequences.

Analysis/Discussion:

The Township of Blandford-Blenheim in developing its budget for the year 2024 has included the following:

1. Transfers to reserves for tangible capital asset renewal amounts (total transfers to reserves \$2,847,524 for capital assets \$2,780,024) that are greater than the historical amortization of its current assets (2022 total amortization \$1,976,659).
2. The budget contained the current year's post-employment benefit expense for the Township's retired employees that are eligible for this benefit.
3. The Township of Blandford-Blenheim does not have a landfill site and therefore is not subject to solid waste landfill closure and post-closure expenses.

The result of the above inclusions in the budget decreases the operating surplus as the amounts transferred to reserve for capital purposes exceed the current amortization required under O.Reg. 284/09.

Financial Considerations:

The exclusion of amortization from the 2024 budget and including a higher transfer to reserves and capital funds to replace the Township of Blandford-Blenheim's tangible capital assets will result in Township assets being replaced in a timely manner without large fluctuations on the Township's tax rate.

Attachments:

None

Respectfully submitted by:

Denise Krug
Director of Finance/Treasurer



TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To: Members of Council
Reviewed By: Josh Brick, CAO
Subject: Indexing of Development Charges
Report #: TR-24-05

From: Denise Krug,
Treasurer/Director of Finance
Date: March 7, 2024
Council Meeting Date: March 20, 2024

Recommendation:

That Report TR-24-05 be received as information.

Background:

The Township passed Development Charges By-law 2148-2019 on August 7, 2019. Section 13 of the By-law establishes the authority to adjust the development charges set out in Schedule B of the by-law annually on April 1, each year, without amendment to the by-law, in accordance with the most recent twelve month change in the Statistics Canada Quarterly, "Construction Price Statistics".

Analysis/Discussion:

The Township has the ability to alter the development charges to accommodate for inflation. This ability is contained in Section 13 of the current By-law. The following table illustrates the Development Charges Currently in place compared to the Charges that will come into effect when the charges are indexed in accordance with the Construction Price Index:

Residential Unit Type	Current Charge	5.5% adjustment	Charge as of April 1, 2024
Singles & Semis	\$9,631	\$530	\$10,161
Rows & other multiples	\$6,051	\$333	\$6,384
Apartment - 2 bedroom units	\$5,135	\$282	\$5,417
Apartment – 1 bedroom units	\$3,474	\$191	\$3,665

Non-Residential	Current Charge	5.5% adjustment	Charge as of April 1, 2024
Per m3 of Gross Floor Area	\$35.91	\$1.98	\$37.89
Per Wind Turbine	\$7,076	\$389	\$7,465

Financial Considerations:

The Township's Development Charges by-law allows for the fees charged to be adjusted annually based on the most recent twelve month change in the Statistics Canada Quarterly "Construction Price Index". The 2023 fourth quarter data places the year-over-year change at 5.5%.

Attachments:

N/A

Respectfully submitted by:

Denise Krug
Treasurer/Director of Finance



TOWNSHIP OF BLANDFORD-BLENHEIM

Agenda Item

To:	Members of Council	From:	Denise Krug, Director of Finance
Reviewed By:	Josh Brick, CAO	Date:	March 7, 2024
Subject:	2023 Development Charges Annual Report	Council Meeting Date:	March 20, 2024
Report #:	TR-24-06		

Recommendation:

That Report TR-24-06 be received as information, and is posted on the website for public information.

Background:

Under the provisions of the Development Charges Act, the Treasurer is required to provide Council with an annual statement, including the reporting of all other financing sources for a capital project partially financed with Development Charges.

Analysis / Discussion:

The 2023 Opening balance for Development Charges was \$54,595.26

The total amount of Development Charges collected in 2023 was \$206,584.96 and a refund was given for a correction to 2020 DCs charged in the amount of \$22,461.00, for a net amount of \$184,123.96 collected..

The total amount of interest earned in 2023 by all Development Charges was \$8,637.55.

The total amount transferred from Development Charges in 2023 was \$270,608.41, including \$92,770 towards the arena debenture payment, \$16,415.34 towards the Development Charges Study and \$161,423.07 towards capital projects.

The Treasurer has reviewed this report and confirms that the Township is in compliance with Section 59(1) of the Act, which defines when Development Charges can be imposed.

Financial Considerations:

NA

Attachments:

2023 Development Charges Annual Report

2023 Development Charges Capital Report

Respectfully submitted by:

Denise Krug
Director of Finance/Treasurer

Township of Blandford-Blenheim
DEVELOPMENT CHARGES RESERVE FUNDS
January - December 2023

	Public Works: Roads & Related 01-0109-0105	General Government 01-0109-0110	Fire Department 01-0109-0115	Parks and Recreation 01-0109-0155	Totals	
Opening Balance	\$85,732.91	\$19,948.97	\$100,780.28	(\$151,866.90)	\$54,595.26	
Development Charge Collections	\$96,765.53	\$6,974.28	\$50,873.58	\$51,971.57	\$206,584.96	
2020 Correction - 6 Towns charged at SFD rate	(\$10,520.86)	(\$758.28)	(\$5,531.24)	(\$5,650.62)	(\$22,461.00)	
Net Collection for 2023	\$86,244.67	\$6,216.00	\$45,342.34	\$46,320.95	\$184,123.96	
Interest Earned (1.87% = Prime less 1.75%)	\$547.78	\$506.01	\$7,583.76	\$0.00	\$8,637.55	
Less:						
Amounts Transferred to Capital or Other Funds						
Hard Surface Twp Rd 2E (2020)	\$ 12,647.52					
Hard Surface Hubbard Rd (2020)	\$ 12,236.39					
DC study		\$ 16,415.34				
Base Improvements Twp Rd 6B	\$ 4,526.16					
Princeton Municipal Drain & Street Upgrades	\$ 132,013.00					
Plattsville Arena Debenture				\$ 92,770.00		
					\$270,608.41	Total 2022 DCs transferred
					\$92,770.00	Arena Debenture
					\$16,415.34	DC study
					\$161,423.07	Total 2022 DCs for capital
Balance at Year End	\$11,102.29	\$10,255.64	\$153,706.38	(\$198,315.95)	(\$23,251.64)	

Township of Blandford-Blenheim
2023 Capital Project Funding Including Development Charges

Project Description	2023 Project costs	Taxation	Grant Fed	Grant Prov	CCBF	Financing			
						DC	Other	County	Reserves
Hard Surface Twp Rd 2E (2020)	\$ 167,658.96				\$ 155,011.44	\$12,647.52			
Hard Surface Hubbard Rd (2020)	\$ 162,208.95				\$ 149,972.56	\$12,236.39			
Base Improvements Twp Rd 6B	\$ 60,000.00					\$4,526.16			\$55,473.84
Princeton Municipal Drain & Street Upgrades	\$ 4,919,888.88				\$ 500,000.00	\$132,013.00	\$662,414.00	\$1,077,146.25	\$2,548,315.63
Totals	\$5,309,756.79	\$0.00	\$0.00	\$0.00	\$804,984.00	\$161,423.07	\$662,414.00	\$1,077,146.25	\$2,603,789.47

18.3.4.2.1.4 GROSS FLOOR AREA:

Maximum **371.6 m²** (4,000 ft²)

18.3.4.2.1.5 HEIGHT

Maximum **6.5 m** (21.3 ft)

18.3.4.3 OPEN STORAGE

Notwithstanding Section 18.2.3 of the Zoning By-law, *open storage* of goods, materials, or *motor vehicles*, other than *motor vehicles* located within identified required legal parking spaces, shall be prohibited. Goods, materials, and *motor vehicles* shall be stored within the *warehouse*.

18.3.4.4 ACCESSORY RETAIL, WHOLESALE, OR BUSINESS OFFICE SPACE

Notwithstanding Section 18.2.4 of the Zoning By-law, retail, wholesale, or business office space accessory to a warehouse shall be prohibited.

18.3.4.5 That all the provisions of the 'MR' Zone in Section 18.2 to this Zoning By-law, as amended, shall apply, and further that all the other provisions of this Zoning By-Law, as amended, that are consistent with the provisions herein contained shall continue to apply mutatis mutandis."

3. This By-law comes into force in accordance with Sections 34(21) and (30) of the Planning Act, R.S.O. 1990, as amended.

READ a first and second time this 20th day of March, 2024.

READ a third time and finally passed this 20th day of March, 2024.

Mark Peterson – Mayor

(SEAL)

Sarah Matheson, Clerk

ZN 1-24-01

TOWNSHIP OF BLANDFORD-BLENHEIM

BY-LAW NUMBER 2426-2024

EXPLANATORY NOTE

The purpose of By-Law Number 2426-2024 is to rezone the lands from 'Development Zone (D)' to 'Special Restricted Industrial Zone (MR-4)' to permit a warehouse. Special provisions are included to recognize the existing lot depth and lot area. Special provisions are also included to permit a reduced front yard depth, prohibit open storage, prohibit accessory uses, and to limit both the maximum size and height of the warehouse.

The subject lands are described as Part Lots 8-13, Plan 65, in the Township of Blandford-Blenheim. The lands are located on the north side of Railway Street West, to the west of Main Street South. The land does not currently have a municipal address.

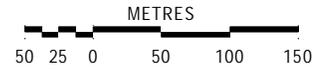
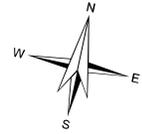
The Township of Blandford-Blenheim, after conducting the public hearing necessary to consider the application, adopted amending By-law Number 2426-2024. The public hearing was held on March 20, 2024 and Council did not receive any comments from the public respecting this application.

Any person wishing further information regarding Zoning By-Law Number 2426-2024 may contact the undersigned.

Sarah Matheson, Clerk
Township of Blandford-Blenheim
47 Wilmot Street South
Drumbo, Ontario
N0J 1G0

Telephone: 519-463-5374

KEY MAP



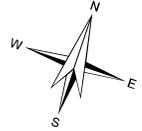
 LANDS TO WHICH BYLAW 2426-2024 APPLIES



SCHEDULE "A"

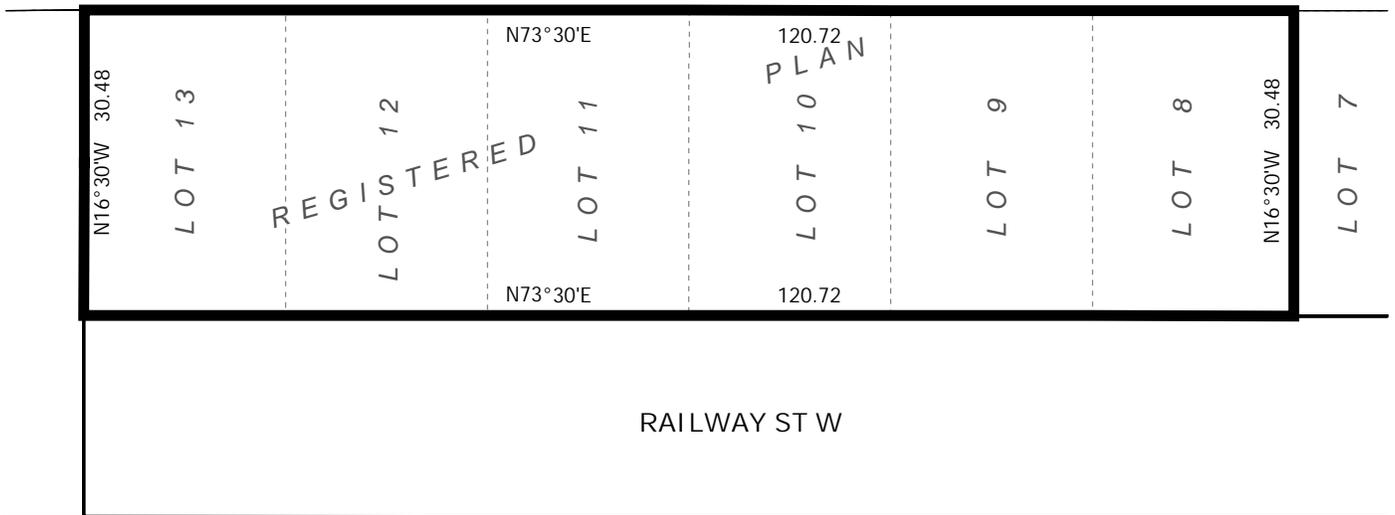
TO BY-LAW No. 2426-2024

LOTS 8-13, REGISTERED PLAN 65 (PRINCETON)
TOWNSHIP OF BLANDFORD-BLENHEIM



CANADIAN NATIONAL RAILWAY
(GREAT WESTERN RAILWAY)

No. 65



AREA OF ZONE CHANGE TO MR-4

NOTE: ALL DIMENSIONS IN METRES



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THIS IS SCHEDULE "A"

TO BY-LAW No. 2426-2024, PASSED

THE _____ DAY OF _____, 2024

MAYOR

CAO/CLERK

THE CORPORATION OF THE
TOWNSHIP OF BLANDFORD-BLENHEIM
BY-LAW NUMBER 2427-2024

Being a By-law to confirm the proceedings of Council.

WHEREAS by Section 5 of the *Municipal Act* 2001, S.O. 2001, c.25, the powers of a municipal corporation are to be exercised by its Council.

AND WHEREAS by Section 11 of the *Municipal Act* 2001, S.O. 2001, c.25, the powers of every Council are to be exercised by by-law;

AND WHEREAS it is deemed expedient that the proceedings of the Council of the Corporation of the Township of Blandford-Blenheim at this meeting be confirmed and adopted by by-law;

NOW THEREFORE the Council of the Corporation of the Township of Blandford-Blenheim hereby enacts as follows:

1. That the actions of the Council of the Corporation of the Township of Blandford-Blenheim in respect of each recommendation contained in the reports of the Committees and each motion and resolution passed and other action taken by the Council of the Corporation of the Township of Blandford-Blenheim, at this meeting held on March 20th, 2024 is hereby adopted and confirmed as if all such proceedings were expressly embodied in this by-law.
2. That the Mayor and proper officials of the Corporation of the Township of Blandford-Blenheim are hereby authorized and directed to do all things necessary to give effect to the actions of the Council referred to in the proceeding section hereof.
3. That the Mayor and the Clerk be authorized and directed to execute all documents in that behalf and to affix thereto the seal of the Corporation of the Township of Blandford-Blenheim.

By-law read a first and second time this 20th day of March, 2024.

By-law read a third time and finally passed this 20th day of March, 2024

MAYOR
MARK PETERSON

CLERK
SARAH MATHESON