



NOTICE

THE MAYOR HAS CALLED
A SPECIAL MEETING OF COUNCIL

AT 5:00 P.M.

TUESDAY, SEPTEMBER 7, 2021

IN COMMITTEE-OF-THE-WHOLE (IN-CAMERA)
TO DISCUSS THE FOLLOWING:

- PERSONAL MATTERS ABOUT AN IDENTIFIABLE INDIVIDUAL, INCLUDING MUNICIPAL OR LOCAL BOARD EMPLOYEES AND LABOUR RELATIONS OR EMPLOYEE NEGOTIATIONS;
 - *Non-Union Compensation and Policies.*
- PROPOSED OR PENDING ACQUISITION OR DISPOSITION OF LAND BY THE MUNICIPALITY OR LOCAL BOARD;
 - *Request for a revised encroachment agreement - 535 King Street.*
 - *Agreement of purchase and sale for 33 Hellems Avenue.*
 - *Humberstone Landfill - host municipality compensation agreement.*
- A TRADE SECRET OR SCIENTIFIC, TECHNICAL, COMMERCIAL, FINANCIAL OR LABOUR RELATIONS INFORMATION, SUPPLIED IN CONFIDENCE TO THE MUNICIPALITY OR LOCAL BOARD, WHICH, IF DISCLOSED, COULD REASONABLY BE EXPECTED TO PREJUDICE SIGNIFICANTLY THE COMPETITIVE POSITION OR INTERFERE SIGNIFICANTLY WITH THE CONTRACTUAL OR OTHER NEGOTIATIONS OF A PERSON, GROUP OF PERSONS, OR ORGANIZATION;
 - *Lease - WMHA at Main Arena.*
- LITIGATION OR POTENTIAL LITIGATION, INCLUDING MATTERS BEFORE ADMINISTRATIVE TRIBUNALS, AFFECTING THE MUNICIPALITY OR LOCAL BOARD; AND
 - *INNIO Update.*

AND

IN OPEN SESSION FOLLOWING COMMITTEE-OF-THE-WHOLE (IN-CAMERA)

FOLLOWED BY A
REGULAR COUNCIL MEETING AT 7:00 P.M.
IN COUNCIL CHAMBERS, CIVIC SQUARE

TO CONSIDER ANY CORRESPONDENCE, REPORTS, AND BY-LAWS.

Due to COVID-19 and the closure of the Civic Square

All Electronic Meetings can be viewed at:

City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>

YourTV: The meeting will be aired on channel 700 on September 11, 2021 at 8:00 a.m.

Tara Stephens, City Clerk



COUNCIL MEETING AGENDA

Tuesday, September 7, 2021

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**1. COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (5:00 p.m.)
(See yellow tab)**

- Personal matters about an identifiable individual, including municipal or local board employees and Labour relations or employee negotiations;
- *Non-Union Compensation and Policies.*
- Proposed or pending acquisition or disposition of land by the municipality or local board;
- *Request for a revised Encroachment Agreement - 535 King Street.*
- *Agreement of Purchase and Sale for 33 Hellems Avenue.*
- *Humberstone Landfill - Host Municipality Compensation Agreement.*
- A trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization; and
- *Lease - WMHA at Main Arena.*
- Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
- *Innio Update.*

2. ARISE FROM COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (6:55 p.m.)

3. OPEN COUNCIL MEETING (7:00 p.m.)

3.1 NATIONAL ANTHEM

3.2 OPENING REMARKS

3.3 DECLARATION OF OFFICE – JOHN MASTROIANNI, WARD 3 COUNCILLOR

3.4 ADDITIONS/DELETIONS TO AGENDA

3.5 ADOPTION OF MINUTES

Special Council Meetings of August 10 and 17, 2021 (*Previously Distributed*)



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3.6 CALL UPON THE CITY CLERK TO REVIEW COMMITTEE-OF-THE-WHOLE ITEMS (IN-CAMERA) TO BE ADDED TO BLOCK

3.7 DISCLOSURES OF INTEREST

3.8 COUNCILLORS TO DETERMINE AGENDA ITEMS AND BY-LAWS TO BE REMOVED FROM BLOCK FOR DISCUSSION IN COMMITTEE-OF-THE-WHOLE (OPEN) (See pink tab)

4. ORAL REPORTS AND DELEGATIONS

4.1 PRESENTATIONS

21-13 Matt Robinson, Director, GO Implementation Office, Niagara Region re: Niagara Transit Governance - Revised Strategies Reflecting Phase 1 Feedback.

(Background information included in Council members packages).

4.2 DELEGATION(S) (maximum 5/10/5 policy)

21-15 Nora Reid, President and Claire Masswohl, Vice President, Central Station Education Initiative re: Update Business Plan.

(Background information included in Council members packages).

4.3 AGENCIES, BOARDS, COMMISSIONS AND COMMITTEES REPORT(S) - Nil

4.4 LEGISLATED PUBLIC HEARINGS PURSUANT TO THE *PLANNING ACT*

21-21 The City of Welland is proposing to amend Zoning By-law 2017-117 to permit short-term rental use, including but not limited to short-term rental of rooms in a dwelling unit, and short-term rental of entire dwelling units. The Zoning By-law Amendment proposes to permit Short-Term Rentals as a secondary use to the principal Residential use of a dwelling except for in Commercial Zones where residential uses are permitted. Short-Term Rental Accommodations would be permitted in a single-detached dwelling, two-unit dwelling, townhouse dwelling, multiple dwelling, apartment dwelling, and an accessory dwelling unit. A Short-Term Rental Licensing By-law has also been proposed that will be implemented in conjunction with the Draft Zoning Provisions. The Licensing By-law will include a licensing framework that provides enforcement tools beyond the land use permissions and be associated with an Administrative Penalty System (APS) to address contraventions of the Licensing By-law.

(See Report P&B-2021-49 Pages 19 to 49)



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21-113A Complete Application has been made by UPPER CANADA CONSULTANTS on behalf of VINMAR DEVELOPMENTS LTD. for Draft Plan of Subdivision Approval for lands described as PART OF LOT 1, CONCESSION 13, RP 59R4275 PART 2, GEOGRAPHIC TOWNSHIP OF PELHAM, IN THE CITY OF WELLAND, REGION OF NIAGARA, municipally known as 420 MURDOCK ROAD. The subject lands are designated URBAN AREA in the Regional Official Plan, as LOW DENSITY RESIDENTIAL AND CORE NATURAL HERITAGE in the City of Welland Official Plan, and zoned RESIDENTIAL LOW DENSITY 1 – RL1 AND ENVIRONMENTAL PROTECTION OVERLAY - EP by By-law 2017-117.

(See Report P&B-2021-47 Pages 14 to 48)

5. COMMITTEE-OF-THE-WHOLE (OPEN)
(to discuss items removed from Agenda Block)

6. BY-LAWS (SEE AGENDA INDEX)

7. NOTICES OF MOTION

7.1 Councillor matters discussed with staff for reporting purposes

7.2 Notices of Motion (previously submitted for discussion)

(Councillor McLeod)

02-160

21-43 WHEREAS from time to time a duly elected Welland City Councillor is unable to complete their term of council; and further
WHEREAS the third runner-up usually has garnered significant support within the ward to warrant appointment.
NOW THEREFORE IT BE RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND automatically appoints the third place candidate to fill the vacancy, who has been democratically elected as the runner-up. Provided they have received a minimum of 18% of the Ward vote, they are still interested in the Councillor position and are in good standing within the community.



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(Councillor Chiocchio)

21-22 THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to provide a technical report as to installing 4 way stop at Gaiser Road and South Pelham Road, and Gaiser Road and Clare Avenue; and further THAT a report is to be presented for council consideration no later then October 15, 2021.

7.3 Call for Notices of Motion (for introduction at the next scheduled Council meeting)

8. CORPORATION REPORTS

8.1 Mayor's Report

8.2 Chief Administrative Officer's Report

9. CONFIRMATORY BY-LAW

A By-law to adopt, ratify and confirm proceedings of the Council of the Corporation of the City of Welland at its meeting held on the 7th day of September, 2021. Ref. No. 21-1

10. ADJOURNMENT



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AGENDA BLOCK

1. BUSINESS ARISING FROM MINUTES, PREVIOUS MEETINGS AND OTHER ITEMS REFERRED FROM COUNCIL FOR DISCUSSION - Nil

2. COMMITTEE AND STAFF REPORTS

- 1. Business Arising from Committee-of-the-Whole (closed)**
- 2. General Committee Report to Council - NIL**
- 3. Budget Review Committee Report to Council - NIL**
- 4. Staff Reports**

1 - 8	<u>FIN-2021-25</u>	CAO/Director of Corporate Services, S. Zorbas - City of Welland Financing of Niagara Central Dorothy Rungeling Airport Commission. Ref. No. 13-50 (See By-law 1)
9 - 10	<u>FIN-2021-27</u>	CAO/Director of Corporate Services, S. Zorbas - Continuation of Multi-Year Contract for General Insurance: Municipal Insurance Coverage for duration of July 1, 2021 through June 30, 2022. Ref. No.21-45
11 - 13	<u>P&B-2021-46</u>	Director of Planning & Development Services, G. Munday - Lay Out, Establish and Name the 0.3 Metre Reserve - Part 3, Plan 59-14968. Ref. No. 21-78 (See By-law 2)
14 - 18 Remove From Block	<u>P&B-2021-47</u>	Director of Planning & Development Services, G. Munday - Application for Draft Plan of Subdivision (26T-14-21006) made by Upper Canada Consultants on behalf of Vinmar Developments Ltd. for lands located on the east side of Murdock Road and the urban boundary between City of Welland and Town of Pelham, north of Webber Road, south of Chantler Road, legally described as Part of Lot 1, Concession 13, RP 59R4275 Part 2, geographic Township of



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Pelham, in the City of Welland, Region of Niagara, municipally known as 420 Murdock Road. Ref. No. 21-113

19 - 38 Remove From Block	<u>P&B-2021-49</u>	Director of Planning & Development Services, G. Munday - Application for City Wide Zoning By-Law Amendment (File No. 2021-08) submitted by the City of Welland - Short-Term Rentals Ref. No. 21-22
39 - 107	<u>P&B-2021-50</u>	Director of Planning & Development Services, G. Munday - Application for Zoning By-Law Amendment (File No. 2021-06) and Draft Plan of Vacant Land Condominium (File No. 26CD-14-21005) submitted by Upper Canada Consultants on behalf of Mountainview Homes (Niagara) Ltd. for lands located on the east side of South Pelham Road, North of Webber Road, and west of Claire Avenue, legally described as Block 2 59M-472, geographic Township of Thorold, now in the City of Welland, Regional Municipality of Niagara, municipally known as 89 West Creek Court. Ref. No. 21-86 (See By-law 3)
108 - 109	<u>TRAF-2021-45</u>	Director of Planning & Development Services, G. Munday - Update to Traffic and Parking By-law 89-2000. (See By-law 4). Ref. No. 21-22
110 - 112	<u>TRAF-2021-51</u>	Director of Planning & Development Services, G. Munday - Stop Signs at Ross Street and Downs Drive. (See By-law 5). Ref. No. 21-22
113 - 117	<u>ENG-2021-19</u>	Director of Infrastructure Services, SM. Millar - 2021 Cast Iron Watermain Replacement - Part 2 - Tender Award. Ref. No. 21-89 (See By-law 6)
118 - 121	<u>ENG-2021-20</u>	Director of Infrastructure Services, SM. Millar - South Pelham SWM Pond Cleaning and Rehabilitation - Award of Tender. Ref. No. 21-98 (See By-law 7)
122 - 140	<u>ENG-2021-21</u>	Director of Infrastructure Services, SM. Millar - Dain City Emergency Forcemain Replacement Program - Phase 5, Region Cost Share Agreement. Ref. No. 21-116 (See By-law 8)
141 - 145	<u>ENG-2021-23</u>	Director of Infrastructure Services, SM. Millar -DMFA & ICIP Dain City Projects - Proposed Funding allocations. Ref. No. 21-117



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146 - 147 **TRANS-2021-12** CAO/Director of Corporate Services, S. Zorbas - Mobile Ticketing Procurement. Ref. No. 21-13 (See By-law 9)

148 - 241 **TRANS-2021-11** CAO/Director of Corporate Services, S. Zorbas - Update #2: on Niagara Region Transit (NRT) Governance Strategy. Ref. No. 21-13

3. NEW BUSINESS

242 1. Peter Julian, MP, New Westminster - Burnaby re: Seeking endorsement for Motion M-84 Anti-Hate Crimes and Incidents & Private Member's Bill C-313 Banning Symbols of Hate Act. Ref. No. 21-103

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information and supports the correspondence from the MP of New Westminster - Burnaby dated June 17, 2021 regarding seeking endorsement for Motion M-84 Anti-Hate Crimes and Incidents & Private Member's Bill C-313 Banning Symbols of Hate Act.

243 - 244 2. Rebecca Eaton, Resident re: Request an exemption to By-law 2012-111: Regulation and Control of Cats. Ref. No. 11-94

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the request for an exemption to By-law 2012-111; the regulation and control of cats; and further

THAT Welland City Council authorizes an exemption to By-law 2012-111 to allow for 7 cats at 424 McAlpine Avenue North.

245 - 314 3. Ann-Marie Norio, Regional Clerk, Region of Niagara re: Report LNTC-C 3-2021: Niagara Transit Governance - Revised Strategies Reflecting Phase 1 Municipal Consultation. Ref. No. 21-13
Remove From Block

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the correspondence from Region of Niagara dated July 5, 2021 regarding Report LNTC-C 3-2021: Niagara Transit Governance - Revised Strategies Reflecting Phase 1 Municipal Consultation.



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- 315** 4. Signed petition by residents of Welland re: removing the loading zone at 330 King Street and replacing with 2-hour free parking. Ref. No. 21-22

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the petition from the residents regarding removing the loading zone at 330 King Street and replacing with 2-hour free parking.

4. BY-LAWS

MAY BE VIEWED IN THE CLERK'S DIVISION PRIOR TO THE MEETING IF DESIRED.

1. A By-law to authorize entering into a loan agreement with Niagara Central Dorothy Rungeling Airport Commission for the construction of 10 T Hangars. Ref. No. 13-50 (See Report FIN-2021-25)
2. A By-law to Lay Out, Establish and name the 0.3 Metre Reserve - Part 3, Plan 59R-14968 as Ross Street and Downs Drive. Ref. No. 21-78 (See Report P&B-2021-46)
3. A By-law to amend City of Welland Zoning By-law 2017-117 (Mountainview Homes (Niagara) Ltd. - File 2021-06) 89 West Creek Court. Ref. No. 21-86 (See Report P&B-2021-50)
4. A By-law to amend By-Law 89-2000, being a By-law Regulating Traffic and Parking within the City of Welland (Schedule "XVII" – Parking Lots). Ref. No. 21-22 (See Report TRAF-2021-45)
5. A By-law to amend By-Law 89-2000, being a By-law Regulating Traffic and Parking within the City of Welland (Schedule "XX" – Parking Lots). Ref. No. 21-22 (See Report TRAF-2021-51)
6. A By-law to authorize entering into contract with Demar Construction Inc. for the 2021 Cast Iron Watermain Replacement Part 2 Project. Ref. No. 21-89 (See Report ENG-2021-19)
7. A By-law to authorize entering into contract with Oakridge Landscape Contractors for the South Pelham SWM Pond Cleaning and Rehabilitation Project. Ref. No. 21-98 (See Report ENG-2021-20)



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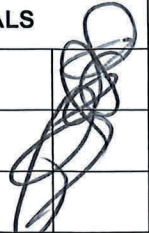
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8. A By-law to authorize entering into a cost savings agreement with the Regional Municipality of Niagara for the Dain City Emergency Forcemain Replacement Project.
Ref. No. 21-116
(See Report ENG-2021-21)
9. A By-law to authorize entering into an agreement with Masabi Ltd. for Mobile Ticketing Software. Ref. No. 21-13
(See Report TRANS-2021-12)
10. A By-law to exempt certain lands from Part-Lot Control - Parts 1-3 (inclusive) on Plan 59R-17035, Part of Lot NN, Plan 546 (388 River Road), City of Welland.
Ref. No. 21-118
(Approved by By-law 2020-143)
11. A By-law to exempt certain lands from Part-Lot Control - Parts 1-4 (inclusive) on Parts 104 (inclusive) on Plan 59R-17036, Lots 276, 277, 278 and Part of the lane lying in Block J (Closed) Plan 942 (139 St. George Street) City of Welland. Ref. No. 21-119
(Approved by By-law 2020-143)
12. A By-law to exempt certain lands from Part-Lot Control - Parts 1 and 2 on Plan 59R-16957, Part Lot 46, Plan 564 (56 Griffith Street) City of Welland. Ref. No. 21-120
(Approved by By-law 2020-143)
13. A By-law to authorize and govern the execution of documents by electronic signature.
Ref. No 21-115
(Establishing an Electronic Signature By-law to execute documents).
14. A By-law to amend Zoning By-law 2017-117 upon the application of Dennis Home Corporation to remove the Holding Symbol "H" from certain lands on the east side of Beatrice Street, east and west side of Chaffey Street and west side of Alberta Street.
Ref. No. 18-57
(Approved by By-law 2020-143)

COUNCIL
CORPORATE SERVICES
FINANCE DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

13-50

REPORT FIN-2021-25
SEPTEMBER 7, 2021

SUBJECT: CITY OF WELLAND FINANCING OF NIAGARA CENTRAL
DOROTHY RUNGELING AIRPORT COMMISSION

AUTHOR: ELIZABETH PANKOFF, MBA, CPA, CGA
MANAGER OF BUDGETS & FINANCIAL REPORTING/DEPUTY
TREASURER

APPROVING DIRECTOR: STEVE ZORBAS, CPA, CMA, B.Comm, DPA,
CAO / DIRECTOR, CORPORATE SERVICES / CHIEF FINANCIAL
OFFICER / TREASURER

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND approves the proposal for a \$600,000 15-year loan (monthly payments) to the Niagara Central Dorothy Rungeling Airport Commission (NCDRAC) for the construction of 10 T hangars; and further

THAT Welland City Council authorizes the City Clerk to prepare all necessary agreements and By-laws to advance the funding.

ORIGIN AND BACKGROUND:

NCDRAC has provided a loan proposal requesting \$600,000 for the construction of 10 T hangars at the Niagara Central Dorothy Rungeling Airport for Council consideration as outlined in Appendix A.

COMMENTS AND ANALYSIS:

Staff recommends financing with a 15-year amortizing loan at an annual interest rate of 3.75%. The repayment of the loan from NCDRAC will commence in December 2021 as outlined in Appendix B.

FINANCIAL CONSIDERATION:

Appendix B summarizes the monthly payments. The total interest to be earned on the loan is approximately \$185,000.

This financing will be funded from the Infrastructure Renewal Reserve fund and all interest earned will remain in this fund.

OTHER DEPARTMENT IMPLICATIONS:

Not applicable.

SUMMARY AND CONCLUSION:

Staff recommends financing the construction of 10 T hangers with a 15-year loan (monthly payments) to NCDRAC. The loan will be funded from the Infrastructure Renewal Reserve fund with the repayment to commence in December 2021 as outlined in Appendix B.

ATTACHMENTS:

Appendix A – NCDRAC Hanger Loan Proposal

Appendix B – Monthly Payment Schedule for 15-year Period

Good Morning Steve

Last evening at our Commission meeting we brought forward the results of our recent discussion to the Commission. The Commission then authorized the attached financial plan that supports the request to the City of Welland for your consideration and response for a construction loan for up to \$600,000 for 10 T hangars at the NCDR Airport . See attachment!

The Commission wishes to thank the City of Welland for this opportunity and looks forward to any questions and your reply.

Sincerely

John MacLellan

Chair NCDRAC

NCDRA Commission Hangar Loan Proposal August 2021

Input Values	
SENARIO - 10 T Hangars	
Mortgage	\$600,000
Interest Rate	3.75
Term	15
Monthly Hangar Fee	635
Number of Hangers	10
Insurance	3000
Annual Property Tax	11000
Annual Misc	1000



Calculated Values Annually	
SENARIO - 10 T Hangars	
Revenue	
Annual Fee/hanger	\$76,200.00
Annual Operating Cost	
Insurance at \$3000	\$3,000.00
Property tax at \$11,000	\$11,000.00
Annual Misc at \$1,000	\$1,000.00
Mortgage (calculated value)	
Annual Mortgage Payments	\$52,256.61
Total CASH EXPENSE	-\$67,256.61
NET INCOME/LOSS	\$8,943.39
End of Term	15
Revenue	\$1,143,000.00
Expenses without Mortgage	\$225,000.00
Mortgage Payments	\$783,849.17
Net INCOME/LOSS	\$134,150.83

Calculated Values Monthly	
SENARIO - 10 T Hangars	
Revenue	
Annual Fee/hanger	\$6,350.00
Annual Operating Cost	
Insurance at 3,000	\$250.00
PROPERTY TAX AT \$11,000	\$916.67
Annual Misc at \$1,000	\$83.33
Mortgage (calculated value)	
Annual Mortgage Payments	\$4,354.72
Total CASH EXPENSE	-\$5,604.72
NET INCOME/LOSS	\$745.28

Monthly Payment Schedule

Principal Amount	\$ 600,000.00
Annual Interest Rate	3.75 %
Loan Term (Year)	15
Debenture Date (mm/dd/yyyy)	11-01-2021
Maturity Date (mm/dd/yyyy)	11-01-2036
Payment Frequency	Monthly
Loan Type	Amortizing


Payment Date	Total Payment	Principal Amount	Interest Amount	Principal Balance
12-01-2021	\$ 4,363.33	\$ 2,488.33	\$ 1,875.00	\$ 597,511.67
01-01-2022	\$ 4,363.33	\$ 2,496.11	\$ 1,867.22	\$ 595,015.56
02-01-2022	\$ 4,363.33	\$ 2,503.91	\$ 1,859.42	\$ 592,511.65
03-01-2022	\$ 4,363.33	\$ 2,511.73	\$ 1,851.60	\$ 589,999.92
04-01-2022	\$ 4,363.33	\$ 2,519.58	\$ 1,843.75	\$ 587,480.34
05-01-2022	\$ 4,363.33	\$ 2,527.45	\$ 1,835.88	\$ 584,952.89
06-01-2022	\$ 4,363.33	\$ 2,535.35	\$ 1,827.98	\$ 582,417.54
07-01-2022	\$ 4,363.33	\$ 2,543.28	\$ 1,820.05	\$ 579,874.26
08-01-2022	\$ 4,363.33	\$ 2,551.22	\$ 1,812.11	\$ 577,323.04
09-01-2022	\$ 4,363.33	\$ 2,559.20	\$ 1,804.13	\$ 574,763.84
10-01-2022	\$ 4,363.33	\$ 2,567.19	\$ 1,796.14	\$ 572,196.65
11-01-2022	\$ 4,363.33	\$ 2,575.22	\$ 1,788.11	\$ 569,621.43
12-01-2022	\$ 4,363.33	\$ 2,583.26	\$ 1,780.07	\$ 567,038.17
01-01-2023	\$ 4,363.33	\$ 2,591.34	\$ 1,771.99	\$ 564,446.83
02-01-2023	\$ 4,363.33	\$ 2,599.43	\$ 1,763.90	\$ 561,847.40
03-01-2023	\$ 4,363.33	\$ 2,607.56	\$ 1,755.77	\$ 559,239.84
04-01-2023	\$ 4,363.33	\$ 2,615.71	\$ 1,747.62	\$ 556,624.13
05-01-2023	\$ 4,363.33	\$ 2,623.88	\$ 1,739.45	\$ 554,000.25
06-01-2023	\$ 4,363.33	\$ 2,632.08	\$ 1,731.25	\$ 551,368.17
07-01-2023	\$ 4,363.33	\$ 2,640.30	\$ 1,723.03	\$ 548,727.87
08-01-2023	\$ 4,363.33	\$ 2,648.56	\$ 1,714.77	\$ 546,079.31
09-01-2023	\$ 4,363.33	\$ 2,656.83	\$ 1,706.50	\$ 543,422.48
10-01-2023	\$ 4,363.33	\$ 2,665.13	\$ 1,698.20	\$ 540,757.35
11-01-2023	\$ 4,363.33	\$ 2,673.46	\$ 1,689.87	\$ 538,083.89
12-01-2023	\$ 4,363.33	\$ 2,681.82	\$ 1,681.51	\$ 535,402.07
01-01-2024	\$ 4,363.33	\$ 2,690.20	\$ 1,673.13	\$ 532,711.87
02-01-2024	\$ 4,363.33	\$ 2,698.61	\$ 1,664.72	\$ 530,013.26
03-01-2024	\$ 4,363.33	\$ 2,707.04	\$ 1,656.29	\$ 527,306.22
04-01-2024	\$ 4,363.33	\$ 2,715.50	\$ 1,647.83	\$ 524,590.72
05-01-2024	\$ 4,363.33	\$ 2,723.98	\$ 1,639.35	\$ 521,866.74
06-01-2024	\$ 4,363.33	\$ 2,732.50	\$ 1,630.83	\$ 519,134.24
07-01-2024	\$ 4,363.33	\$ 2,741.04	\$ 1,622.29	\$ 516,393.20
08-01-2024	\$ 4,363.33	\$ 2,749.60	\$ 1,613.73	\$ 513,643.60
09-01-2024	\$ 4,363.33	\$ 2,758.19	\$ 1,605.14	\$ 510,885.41
10-01-2024	\$ 4,363.33	\$ 2,766.81	\$ 1,596.52	\$ 508,118.60
11-01-2024	\$ 4,363.33	\$ 2,775.46	\$ 1,587.87	\$ 505,343.14
12-01-2024	\$ 4,363.33	\$ 2,784.13	\$ 1,579.20	\$ 502,559.01
01-01-2025	\$ 4,363.33	\$ 2,792.83	\$ 1,570.50	\$ 499,766.18

Payment Date	Total Payment	Principal Amount	Interest Amount	Principal Balance
02-01-2025	\$ 4,363.33	\$ 2,801.56	\$ 1,561.77	\$ 496,964.62
03-01-2025	\$ 4,363.33	\$ 2,810.32	\$ 1,553.01	\$ 494,154.30
04-01-2025	\$ 4,363.33	\$ 2,819.10	\$ 1,544.23	\$ 491,335.20
05-01-2025	\$ 4,363.33	\$ 2,827.91	\$ 1,535.42	\$ 488,507.29
06-01-2025	\$ 4,363.33	\$ 2,836.74	\$ 1,526.59	\$ 485,670.55
07-01-2025	\$ 4,363.33	\$ 2,845.61	\$ 1,517.72	\$ 482,824.94
08-01-2025	\$ 4,363.33	\$ 2,854.50	\$ 1,508.83	\$ 479,970.44
09-01-2025	\$ 4,363.33	\$ 2,863.42	\$ 1,499.91	\$ 477,107.02
10-01-2025	\$ 4,363.33	\$ 2,872.37	\$ 1,490.96	\$ 474,234.65
11-01-2025	\$ 4,363.33	\$ 2,881.35	\$ 1,481.98	\$ 471,353.30
12-01-2025	\$ 4,363.33	\$ 2,890.35	\$ 1,472.98	\$ 468,462.95
01-01-2026	\$ 4,363.33	\$ 2,899.38	\$ 1,463.95	\$ 465,563.57
02-01-2026	\$ 4,363.33	\$ 2,908.44	\$ 1,454.89	\$ 462,655.13
03-01-2026	\$ 4,363.33	\$ 2,917.53	\$ 1,445.80	\$ 459,737.60
04-01-2026	\$ 4,363.33	\$ 2,926.65	\$ 1,436.68	\$ 456,810.95
05-01-2026	\$ 4,363.33	\$ 2,935.80	\$ 1,427.53	\$ 453,875.15
06-01-2026	\$ 4,363.33	\$ 2,944.97	\$ 1,418.36	\$ 450,930.18
07-01-2026	\$ 4,363.33	\$ 2,954.17	\$ 1,409.16	\$ 447,976.01
08-01-2026	\$ 4,363.33	\$ 2,963.40	\$ 1,399.93	\$ 445,012.61
09-01-2026	\$ 4,363.33	\$ 2,972.67	\$ 1,390.66	\$ 442,039.94
10-01-2026	\$ 4,363.33	\$ 2,981.96	\$ 1,381.37	\$ 439,057.98
11-01-2026	\$ 4,363.33	\$ 2,991.27	\$ 1,372.06	\$ 436,066.71
12-01-2026	\$ 4,363.33	\$ 3,000.62	\$ 1,362.71	\$ 433,066.09
01-01-2027	\$ 4,363.33	\$ 3,010.00	\$ 1,353.33	\$ 430,056.09
02-01-2027	\$ 4,363.33	\$ 3,019.40	\$ 1,343.93	\$ 427,036.69
03-01-2027	\$ 4,363.33	\$ 3,028.84	\$ 1,334.49	\$ 424,007.85
04-01-2027	\$ 4,363.33	\$ 3,038.31	\$ 1,325.02	\$ 420,969.54
05-01-2027	\$ 4,363.33	\$ 3,047.80	\$ 1,315.53	\$ 417,921.74
06-01-2027	\$ 4,363.33	\$ 3,057.32	\$ 1,306.01	\$ 414,864.42
07-01-2027	\$ 4,363.33	\$ 3,066.88	\$ 1,296.45	\$ 411,797.54
08-01-2027	\$ 4,363.33	\$ 3,076.46	\$ 1,286.87	\$ 408,721.08
09-01-2027	\$ 4,363.33	\$ 3,086.08	\$ 1,277.25	\$ 405,635.00
10-01-2027	\$ 4,363.33	\$ 3,095.72	\$ 1,267.61	\$ 402,539.28
11-01-2027	\$ 4,363.33	\$ 3,105.39	\$ 1,257.94	\$ 399,433.89
12-01-2027	\$ 4,363.33	\$ 3,115.10	\$ 1,248.23	\$ 396,318.79
01-01-2028	\$ 4,363.33	\$ 3,124.83	\$ 1,238.50	\$ 393,193.96
02-01-2028	\$ 4,363.33	\$ 3,134.60	\$ 1,228.73	\$ 390,059.36
03-01-2028	\$ 4,363.33	\$ 3,144.39	\$ 1,218.94	\$ 386,914.97
04-01-2028	\$ 4,363.33	\$ 3,154.22	\$ 1,209.11	\$ 383,760.75
05-01-2028	\$ 4,363.33	\$ 3,164.08	\$ 1,199.25	\$ 380,596.67
06-01-2028	\$ 4,363.33	\$ 3,173.97	\$ 1,189.36	\$ 377,422.70
07-01-2028	\$ 4,363.33	\$ 3,183.88	\$ 1,179.45	\$ 374,238.82
08-01-2028	\$ 4,363.33	\$ 3,193.83	\$ 1,169.50	\$ 371,044.99
09-01-2028	\$ 4,363.33	\$ 3,203.81	\$ 1,159.52	\$ 367,841.18
10-01-2028	\$ 4,363.33	\$ 3,213.83	\$ 1,149.50	\$ 364,627.35
11-01-2028	\$ 4,363.33	\$ 3,223.87	\$ 1,139.46	\$ 361,403.48
12-01-2028	\$ 4,363.33	\$ 3,233.94	\$ 1,129.39	\$ 358,169.54
01-01-2029	\$ 4,363.33	\$ 3,244.05	\$ 1,119.28	\$ 354,925.49

Payment Date	Total Payment	Principal Amount	Interest Amount	Principal Balance
02-01-2029	\$ 4,363.33	\$ 3,254.19	\$ 1,109.14	\$ 351,671.30
03-01-2029	\$ 4,363.33	\$ 3,264.36	\$ 1,098.97	\$ 348,406.94
04-01-2029	\$ 4,363.33	\$ 3,274.56	\$ 1,088.77	\$ 345,132.38
05-01-2029	\$ 4,363.33	\$ 3,284.79	\$ 1,078.54	\$ 341,847.59
06-01-2029	\$ 4,363.33	\$ 3,295.06	\$ 1,068.27	\$ 338,552.53
07-01-2029	\$ 4,363.33	\$ 3,305.35	\$ 1,057.98	\$ 335,247.18
08-01-2029	\$ 4,363.33	\$ 3,315.68	\$ 1,047.65	\$ 331,931.50
09-01-2029	\$ 4,363.33	\$ 3,326.04	\$ 1,037.29	\$ 328,605.46
10-01-2029	\$ 4,363.33	\$ 3,336.44	\$ 1,026.89	\$ 325,269.02
11-01-2029	\$ 4,363.33	\$ 3,346.86	\$ 1,016.47	\$ 321,922.16
12-01-2029	\$ 4,363.33	\$ 3,357.32	\$ 1,006.01	\$ 318,564.84
01-01-2030	\$ 4,363.33	\$ 3,367.81	\$ 995.52	\$ 315,197.03
02-01-2030	\$ 4,363.33	\$ 3,378.34	\$ 984.99	\$ 311,818.69
03-01-2030	\$ 4,363.33	\$ 3,388.90	\$ 974.43	\$ 308,429.79
04-01-2030	\$ 4,363.33	\$ 3,399.49	\$ 963.84	\$ 305,030.30
05-01-2030	\$ 4,363.33	\$ 3,410.11	\$ 953.22	\$ 301,620.19
06-01-2030	\$ 4,363.33	\$ 3,420.77	\$ 942.56	\$ 298,199.42
07-01-2030	\$ 4,363.33	\$ 3,431.46	\$ 931.87	\$ 294,767.96
08-01-2030	\$ 4,363.33	\$ 3,442.18	\$ 921.15	\$ 291,325.78
09-01-2030	\$ 4,363.33	\$ 3,452.94	\$ 910.39	\$ 287,872.84
10-01-2030	\$ 4,363.33	\$ 3,463.73	\$ 899.60	\$ 284,409.11
11-01-2030	\$ 4,363.33	\$ 3,474.55	\$ 888.78	\$ 280,934.56
12-01-2030	\$ 4,363.33	\$ 3,485.41	\$ 877.92	\$ 277,449.15
01-01-2031	\$ 4,363.33	\$ 3,496.30	\$ 867.03	\$ 273,952.85
02-01-2031	\$ 4,363.33	\$ 3,507.23	\$ 856.10	\$ 270,445.62
03-01-2031	\$ 4,363.33	\$ 3,518.19	\$ 845.14	\$ 266,927.43
04-01-2031	\$ 4,363.33	\$ 3,529.18	\$ 834.15	\$ 263,398.25
05-01-2031	\$ 4,363.33	\$ 3,540.21	\$ 823.12	\$ 259,858.04
06-01-2031	\$ 4,363.33	\$ 3,551.27	\$ 812.06	\$ 256,306.77
07-01-2031	\$ 4,363.33	\$ 3,562.37	\$ 800.96	\$ 252,744.40
08-01-2031	\$ 4,363.33	\$ 3,573.50	\$ 789.83	\$ 249,170.90
09-01-2031	\$ 4,363.33	\$ 3,584.67	\$ 778.66	\$ 245,586.23
10-01-2031	\$ 4,363.33	\$ 3,595.87	\$ 767.46	\$ 241,990.36
11-01-2031	\$ 4,363.33	\$ 3,607.11	\$ 756.22	\$ 238,383.25
12-01-2031	\$ 4,363.33	\$ 3,618.38	\$ 744.95	\$ 234,764.87
01-01-2032	\$ 4,363.33	\$ 3,629.69	\$ 733.64	\$ 231,135.18
02-01-2032	\$ 4,363.33	\$ 3,641.03	\$ 722.30	\$ 227,494.15
03-01-2032	\$ 4,363.33	\$ 3,652.41	\$ 710.92	\$ 223,841.74
04-01-2032	\$ 4,363.33	\$ 3,663.82	\$ 699.51	\$ 220,177.92
05-01-2032	\$ 4,363.33	\$ 3,675.27	\$ 688.06	\$ 216,502.65
06-01-2032	\$ 4,363.33	\$ 3,686.76	\$ 676.57	\$ 212,815.89
07-01-2032	\$ 4,363.33	\$ 3,698.28	\$ 665.05	\$ 209,117.61
08-01-2032	\$ 4,363.33	\$ 3,709.84	\$ 653.49	\$ 205,407.77
09-01-2032	\$ 4,363.33	\$ 3,721.43	\$ 641.90	\$ 201,686.34
10-01-2032	\$ 4,363.33	\$ 3,733.06	\$ 630.27	\$ 197,953.28
11-01-2032	\$ 4,363.33	\$ 3,744.73	\$ 618.60	\$ 194,208.55
12-01-2032	\$ 4,363.33	\$ 3,756.43	\$ 606.90	\$ 190,452.12
01-01-2033	\$ 4,363.33	\$ 3,768.17	\$ 595.16	\$ 186,683.95

Payment Date	Total Payment	Principal Amount	Interest Amount	Principal Balance
02-01-2033	\$ 4,363.33	\$ 3,779.94	\$ 583.39	\$ 182,904.01
03-01-2033	\$ 4,363.33	\$ 3,791.75	\$ 571.58	\$ 179,112.26
04-01-2033	\$ 4,363.33	\$ 3,803.60	\$ 559.73	\$ 175,308.66
05-01-2033	\$ 4,363.33	\$ 3,815.49	\$ 547.84	\$ 171,493.17
06-01-2033	\$ 4,363.33	\$ 3,827.41	\$ 535.92	\$ 167,665.76
07-01-2033	\$ 4,363.33	\$ 3,839.37	\$ 523.96	\$ 163,826.39
08-01-2033	\$ 4,363.33	\$ 3,851.37	\$ 511.96	\$ 159,975.02
09-01-2033	\$ 4,363.33	\$ 3,863.41	\$ 499.92	\$ 156,111.61
10-01-2033	\$ 4,363.33	\$ 3,875.48	\$ 487.85	\$ 152,236.13
11-01-2033	\$ 4,363.33	\$ 3,887.59	\$ 475.74	\$ 148,348.54
12-01-2033	\$ 4,363.33	\$ 3,899.74	\$ 463.59	\$ 144,448.80
01-01-2034	\$ 4,363.33	\$ 3,911.93	\$ 451.40	\$ 140,536.87
02-01-2034	\$ 4,363.33	\$ 3,924.15	\$ 439.18	\$ 136,612.72
03-01-2034	\$ 4,363.33	\$ 3,936.42	\$ 426.91	\$ 132,676.30
04-01-2034	\$ 4,363.33	\$ 3,948.72	\$ 414.61	\$ 128,727.58
05-01-2034	\$ 4,363.33	\$ 3,961.06	\$ 402.27	\$ 124,766.52
06-01-2034	\$ 4,363.33	\$ 3,973.43	\$ 389.90	\$ 120,793.09
07-01-2034	\$ 4,363.33	\$ 3,985.85	\$ 377.48	\$ 116,807.24
08-01-2034	\$ 4,363.33	\$ 3,998.31	\$ 365.02	\$ 112,808.93
09-01-2034	\$ 4,363.33	\$ 4,010.80	\$ 352.53	\$ 108,798.13
10-01-2034	\$ 4,363.33	\$ 4,023.34	\$ 339.99	\$ 104,774.79
11-01-2034	\$ 4,363.33	\$ 4,035.91	\$ 327.42	\$ 100,738.88
12-01-2034	\$ 4,363.33	\$ 4,048.52	\$ 314.81	\$ 96,690.36
01-01-2035	\$ 4,363.33	\$ 4,061.17	\$ 302.16	\$ 92,629.19
02-01-2035	\$ 4,363.33	\$ 4,073.86	\$ 289.47	\$ 88,555.33
03-01-2035	\$ 4,363.33	\$ 4,086.59	\$ 276.74	\$ 84,468.74
04-01-2035	\$ 4,363.33	\$ 4,099.37	\$ 263.96	\$ 80,369.37
05-01-2035	\$ 4,363.33	\$ 4,112.18	\$ 251.15	\$ 76,257.19
06-01-2035	\$ 4,363.33	\$ 4,125.03	\$ 238.30	\$ 72,132.16
07-01-2035	\$ 4,363.33	\$ 4,137.92	\$ 225.41	\$ 67,994.24
08-01-2035	\$ 4,363.33	\$ 4,150.85	\$ 212.48	\$ 63,843.39
09-01-2035	\$ 4,363.33	\$ 4,163.82	\$ 199.51	\$ 59,679.57
10-01-2035	\$ 4,363.33	\$ 4,176.83	\$ 186.50	\$ 55,502.74
11-01-2035	\$ 4,363.33	\$ 4,189.88	\$ 173.45	\$ 51,312.86
12-01-2035	\$ 4,363.33	\$ 4,202.98	\$ 160.35	\$ 47,109.88
01-01-2036	\$ 4,363.33	\$ 4,216.11	\$ 147.22	\$ 42,893.77
02-01-2036	\$ 4,363.33	\$ 4,229.29	\$ 134.04	\$ 38,664.48
03-01-2036	\$ 4,363.33	\$ 4,242.50	\$ 120.83	\$ 34,421.98
04-01-2036	\$ 4,363.33	\$ 4,255.76	\$ 107.57	\$ 30,166.22
05-01-2036	\$ 4,363.33	\$ 4,269.06	\$ 94.27	\$ 25,897.16
06-01-2036	\$ 4,363.33	\$ 4,282.40	\$ 80.93	\$ 21,614.76
07-01-2036	\$ 4,363.33	\$ 4,295.78	\$ 67.55	\$ 17,318.98
08-01-2036	\$ 4,363.33	\$ 4,309.21	\$ 54.12	\$ 13,009.77
09-01-2036	\$ 4,363.33	\$ 4,322.67	\$ 40.66	\$ 8,687.10
10-01-2036	\$ 4,363.33	\$ 4,336.18	\$ 27.15	\$ 4,350.92
11-01-2036	\$ 4,364.52	\$ 4,350.92	\$ 13.60	\$ 00.00
	\$ 785,400.59	\$ 600,000.00	\$ 185,400.59	

COUNCIL
CORPORATE SERVICES
FINANCE DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-45

REPORT FIN-2021-27
SEPTEMBER 7, 2021

SUBJECT: CONTINUATION OF MULTI-YEAR CONTRACT FOR GENERAL INSURANCE: MUNICIPAL INSURANCE COVERAGE FOR DURATION OF JULY 1, 2021 THROUGH JUNE 30, 2022

AUTHOR: MIKE LOSTRACCO, CPA, CMA
REVENUE SERVICE MANAGER

APPROVING DIRECTOR: STEVE ZORBAS, CPA, CMA, B.Comm, DPA,
CAO / DIRECTOR, CORPORATE SERVICES / CHIEF FINANCIAL OFFICER / TREASURER

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information and approves Report FIN-2021-27 regarding Intact Public Entities (formerly known as Frank Cowan Company) for the final year of the multi-year contract for the delivery of general insurance coverage at an upper limit cost of \$794,802 (excluding PST) for 2021 – 2022; and further

THAT Welland City Council directs staff to go to market to obtain competitive insurance quotes at the conclusion of the current policy.

ORIGIN AND BACKGROUND:

Intact Public Entities is the incumbent source for the City's insurance coverage. In 2018, Council accepted a proposal from the incumbent to provide coverage for two years plus a one year option to renew.

Intact Public Entities' initial proposal was presented at the August 10, 2021 Council meeting. Their original proposal for a 14.9% increase was turned down by Council. Staff approached Intact Public Entities and asked them to "take another look" at the City's insurance program proposal.

COMMENTS AND ANALYSIS:

Although the industry continues to be in a hard market, Intact Public Entities did come back with an amended proposal reducing the original proposal by 2.2% or \$15,361.

Similar to 2020, the City continues to experience premium increases which are primarily due to a hard insurance market and the impacts of COVID-19. A hard market occurs when there is a high

demand for insurance and lower supply of coverage available. Other factors include steadily increasing number of claims, more frequent and catastrophic property loss claims in Canada, increasing defense costs, the joint and several liability rules in the Province, insurers exiting the market, and increasing court awards and settlements. This results in increased premiums and stricter limits being placed on coverage by the insurers. As a result of the hard market, which is expected to last into the end of Q3 in 2022, municipalities across the province are again experiencing premium and deductible significantly increasing at renewal.

FINANCIAL CONSIDERATION:

The bottom line for 2021-2022, the City's insurance program has seen a 12.7% increase which we have been told falls to the lower end of the average increases experienced by other municipalities, part of which can be attributed to the City's favourable loss history. The City's insurance budget for 2021 is \$748,357.

OTHER DEPARTMENT IMPLICATIONS:

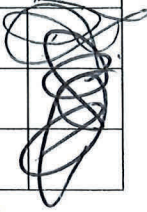
Not applicable.

SUMMARY AND CONCLUSION:

Staff recommends that Council receives for information and approves Report FIN-2021-27 regarding Intact Public Entities for the final year of the multi-year contract for the delivery of general insurance coverage at an upper limit cost of \$794,802 (excluding PST) for 2021 – 2022.

ATTACHMENTS:

None.

APPROVALS	
DIRECTOR	
CFO	
CAO	

COUNCIL**PLANNING AND DEVELOPMENT SERVICES**

21-78

**REPORT P&B-2021-46
SEPTEMBER 7, 2021**

**SUBJECT: LAY OUT, ESTABLISH AND NAME THE 0.3 METRE
RESERVE – PART 3, PLAN 59-14968**

**AUTHOR: TAYLOR MEADOWS BURPI
DEVELOPMENT PLANNER**

**APPROVING SUPERVISOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
MANAGER OF PLANNING**

**APPROVING DIRECTOR.: GRANT MUNDAY, B.A.A., MCIP, RPP
DIRECTOR,
PLANNING AND DEVELOPMENT SERVICES**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND authorizes Staff to prepare the necessary By-law(s) to lay out, establish and name the 0.3 metre Reserve described as Part 3, Plan 59R-14968 as Ross Street and Downs Drive.

ORIGIN AND BACKGROUND:

In order for the City to control the access to 76 Almond Street, the City put in place a 0.3 metre reserve along the northern and eastern property boundary of the property in 2013. This ensures that no additional entrances could be created along Ross Street and Downs Drive, nor could the redevelopment of this property proceed prior to the lifting of the 0.3 metre reserve.

COMMENTS AND ANALYSIS:

The parcel is an existing Lot of Record within a Registered Plan of Subdivision. A 0.3 metre reserve controlled development of the parcel by limiting access. The Owner has requested that a By-law be passed to lift the 0.3 metre reserve along Ross Street and Downs Drive to permit the property to be developed and have legal access to a City street and services. As a result of this proposed development, it is appropriate to lay out, establish, and name the 0.3 metre reserves as part of Ross Street and Downs Drive, respectively. Part 3 on Plan 59R-14968 will now become part of Ross Street and Downs Drive.

FINANCIAL CONSIDERATION:

All costs associated with the redevelopment of this property, including servicing and entrance permits, will be borne by the owner.

OTHER DEPARTMENT IMPLICATIONS:

There are no implications to other Divisions as a result of the Recommendations of this Report.

SUMMARY AND CONCLUSION:

The existing 0.3 metre Reserve was put in place to control access to 76 Almond Street from the northern and eastern property boundaries fronting onto Downs Drive and Ross Street. The owner wishes to remove the 0.3 metre to pursue future development, it is appropriate to establish the 0.3 metre reserve as part of the roadway. All costs associated with the redevelopment of this site will be borne by the applicant.

As the owner has now come forward with severance applications to redevelop the lot, it is appropriate to establish the 0.3 metre reserve as part of the roadway. The lifting of the reserve is required to permit the development of these lands with residential dwellings. All costs associated with the redevelopment of this site will be borne by the applicant.

ATTACHMENTS:

Appendix I - Key Map

13

Downs Drive

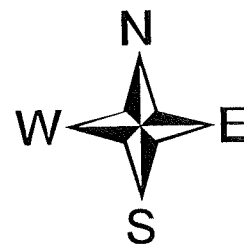
0.3 Meter
Reserve

Ross Street


Almond Street

Key Map

76 Almond Street


 **SUBJECT LANDS**


Development &
Building Services
Planning Division

APPROVALS	
DIRECTOR	
CFO	
CAO	

COUNCIL
PLANNING AND DEVELOPMENT SERVICES
PLANNING DIVISION

21-113

REPORT P&B-2021-47
SEPTEMBER 7, 2021

SUBJECT: APPLICATION FOR DRAFT PLAN OF SUBDIVISION (26T-14-21006) MADE BY UPPER CANADA CONSULTANTS ON BEHALF OF VINMAR DEVELOPMENTS LTD. FOR LANDS LOCATED ON THE EAST SIDE OF MURDOCK ROAD AND THE URBAN BOUNDARY BETWEEN CITY OF WELLAND AND TOWN OF PELHAM, NORTH OF WEBBER ROAD, SOUTH OF CHANTLER ROAD, LEGALLY DESCRIBED AS PART OF LOT 1, CONCESSION 13, RP 59R4275 PART 2, GEOGRAPHIC TOWNSHIP OF PELHAM, IN THE CITY OF WELLAND, REGION OF NIAGARA, MUNICIPALLY KNOWN AS 420 MURDOCK ROAD

AUTHOR: TAYLOR MEADOWS, BURPI
DEVELOPMENT PLANNER

APPROVING SUPERVISOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
MANAGER OF PLANNING

APPROVING DIRECTOR: GRANT MUNDAY, B.A.A., MCIP, RPP
DIRECTOR
DEVELOPMENT AND BUILDING SERVICES

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information Report P&B 2021-47 regarding an application for Draft Plan of Subdivision (File No. 26T-14-21006) for lands located on the east side Murdock Road and the urban boundary between City of Welland and Town of Pelham, north of Webber Road, south of Chantler Road, legally described as Part 1, Concession 13, RP 59R4275 Part 2, Geographic Township of Pelham, in the City of Welland, Region of Niagara, Municipally known as 420 Murdock Road.

ORIGIN AND BACKGROUND

Application for Draft Plan of Subdivision was submitted on June 30, 2021. The application was deemed complete on July 19, 2021.

The purpose of the application for Draft Plan of Subdivision is to create twenty-seven (27) lots for the development of single detached dwellings, an environmental protection block to address the relocation of a watercourse, a stormwater management pond and additional lands of the owner that are proposed to be merged with lots in the second stage of the Murdock (Phase 1) Subdivision. A municipal road is proposed to connect Murdock Road to the adjacent Murdock Road Phase 1 Subdivision.

COMMENTS AND ANALYSIS:

A Virtual Public Information Meeting was held on August 18, 2021 to gain public input regarding the proposed application. Approximately five (5) members of the public participated in the Public Information Meeting, in addition to the Agent. The following comments and concerns were raised at the Public Information Meeting:

- Concern regarding current flooding issues that occur on Murdock Road and that the development may exacerbate these issues; and,
- General interest in the design of the stormwater management for the proposed development.

At the time of writing this report no written comments have been received in reference to the proposed application.

The Statutory Public Meeting under the Planning Act is being held virtually on September 7, 2021. The Public Meeting provides an opportunity for the Applicant to make a presentation regarding the Application and proposal, for interested parties to make comment and/or raise concerns, and for Council Members to inquire about the Application.

The report is intended to provide Council with background information on the Application.

FINANCIAL CONSIDERATION:

All costs with the development of the property will be the responsibility of the developer.

OTHER DEPARTMENT IMPLICATIONS:

Other City Departments have been circulated the application for review and comment. Any comments, requirements, and/or recommendations received will be incorporated into the final Recommendation Report.

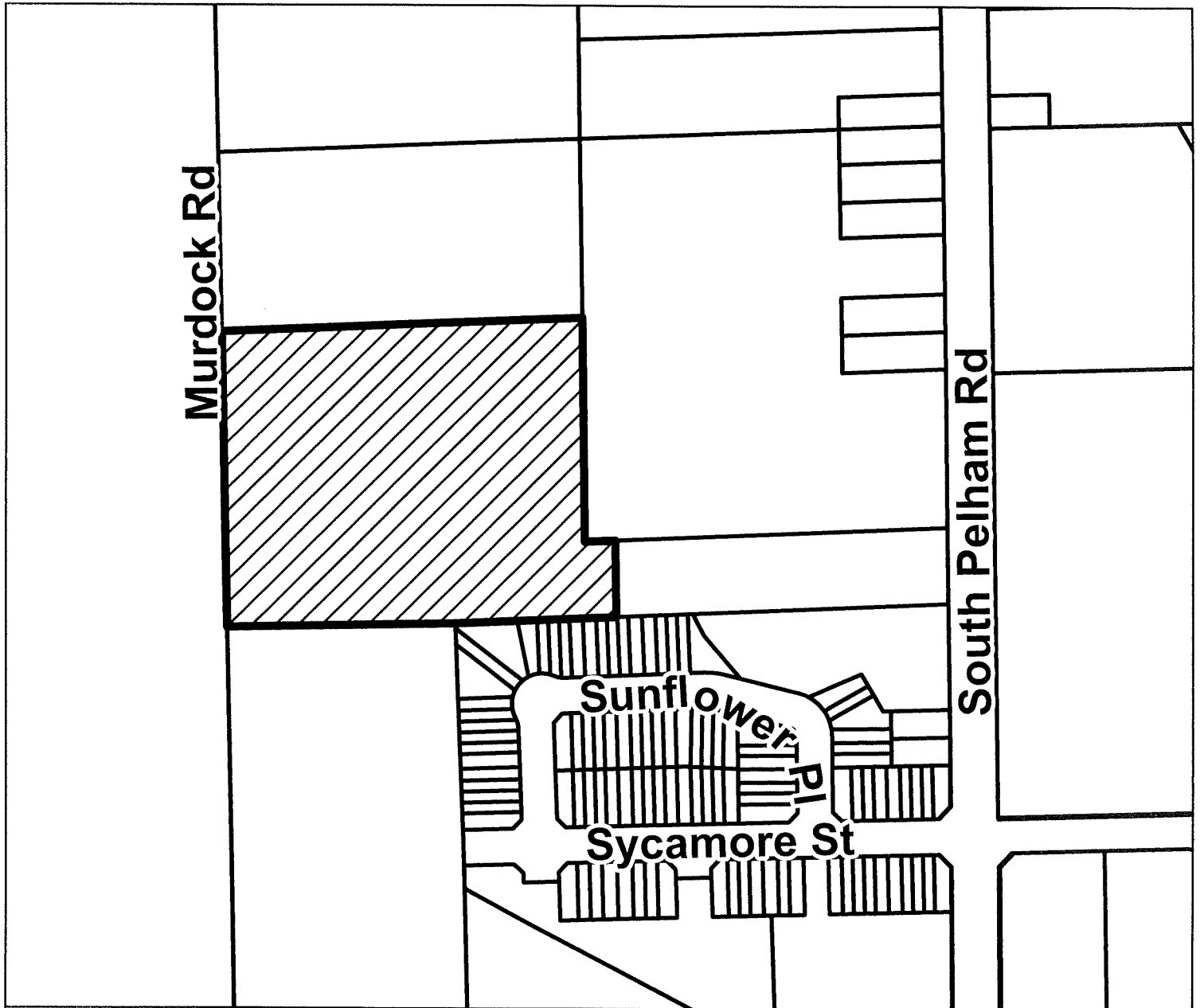
SUMMARY AND CONCLUSION:

The Planning Act requires a Statutory Public Meeting to be held to provide an opportunity for public input and discussion regarding the Application. This report is intended to provide background information for the Public Meeting.

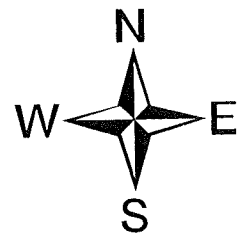
ATTACHMENTS:

- Appendix I - Key Map
- Appendix II - Draft Plan of Subdivision

26T-14-21006



Key Map



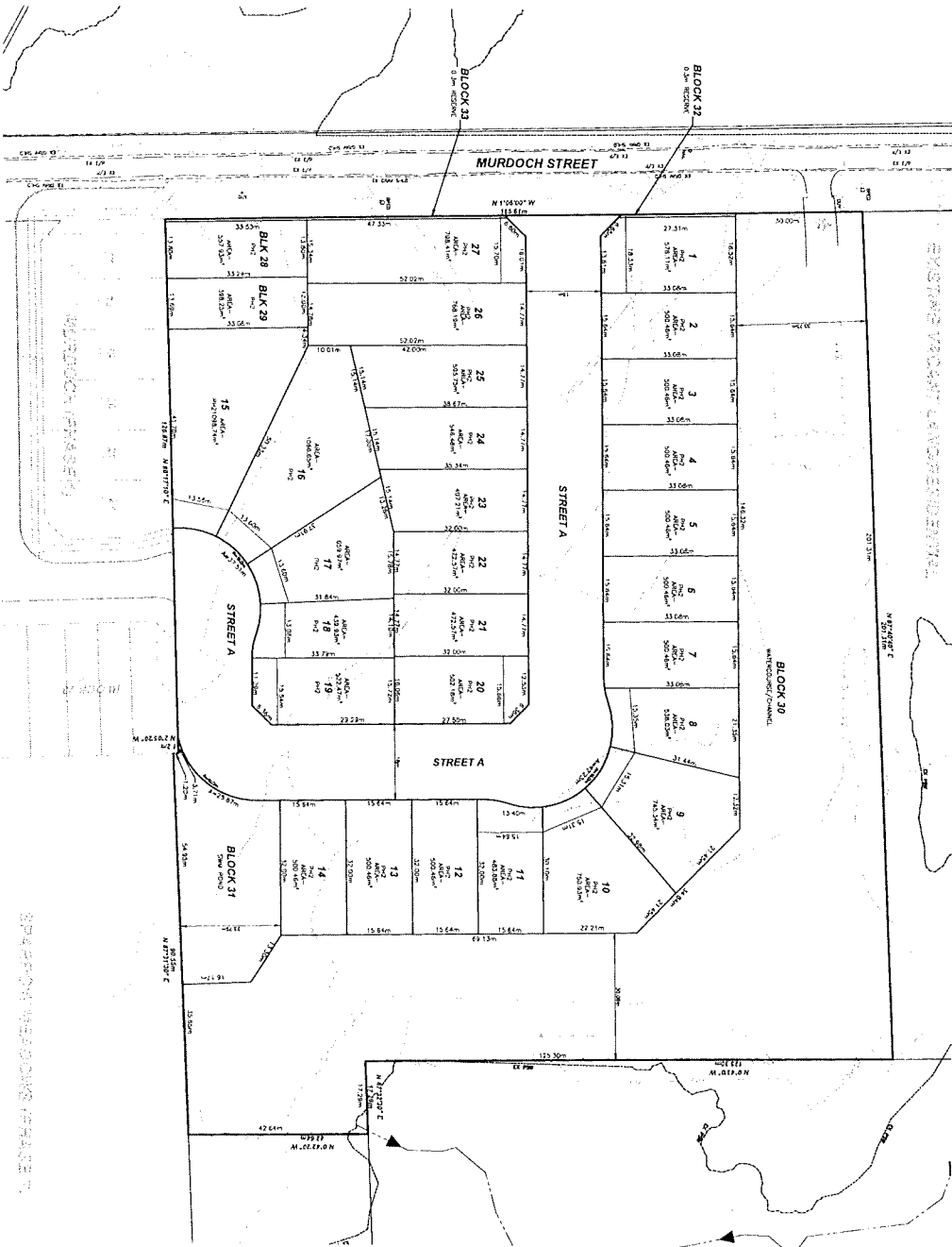
 **SUBJECT LANDS**



*Development &
Building Services*
Planning Division

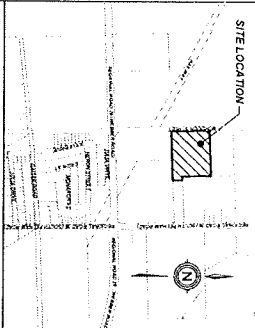
MURDOCH ESTATES - PHASE 2

CITY OF WELLAND



KEY PLAN

N.T.S.



DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION

PART OF LOT 1, CONCESSION 13
GEOGRAPHIC TOWNSHIP OF BELLAIR, IN THE
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA

OWNER'S CERTIFICATE

I, the undersigned, being a duly qualified and licensed surveyor, have surveyed the above described lands and certify that the draft plan of subdivision is correct and conforms to the provisions of the Survey Act, R.S.O. 1990, c. S.5, for the purposes of the Survey Act.

SURVEYOR'S CERTIFICATE

I, the undersigned, being a duly qualified and licensed surveyor, have surveyed the above described lands and certify that the draft plan of subdivision is correct and conforms to the provisions of the Survey Act, R.S.O. 1990, c. S.5, for the purposes of the Survey Act.

REQUIREMENTS OF SECTION 51(17) OF THE PLANNING ACT


a) SEE PLAN
b) SEE PLAN
c) SEE PLAN
d) SEE PLAN
e) SEE PLAN
f) SEE PLAN
g) SEE PLAN
h) SEE PLAN
i) SEE PLAN
j) SEE PLAN
k) SEE PLAN
l) SEE PLAN
m) SEE PLAN
n) SEE PLAN
o) SEE PLAN
p) SEE PLAN
q) SEE PLAN
r) SEE PLAN
s) SEE PLAN
t) SEE PLAN
u) SEE PLAN
v) SEE PLAN
w) SEE PLAN
x) SEE PLAN
y) SEE PLAN
z) SEE PLAN

LAND USE SCHEDULE

LAND USE	LOT/BLOCK # OF UNITS (AREAS)	AREA (SQUARE METERS)	AREA (SQUARE FEET)
RESIDENTIAL - SINGLE DETACHED	27	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	28	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	29	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	30	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	31	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	32	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	33	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	34	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	35	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	36	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	37	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	38	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	39	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	40	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	41	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	42	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	43	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	44	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	45	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	46	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	47	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	48	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	49	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	50	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	51	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	52	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	53	1,000	10,764
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RESIDENTIAL - SINGLE DETACHED	57	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	58	1,000	10,764
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RESIDENTIAL - SINGLE DETACHED	60	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	61	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	62	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	63	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	64	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	65	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	66	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	67	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	68	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	69	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	70	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	71	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	72	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	73	1,000	10,764
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RESIDENTIAL - SINGLE DETACHED	75	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	76	1,000	10,764
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RESIDENTIAL - SINGLE DETACHED	78	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	79	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	80	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	81	1,000	10,764
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RESIDENTIAL - SINGLE DETACHED	83	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	84	1,000	10,764
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RESIDENTIAL - SINGLE DETACHED	86	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	87	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	88	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	89	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	90	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	91	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	92	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	93	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	94	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	95	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	96	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	97	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	98	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	99	1,000	10,764
RESIDENTIAL - SINGLE DETACHED	100	1,000	10,764



DRAFTING TITLE
DATE: MARCH 18, 2021
PRINTED: MARCH 18, 2021
SCALE: 1:500
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DRAFT PLAN OF SUBDIVISION
17153-DP

APPROVALS	
DIRECTOR	
CFO	
CAO	

COUNCIL
PLANNING AND DEVELOPMENT SERVICES
PLANNING DIVISION

21-22

REPORT P&B-2021-49
SEPTEMBER 7, 2021

SUBJECT: APPLICATION FOR CITY WIDE ZONING BY-LAW AMENDMENT (FILE NO. 2021-08) SUBMITTED BY THE CITY OF WELLAND – SHORT-TERM RENTALS

AUTHOR: NICOLAS AIELLO
POLICY PLANNER

APPROVING MANAGER: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
MANAGER OF PLANNING

APPROVING DIRECTOR: GRANT MUNDAY, B.A.A., MCIP, RPP
DIRECTOR PLANNING AND DEVELOPMENT SERVICES

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information Report P&B 2021-49 regarding an application for Zoning By-law Amendment (File No. 2021-08) to permit Short-Term Rentals in the City, subject to certain conditions including but not limited to Licencing.

ORGIN AND BACKGROUND:

On December 17, 2019, Council passed a number of motions related to the regulation of short-term rentals:

- 1) THAT COUNCIL OF THE CITY OF WELLAND directs staff to prepare a By-law that deals with short term rentals and all associated licencing and administration; and further
 THAT staff host a public meeting prior to final council consideration.
- 2) THAT COUNCIL OF THE CITY OF WELLAND amends the motion to include "report and".
- 3) THAT COUNCIL OF THE CITY OF WELLAND refers the request regarding short term rentals to staff for a report to be recommended by council.

On June 22, 2021, Council approved the following recommendations in Report P&B-2021-30:

- 1) THAT THE COUNCIL OF THE CITY OF WELLAND receives Report P&B-2021-30 for information.
- 2) THAT Welland City Council direct staff to commence the process of amending the City's Zoning By-law 2017-117 to consider short-term rental use, including but not limited to short-term rental of rooms in a dwelling unit, and short-term rental of entire dwelling units.
- 3) THAT Welland City Council direct staff to commence the process of developing a Short-Term Rental Licensing By-law.

The purpose of the Amendment to the Zoning By-law is to permit short term rental accommodations as a secondary use in residential, agricultural, and institutional zones where residential uses are permitted; and, further permit short-term rentals as the principal use of dwellings in commercial zones that allow residential uses, such as: the Downtown Mixed Use Centre Zone (DMC), Community Commercial Node Zone (CC1), Community Commercial Corridor Zone (CC2), and Neighbourhood Commercial Zone (NC). The amendment proposes to permit short-term rentals in a single-detached dwelling, two-unit dwelling, townhouse dwelling, multiple dwelling, apartment dwelling, and an accessory dwelling unit.

The amendment further proposes that a short-term rental:

- Not contain more than three guest bedrooms;
- Be subject to licencing in accordance with the City's Short-Term Rentals Licencing By-law;
- May be the principle use of an accessory dwelling unit in Residential, Institutional, Open Space, and Agricultural Zones where Residential uses are permitted only if the operator is residing on the premises;
- Not display external advertising on the site; and
- Require 0.5 additional parking space per guest room.

A Short-Term Rental Licensing By-law is also being proposed (Appendix 2) that will be implemented in conjunction with the draft zoning provisions. The Draft Licencing By-law proposes to require:

- Mandatory Licensing for short-term rentals;
- Application Requirements including
 - Application Form
 - Application Fee
 - Insurance Certificate
 - Site Plan
 - Floor Plan
 - Parking Management Plan
 - Fire Safety Protocol: Floor Plan, Fire Safety Checklist, Photos
 - Electrical Safety Authority Eleccheck Inspection

- Renewal Application Requirements including
 - Complete application
 - Application fee
 - Updated information (if required)
- By-law Inspection;
- Licensing Conditions;
- Demerit Point System ;
- Administrative Penalty System; and
- Appeals Process

The associated fees of the short-term rental licence application process have been pre-determined to be \$1,029.50 inclusive of HST and a yearly renewal fee of \$75.00 inclusive of HST.

The application fee consists of:

- \$500.00 for the by-law review of required documents such as floor plans, proof of insurance, proof of ownership, principle contact information, and other required documents, City By-laws inspection, as well as the required monitoring of short-term rentals in the City for licences and compliance.
- \$282.50 for the review of Fire Safety Protocol which includes the submission of a declaration and fire safety checklist.
- \$247.00 for a zoning and parking compliance review and associated compliance letter.

The yearly renewal fee consists of:

- \$75.00 for a by-law review to verify that the short-term rental is maintaining compliance with the licencing requirements.

COMMENTS AND ANALYSIS:

A Virtual Public Information Meeting was held on August 12, 2021 to gain public input regarding the proposed application. Eleven (11) people participated in the Public Information Meeting. The following comments and concerns were raised at the Public Information Meeting:

- Concerns regarding the required one hour response time of a host to attend an issue;
- Concerns regarding the proposed parking requirements for short-term rentals;
- Concerns regarding potential unruly and noisy short-term rentals and associated nuisances;
- Concerns regarding legal-non conforming short-term rentals;

- Concerns regarding the initial Licencing Fee being too high;
- Whether the renting of bedrooms with the owner present would be considered a short-term rental;
- Whether a short-term rental could be the principle use of a accessory dwelling unit;
- Would long term tenants need approval from the land-lord;
- Concerns regarding restricting the number of bedrooms and not occupancy;
- Whether licensing and the associated fees apply to legal non-conforming uses;
- Whether the licensing process and associated fees would apply to newly built/renovated residences

At the time of writing this report, three (3) letters from residents and one (1) from a Short-Term Rental Management Company have been received. In addition to the comments above, the following comments and concerns were raised:

- Consideration of a registration process for short-term rentals;
- Consideration of a Good Neighbour Policy;
- Requiring Insurance for short-term rentals;
- Concerns regarding the proposed registration process being too onerous;
- Measures that some Short-Term Rental Companies have in place to mitigate associated concerns;
- Concerns regarding wastewater infrastructure capacity;
- Concerns regarding the complaint process and attending to complaints;
- Concerns regarding how the proposed policy applies to Bed and Breakfast Establishments.

Further, Staff created a Your Channel page which included a Comment Board and survey. This information was presented to Council in a June 22 Staff Report.

The Statutory Public Meeting under the Planning Act is being held virtually on September 7, 2021. The Public Meeting provides an opportunity for Staff to make a presentation regarding the proposal, for interested parties to make comment and/or raise concerns, and for Council Members to inquire about the Application.

The report is intended to provide Council with background information on the Application. Staff will bring a Recommendation Report for Council's consideration at a future meeting.

FINANCIAL CONSIDERATION:

There are no financial impacts associated with this report.

OTHER DEPARTMENT IMPLICATIONS:

Other City Departments have been circulated the application for review and comment. Any comments, requirements, and/or recommendations received will be incorporated into the final Recommendation Report.

SUMMARY AND CONCLUSION:

The Planning Act requires a Statutory Public Meeting to be held to provide an opportunity for public input and discussion regarding the Applications. This report is intended to provide background information for the Public Meeting.

ATTACHMENTS:

Appendix I – Draft Zoning By-law Text

Appendix II – Draft Licensing By-law Text

THE CORPORATION OF THE CITY OF WELLAND

BY-LAW NUMBER _____

BEING A BY-LAW TO AMEND CITY OF WELLAND ZONING BY-LAW
2017-117 (City of Welland – FILE 2021-08)

WHEREAS the Council of the Corporation of the City of Welland adopted By-law 2017-117 on the 17th day of October, 2017;

AND WHEREAS Subsection 1 of Section 34 of The Planning Act R.S.O. 1990, Chapter P.13 provides that local Councils may pass Zoning By-laws;

AND WHEREAS the Council of the Corporation of the City of Welland deems it expedient to amend said Zoning By-law 2017-117.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF WELLAND ENACTS AS FOLLOWS:

That Schedule "A" to By-law 2017-117 be and the same is hereby amended as follows:

1. Section 4 Definitions is amended by adding and alphabetically inserting new definitions as follows:

"Short-Term Rental" means a Dwelling Unit that is rented for a period of 28 consecutive days or less but does not include a bed and breakfast, hotel/motel, or boarding or lodging house.

2. Section 5 General Provisions is amended by the addition of Section 5.38 as follows and renumbering the remaining Sections accordingly:

5.38 Short-Term Rentals

Short-Term Rentals are subject to the following regulations:

- a) A short-term rental is subject to licencing in accordance with the City's Short-Term Rentals Licencing By-law.
- b) A short-term rental shall only be permitted in a single-detached dwelling, two-unit dwelling, townhouse dwelling, multiple dwelling, apartment dwelling, and an accessory dwelling unit and shall not contain more than three guest bedrooms.
- c) The short-term rental shall be a secondary use to the principal Residential use of a dwelling except for in Commercial Zones where residential uses are permitted, and shall maintain the

residential character of the dwelling.

- d) A Short-Term Rental may be the principle use of an accessory dwelling unit in Residential, Institutional, Open Space, and Agricultural Zones where Residential uses are permitted only if the operator is residing on the premises; and
- e) No external display or advertising shall be permitted on the site.

3. Section 6.4 All Zones Except Downtown Zones – Required Parking and Queuing Spaces by Use is amended by adding and alphabetically inserting to the existing Table 6.4.1: Residential and Accessory Residential Uses in All Zones Except Downtown Zones - Required Parking Spaces the following:

Table 6.4.1: Residential and Accessory Residential Uses in All Zones Except Downtown Zones - Required Parking Spaces

Column 1	Column 2
Use	Required Number of Parking Spaces
Short-Term Rental	0.5 additional parking space per guest room

4. Section 7.2 Permitted Uses is amended by adding and alphabetically inserting to the existing Table 7.2.1: Permitted Uses in Residential Zones the following:

Table 7.2.1: Permitted Uses in Residential Zones

Column 1	Column 2	Column 3	Column 4	Column 5
Permitted Uses	RL1	RL2	RM	RH
Short-Term Rental	✓ (6)	✓ (6)	✓ (6)	✓ (6)

5. Section 7.2 Permitted Uses is amended by introducing a new footnote (6) to the existing Table 7.2.1: Permitted Uses in Residential Zones as follows renumbering the remaining footnotes accordingly:

- (6) Refer to Section 5.38 – Short-Term Rentals

6. Section 8.2 Permitted Uses is amended by adding and alphabetically inserting to the

existing Table 8.2.1: Permitted Uses in Commercial Zones the following:

Table 7.2.1: Permitted Uses in Commercial Zones

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Permitted Uses	DMC	RS	CC1	CC2	NC
Short-Term Rental	✓		✓	✓	✓

7. Section 9.2 Permitted Uses is amended by adding and alphabetically inserting to the existing Table 9.2.1: Permitted Uses in Open Space Zones the following:

Table 9.2.1: Permitted Uses in Open Space Zones

Column 1	Column 2	Column 3	Column 4
Permitted Uses	O1	O2	WRW
Short-Term Rental			✓ (3)

8. Section 11.2 Permitted Uses is amended by adding and alphabetically inserting to the existing Table 11.2.1: Permitted Uses in Institutional Zones the following:

Table 9.2.1: Permitted Uses in Institutional Zones

Column 1	Column 2	Column 3
Permitted Uses	INS1	INSH
Short-Term Rental	✓	✓

9. Section 13.2 Permitted Uses is amended by adding and alphabetically inserting to the existing Table 13.2.1: Permitted Uses in Agricultural Zones the following:

Table 13.2.1: Permitted Uses in Agricultural Zones

Column 1	Column 2	Column 3	Column 4
Permitted Uses	A1	RR	RE
Short-Term	✓	✓	✓

- 4 -

Rental			
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READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL THIS DAY
DAY OF MONTH, YEAR.

MAYOR

CLERK

THE CORPORATION OF THE CITY OF WELLAND

BY-LAW NUMBER 2021 –

**A BY-LAW TO PROVIDE REGULATIONS FOR THE LICENSING AND
INSPECTING OF SHORT TERM RENTALS**

WHEREAS Section 11(1) of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, (the “Act”) permits that a local municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS Section 151(1) of the Act provides that a local municipality may provide for a system of licences with respect to a business wholly or partly carried on within the municipality;

AND WHEREAS pursuant to Part II, Section 10(2) 6 of the Act, a municipality may pass by-laws respecting the health, safety and well-being of persons;

AND WHEREAS, as set out in Section 224 of the Act, it is the role of Council, among other things, to represent the public and to consider the well-being and interests of the municipality;

AND WHEREAS Section 391(1) of the Act provides that a municipality may impose fees and charges on person for services or activities provided or done by or on behalf of it;

AND WHEREAS Section 25.1(1) of the Statutory Powers and Procedures Act, R.S.O. 1990, c. S.22 (the “SPPA”) provides that a tribunal may make rules governing the practice and procedure before it;

AND WHEREAS Section 5.2(1) of the SPPA provides that hearings may be held electronically in a proceeding;

AND WHEREAS it is necessary and desirable for the public to regulate the short term rentals for the purpose of the health, safety and well-being of people in the City of Welland where Council determines it to be in the municipal interest;

AND WHEREAS Part XIV of the Act provides for certain powers in relation to the enforcement of the municipal by-laws;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF WELLAND hereby ENACTS AS follows:

SECTION 1 – SHORT TITLE

- 1.1 This By-law may be referred to as the Short Term Rental Licensing By-law.

SECTION 2 – DEFINITIONS

- 2.1 “Act” means the Municipal Act, 2001, S.O. 2001, c.25, as amended from time to time, or any successor thereof;
- 2.2 “Action” means a proceeding in a court or tribunal of competent jurisdiction;
- 2.3 “Agent” means a Person duly appointed by a Licensee to ensure the premises are operated in accordance with the provisions of this By-law;
- 2.4 “Appeal Tribunal” means the all-citizen tribunal appointed by Council to conduct hearings under this By-law;
- 2.5 “Applicant” means and includes a Person seeking a Licence or renewal of a Licence or a Person whose Licence is being considered for revocation or suspension;
- 2.6 “Building Code Act” means the Building Code Act, 1992, S.O. 1992, c.23 and all regulations thereto, as amended from time to time, or any successor thereof;
- 2.7 “Building Code” means Ontario Regulation 332/12: Building Code and all regulations thereto, as amended from time to time, or any successor thereof;
- 2.8 “By-law” means this By-law and all schedules forming part of this by-law, and includes and amendments thereto;
- 2.9 “Chief Building Official” means the Chief Building Official for the Corporation of the City of Welland or his or her designate;
- 2.10 “City” means the Corporation of the City of Welland;
- 2.11 “Council” means the Council of the City;
- 2.12 “Dwelling Unit” has the same meaning as defined under the Zoning By-law and for greater clarity, means a place of residence with one or more habitable rooms containing separate kitchen and bathroom facilities for private use as a single housekeeping unit.

- 2.13 "Electrical Safety Code" means Ontario Regulation 164/99: Electrical Safety Code and all regulations thereto, as amended from time to time, or any successor thereof;
- 2.14 "Electronic Hearing" means a hearing held by a form of electronic technology allowing persons to hear and see one another, and includes hearings conducted by video conference;
- 2.15 "Electronic Recording" means a record created, generated, sent, communicated, received, or restored by electronic means;
- 2.16 "EMCPA" means the Emergency Management and Civil Protection Act, R.S.O. 1990, c. E.9 and all regulations thereto, as amended from time to time, or any successor thereof;
- 2.17 "Fire Chief" means the Chief of Welland Fire and Emergency Services or his or her designate;
- 2.18 "Fire Code" means Ontario Regulation 213/07: Fire Code and all regulations thereto, as amended from time to time, or any successor thereof;
- 2.19 "Fire Protection and Prevention Act" means the Fire Protection and Prevention Act, 1997, S.O. 1997, c.4 and all regulations thereto, as amended from time to time, or any successor thereof;
- 2.20 "Fire Safety Protocol" means a protocol approved by the Fire Chief which contains an outline of actions for a Person to take in the event of a fire emergency, the location of all fire-related safety equipment, a floor plan of the premises indicating the location of all emergency exits, contact information containing the name, phone number and e-mail address of the Owner or Long-term Tenant, and an undertaking to comply with any applicable law, including the Open-Air Fire By-law and the Fireworks By-law;
- 2.21 "Fireworks By-law" means the City's Fireworks By-law 2003-127, as amended from time to time, or any successor thereof;
- 2.22 "Highway" has the same meaning as defined under the Highway Traffic Act, R.S.O. 1990, c. H.8.;

- 2.23 "Home Occupation" has the same meaning as defined under the Zoning By-law and for greater clarity, means the accessory use of a dwelling for an occupation or business;
- 2.24 "License" means a license issued under this By-law;
- 2.25 "Licensed Electrician" means an electrical contractor duly licensed pursuant to the provisions of Ontario Regulation 570/05: Licensing of Electrical Contractors and Master Electricians as amended from time to time, or any successor thereof;
- 2.26 "Licensing Officer" means a person appointed by the Council of the Corporation of the City of Welland for the purposes of enforcing this By-law;
- 2.27 "Licensee" means a Person to whom a License has been issued;
- 2.28 "Long-term Tenant" has the same meaning as "tenant" under the Residential Tenancies Act, 2006, S.O. 2006, c. 17, and has rented or will rent the Dwelling Unit for a period of at least 12 months;
- 2.29 "Medical Officer of Health" means the Medical Officer of Health for the Regional Municipality of Niagara or his or her designate;
- 2.30 "Officer" means a person appointed by the Corporation of the City of Welland for the purposes of enforcement of its By-laws;
- 2.31 "Owner" means a Person that is the registered owner of a Property;
- 2.32 "Parking Management Plan" means a plan, depicting the size, surface material, and location of all parking spaces intended to be used for parking on the premises, and such plan shall be compliant with the Zoning By-law and the Traffic & Parking By-law;
- 2.33 "Person" means an individual, firm, proprietorship, partnership, association, syndicate, trust, corporation, department, bureau, agency or other entity;
- 2.34 "Principal Residence" means a Dwelling Unit in which a person resides a majority of the year;
- 2.35 "Property" means any land or premises that is within the jurisdiction of the City;

- 2.36 "Provincial Offences Act" means the Provincial Offences Act, R.S.O. 1990, c. P. 33, and all regulations thereto, as amended from time to time, or any successor thereof;
- 2.37 "Region" means the Regional Municipality of Niagara;
- 2.38 "Reopening Ontario Act" means the Reopening Ontario (A Flexible Response to COVID-19) Act, 2020, S.O. 2020, c. 17;
- 2.39 "Short Term Rental" has the same meaning as defined under the Zoning By-law and for greater clarity, means a Dwelling Unit that is rented for a period of 28 consecutive days or less but does not include a bed and breakfast, hotel/motel, or boarding or lodging house;
- 2.40 "Traffic & Parking By-law" means the City's Traffic & Parking By-law 89-2000, as amended from time to time, or any successor thereof;
- 2.41 "Zoning By-law" means the City's Zoning By-law 2017-117, as amended from time to time, or any successor thereof;

SECTION 3 – SHORT TERM LICENCE REQUIRED

- 3.1 No person shall carry on, or intend to carry on, any trade, business or occupation of a Short Term Rental for which a licence is required under this By-law unless that person has first obtained a Licence as required under this By-law.
- 3.2 No person shall carry on, or intend to carry on, any trade, business or occupation of a Short Term Rental for which a licence under this By-law if the licence has expired or been revoked or while the licence is under suspension.
- 3.3 No person shall rent, or communicate with anyone to rent, a Short Term Rental that is not licensed pursuant to the provisions of this By-law.
- 3.4 For greater certainty, the requirements of this by-law do not apply to a hotel, motel or bed and breakfast establishment as defined in the Zoning By-law.

SECTION 4 – APPLICATION FOR A SHORT TERM RENTAL LICENCE

- 4.1 Any person seeking to obtain a new Short Term Rental Licence shall submit a complete application to the Licensing Officer on the forms or in the manner prescribed by the Licensing Officer.
- 4.2 Every applicant for a Short Term Rental Licence shall be the owner or long term tenant of the premises.
- 4.3 In the instance of a long term tenant being the applicant, an owner's written authorization is required.
- 4.4 The Licensing Officer shall not accept any application for a Short Term Rental Licence if any of the applicants are under the age of 18 years.
- 4.5 Every applicant for a Short Term Rental Licence shall submit, to the satisfaction of the Licensing Officer, the following:
- a) the fully and correctly completed Short Term Rental application form;
 - b) the application fee, as set out in the City of Welland Fees and Charges By-law, as amended;
 - c) a certificate of insurance which confirms that the Applicant has in place at the time of the application, general liability insurance which can form part of or is included in a "home sharing", "host insurance", "short term rental" or other similar type of insurance of not less than two million dollars per occurrence including property damage and bodily injury, and if requested, that the City be included as an additional insured, but only with respect to the applicants operation of the premises as a Short Term Rental;
 - d) a site plan that indicates the location of the Short Term Rental premises, the adjacent highway, and any external garbage/ recycling facilities;
 - e) a floor plan of the Short Term Rental premises clearly indicating the location and number of rooms, the proposed total occupancy limit, and for each room, accompanying photos, its dimensions, a description of its proposed use and the proposed number of beds;
 - f) a Parking Management Plan that complies with the Zoning By-law;
 - g) a Fire Safety Protocol;

- h) a letter of compliance from the Electrical Safety Authority dated within 12 months of the date of the application indicating the premises and its proposed use comply with the Electrical Safety Code;
- i) a Fire Safety Checklist and photographs demonstrating the location of smoke and carbon monoxide alarms;
- j) any other information required pursuant to this By-law.

4.6 The Licensing Officer shall not accept any application for a Short Term Rental until all requirements relating to the application, as set out in this By-law, have been met.

SECTION 5 – APPLICATION FOR RENEWAL

5.1 Every application for renewal of a Short Term Rental Licence under this By-law, shall be made in a form satisfactory to the Licensing Officer and shall include:

- a) the fully and correctly completed renewal application form, if applicable;
- b) the application renewal fee, as set out in the City of Welland Fees and Charges By-law, as amended;
- c) If changes have been made to the floor plan, site plan, Parking Management Plan, or Fire Safety Protocol submitted with the original application, the application shall submit a revised floor plan, site plan, Parking Management Plan, or Fire Safety Protocol.
- d) If changes have been made to the power supply or electrical wiring of the premises, a letter of compliance from the Electrical Safety Authority dated within 12 months of the date of the renewal application indicating the premises and its proposed use comply with the Electrical Safety Code;
- e) any other information required pursuant to this By-law.

5.2 A Short Term Rental License that is not renewed by the expiry date is no longer valid.

SECTION 6 - INSPECTIONS

- 6.1 Upon receipt of a complete application as set out in Section 4.1 of this By-law, and all accompanying documentation and the required fees, the City shall schedule an inspection of the Short Term Rental premises, at a reasonable time.

SECTION 7 - REVIEW OF APPLICATION

- 7.1 The Licensing Officer may reject a Licence application or its renewal where any of the documents required by this By-law are incomplete or have not been filed.
- 7.2 As a part of the review, applications may be circulated to those agencies deemed necessary or relevant by the Licensing Officer.
- 7.3 A Person is not eligible to hold a licence if the proposed use of the land, building or structure is not permitted by the Zoning By-law that applies to the Property;
- 7.4 A Short Term Rental is only permitted in a single-detached dwelling, two-unit dwelling, townhouse dwelling, multiple dwelling, apartment dwelling and an accessory dwelling unit and shall not contain more than three (3) guest bedrooms;
- 7.5 The Short Term Rental shall be a secondary use to the principal residential use of a dwelling except for in Commercial Zones where residential uses are permitted, and shall maintain the residential character of the dwelling;
- 7.6 A Short Term Rental may be the principle use of an accessory dwelling unit in Residential, Institutional, Open Space and Agricultural Zones where Residential uses are permitted only if the operator is residing on the premises.

SECTION 8 - ISSUE OF SHORT TERM RENTAL LICENCE

- 8.1 The Licensing Officer is authorized to issue and to renew Short Term Rental Licenses in accordance with this By-law
- 8.2 All Licences issued and renewed shall be signed by the Licensing Officer.
- 8.3 The Licensing Officer may revise the Licence where the licence contains an error.

- 8.4 In the event a legal non-conforming Short Term Rental ceases to operate for a period of one year, a licence will no longer be issued for the legal non-conforming use.
- 8.5 The Licensee, upon issuance of a Short Term Rental Licence and thereafter shall comply with all provisions of this By-law.

SECTION 9 – CARRYING ON A SHORT TERM RENTAL

- 9.1 The submission of an application for a Short Term Rental Licence, including the related fee(s), does not entitle the Applicant to carry on, or intend to carry on a Short Term Rental. The Applicant is only entitled to do so once the Licence has been issued for the Short Term Rental.

SECTION 10 - LICENCE CONDITIONS


- 10.1 The following conditions are attached to each Licence issued under this By-law:
- a) the Short Term Rental is lawfully constructed;
 - b) when the premise is occupied for the purposes of a Short Term Rental, a legible copy of the Licence shall be posted in a conspicuous location within one (1) meter of the interior of the Short Term Rental's primary entrance;
 - c) a Licensee shall notify the Licensing Officer in writing within seven (7) days of any change to any information provided pursuant to Sections 4 and 5 of this By-law;
 - d) the Licensee shall ensure compliance with all applicable laws including:
 - i) the Fire Protection and Prevention Act;
 - ii) the Building Code Act;
 - iii) the Electrical Safety Code;
 - iv) the EMCPA;
 - v) the Reopening Ontario Act;

- vi) the Health Protection and Promotion Act;
 - vii) the Zoning By-law;
 - viii) the Traffic & Parking By-law;
 - ix) the Fireworks By-law;
 - x) the Open Air Fire By-law
 - xi) the Property Standards By-law;
 - xii) the Public Nuisance By-law;
 - xiii) the Noise By-law;
 - xiv) the Clean Yards By-law
 - xv) the Sidewalk Snow Clearing By-law;
 - xvi) the Sign By-law;
- e) when the premises is occupied for the purposes of a Short Term Rental, the Licensee shall ensure that no vehicle is stopped or parked on any part of the Short Term Rental premises except within a parking space identified on the Parking Management Plan filed pursuant to the provisions of this By-law
 - f) when the premises is occupied for the purposes of a Short Term Rental, the Licensee shall ensure that a legible copy of the Fire Safety Protocol shall be posted in a conspicuous location within one (1) meter of the interior of the Short Term Rental's primary entrance, and that the occupant complies with the Fireworks By-law and Open Air Fire By-law;
 - g) a copy of the floor plan contained within the Fire Safety Protocol shall be posted in a conspicuous location within one (1) meter of the interior of the Short Term Rental's primary entrance;
 - h) the Licensee shall allow, at any reasonable time and when permitted by law, the City to inspect the Short Term Rental premises to ensure compliance with this By-law;

- i) the Licensee shall include the Licence number in any advertisement or promotion related to the renting out of the premises intended to be used as a Short Term Rental;
- j) the Licensee shall ensure that the Licensee or their Agent is available to attend to the Short Term Rental premises at all times within a period of no greater than one (1) hour from the time of contact by way of telephone or e-mail;
- k) within three (3) months of expiry, the Licensee shall provide to the City an updated certificate of insurance as required in Section 4.5 (c);
- l) the Licensing Officer may impose additional conditions as the Licensing Officer determines are appropriate in relation to the issuance of any Licence at any time during the term of the Licence, as are necessary in the opinion of the Licensing Officer to give effect to the purposes of this By-law;
- m) where a Licensee is dissatisfied with any condition imposed by the Licensing Officer pursuant to Section 10 of this By-law, the Licensee may request a review of the condition by the Appeal Tribunal.

SECTION 11 - REFUSAL TO ISSUE OR RENEW A SHORT TERM RENTAL LICENCE

- 11.1 The Licensing Officer may refuse to issue or renew a Short Term Rental Licence:
- a) if all inspections required pursuant to this By-law have not been completed and passed;
 - b) where the conduct of the Applicant or Licensee including the conduct of any officer, director, employee or agent of an Applicant or Licensee affords reasonable cause to believe that the Applicant or Licensee will not carry on or operate the Short Term Rental in accordance with the law or with honesty and integrity;
 - c) where the Licensing Officer reasonably believes that issuing the Short Term Rental Licence might be adverse to the public interest;

APPROVALS	
DIRECTOR	
CFO	
CAO	

COUNCIL

PLANNING AND DEVELOPMENT SERVICES
PLANNING DIVISION

21-116

REPORT P&B-2021-50
SEPTEMBER 7, 2021

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (FILE NO. 2021-06) AND DRAFT PLAN OF VACANT LAND CONDOMINIUM (FILE NO. 26CD-14-21005) SUBMITTED BY UPPER CANADA CONSULTANTS ON BEHALF OF MOUNTAINVIEW HOMES (NIAGARA) LTD. FOR LANDS LOCATED ON THE EAST SIDE OF SOUTH PELHAM ROAD, NORTH OF WEBBER ROAD, AND WEST OF CLAIRE AVENUE, LEGALLY DESCRIBED AS BLOCK 2 59M-472, GEOGRAPHIC TOWNSHIP OF THOROLD, NOW IN THE CITY OF WELLAND, REGIONAL MUNICIPALITY OF NIAGARA, MUNICIPALLY KNOWN AS 89 WEST CREEK COURT.

AUTHOR: TAYLOR MEADOWS, BURPI
DEVELOPMENT PLANNER

APPROVING SUPERVISOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
MANAGER OF PLANNING

APPROVING DIRECTOR: GRANT MUNDAY, B.A.A., MCIP, RPP
DIRECTOR
DEVELOPMENT AND BUILDING SERVICES

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND APPROVES AN Amendment to Zoning By-law 2017-117, as amended, for lands on the east side of South Pelham Road, north of Webber Road and west of Claire Avenue, legally described as Block 2 59M-472, Geographic Township of Thorold, Now in the City of Welland, Regional Municipality of Niagara, municipally known as 89 West Creek Court from Residential Medium Density – RM and Institutional Health and Wellness – INSH to Site Specific Residential Medium Density – RM, Site Specific Institutional Health and Wellness – INSH and Environmental Protection Overlay – EP; and further,

THAT Welland City Council approves Draft Plan of Vacant Land Condominium for lands described as Block 2 59M-472, Geographic Township of Thorold, Now in the City of Welland, Regional Municipality of Niagara, municipally known as 89 West

Creek Court, for the creation of 69 units for block townhouse dwellings, one (1) naturalized buffer block, and one (1) daylighting triangle block, subject to the following conditions:

1. That the Owner enter into a Site Plan Agreement with the City of Welland;
2. That no grading or construction work commence until such time as the Site Plan Agreement has been entered into and financial securities are in place;
3. That the Site Plan or Condominium Agreement between the owner and the City contain a provision whereby the owner agrees to implement the approved noise mitigation measures AND ensure the required warning clauses be included in all offers and agreements of purchase and sale or lease to survive closing in accordance with the *Environmental Noise Feasibility Study* (dated June 1, 2021) prepared by Valcoustics Canada Ltd;
4. That the following clauses shall be included in the Site Plan or Condominium Agreement between the owners and the City of Welland:

"Should deeply buried archaeological remains/resources be found on the property during construction activities, all activities impacting archaeological resources must cease immediately, notify the Archaeology Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries (416-212-8886) and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

In the event that human remains are encountered during construction, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act."

5. That a Landscape Plan be prepared to the satisfaction of the Niagara Region. The Landscape Plan should incorporate dense plantings of native trees and shrubs that complement the adjacent vegetation communities, including thorny species to discourage human intrusion into sensitive areas. The removal of invasive species should also be incorporated, as appropriate. The Landscape Plan should be completed by a full member of the Ontario Association of Landscape Architects (OALA);
6. That a Grading Plan be provided to the satisfaction of Niagara Region, that demonstrates that existing overland flow patterns are maintained and that

- no grading within the natural heritage features and/or their buffers will occur. The Grading Plan shall designate specific locations for stockpiling of soils and other materials which will at a minimum be outside of the natural heritage features and their buffers and a minimum of 10 metres from the dripline of any trees to be retained. The Grading Plan should also illustrate the location and installation details associated with sediment control and limit of work fencing. Limit of work fencing must be maintained in good condition for the duration of construction until all disturbed surfaces have been stabilized. Muddy water shall not be allowed to leave the site;
7. That permanent rear-lot fencing be provided along the boundary of the environmental block, adjacent to the wetland buffer. A no-gate bylaw is recommended to reduce human encroachment and limit the movement of pets into the adjacent natural areas;
 8. That a clause be added to the Site Plan or Condominium Agreement indicating that vegetation removals be undertaken between October 1st and March 14th, outside of both the breeding bird nesting period and active bat season. A survey for active bird nests should be conducted prior to any vegetation removal or site alteration planned to occur during this window;
 9. That prior to approval of the final plan or any on-site grading, the owner shall submit a detailed stormwater management plan for the subdivision and the following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of the Environment documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region for review and approval:
 - a) Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;
 - b) Detailed erosion and sedimentation control plans;
 10. That the Site Plan or Condominium Agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved plan(s) required in accordance with the approved Stormwater Management Plan;
 11. That the owner provides a written acknowledgement to the Niagara Region stating that draft approval of this condominium does not include a commitment of servicing allocation by the Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner;

12. That the owner provides a written undertaking to the Niagara Region stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this condominium, shall contain a clause indicating that servicing allocation for the condominium will not be assigned until the plan is registered, and a similar clause be inserted in the Condominium Agreement between the owner and the City;
13. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings [with calculations] for any proposed municipal sanitary and storm drainage systems required to service this development and obtain Ministry of the Environment, Conservation and Parks, Environment Compliance Approval under the Transfer of Review Program;
14. That the owner/developer ensure that all streets and development blocks can provide an access in accordance with the Niagara Region's Corporate Policy and By-laws relating to the curbside collection of waste and recycling;
15. That the owner/developer shall comply with the Niagara Region's Corporate Policy for Waste Collection and complete the Application for Commencement of Collection and Indemnity Agreement;
16. If Regional Waste Collection cannot be provided, the Site Plan or Condominium Agreement between the owner and the City contain provisions that the owner shall provide a written undertaking to the Niagara Region Planning and Development Services Department acknowledging that because the site design does not meet Regional Waste Policy, garbage/recycling pick-up for the development will not be provided by the Region. Further, the following warning clause shall be included in the condominium agreement and inserted in all Agreements of Purchase and Sale or Lease for each dwelling unit:

"Purchasers/Tenants are advised that due to the site layout, garbage/recycling pick-up for the development will be provided by the condominium corporation through a private contractor and not the Region.";
17. That in order to accommodate Regional Waste Collection service, waste collection pads are required to be provided by the applicant for the units 46-52 (subject to the Regional waste collection trucks reverse limits). The waste collection pads shall be in accordance with the Niagara Region's Corporate Waste Collection Policy;
18. That the following warning be included in the Site Plan or Condominium Agreement and inserted in all offers and agreement of purchase and sale or lease for units 46-52(subject to the Regional waste collection trucks reverse limits):

- “That in order to accommodate Regional Waste Collection service, waste collection pads are required to be provided by the applicant for units 46-52 (subject to the Regional waste collection trucks reverse limits). The waste collection pads shall be in accordance to the details outlined in the Niagara Region’s corporate waste collection policy.”;*
19. That the owner dedicates additional lands at the north west corner of the intersection of Regional Road 29 and Clare Avenue to the Region of Niagara to achieve an ultimate daylighting triangle size of 10 metres x 10 metres.
 20. Prior to any construction taking place within the Regional road allowance the owner shall obtain a Regional Construction Encroachment and Entrance Permit. Applications must be made through the Permits Section of the Niagara Region Public Works Department (Transportation Services Division);
 21. That the Site Plan or Condominium Agreement between the owner and the City contain a provision whereby the owner agrees to obtain a certificate from an Ontario Land Surveyor stating that all existing and new survey evidence is in place at the completion of the development;
 22. That the Developer provide detailed grading, construction sediment and erosion control drawings to the Niagara Peninsula Conservation Authority for review and approval. The Owner agrees that all Sediment and Control measures shall be maintained and in good condition for the duration of construction until all disturbed surfaces have been stabilized;
 23. That the Developer provides appropriate limit-of-work fencing along the rear of Lots 36, 49, 50 and 55-69 and the boundary of the 15 metre wetland buffer for the remainder of the lots to the satisfaction of the Niagara Peninsula Conservation Authority;
 24. That the Developer provide a buffer restoration plan to provide enhancements to the wetland buffer, to the satisfaction of the Niagara Peninsula Conservation Authority. Scoping of the restoration plan is to be obtained by the Niagara Peninsula Conservation Authority. Scoping of the restoration plan is to be obtained by the Niagara Peninsula Conservation Authority and is to be done through a Work Permit from the Niagara Peninsula Conservation Authority;
 25. That the Developer provide 1.5-metre-high chain link fencing along the boundaries of Lots 36, 49, and 50. Fencing should also be established along the agreed upon wetland buffer in lots and as shown on applicable plans and drawings to the satisfaction of the Niagara Peninsula Conservation Authority;

26. That conditions 22 to 25 be incorporated into the Site Plan or Condominium Agreement between the Developer and the City of Welland, to the satisfaction of the Niagara Peninsula Conservation Authority. The City of Welland shall circulate the draft Site Plan or Condominium Agreement to the Niagara Peninsula Conservation Authority for its review and approval;
27. If existing Welland Hydro-Electric System Corporation infrastructure is required to be relocated or temporary Hydro service is required, all costs are the responsibility of the applicant;
28. If easement(s) are required by Welland Hydro-Electric System Corporation to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements;
29. The proposed development must meet the clearance requirements of the Ontario Building Code section 3.1.19.1 "Clearance to Buildings";
30. The Developer shall submit the full engineering design drawings to the City of Welland's Engineering Division for review and approval. Design drawing submission shall include servicing, grading, photometric, signage, and landscaping plans;
31. The revised sewer drainage area plans shall be submitted to the City of Welland's Engineering Division for review and approval;
32. The Developer shall be responsible for all costs associated with the development, including reinstatements to the existing condition or better;
33. The Developer shall construct all municipal infrastructure in accordance with the City of Welland Municipal Standards, Ontario Provincial Standards and any other applicable standards that may apply;
34. The Developer shall conduct home condition surveys, as or if required, prior to commencement of construction;
35. The owner shall complete to the satisfaction of the Director of Engineering of the City of Welland and Canada Post:
 - a. Include on all offers of purchase and sale, a statement that advises the prospective purchaser:

- i. That the home/business mail delivery will be from a designated Centralized Mail Box.
 - ii. That the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any homes sales.
 - b. The owner further agrees to:
 - i. Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevard and sidewalks are in place in the remainder of the subdivision.
 - ii. Install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes
 - iii. Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - iv. Determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
 - c. Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space;
36. A subsurface Geotechnical report prepared by a qualified geotechnical engineer will be required at the time of building permit application submission;
37. Parkland dedication shall be established in accordance with By-law 2014-101. If a 5% Cash-in-lieu method is utilized, the Developer shall establish the value of land for each lot, to the satisfaction of the City, prior to execution of the Site Plan or Condominium Agreement. The values shall be determined by an Appraiser in accordance with City Policy as of the day before the day the first building permit is issued for the development. The

values shall be referenced in the Special Conditions and Building Restrictions of the Site Plan or Condominium Agreement;

38. That prior to granting Approval for the Final Plan, the City of Welland will require written notice from the following upon their respective conditions having been met satisfactorily;

City of Welland: 1, 2, 30-34, 36, 37

Region of Niagara: 3-21

NPCA: 22-26

Canada Post: 35

39. That if Final Approval is not given to this Plan within three (3) years of the approval date and no extensions have been given, Draft Approval shall lapse. If the Owner wishes to request extension to Draft Plan Approval, a written request with reasons why the extension is required and the applicable application fee, must be received by the City prior to the lapsing date; and further,

THAT Welland City Council authorizes the Mayor and Clerk to sign the Draft Approval and Final Approval Plans once all Conditions have been satisfied.

ORIGIN AND BACKGROUND

Application for Zoning By-law Amendment and Draft Plan of Vacant Land Condominium were submitted on June 4, 2021 and were deemed completed on June 17, 2021.

The subject lands are located within a registered Plan of Subdivision – West Creek Estates (2019).

COMMENTS AND ANALYSIS:

The Proposal

The purpose of the application for Zoning By-law Amendment is to facilitate various modifications to the Residential Medium Density - RM and Institutional Health and Wellness – INSH Zone and establish an Environmental Protection Overlay to permit the construction of a sixty-nine (69) unit Plan of Vacant Land Condominium, for which the owner has also made application. The requested Site Specific Residential Medium Density – RM and Institutional Health and Wellness – INSH provisions are:

Implementation

- That the proposed townhouse shall be considered as a “Block Townhouse” and subject to the provisions contained in City Zoning By-law 2017-117, as amended.
- That all setbacks for the purpose of zoning and building permit compliance for this property shall be taken from the dwelling to internal private roadway

- (back of curb), existing lot lines, Block boundaries or between dwellings (as prescribed). Setbacks shall not be taken from Condominium Unit lines.
- Lot coverage shall be calculated on a comprehensive basis for the entirety of the residential developable area, and shall include common element areas.

Definitions

- That the following definition be used for Block Townhouses:
 - o "Means a dwelling unit within a building containing three or more dwelling units with frontage along a private street or parking lot, each of which has an independent entrance and does not include another dwelling type defined herein."

Regulations for Institutional Zones – Block Townhouses

- INSH-X Zone
 - o That Block Townhomes be added as a permitted use and subject to the provisions outlined in the RM Zone of Section 7.3 of Zoning By-law 2017-117, as well as the site-specific provisions of By-law 2021-XX

Regulations for Residential Zones – Block Townhouses

- RM-X Zone
 - o Rear Yard Setback
 - a) 6.0 metres from rear wall of Block Townhouse dwelling to a lot line.
 - b) 4.8 metres from the rear wall of Unit 36 to a lot line.
 - c) 12.0 metres between rear walls of Block Townhouse Dwellings.

General Provisions – Decks

- Decks, covered or uncovered, may project a maximum of 3.75 metres into the required rear yard, provided said deck is not higher than 1.5m above grade.

Parking and Loading

- Notwithstanding Section 6.1.6 b), that the 0.3 metre increased width for obstructed parking spaces is not required for private garages.
- That required parking for a Block Townhouse may be permitted between the façade of the building and the private roadway.

The purpose of the application for Draft Plan of Vacant Land Condominium is to create sixty-nine (69) condominium townhouse units accessed via a private road connection from West Creek Court. The Plan proposes a built density of 31.58

units per hectare and greenfield development density of 77.58 people/jobs per hectare.

The Site

The property is located between east side South Pelham Road and the west side Clare Avenue with direct access from West Creek Court from the north. The lands are bounded to the south by Webber Road. The property is currently vacant and no development has been noted to ever occur on the site. The property is municipally known as 89 West Creek Court.

Surrounding Land Uses

A portion of the lands to the north are to be developed with residential uses, the balance of the lands include an environmental designation. Lands directly to the south feature a mix of residential uses. Property directly west is planned for a neighborhood commercial use and lands to the east include residential and environmental uses.

Development and Agency Comments Received

- | | |
|---|--|
| Welland Hydro-Electric Corporation (August 3, 2021) | <ul style="list-style-type: none"> - Welland Hydro-Electric System Corporation (WHESC) does not object to the proposed application(s). - The applicant shall contact WHESC's Engineering Department to determine servicing details and requirements by emailing Engineering@wellandhydro.com. - Unit type confirmation required, whether freehold or condominium. Hydro Meter locations are to be determined prior to servicing, based on unit type. - If existing WHESC's infrastructure is required to be relocated or temporary Hydro service is required, all costs are the responsibility of the applicant. - If easement(s) are required by WHESC to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements. - The proposed development must meet the clearance requirements of the Ontario Building Code section 3.1.19.1 "Clearance to Buildings". |
| City of Welland Corporate Services – Transit Division (July 23, 2021) | <ul style="list-style-type: none"> - No comments. |

City of Welland
Planning and
Development
Services – Traffic,
Parking and By-laws
(July 23, 2021)

City of Welland
Infrastructure
Services – Public
Works Division (July
29, 2021)

Niagara Peninsula
Conservation
Authority (August 10,
2021)

- No comments.
- Development (private) is suggested to be serviced with master water meter(s) located at the property line(s) and that the watermain be looped.
- Niagara Peninsula Conservation Authority (NPCA) acknowledge that there has been a previous registered subdivision on the subject lands on August 20, 2019.
- Per NPCA policy 8.2.3.5 Proposed Development within 30 metres of a Wetland, the applicant has submitted an Environmental Impact Study in support of the proposed development. The Environmental Impact Study that was submitted is outdated; five years is generally the standard window of time used in practice for review at the NPCA. The addendum provided in May 2021 by LCA Consultants helped to provide some further information, along with a field visit conducted by NPCA staff, along with the applicant and environmental consultant on August 5th, 2021 to verify that the existing conditions on site remained consistent with what was documented in the 2008 Environmental Impact Study submitted.
- After attending the site visit, NPCA staff requested that the applicant provide a technical memo demonstrating that the hydrologic function of the wetland will be maintained during and post-construction of the proposed development. NPCA staff are satisfied that the comments provided in the "Addendum to Westcreek Estates EIS Update," Prepared by LCA Environmental Consultants dated August 6, 2021 have sufficiently addressed that the hydrologic function of the wetland will be maintained during and post

construction of the proposed development, as such a water balance will not be required.

- It is noted that the "Preliminary Site Plan, West Creek Condo, City of Welland," Dwg: 2021-SP dated September 30, 2020 printed June 2, 2021 shows the 1 in 100-year floodplain elevation.
- The NPCA is supportive of the zoning of the natural buffer area along the northern lot line as EP and floodplain as EP, Environmental Protection. NPCA staff acknowledge and recognize the City of Welland for receiving the dedication of the wetland buffer area – Block 71, as part of City owned public lands in line with NPCA policy 8.2.5.

Region of Niagara –
Environmental
Planning (August 11,
2021)

- The subject property is impacted by the Region's Core Natural Heritage System (CNHS), consisting of the Drapers Creek Provincially Significant Wetland Complex (PSW), Regional Local Amendment and Type 1 (Critical) Fish Habitat. An Environmental Impact Study (EIS) was previously submitted by L Campbell & Associates (dated January 2008) in support of applications associated with the subject lands. However, as the proposed development was modified and the EIS was now outdated, staff requested the completion of an updated EIS to demonstrate that there will be no negative impact on the Regional CNHS features or their ecological functions.
- Regional Environmental Planning staff have reviewed the 'Update to 2008 EIS for Westcreek Estates Phase 1' Memo, prepared by LCA Environmental Consultants (dated May 27, 2021), and are generally in agreement that the proposed development can be accommodated in this location without significant negative impact to the CNHS. That said, staff are not satisfied with the size of the buffer width proposed adjacent to the PSW and request that the proposed Site Plan be revised to achieve a minimum average buffer

width of 20 metres. Alternatively, a fulsome update to the 2008 EIS should be prepared to justify a narrower buffer width. Further, any environmental studies requested by the City of Welland or Niagara Peninsula Conservation Authority (NPCA) will require review and approval by the Region.

Region of Niagara –
Planning and
Development
Services (August 24,
2021)

- The subject lands are located within the Welland Urban Area, as designated in the Regional Official Plan (ROP). The Welland Urban Area is considered as a Settlement Area by the 2020 Provincial Policy Statement (PPS).
- The subject lands are located within the Provincially designated Greenfield Area of the City of Welland. The ROP states that the Region will require a combined gross density target of 50 people and jobs per hectare across all Designated Greenfield Areas. The *Planning Justification Report* prepared by Upper Canada Consultants (dated June 2021) states that the proposed development provides for 77.59 people and jobs per developable hectare.
- Regional Staff notes that the density of this development exceeds the minimum Greenfield density target of 50 people and jobs per hectare. As such, staff offers no objection to the proposed condominium from a density perspective as it conforms with and is consistent with Regional and Provincial policies.
- Relating to the proposed design:
 - o Interface with Regional Road (Webber Road):
 - o The frontage along Webber Road includes an intersection with Clare Avenue. This is a highly visible area and it is a best practice to place built form with architectural features and details in these places. The applicant shall consider re-locating the surface parking more internal to the site and placing a block of

townhomes at this intersection. If residential units will not fit within this space, then consider the design of a placemaking element that includes hardscaping (low walls, gazebo, seating area, plant material, etc.)

- Several units include side elevations that will face the Regional Road (Units #14, 25, 26, 44, 45, and 55). It is recommended that these elevations are designed with enhanced architectural details (e.g. high-quality building materials, ample glazing, wrap-around porch, etc.) This will improve “eyes on the street” for both the private window road and the Regional Road.
- Since the Private (window) road will be visible from the Regional Road, it is recommended that a landscape treatment (i.e. decorative fence and plant material) is incorporated into the 3m landscape strip along the front property line. Please submit details for any landscape features (fencing, signage, decorative walls), that will be visible from the Regional Road. Additionally, the 5m wide stormwater easement is located along the front property line. Please verify if fencing and plant material are permitted to be placed within this easement. If not, then it may be recommended that the landscape strip is increased in width and is extended beyond this easement.
- Streetscape along Regional Road (Webber Road):
- The drawings should include the entire municipal boulevard along Webber Road including any improvements to the boulevard.
- It is recommended that a municipal sidewalk is provided along the frontage of Webber Road and connects with the

sidewalk along Clare Avenue and provide pedestrian connections from the future sidewalk along Webber Road into the development at key locations.

- The Landscape Plan should include the following streetscape information: deciduous street trees in a sodded boulevard. Trees should be 50mm caliper and spaced according to their size. Refer to the Region's Master Tree Planting List for species. The Landscape Plan should include an overlay of survey information and site servicing information, to ensure that proposed street trees will not conflict with services, utilities and drainage structures within the boulevard. Please note that if street trees cannot be accommodated due to existing or proposed utilities, services and drainage features, then an enhanced landscape treatment will be requested on private lands. This includes deciduous trees plus planting beds consisting of shrubs and perennials.
- Based upon the submitted elevations for Units 45-69, it appears that the garages protrude beyond the front elevation. Although the porch is designed to be extended beyond the garage, the front entrances appear to be recessed. It is a best practice to have not only the front porch but the front entrance and front elevation be placed closest to the street with the garage setback from this elevation.
- It is a best practice to provide a shared amenity space in a centralized location of the site. The size and design of the amenity space should be appropriate for the proposed number of units.
- There appears to be several pinch points where there is insufficient space to provide an on-site landscape treatment between the private roads, parking and buildings and the required

naturalized buffer. This may also impact the design of site drainage, and could require more space for these features. For example: rear of Unit 36, Private road that dead-ends between Units 49 and 50, side elevation of Unit 50, hammerhead turnaround near Unit 69, and parking space #35.

- Please verify if it is permitted to include fencing and plant material within the 5m wide storm easement located along the rear yards of Units 1-14. This may have an impact on the landscape and privacy for these units.
- Regional staff will continue to work with the applicant and will review the above details at a later stage in the approval process (Site Plan)
- Given the subject lands are fronting on a Regional Road, the development has potential to be impacted by the noise generated by vehicular traffic. As such, an *Environmental Noise Feasibility Study* (dated June 1, 2021) prepared by Valcoustics Canada Ltd. has been submitted in support of the applications. The purpose of this assessment was to assess the noise impacts from road traffic on Webber Road, South Pelham Road and Clare Avenue. The report concluded that in order for the development to meet the applicable Ministry of the Environment, Conservation and Parks (MECP) NPC-300 sound level guidelines the following mitigation measures are required:
 - o Unit 14 requires mandatory air conditioning to allow windows to remain closed for noise control purposes;
 - o The remaining units in the townhouse blocks along the west and south sides of the site (Units 1 to 13, 20 to 31 and 40 to 69) require the provision for adding air conditioning at a later date;
 - o At all dwellings, exterior wall and windows meeting the minimum non-acoustical requirements of the Ontario Building Code

- (OBC) will be sufficient to meet the indoor noise criteria;
- Sound barriers 1.8m in height are required at the rear yards of Units 7 to 14, 25, 26, 44, 45, 54 and 69 as shown on Figure 2 of the study; and
 - Applicable warning clauses to be registered on title for certain units.
- During pre-consultation, Regional staff noted that based on the Provincial Criteria for Assessing Archaeological Potential, the subject property exhibited potential for the discovery of archaeological resources due to the lands being within 300m of a watercourse (i.e. Drapers Creek) and within 300m of registered archaeological sites.
 - An *Archaeological Assessment* (Stages 1, 2 & 3 – dated January 2008) prepared by Archaeologix Inc. was submitted in support of the applications. The Stage 2 assessment of the ploughed fields was conducted by the standard pedestrian survey at five metre intervals. The Stage 2 assessment of wooded areas was conducted by the standard shovel test pit method at five meter intervals. The Stage 2 resulted in the identification of one location producing pre-contact Aboriginal cultural material. Due to the potential significance and information potential of these sites, it was recommended that they be subject to additional Stage 3 assessment. The Stage 3 assessments of Location 1 (AfGt-174) produced only a limited amount of additional cultural material, none of which was diagnostic. The report concluded that due to the extremely sparse nature of the cultural deposits at this site, the information potential of Location 1 was judged to be low and no additional assessment is recommended.
 - In a letter dated September 11, 2008 the Ministry of Culture reviewed and accepted the Archaeological Assessment (Stages 1, 2 & 3) and the recommendations. As the Ministry was

satisfied that concerns for archaeological sites have been met for the area of this development, the report has been entered into the Ontario Public Register of Archaeological Reports.

- Regional staff notes that Figure 3 in the report identifying the limit of development at the time the report was completed (2008) no longer coincides with the limit of proposed development in the current applications. The report specifically stated that the wet area along Clare Avenue was not assessed. Staff notes that this area remains small and appears to only be proposed emergency access and parking for the development. Recognizing that no archaeological survey, regardless of its intensity, can entirely negate the possibility of deeply buried archaeological materials, Regional staff requires the inclusion of a standard warning clause in the condominium agreement, relating to deeply buried archaeological materials that may be encountered during grading and construction activities. As such, a condition requiring the clause has been included.
- The subject property is impacted by the Region's Core Natural Heritage System (CNHS), consisting of the Drapers Creek Provincially Significant Wetland Complex (PSW), Environmental Protection Area: Regional Local Amendment and Type 1 (Critical) Fish Habitat. An Environmental Impact Study (EIS) was previously submitted by L. Campbell & Associates (dated January 2008) in support of applications associated with the subject lands. However, as the proposed development was modified and the EIS was now outdated, staff requested the completion of an updated EIS to demonstrate that there will be no negative impact on the Regional CNHS features or their ecological functions.
- Regional Environmental Planning staff have reviewed the 'Update to 2008 EIS for Westcreek Estates Phase 1' Memo, prepared by LCA

Environmental Consultants (dated May 27, 2021), and are generally in agreement that the proposed development can be accommodated in this location without significant negative impact to the CNHS. Therefore, in addition to the recommendations of the EIS and supporting memo, the Region recommends that the proposed Site Plan be revised to achieve a minimum average buffer width of 20 metres in order to ensure that the proposed development meets the no negative impact test of the Provincial Policy Statement.

- As it relates to the concurrent zoning by-law amendment, Regional staff request to have the feature and associated buffer to be recognized as Environment Protection or other appropriate zone that restricts future development and/or site alteration.
- Please note that the Niagara Peninsula Conservation Authority (NPCA) continues to be responsible for the review and comment on planning applications related to their regulated features. As such, NPCA should continue to be consulted with respect to their comments and permit requirements pursuant to Ontario Regulation 155/06.
- Regional staff completed a review of the submitted Preliminary Functional Servicing Report (dated May 2021) prepared by Upper Canada Consultants and offer the following comments:
 - o It is understood that the NPCA has not required stormwater quantity control be implemented from West Creek Estates due to the location within Draper's Creek Watershed. The Region defers to the NPCA requirement regarding storm discharge to the creek. The stormwater management and grading/servicing plan shall detail how the overland flows (up to the 100-year storm), i.e. storm runoff

exceed the 5-year storm sewer flow, from the development will be accommodated across the site to the creek. Erosion protection along the flow route may be needed.

- Webber Road (Regional Road 29) shall not be negatively impacted as a result of the development.
 - An oil/grit separator and the existing stormwater management facility will service the development to meet Enhanced standard water treatment and erosion control. The Region has no objection to this plan.
 - The Region highly recommends Low Impact Development, such as rain gardens, rooftop leader discharge to stoned infiltration trench/vegetated area, permeable pavement, etc. be incorporated in the site plan.
- Regional staff note that site servicing will be under the jurisdiction of the City of Welland and will require the construction of new water, sanitary and storm services for the proposed development. As a condition of draft plan approval, Ministry of Environment, Conservation and Parks, Environmental Certificates Approvals (ECA) are required for any new/extended municipal sanitary and storm sewer services. The Region can review and approve the ECA's under the Ministry of Environment, Conservation and Parks Transfer of Review Program. Detailed engineering design drawings with calculations for the services must be submitted to this department for review and approval.
 - Niagara Region provides curbside waste and recycling collection for developments that meet the requirements of Niagara Region's Waste Collection Policy. The subject property is eligible to receive Regional curbside waste and recycling collection provided that the owner brings the

waste and recycling to the curbside on the designated pick up day, and that the following limits are not exceeded:

- No limit blue/grey containers;
 - No limit green containers; and,
 - 2 garbage containers per unit
 - Collection will be at the curbside only
- Condominium Townhouse Developments are eligible to receive internal curbside waste collection through the Region. In order for this service to be provided, the developer/ owner shall comply with the Niagara Region's Corporate Policy and By-laws related to curbside collection of waste and recycling and complete the Application for Commencement of Collection and Indemnity Agreement. The required forms and policy can be found at the following link: www.niagararegion.ca/waste.
 - Regional staff reviewed the submitted Draft Plan and site plan drawings along with the transportation Brief. It is unclear as to if the Regional trucks will be reversing more than a distance of 15 metres for the private road. Therefore, Regional staff ask that revised truck turning templates be submitted with dimensions to ensure the waste collection trucks will not need to reverse more than 15 metres and to confirm that waste collection pads will only be required for Units 46-52. The future site plan drawings shall show the truck turning templates and increase the number to include any units that do not meet this requirement. If the requirements of the Waste Collection Policy cannot be met then waste collection will be the responsibility of the owner through a private contractor and not the Niagara Region.
 - A daylight triangle of 10 metres x 10 metres will be required at the corner of Regional Road 29 (Webber Road) and Clare Avenue. Regional staff are satisfied with the daylight triangle and 3 foot reserve as shown on the plans.

- A condition requiring the daylight triangles is included. The requested daylighting triangles are to be conveyed free and clear of any mortgages, liens or other encumbrances, and are to be described by Reference Plan. The cost of providing this plan will be the full responsibility of the applicant. The applicant will arrange for the land surveyor for the property to submit the preliminary undeposited survey plan along with all related documents to Regional Surveys staff for approval. Regional Surveys staff will advise the land surveyor of any required revisions to the plan. Once the plan is deposited and the transfer registered, the Region will clear the applicable condition.
- Prior to any construction/work taking place within the Regional road allowance, a Regional Construction, Encroachment, and entrance Permit must be obtained from the Transportation Services Division, Public Works Department.
- Note, the placement of any sign, notice or advertising device within 20m of the centreline of Webber Road will require a Regional Sign permit.
- Survey Evidence adjacent to Regional road allowances is not to be damaged or removed during the development of the property. Regional staff request that any agreements entered into for this development include a clause that requires the owner to obtain a certificate from an Ontario Land Surveyor stating that all existing and new evidence is in place at the completion of said development.
- Based on the discussion above, Regional staff supports, in principle, the development of 89 West Creek Court as the proposed applications are considered to align with the intent and direction of Regional and Provincial policy. As such, Regional Planning and Development Services staff would offer no objections to the Draft Plan of Vacant Land Condominium or the concurrent Zoning By-law Amendment subject to

the discussion above and the Conditions outlined. Regional staff will continue to work with the applicant through subsequent planning applications (Site Plan) to address items including (but not limited to) urban design, landscaping and waste collection as outlined above.

Canada Post Corporation (August 3, 2021)

- This development will receive mail service to centralized mail facilities provided through our Community Mailbox program.
- Should the description of the project change, Canada Post Corporation would appreciate an update in order to assess the impact of the change on mail service.

City of Welland Fire and Emergency Services (August 25, 2021)

- No comments.

City of Welland Planning and Development Services – Building Division (August 27, 2021)

- Staff has reviewed the information submitted, the final decision on issuance of building permit will be based on the information submitted with the building permit application to this office.
- Subject lands are located within the regulated area of Niagara Peninsula Conservation Authority therefore approval by the NPCA will be required prior to issuance of building permits.
- A subsurface Geotechnical report prepared by a qualified geotechnical engineer will be required at the time of building permit application submission.
- Construction and installation of underground site services located in the "Private Road" portion of the development will be subject to a building permit issued in a conformance with Part 7 of the 2012 Ontario Building Code.
- Parkland dedication shall be established in accordance with By-law 2014-101. If a 5% Cash-in-Lieu of Parkland method is utilized, the Developer shall establish the value of land for each lot, to the satisfaction of the City, prior to

execution of the Condominium Agreement. The values shall be determined by an Appraiser in accordance with City Policy as of the day before the day the first building permit is issued for the development. The values shall be referenced in the Special Conditions and Building Restrictions of the Condominium Agreement.

A Virtual Public Information Meeting was held on July 14, 2021 to gain public input regarding the proposed application. One (1) member of the public participated in the Public Information Meeting, in addition to the Agent and owners. The following comments and concerns were raised at the Public Information Meeting:

- Potential encroachment into lands zoned Environmental Protection Overlay – EP.

At the time of writing this report no written correspondence from the public has been received in reference to the submitted applications.

The Statutory Public Meeting under the Planning Act was held virtually on August 10, 2021. No members of the public spoke. Comments and concerns discussed at the Statutory Public Meeting included:

- Inquiries regarding potential plans to include neighbourhood commercial uses within the site;
- Traffic concerns already existing on Webber Road and potential accommodation of pedestrian walkways or signalling;
- Prospect of adding a small parkette to service the adjacent area and explanation of how 'cash-in-lieu' functions within the City's Parks, Recreation and Culture Master Plan; and,
- Confirmation clarification of required parking stall widths and proposed variances being requested related to parking, to facilitate development.

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction for growth and development within the Province. All decisions must be consistent with the policies in the PPS. Settlement areas are to be the focus of growth and development. The lands uses and patterns shall be based on densities and a mix of land uses which efficiently use land and resources and are appropriate for the infrastructure and public services that are planned or available, among other criteria. The PPS also encourages development which supports active transportation and support the use of transit. The lands are within an area with existing municipal services (water,

sanitary, and storm) and there is capacity to accommodate the development. Welland TRANS-CAB currently serves the area with transit services slated to be enhanced and modified in the future. Transit lines along Fitch Street are also within walking distance of the property. The lands are within walking distance to two parks to the north and south, providing recreational opportunities for residents. The block of land immediately west of the site is designated and zoned for commercial uses, which will allow people to walk to the future uses on this site.

The PPS also requires municipalities to provide an appropriate range and mix of housing options and densities to meet current and future residential needs, for both market-based and affordable housing needs. The policies encourage all types of residential intensification. New housing development should be directed to areas where appropriate levels of infrastructure and public service facilities are available. The proposal will add to the housing stock and diverse dwelling types in the area (townhomes), which will assist in facilitating smart growth. The subject lands are in an area that is zoned to accommodate mixed-use development with a variety of residential dwellings including commercial and institutional uses.

The subject lands are within an area with existing municipal services, are serviced by Welland TRANS-CAB, are within walking distance to municipal parks and future commercial or institutional uses. The proposal will develop the property with a medium density housing form which is compatible with the neighbourhood, and makes more efficient use of urban, serviced lands. The proposal is consistent with the policies in the PPS.

A Place to Grow Growth Plan for the Greater Golden Horseshoe

The A Place to Grow Plan (P2G) encourages that the vast majority of growth will be directed to settlement areas which have: a delineated built boundary; have existing or planned water and waste water systems; and, can support the achievement of complete communities. The P2G further encourages growth to be located within the identified built-up area, strategic growth areas, locations with existing or planned transit, and areas with existing or planned public service facilities (schools, libraries, parks, etc.). The P2G requires that 40% of all new growth, which is to be increased to 50% at the time of the next municipal comprehensive review, occur within the delineated built-up area.

The subject lands are within the delineated built-up area within the City of Welland. It is within an area that is planned to include a mix of uses and densities, with commercial and residential uses to the west and north. Townhomes and single-detached residential dwellings are established to the south, and a four-storey apartment building which will be breaking ground imminently. Environmental protection areas and a stormwater management pond are located to the east of Clare Avenue. As previously identified, the lands are within an area that is serviced with municipal transit and is within walking distance to municipal parks and future commercial uses. The lands have access to municipal services with capacity to accommodate the proposed development. The project will assist the City in achieving our intensification target. The lands have not been identified as an

intensification area, but as the lands are within the delineated built-up area, intensification and redevelopment is encouraged.

Regional Official Plan

The lands are identified as being within the Built-Up area of the City of Welland. The policies in the Region's Official Plan are consistent with the policies found in the PPS and P2G. The Region's policies promote growth and development within urban areas that can access municipal services. The Region's policies promote the creation of livable and walkable communities that are in close proximity to services and community facilities.

The proposed Draft Plan of Vacant Land Condominium and Zoning By-law Amendment will allow for the development of the property with sixty-nine (69) townhome residential units which is within walking distance of transit stops, businesses, and parks. The subject lands are visible and adjacent to a Regional Road; as such, the property will be subject to noise mitigation, urban design, stormwater management, etc. through a Site Plan Agreement process.

The proposal is consistent with the policies in the Regional Official Plan.

City of Welland Official Plan

The Subject lands are designated Medium Density Residential and Institutional in the City of Welland Official Plan.

When reviewing applications for infilling and intensification, the City of Welland's Official Plan identifies that the following criteria should be reviewed:

- Land use and neighbourhood character compatibility;
- The subject lands are within an area of mixed residential designations including high density, medium density and low density residential areas. The area also includes future neighbourhood commercial uses that are primarily focused at the intersection of Webber Road and South Pelham Road. The proposed development is considered to be consistent with the building typologies established in the surrounding lands.
- The proposed development is considered to be compatible with the surrounding neighbourhood.

- Lot pattern and configuration;
 - The proposed development is located on an existing lot. Site specific amendments have been required to address the zone provisions.
 - Lot pattern and configuration is consistent with existing development to the south and east of the subject lands.
- Accessibility;
 - Buildings are to be designed to meet Ontario Building Code requirements. Any other accessibility features incorporated into the individual dwellings will be at the discretion of the individual property owners.
- Parking requirements;
 - The City's minimum parking standards are one space per unit. The required parking stalls based on the number of units, amounts to 69. The proposed development has provided an excess of parking for each unit and included visitor parking areas throughout the plan.
- Potential for additional traffic and traffic maneuverability;
 - Traffic will access the site from two entrances off West Creek Court, directing vehicles to South Pelham Road. A Traffic Brief was prepared to address the proposed development. Additional review will take place at the time of a Site Plan Control application.
- The potential for transit ridership;
 - There are currently no transit lines in this neighbourhood; however, it is serviced by TRANS-CAB which connects riders to the closest bust route (Route 501).

- The lands are within walking distance to route 504 along Fitch Street.
- The City of Welland plans to add and enhance the area of the subject lands' transit service in the coming years through initiatives like on-demand service.
- Natural (including natural hazards) and built heritage conservation/protection;
 - No built heritage features exist on the subject lands. The property is located adjacent to a Provincially Significant Wetland to the east. Appropriate studies and approvals have been granted via the registered Plan of Subdivision, which the lands are within. As a result of the updated EIS addendum which was submitted, an additional area of Environmental Protection lands are being proposed on the property to create a buffer area. Although there are no features on the subject lands, they are on the adjacent lands.
- The available capacity of municipal infrastructure;
 - There is capacity in the existing infrastructure to accommodate the proposed development.
- Residential intensification targets identified in this plan.
 - The proposed development will assist the City in achieving the target of 40% of all new residential development being within the Built-Up Area. That intensification goal will be increased to 50%, or higher depending on the allocation identified by the Region, at the time of the next Municipal Comprehensive Review. The proposed development of this site

will contribute to achieving that goal.

The Draft Plan of Vacant Land Condominium and Zoning By-law Amendment is consistent with the policies in the City of Welland Official Plan.

City of Welland Zoning By-law

The lands are currently zoned Residential Medium Density – RM and Institutional and Community Wellness – INSH in the City of Welland Zoning By-law. The lands are undeveloped and are currently vacant. The application for Zoning By-law Amendment has been submitted to amend the Zones to Site Specific Residential Medium Density – RM and Site Specific Institutional and Community Wellness – INSH and Environmental Protection Overlay -EP. The application will facilitate the construction of sixty-nine (69) residential townhome units.

Notwithstanding the provisions of Section 5 General Provisions, Section 6 Parking and Loading, and Section 7.3 Regulations for Residential Zones contained in Zoning By-law 2017-117, the following provisions are proposed to apply to the subject lands:

Implementation

- That the proposed townhouse shall be considered as a “Block Townhouse” and subject to the provisions contained in City Zoning By-law 2017-117, as amended.
- That all setbacks for the purpose of zoning and building permit compliance for this property shall be taken from the dwelling to internal private roadway (back of curb), existing lot lines, Block boundaries or between dwellings (as prescribed). Setbacks shall not be taken from Condominium Unit lines.
- Lot coverage shall be calculated on a comprehensive basis for the entirety of the residential developable area, and shall include common element areas.

Definitions

- That the following definition be used for Block Townhouses:
 - o “Means a dwelling unit within a building containing three or more dwelling units with frontage along a private street or parking lot, each of which has an independent entrance and does not include another dwelling type defined herein.”

Regulations for Institutional Zones – Block Townhouses

- INSH-X Zone
 - o That Block Townhomes be added as a permitted use and subject to the provisions outlined in the RM Zone of Section 7.3 of Zoning By-

law 2017-117, as well as the site- specific provisions of the RM-X Zone.

Regulations for Residential Zones – Block Townhouses

- RM-X Zone
 - o Rear Yard Setback
 - a) 6.0 metres from rear wall of Block Townhouse dwelling to a lot line.
 - b) 4.8 metres from the rear wall of Unit 36 to a lot line.
 - c) 12.0 metres between rear walls of Block Townhouse Dwellings.

General Provisions – Decks

- Decks, covered or uncovered, may project a maximum of 3.75 metres into the required rear yard, provided said deck is not higher than 1.5m above grade.

Parking and Loading

- Notwithstanding Section 6.1.6 b), that the 0.3 metre increased width for obstructed parking spaces is not required for private garages.
- That required parking for a Block Townhouse may be permitted between the façade of the building and the private roadway.

All other provisions of the Zoning By-law can be met and exceeded. The proposed Zoning By-law Amendment can be supported.

Public Comments

No comments were received from the public regarding the proposed application. Discussion at the Statutory Public Hearing resulted in a inquiry related to parkland dedication.

Parkland Dedication

Parkland Dedication for the property has been proposed via 5% cash-in-lieu provision, rather than 5% of the land area. This arrangement is an allowable option under Section 51.1(1) of the Planning Act. The City is entitled to receive parkland through the land development process as prescribed by the Ontario Planning Act; up to 2% of developed industrial and commercial lands, 5% of all other developable lands. The Act also provides for alternative calculations of 1 hectare per 300 dwelling units, or some lesser rate as may be determined by the municipality; or, cash-in-lieu of the physical parkland can be collected (though at a rate of 1 hectare per 500 dwelling units is applied to the density-based standard), or a lesser rate as determined by the municipality. The City's Official Plan also includes policies with respect to the provision of parkland, or cash in lieu of parkland which are consistent with the regulations in the Planning Act. The funds received through the cash-in-lieu payment are put into a separate account and can only be used to purchasing additional lands, park maintenance and improvements,

securing leases or access agreements, and other means to add parkland to the supply. A 5% cash-in-lieu option supports existing parks and prioritizes City resources to provide the best possible service to the City's residents and visitors. The provision of cash-in-lieu of parkland also ensures that the City is not provided with small, fragmented parklands which have limited programming capabilities. The collection of cash-in-lieu is consistent with Section 4.3 of the City's Parks, Recreation and Culture Master Plan.

Niagara Region Environmental Comments

It is noted that the City received comments from Niagara Region Environmental staff related to the proposed applications for Draft Plan of Vacant Land Condominium and Zoning By-law Amendment. Regional staff have noted that the subject property is impacted by the Region's Core Natural Heritage System (CNHS), consisting of the Drapers Creek Provincially Significant Wetland Complex (PSW), Regional Local Amendment and Type 1 (Critical) Fish Habitat. Regional staff were not satisfied with the size of the buffer width proposed adjacent to the Provincially Significant Wetland and requested that the Site Plan be revised to achieve a minimum average buffer width of 20 metres. Alternatively, Regional staff requested a fulsome update to a 2008 Environmental Impact Study be prepared to justify a narrower buffer width.

The City has elected not to include the proposed conditions related to the Region's position on this matter. The following will consider the justification and rationale behind this decision:

- The subject lands are located within a Plan of Subdivision (West Creek Estates) that was registered in 2018. It is noted that Niagara Region did not object or request any additional buffer at the time of this subdivision's registration. The opportunity to provide comments related to concerns regarding buffer width was at the time of registration, not at the time of development – three (3) years later.
- If the City of Welland were to include the proposed conditions associated with this issue, a dangerous precedent may be set that could have long-lasting effect. The City has identified via planning applications and studies, its developable potential for the municipality. Retroactively identifying issues such as this, could result in harm to the development potential of the City in the future.
- As reflected on the proposed plans, no development is anticipated or suggested in the current environmental buffer that was identified at the time of the original Plan of Subdivision's registration. The proposed plan has been created to reflect the outcome of the numerous studies and review that was conducted at the time of the West Creek Estates Subdivision registration.
- Lastly, the Niagara Peninsula Conservation Authority (NPCA) has provided comment on the proposed applications and did not request any increases

to the established buffer. It is noted that the NPCA is delegated authority by the Province to act on matters associated with Provincially Significant Wetlands.

FINANCIAL CONSIDERATION:

All costs associated with the development of this application will be borne by the applicant.

OTHER DEPARTMENT IMPLICATIONS:

Other City Departments have been circulated the applications for their review and comment. Their comments have been included where appropriate.

SUMMARY AND CONCLUSION:

The application for Zoning By-law Amendment to rezone 89 West Creek Court to Site Specific Residential Medium Density – RM and Site Specific Institutional Health and Wellness – INSH, and the development of the property with a sixty-nine (69) unit Draft Plan of Vacant Land Condominium represents good planning because:

1. It is consistent with Provincial, Regional and City policies that promote infilling and intensification;
2. The property is within the City's Built-Up Area, and will help the City achieve its intensification targets;
3. The infrastructure and public services in the area can accommodate the proposed development;
4. The proposed development meets the minimum density standards in the City's Official Plan, and;
5. The development facilitates the vision and intent of the previously registered Plan of Subdivision, which the lands fall within

ATTACHMENTS:

- | | | |
|--------------|---|---------------------------------------|
| Appendix I | - | Location Map |
| Appendix II | - | Aerial Photo |
| Appendix III | - | Draft Plan of Vacant Land Condominium |
| Appendix IV | - | Relevant Correspondence |



Location Map 89 West Creek Court



 **SUBJECT LANDS**

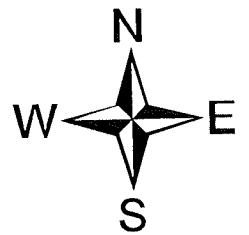


*Development &
Building Services*
Planning Division

26CD-14-21005 & 2021-06



AERIAL PHOTO OF THE SUBJECT LANDS



 **SUBJECT LANDS**



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Planning Division

CITY OF WELLAND



N.1.5

CONDOMINIUM

REGIONAL MUNICIPALITY OF NIJ

NER'S CER111F10

WELLAND FOR APPROVAL.

STOCKS CENTER

CORRECTLY SHOWN.

THE PLANNING

AND USE ONLY

REVISION
ENGINEERS / PLANNERS

MINIMUM	DWG No.
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27-DBP

Planning and Development Services

1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
905-980-6000 Toll-free: 1-800-263-7215

Via Email Only

August 19, 2021

Files: D.11.11.CD-21-0017
D.18.11.ZA-21-0062

Mr. Taylor Meadows, Development Planner
Planning and Development Services
Corporation of the City of Welland
60 East Main Street
Welland, ON L3B 3X4

Dear Mr. Meadows:

**Re: Regional and Provincial Review Comments
West Creek Court Draft Plan of Vacant Land Condominium (26CD-14-21005)
Zoning By-law Amendment
Agent: Upper Canada Consultants
Owners: Mountainview Homes (Niagara) Ltd.
89 West Creek Court
City of Welland**

Regional Planning and Development Services staff has reviewed the applications submitted by Upper Canada Consultants on behalf Mountainview Homes (Niagara) Ltd. The application for Draft Plan of Vacant Land of Condominium has been made for the creation of 69 units for block townhouse dwellings, one (1) naturalized buffer block, and one (1) daylighting triangle on a block within an registered plan of subdivision municipally known as 89 West Creek Court in the City of Welland.

The concurrent Zoning By-law Amendment application has been made to change the zoning of the subject property from Residential Medium Density (RM) and Institutional Health and Wellness (INSH) to Site Specific Residential Medium Density (RM), Site Specific Institutional Health and Wellness (INSH) and Environmental Protection (EP) to permit block townhouse dwellings; establish a definition for block townhouses; and provide site specific provisions for setbacks, decks and parking.

A pre-consultation meeting with the applicant and their planning consultant was held for this proposed development on October 15, 2020, with City and Regional staff in attendance.

Regional staff have reviewed the submitted materials and offer the following comments to assist the City in their consideration of these applications from a Regional and Provincial perspective.

Regional and Provincial Policies

The subject lands are located within the Welland Urban Area, as designated in the Regional Official Plan (ROP). The Welland Urban Area is considered as a Settlement Area by the 2020 Provincial Policy Statement (PPS).

The ROP, PPS and a Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) together direct development to take place in urban areas and support intensified development where appropriate servicing and infrastructure exists. Both Regional and Provincial policy place an emphasis on intensification and infill as the preferred form of development to help foster the development of complete communities that have a mix of land uses, employment opportunities, and are active-transportation and transit supportive.

The subject lands are located within the Provincially designated Greenfield Area of the City of Welland. The ROP states that the Region will require a combined gross density target of 50 people and jobs per hectare across all Designated Greenfield Areas. The *Planning Justification Report* prepared by Upper Canada Consultants (dated June 2021) states that the proposed development provides for 77.59 people and jobs per developable hectare.

Regional Staff notes that the density of this development exceeds the minimum Greenfield density target of 50 people and jobs per hectare. As such, staff offers no objection to the proposed condominium from a density perspective as it conforms with and is consistent with Regional and Provincial policies.

Proposed Design

Interface with Regional Road (Webber Rd):

The frontage along Webber Road includes an intersection with Clare Avenue. This is a highly visible area and it is a best practice to place built form with architectural features and details in these places. The applicant shall consider re-locating the surface parking more internal to the site and placing a block of townhomes at this intersection. If residential units will not fit within this space, then consider the design of a placemaking element that includes hardscaping (low walls, gazebo, seating area, plant material, etc.)

There are several units that include side elevations that will face the Regional Road (Units #14, 25, 26, 44, 45, and 55). It is recommended that these elevations are designed with enhanced architectural details (e.g. high quality building materials, ample glazing, wrap-around porch, etc.). This will improve "eyes on the street" for both the private window road and the Regional Road.

Since the Private (window) road will be visible from the Regional Road, it is recommended that a landscape treatment (i.e. decorative fence and plant material) is incorporated into the 3m landscape strip along the front property line. Please submit details for any landscape features (fencing, signage, decorative walls), that will be visible from the Regional Road. Additionally, the 5m wide stormwater easement is located along the front property line. Please verify if fencing and plant material are permitted to be placed within this easement. If not, then it may be recommended that the landscape strip is increased in width and is extended beyond this easement.

Streetscape along Regional Road (Webber Road)

The drawings should include the entire municipal boulevard along Webber Road including any improvements to the boulevard.

It is recommended that a municipal sidewalk is provided along the frontage of Webber Road and connects with the sidewalk along Clare Avenue and provide pedestrian connections from the future sidewalk along Webber Road into the development at key locations.

The Landscape plan should include the following streetscape information: deciduous street trees in a sodded boulevard. Trees should be 50mm caliper and spaced according to their size. Refer to the attached Master Tree Planting List for species. The Landscape plan should include an overlay of survey information and site servicing information, to ensure that proposed street trees will not conflict with services, utilities and drainage structures within the boulevard. Please note that if street trees cannot be accommodated due to existing or proposed utilities, services and drainage features, then an enhanced landscape treatment will be requested on private lands. This includes deciduous trees plus planting beds consisting of shrubs and perennials.

Additional comments/suggestions

- Based upon the submitted elevations for Units #45-69, it appears that the garages protrude beyond the front elevation. Although the porch is designed to be extended beyond the garage, the front entrances appear to be recessed. It is a best practice to have not only the front porch but the front entrance and front elevation be placed closest to the street with the garage setback from this elevation.
- It is a best practice to provide a shared amenity space in a centralized location of the site. The size and design of the amenity space should be appropriate for the proposed number of units.
- There appears to be several pinch points where there is insufficient space to provide an on-site landscape treatment between the private roads, parking and buildings and the required naturalized buffer. This may also impact the design of site drainage, and could require more space for these features. For example: rear of Unit 36, Private road that dead-ends between Units 49 and 50, side elevation of Unit 50, hammerhead turnaround near Unit 69, and parking space #35.

- Please verify if it is permitted to include fencing and plant material within the 5m wide storm easement located along the rear yards of Units 1-14. This may have an impact on the landscape and privacy for these units.

Regional staff will continue to work with the applicant and will review these final details at a later stage in the approval process (Site Plan).

Noise Feasibility

Given the subject lands are fronting on a Regional Road, the development has potential to be impacted by the noise generated by vehicular traffic. As such, an *Environmental Noise Feasibility Study* (dated June 1, 2021) prepared by Valcoustics Canada Ltd. has been submitted in support of the applications. The purpose of this assessment was to assess the noise impacts from road traffic on Webber Road, South Pelham Road and Clare Avenue. The report concluded that in order for the development to meet the applicable Ministry of the Environment, Conservation and Parks (MECP) NPC-300 sound level guidelines the following mitigation measures are required:

- Unit 14 requires mandatory air conditioning to allow windows to remain closed for noise control purposes;
- The remaining units in the townhouse blocks along the west and south sides of the site (Units 1 to 13, 20 to 31 and 40 to 69) require the provision for adding air conditioning at a later date;
- At all dwellings, exterior wall and windows meeting the minimum non-acoustical requirements of the Ontario Building Code (OBC) will be sufficient to meet the indoor noise criteria;
- Sound barriers 1.8 m in height are required at the rear yards of Units 7 to 14, 25, 26, 44, 45, 54 and 69 as shown on Figure 2 of the study; and
- Applicable warning clauses to be registered on title for certain units.

As such, an appropriate condition has been included in the Appendix in this regard.

Archaeological Resources

The Provincial Policy Statement (PPS) and Regional Official Plan (ROP) provide direction for the conservation of significant cultural heritage and archaeological resources. Development (including the construction of buildings and structures requiring approval under the *Planning Act*) and site alteration are not permitted on lands containing archaeological resources or areas of archaeological potential, unless significant archaeological resources have been conserved.

During pre-consultation, Regional staff noted that based on the Provincial Criteria for Assessing Archaeological Potential, the subject property exhibited potential for the discovery of archaeological resources due to the lands being within 300m of a watercourse (i.e. Drapers Creek) and within 300m of registered archaeological sites.

An *Archaeological Assessment (Stages 1, 2 & 3)* (dated January 2008) prepared by Archaeologix Inc. was submitted in support of the applications. The Stage 2 assessment of the ploughed fields was conducted by the standard pedestrian survey at five metre intervals. The Stage 2 assessment of wooded areas was conducted by the standard shovel test pit method at five meter intervals. The Stage 2 resulted in the identification of one location producing pre-contact Aboriginal cultural material. Due to the potential significance and information potential of these sites, it was recommended that they be subject to additional Stage 3 assessment. The Stage 3 assessments of Location 1 (AfGt-174) produced only a limited amount of additional cultural material, none of which was diagnostic. The report concluded that due to the extremely sparse nature of the cultural deposits at this site, the information potential of Location 1 was judged to be low and no additional assessment is recommended.

In a letter dated September 11, 2008 the Ministry of Culture reviewed and accepted the Archaeological Assessment (Stages 1, 2 & 3) and the recommendations. As the Ministry was satisfied that concerns for archaeological sites have been met for the area of this development, the report has been entered into the Ontario Public Register of Archaeological Reports.

Regional staff notes that Figure 3 in the report identifying the limit of development at the time the report was completed (2008) no longer coincides with the limit of proposed development in the current applications. The report specifically stated that the wet area along Clare Avenue was not assessed. Staff notes that this area remains small and appears to only be proposed emergency access and parking for the development. Recognizing that no archaeological survey, regardless of its intensity, can entirely negate the possibility of deeply buried archaeological materials, Regional staff requires the inclusion of a standard warning clause in the condominium agreement, relating to deeply buried archaeological materials that may be encountered during grading and construction activities. As such, a condition requiring the clause has been included in the Appendix.

Core Natural Heritage System

The subject property is impacted by the Region's Core Natural Heritage System (CNHS), consisting of the Drapers Creek Provincially Significant Wetland Complex (PSW), Environmental Protection Area: Regional Local Amendment and Type 1 (Critical) Fish Habitat. An *Environmental Impact Study (EIS)* was previously submitted by L. Campbell & Associates (dated January 2008) in support of applications associated with the subject lands. However, as the proposed development was modified and the EIS was now outdated, staff requested the completion of an updated EIS to demonstrate that there will be no negative impact on the Regional CNHS features or their ecological functions.

Regional Environmental Planning staff have reviewed the '*Update to 2008 EIS for Westcreek Estates Phase 1*' Memo, prepared by LCA Environmental Consultants (dated May 27, 2021), and are generally in agreement that the proposed development

can be accommodated in this location without significant negative impact to the CNHS. Therefore, in addition to the recommendations of the EIS and supporting memo, the Region recommends that the proposed Site Plan be revised to achieve a minimum average buffer width of 20 metres in order to ensure that the proposed development meets the no negative impact test of the Provincial Policy Statement.

As it relates to the concurrent zoning by-law amendment, Regional staff request to have the feature and associated buffer to be recognized as Environment Protection or other appropriate zone that restricts future development and/or site alteration.

Please note that the Niagara Peninsula Conservation Authority (NPCA) continues to be responsible for the review and comment on planning applications related to their regulated features. As such, NPCA should continue to be consulted with respect to their comments and permit requirements pursuant to Ontario Regulation 155/06.

Stormwater Management

Regional staff completed a review of the submitted *Preliminary Functional Servicing Report* (dated May 2021) prepared by Upper Canada Consultants and offer the following comments:

- It is understood that the NPCA has not required stormwater quantity control be implemented from West Creek Estates due to the location within Draper's Creek Watershed. The Region defers to the NPCA requirement regarding storm discharge to the creek. The stormwater management and grading/servicing plan shall detail how the overland flows (up to the 100-year storm), i.e. storm runoff exceed the 5-year storm sewer flow, from the development will be accommodated across the site to the creek. Erosion protection along the flow route may be needed.
- Webber Road (Regional Road 29) shall not be negatively impacted as a result of the development.
- An oil/grit separator and the existing stormwater management facility will service the development to meet Enhanced standard water treatment and erosion control. The Region has no objection to this plan.
- The Region highly recommends Low Impact Development, such as rain gardens, rooftop leader discharge to stoned infiltration trench/vegetated area, permeable pavement, etc. be incorporated in the site plan.

Appropriate conditions of draft approval have been included in the Appendix in this regard.

Site Servicing

Regional staff note that site servicing will be under the jurisdiction of the City of Welland and will require the construction of new water, sanitary and storm services for the proposed development. As a condition of draft plan approval, Ministry of Environment, Conservation and Parks, Environmental Certificates Approvals (ECA) are required for

any new/extended municipal sanitary and storm sewer services. The Region can review and approve the ECA's under the Ministry of Environment, Conservation and Parks Transfer of Review Program. Detailed engineering design drawings with calculations for the services must be submitted to this department for review and approval. A condition is included in the Appendix in this regard.

Waste Collection

Niagara Region provides curbside waste and recycling collection for developments that meet the requirements of Niagara Region's Waste Collection Policy. The subject property is eligible to receive Regional curbside waste and recycling collection provided that the owner brings the waste and recycling to the curbside on the designated pick up day, and that the following limits are not exceeded:

- No limit blue/grey containers;
- No limit green containers; and,
- 2 garbage containers per unit
- **Collection will be at the curbside only**

Condominium Townhouse Developments are eligible to receive internal curbside waste collection through the Region. In order for this service to be provided, the developer/owner shall comply with the Niagara Region's Corporate Policy and By-laws related to curbside collection of waste and recycling and complete the Application for Commencement of Collection and Indemnity Agreement. The required forms and policy can be found at the following link: www.niagararegion.ca/waste.

Regional staff reviewed the submitted Draft Plan and site plan drawings along with the transportation Brief. It is unclear as to if the Regional trucks will be reversing more than a distance of 15 metres for the private road. Therefore, Regional staff ask that revised truck turning templates be submitted with dimensions to ensure the waste collection trucks will not need to reverse more than 15 metres and to confirm that waste collection pads will only be required for Units 46-52. The future site plan drawings shall show the truck turning templates and increase the number to include any units that do not meet this requirement. If the requirements of the Waste Collection Policy cannot be met then waste collection will be the responsibility of the owner through a private contractor and not the Niagara Region.

Regional Road Allowance

Daylight Triangles

A daylight triangle of 10 metres x 10 metres will be required at the corner of Regional Road 29 (Webber Road) and Clare Avenue. Regional staff are satisfied with the daylight triangle and 3 foot reserve as shown on the plans.

A condition requiring the daylight triangles is included in the attached Appendix. The requested daylighting triangles are to be conveyed free and clear of any mortgages,

liens or other encumbrances, and are to be described by Reference Plan. The cost of providing this plan will be the full responsibility of the applicant. The applicant will arrange for the land surveyor for the property to submit the preliminary undeposited survey plan along with all related documents to Regional Surveys staff for approval. Regional Surveys staff will advise the land surveyor of any required revisions to the plan. Once the plan is deposited and the transfer registered, the Region will clear the applicable condition.

Should the applicant have any questions, please direct them to contact the individuals listed below:

Norma Price, Law Clerk, 905-980-6000 extension 3339. E-mail: norma.price@niagararegion.ca (Inquiries -specific to the transfer of property to the Region)

Normans Taurins, Manager, Surveys & Property Information, 905-980-6000 extension 3325, E-mail: normans.taurins@niagararegion.ca

Regional Permit Requirements

Regional Construction Encroachment Permit

Prior to any construction/work taking place within the Regional road allowance, a Regional Construction, Encroachment, and entrance Permit must be obtained from the Transportation Services Division, Public Works Department.

Regional Sign Permit

Please note that the placement of any sign, notice or advertising device within 20m of the centerline of Webber Road will require a Regional Sign permit.

Permit applications can be made through the following link:

<http://niagararegion.ca/living/roads/permits/default.aspx>

Protection of Survey Evidence

Survey Evidence adjacent to Regional road allowances is not to be damaged or removed during the development of the property. Regional staff request that any agreements entered into for this development include a clause that requires the owner to obtain a certificate from an Ontario Land Surveyor stating that all existing and new evidence is in place at the completion of said development.

Conclusion

Based on the discussion above, Regional staff supports, in principle, the development of 89 West Creek Court as the proposed applications are considered to align with the

August 19, 2021

intent and direction of Regional and Provincial policy. As such, Regional Planning and Development Services staff would offer no objections to the Draft Plan of Vacant Land Condominium or the concurrent Zoning By-law Amendment subject to the discussion above and the Conditions outlined in the Appendix. Regional staff will continue to work with the applicant through subsequent planning applications (Site Plan) to address items including (but not limited to) urban design, landscaping and waste collection as outlined above.

If you have any questions or wish to discuss these comments, please contact me at lindsay.earl@niagararegion.ca. If you have any questions regarding the core natural heritage comments, please contact Cara Lampman, Manager, Environmental Planning at cara.lampman@niagararegion.ca.

Please send notice of Council's decision on these applications.

Best regards,



Lindsay Earl, MES, MCIP, RPP
Senior Development Planner

Attch: Appendix I – Regional Conditions of Draft Plan of Vacant Land Condominium

Cc: Pat Busnello, MCIP, RPP, Manager, Development Planning, Niagara Region
Cara Lampman, Manager, Environmental Planning, Niagara Region
Susan Dunsmore, P.Eng., Manager, Development Engineering, Niagara Region
David Deluce, MCIP, RPP, Manager, Plan Review & Regulation, Niagara Peninsula Conservation Authority

APPENDIX I
REGIONAL CONDITIONS OF DRAFT PLAN OF VACANT LAND CONDOMINIUM
89 West Creek Court, Welland

1. That the Condominium Agreement between the owner and the City contain a provision whereby the owner agrees to implement the approved noise mitigation measures AND ensure the required warning clauses be included in all offers and agreements of purchase and sale or lease to survive closing in accordance with the *Environmental Noise Feasibility Study* (dated June 1, 2021) prepared by Valcoustics Canada Ltd.
2. That the following clauses shall be included in the Condominium Agreement between the owners and the City of Welland:

"Should deeply buried archaeological remains/resources be found on the property during construction activities, all activities impacting archaeological resources must cease immediately, notify the Archaeology Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries (416-212-8886) and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

In the event that human remains are encountered during construction, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act."

3. That a revised Site Plan be prepared to the satisfaction of the Niagara Region that identifies a larger buffer width adjacent to Regional Core Natural Heritage System features.
4. That a Landscape Plan be prepared to the satisfaction of the Niagara Region. The Landscape Plan should incorporate dense plantings of native trees and shrubs that complement the adjacent vegetation communities, including thorny species to discourage human intrusion into sensitive areas. The removal of invasive species should also be incorporated, as appropriate. The Landscape Plan should be completed by a full member of the Ontario Association of Landscape Architects (OALA).
5. That a Grading Plan be provided to the satisfaction of Niagara Region, that demonstrates that existing overland flow patterns are maintained and that no grading within the natural heritage features and/or their buffers will occur. The Grading Plan shall designate specific locations for stockpiling of soils and other

materials which will at a minimum be outside of the natural heritage features and their buffers and a minimum of 10 metres from the dripline of any trees to be retained. The Grading Plan should also illustrate the location and installation details associated with sediment control and limit of work fencing. Limit of work fencing must be maintained in good condition for the duration of construction until all disturbed surfaces have been stabilized. Muddy water shall not be allowed to leave the site.

6. That permanent rear-lot fencing be provided along the boundary of the environmental block, adjacent to the wetland buffer. A no-gate bylaw is recommended to reduce human encroachment and limit the movement of pets into the adjacent natural areas.
7. That a clause be added to the Condominium Agreement indicating that vegetation removals be undertaken between October 1st and March 14th, outside of both the breeding bird nesting period and active bat season. A survey for active bird nests should be conducted prior to any vegetation removal or site alteration planned to occur during this window.
8. That prior to approval of the final plan or any on-site grading, the owner shall submit a detailed stormwater management plan for the subdivision and the following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of the Environment documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region for review and approval:
 - a) Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;
 - b) Detailed erosion and sedimentation control plans;
9. That the Condominium Agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved plan(s) required in accordance with the approved Stormwater Management Plan.
10. That the owner provides a written acknowledgement to the Niagara Region stating that draft approval of this condominium does not include a commitment of servicing allocation by the Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner.
11. That the owner provides a written undertaking to the Niagara Region stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this condominium, shall contain a clause indicating that servicing allocation for the condominium will not be assigned until

the plan is registered, and a similar clause be inserted in the Condominium Agreement between the owner and the City.

12. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings [with calculations] for any proposed municipal sanitary and storm drainage systems required to service this development and obtain Ministry of the Environment, Conservation and Parks, Environment Compliance Approval under the Transfer of Review Program.
13. That the owner/developer ensure that all streets and development blocks can provide an access in accordance with the Niagara Region's Corporate Policy and By-laws relating to the curbside collection of waste and recycling.
14. That the owner/developer shall comply with the Niagara Region's Corporate Policy for Waste Collection and complete the Application for Commencement of Collection and Indemnity Agreement.
15. If Regional Waste Collection cannot be provided, the Condominium Agreement between the owner and the City contain provisions that the owner shall provide a written undertaking to the Niagara Region Planning and Development Services Department acknowledging that because the site design does not meet Regional Waste Policy, garbage/recycling pick-up for the development will not be provided by the Region. Further, the following warning clause shall be included in the condominium agreement and inserted in all Agreements of Purchase and Sale or Lease for each dwelling unit:

"Purchasers/Tenants are advised that due to the site layout, garbage/recycling pick-up for the development will be provided by the condominium corporation through a private contractor and not the Region."

16. That in order to accommodate Regional Waste Collection service, waste collection pads are required to be provided by the applicant for the units 46-52 (subject to the Regional waste collection trucks reverse limits). The waste collection pads shall be in accordance with the Niagara Region's Corporate Waste Collection Policy.
17. That the following warning be included in the Condominium Agreement and inserted in all offers and agreement of purchase and sale or lease for units 46-52(subject to the Regional waste collection trucks reverse limits):

"That in order to accommodate Regional Waste Collection service, waste collection pads are required to be provided by the applicant for units 46-52 (subject to the Regional waste collection trucks reverse limits). The waste collection pads shall be in accordance to the details outlined in the Niagara Region's corporate waste collection policy."

18. That the owner dedicates a 10m x 10m metre daylighting triangle at the corner of Regional Road 29 and Clare Avenue to the Region of Niagara.

19. Prior to any construction taking place within the Regional road allowance the owner shall obtain a Regional Construction Encroachment and Entrance Permit. Applications must be made through the Permits Section of the Niagara Region Public Works Department (Transportation Services Division).
20. That the Condominium Agreement between the owner and the City contain a provision whereby the owner agrees to obtain a certificate from an Ontario Land Surveyor stating that all existing and new survey evidence is in place at the completion of the development.

Clearance of Conditions

Prior to granting final plan approval, the City of Welland must be in receipt of written confirmation that the requirements of each condition have been met satisfactorily and that all fees have been paid to the satisfaction of the Niagara Region.

Condominium Agreement

Prior to final approval for registration, a copy of the executed Condominium Agreement for the proposed development should be submitted to the Regional Planning and Development Services Department for verification that the appropriate clauses have been included.

Note: The Development Services Division recommends that a copy of the draft agreement also be provided in order to allow for the incorporation of any necessary revisions prior to execution.



City of Welland
Infrastructure and Development Services
 Planning and Building Division
 60 East Main Street, Welland, ON L3B 3X4
Phone: 905-735-1700 Ext. 2251 | **Fax:** 905-735-8772
Email: devserv@welland.ca | www.welland.ca

August 31, 2021

TO: Grant Munday, B.A.A, MCIP, RPP
 Director, Planning and Development Services

FROM: J. Tosta, CBCO, CPSO
 Chief Building Official

SUBJECT: Application for Zoning Bylaw Amendment, (File No. 2021-06) Draft Plan of Vacant Land Condominium Approval, (File No. 26CD-14-21005) - 89 West Creek Road

Staff has reviewed the information submitted and while a final decision on issuance of building permit will be based on the information submitted with the building permit application to this office, we wish to offer the following comments:

- Subject lands are located within the regulated area of Niagara Peninsula Conservation Authority therefore approval by the NPCA will be required prior to issuance of building permits.
- A subsurface Geotechnical report prepared by a qualified geotechnical engineer will be required at the time of building permit application submission.
- Construction and installation of underground site services located in the "Private Road" portion of the development will be subject to a building permit issued in a conformance with Part 7 of the 2012 Ontario Building Code.
- Parkland dedication shall be established in accordance with By-law 2014-101. If a 5% Cash-in-Lieu of Parkland method is utilized, the Developer shall establish the value of land for each lot, to the satisfaction of the City, prior to execution of the Subdivision Agreement. The values shall be determined by an Appraiser in accordance with City Policy as of the day before the day the first building permit is issued for the development. The values shall be referenced in the Special Conditions and Building Restrictions of the Subdivision Agreement.

○
 If you have any questions regarding the above comments, please do not hesitate to contact me.



88
CANADA POST
955 Highbury Ave N
London ON N5Y 1A3
CANADAPOST.CA

POSTES CANADA
955 Highbury Ave N
London ON N5Y 1A3
POSTESCANADA.CA

August 3, 2021

TAYLOR MEADOWS
CITY OF WELLAND
60 EAST MAIN STREET
WELLAND, ON L3B 3X4

Re: 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005)

Dear Taylor,

This development will receive mail service to centralized mail facilities provided through our Community Mailbox program.

I will specify the conditions which I request to be added for Canada Post Corporation's purposes.

The owner shall complete to the satisfaction of the Director of Engineering of the City of Welland and Canada Post:

- a) Include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - i) that the home/business mail delivery will be from a designated Centralized Mail Box.
 - ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
- b) The owner further agrees to:
 - i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - ii) install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes



- iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
- iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
- a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding these conditions, please contact me.

I appreciate the opportunity to comment on this project.

Regards,

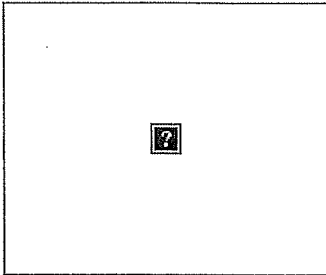
A. Carrigan

Andrew Carrigan
 Delivery Services Officer
Andrew.Carrigan@canadapost.ca

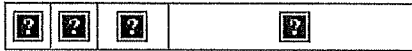
From: Ali Khan
To: Taylor Meadows
Subject: RE: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)
Date: July 23, 2021 8:57:01 AM

Taylor,

I have no comments .



Muhammad Ali Khan, M.A.Sc; P.Eng.
 Manager, Traffic/Parking/ Bylaws
 Infrastructure and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2202 **Fax:** (905)735-7184
www.welland.ca



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From: Taylor Meadows <taylor.meadows@welland.ca>

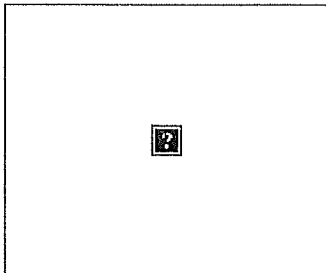
Sent: July 23, 2021 8:54 AM

Subject: RE: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)

Good morning,

We hope to have the 89 West Creek Court Recommendation Report to the September 7th, 2021 Council Meeting. Please provide any comments by August 10th.

Thank you,



Taylor Meadows
 Development Planner
 Planning Division
 Planning & Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2246
www.welland.ca



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From: Taylor Meadows

Sent: July 2, 2021 11:29 AM

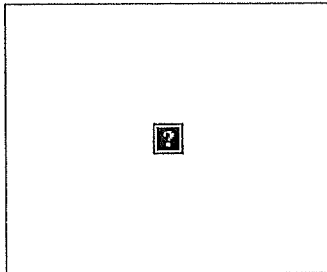
Cc: Rachelle Larocque <rachelle.larocque@welland.ca>

Subject: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)

Morning,

Please find attached, the Notice of Public Meeting regarding application for Draft Plan of Condominium (File No. 26CD-14-21005) and Zoning By-law Amendment (2021-06) for 89 West Creek Court.

Regards,



Taylor Meadows

Development Planner

Planning Division

Planning & Development Services

Corporation of the City of Welland

60 East Main Street, Welland, Ontario L3B 3X4

Phone: (905)735-1700 Ext. 2246

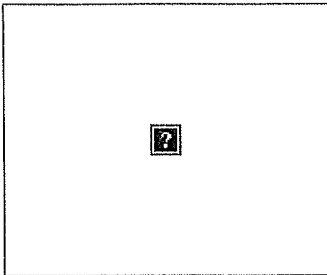
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From: [Edward Zahra](#)
To: [Taylor Meadows](#)
Cc: [Rachelle Larocque](#)
Subject: RE: Notice of Virtual Public Meeting Subdivision - 420 Murdock Road (File No. 26T-14-21006)
Date: July 23, 2021 9:57:19 AM

No comments from Transit, however has there been a discussion regarding whether service has been requested for this area?



Edward Zahra
 Transit Manager
 Transit Division
 Corporate Services
 Corporation of the City of Welland
 75 Federal Road, Welland, Ontario L3B 3P2
Phone: (905)735-1700 Ext. 3030
www.welland.ca



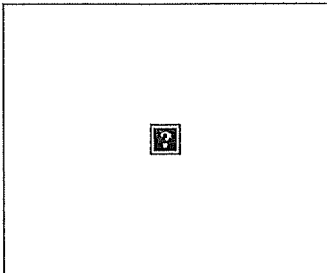
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From: Taylor Meadows <taylor.meadows@welland.ca>
Sent: July 22, 2021 4:16 PM
Cc: Rachelle Larocque <rachelle.larocque@welland.ca>
Subject: Notice of Virtual Public Meeting Subdivision - 420 Murdock Road (File No. 26T-14-21006)

Afternoon,

A complete application has been submitted for Draft Plan of Subdivision approval for the lands located at the municipal address of 420 Murdock Road, Welland. Please see the attached files to review the Notice of Virtual Public Meeting.

Regards,



Taylor Meadows
 Development Planner
 Planning Division
 Planning & Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2246
www.welland.ca



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August 3rd, 2021

Grant Munday, B.A.A, MCIP, RPP
Director, Planning and Development Services
City of Welland
60 East Main Street
Welland, ON L3B 3X4

Dear Mr. Munday,

**RE: Application for Draft Plan of Vacant Land Condominium Approval (File No. 26CD-14-21005).
Application for Zoning By-law Amendment (File No. 2021-06)**

Welland Hydro Electric System Corp. (WHESC) does not object to the proposed applications(s).

The applicant shall contact WHESC's Engineering Department to determine servicing details and requirements by emailing Engineering@wellandhydro.com.

Please confirm unit type, whether freehold or condominium. Hydro Meter locations are to be determined prior to servicing, based on unit type.

If existing WHESC's infrastructure is required to be relocated or temporary Hydro service is required, all costs are the responsibility of the applicant.

If easement(s) are required by WHESC to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements.

The proposed development must meet the clearance requirements of the Ontario Building Code section 3.1.19.1 "Clearance to Buildings".

WHESC reserves the right to amend or remove development conditions.

If you require further information, please contact our Engineering Department.

Sincerely,

Kevin Carver, P. Eng., ME
Chief Operating Officer
WELLAND HYDRO-ELECTRIC SYSTEM CORP.

Engineering provides the following conditions for the draft plan approval of 89 West Creek Road:

1. The Developer shall submit the full engineering design drawings to the City of Welland's Engineering Division for review and approval. Design drawing submission shall include servicing, grading, photometric, signage, and landscaping plans.
2. The revised sewer drainage area plans shall be submitted to the Engineering Division for review and approval.
3. Private water main shall not loop through the development. Connection shall be from an existing stub at West Creek Court with a master meter pit at the property line, and be looped within the property.
4. Sanitary inspection maintenance hole will be required inside the property line.
5. The proponent is reminded that the proposed paved road is within the storm sewer easement in favor of the municipality, and pavement repair will be the Owner's responsibility.
6. The Developer shall be responsible for all costs associated with the development, including reinstatements to existing condition or better.
7. The Developer shall construct all municipal infrastructure in accordance with the City of Welland Municipal Standards, Ontario Provincial Standards and any other applicable standards that may apply.
8. The Developer shall conduct home condition surveys as required prior to the commencement of construction.
9. Municipal roadways used for construction access, shall be kept clear of construction material, and maintained throughout construction, including dust control measures to the satisfaction of the City.
10. Applicable securities shall be submitted to the City in accordance with the vacant land condo agreement.
11. Final inspection package complete with CCTV inspection reports, mandrel test, and material testing shall be submitted to the Engineering Division.
12. Existing storm sewer and OGS unit within the easement, shall be inspected and cleaned out by the Owner after construction is complete. Ongoing maintenance of the OGS unit shall be the responsibility of the Owner.
13. The developer is required to submit as-built drawings in ACAD and PDF formats to the City's Engineering Division following construction.
14. The Engineering Division reserves the right to include additional requirements following the review of the engineering design submission.

From: [Adam Eckhart](#)
To: [Taylor Meadows](#)
Subject: Re: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)
Date: August 25, 2021 10:15:43 PM

Thanks Taylor,

I have no new comments.

Adam Eckhart MPS, BPSA, ECFO

Fire Chief and Community Emergency Management Coordinator
 Welland Fire and Emergency Services
 636 King St., Welland, ON, L3B 3L1
 905-735-1700 ext 2400
 Fax: (905) 732-2818
www.welland.ca

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From: Taylor Meadows <taylor.meadows@welland.ca>
Sent: Wednesday, August 25, 2021 3:43 PM
To: Adam Eckhart <adam.eckhart@welland.ca>
Subject: FW: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)

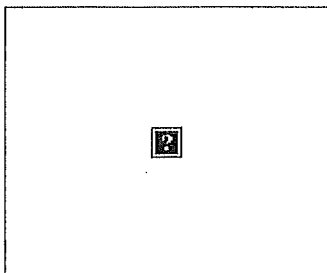
Hi Adam,

Thanks again for the phone call!

Please see the attached documents relating to the proposed Draft Plan of Condominium and Zoning By-law Amendment for 89 West Creek Court. I hope to have the Recommendation Report completed by next Tuesday.

Feel free to reach out with any questions or concerns!

Take care,



Taylor Meadows
 Development Planner
 Planning Division
 Planning & Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
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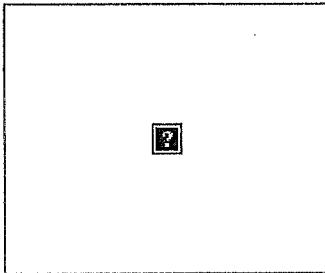
Sent: July 23, 2021 8:54 AM

Subject: RE: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)

Good morning,

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Thank you,



Taylor Meadows

Development Planner

Planning Division

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Sent: July 2, 2021 11:29 AM

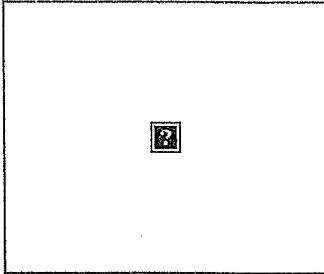
Cc: Rachelle Larocque <rachelle.larocque@welland.ca>

Subject: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)

Morning,

Please find attached, the Notice of Public Meeting regarding application for Draft Plan of Condominium (File No. 26CD-14-21005) and Zoning By-law Amendment (2021-06) for 89 West Creek Court.

Regards,

**Taylor Meadows**

Development Planner

Planning Division

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60 East Main Street, Welland, Ontario L3B 3X4

Phone: (905)735-1700 Ext. 2246

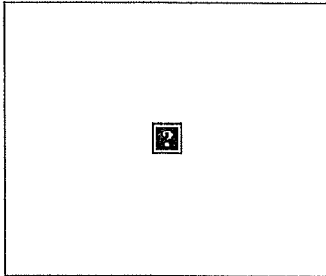
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From: [Rachelle Larocque](#)
To: [Taylor Meadows](#); [Craig Rohe \(craig@ucc.com\)](mailto:craig@ucc.com)
Subject: FW: West Creek Court, Welland-ENVI Comments
Date: August 11, 2021 1:39:22 PM

FYI



Rachelle Larocque, BES, M.Sc., MCIP, RPP
 Manager of Planning
 Planning and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Hours: 8:30am-4:30PM
Phone: (905)735-1700 Ext. 2310 **Fax:** (905)735-8772
www.welland.ca



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From: Boudens, Adam <Adam.Boudens@niagararegion.ca>
Sent: August 11, 2021 1:38 PM
To: Rachelle Larocque <rachelle.larocque@welland.ca>; Earl, Lindsay <lindsay.earl@niagararegion.ca>
Cc: 'Sarah Mastroianni' <smastroianni@npca.ca>; Jessica Abrahamse <jabrahamse@npca.ca>; Lampman, Cara <Cara.Lampman@niagararegion.ca>; Busnello, Pat <pat.busnello@niagararegion.ca>; Adam Aldworth <aaldworth@npca.ca>
Subject: RE: West Creek Court, Welland-ENVI Comments

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--

Hi Rachelle,

Lindsay is away on vacation this week. The following are Regional environmental planning comments for this application.

Core Natural Heritage System

The subject property is impacted by the Region's Core Natural Heritage System (CNHS), consisting of the Drapers Creek Provincially Significant Wetland Complex (PSW), Regional Local Amendment and Type 1 (Critical) Fish Habitat. An Environmental Impact Study (EIS) was previously submitted by L Campbell & Associates (dated January 2008) in support of applications associated with the subject lands. However, as the proposed development was modified and the EIS was now outdated, staff requested the completion of an updated EIS to demonstrate that there will be no negative impact on the Regional CNHS features or their ecological functions.

Regional Environmental Planning staff have reviewed the 'Update to 2008 EIS for Westcreek Estates Phase 1' Memo, prepared by LCA Environmental Consultants (dated May 27, 2021), and are generally in agreement that the proposed development can be accommodated in this location without significant negative impact to the CNHS. That said, staff are not satisfied with the size of the buffer width proposed adjacent to the PSW and request that the proposed Site Plan be revised to achieve a minimum average buffer width of 20 metres. Alternatively, a fulsome update to the 2008 EIS should be prepared to justify a narrower buffer width. Further, any environmental studies requested by the City of Welland or Niagara Peninsula Conservation Authority (NPCA) will require review and approval by the Region.

Please let me know if you would still like to meet to discuss our comments. Regional staff are available anytime this Friday August 13th.

Thanks,
Adam

Adam Boudens
Senior Environmental Planner/Ecologist

Planning and Development Services, Niagara Region
1815 Sir Isaac Brock Way, P.O. Box 1042
Thorold, ON L2V 4T7
Phone: 905-980-6000 ext. 3770 Toll-free: 1-800-263-7215
Adam.Boudens@niagararegion.ca

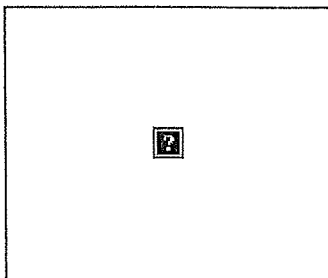
From: Rachelle Larocque <rachelle.larocque@welland.ca>
Sent: Friday, August 6, 2021 2:01 PM
To: Earl, Lindsay <lindsay.earl@niagararegion.ca>
Cc: 'Sarah Mastroianni' <smastroianni@npca.ca>; Jessica Abrahamse <jabrahamse@npca.ca>; Boudens, Adam <Adam.Boudens@niagararegion.ca>; Lampman, Cara <Cara.Lampman@niagararegion.ca>; Busnello, Pat <pat.busnello@niagararegion.ca>
Subject: RE: West Creek Court, Welland-ENVI Comments

CAUTION: This email originated from outside of the Niagara Region email system. Use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hi Lindsay,

Sorry for the delay getting back to you. It looks like Thursday or Friday work best for me.

Thanks,



Rachelle Larocque, BES, M.Sc., MCIP, RPP
 Manager of Planning
 Planning and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Hours:8:30am-4:30PM
Phone:(905)735-1700 Ext. 2310 **Fax:**(905)735-8772
www.welland.ca



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From: Earl, Lindsay <lindsay.earl@niagararegion.ca>

Sent: August 4, 2021 1:23 PM

To: Rachelle Larocque <rachelle.larocque@welland.ca>

Cc: 'Sarah Mastroianni' <smastroianni@npca.ca>; Jessica Abrahamse <jabrahamse@npca.ca>; Boudens, Adam <Adam.Boudens@niagararegion.ca>; Lampman, Cara <Cara.Lampman@niagararegion.ca>; Busnello, Pat <pat.busnello@niagararegion.ca>

Subject: West Creek Court, Welland-ENVI Comments

Further to our phone conversation at the end of last week, Regional Environmental Planning Staff have reviewed the materials submitted in support of the Draft Plan of Condominium and concurrent zoning by-law amendment applications and notes that staff have concerns regarding the size of the buffer width proposed adjacent to the PSW. As discussed, it would be beneficial to have a meeting with the commenting Agencies, yourself as well as the Agent prior to the Region submitting formal correspondence on these applications.

Cara will be back in the office next week (however I will be on vacation). Regional staff would be available to attend a meeting during the following times:

Monday August 9th 2-4 pm

Tuesday August 10th 9-10am or 11-12pm

Thursday August 12th 1-4pm

Friday August 13th any time.

Feel free to send out a meeting request so we can get this matter addressed asap, as I understand the Public Meeting is scheduled for Tuesday August 10.

Thanks in advance,

Lindsay Earl, MES, MCIP, RPP
Senior Development Planner
Planning and Development Services
Regional Municipality of Niagara
Phone: 905-685-4225 ext. 3387
Toll Free: 1-800-263-7215
Fax: 905-687-8056

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**NIAGARA PENINSULA
CONSERVATION
AUTHORITY**

250 Thorold Road West, 3rd Floor, Welland, Ontario L3C 3W2
Telephone 905.788.3135 | Facsimile 905.788.1121 | www.npca.ca

August 25, 2021

Our File No.: PLPDV202100990

BY E-MAIL ONLY

Ms. Rachelle Larocque, BES, M.Sc., MCIP, RPP
Manager of Planning
City of Welland
60 East Main Street
Welland, ON, L3B 3X4

Attention: Rachelle Larocque, BES, M.Sc., MCIP, RPP - Planning Supervisor

Subject: Niagara Peninsula Conservation Authority (NPCA) Comments:
Application for Vacant Land Condominium, (ZBA & Draft Plan of Condo)
89 West Creek Court, City of Welland
Applicant: Upper Canada Planning and Engineering Ltd.

The NPCA has received an application for a Draft Plan of Vacant Condo and a Zoning By-Law Amendment, "West Creek Estates." The applicant has provided the following documents in support of the application, "Landscape Concept Plan," Prepared by Adesso Design Inc. dated May 17, 2021, "Preliminary FSR" Prepared by Upper Canada Planning & Engineering Ltd., dated May, 2021, "Preliminary Site Plan, West Creek Condo" Prepared by Upper Canada Planning & Engineering, printed June 2, 2021, an Environmental Impact Study Addendum, Prepared by LCA Environmental Consultants dated May 27, 2021, an EIS Update, "Addendum to Westcreek Estates EIS Update," Prepared by LCA Environmental Consultants dated August 6, 2021.

NPCA Policies

The NPCA regulates watercourses, flood plains (up to the 100-year flood level), Great Lakes shorelines, hazardous land, valleylands, and wetlands under *Ontario Regulation 155/06 of the Conservation Authorities Act*. The NPCA's *Policies, Procedures and Guidelines for the Administration of Ontario Regulation 155/06 and Land Use Planning Policy Document* (NPCA policies) provides direction for managing NPCA regulated features. The subject lands contain a Provincially Significant Wetland, a 1 in 100-year floodplain and a regulated watercourse buffer.

NPCA staff have reviewed the above stated studies and offer the following comments for your consideration:

NPCA staff acknowledge that there has been a previous registered subdivision on the subject lands on August 20th, 2019.

Per NPCA policy 8.2.3.5. Proposed Development within 30 metres of a Wetland, the applicant has submitted an Environmental Impact Study in support of the proposed development. The Environmental Impact Study that was submitted is outdated; five years is generally the standard window of time used in practice for review at the NPCA. The addendum provided in May 2021 by LCA Consultants helped to provide some further information, along with a field visit conducted by NPCA staff, along with the applicant and environmental consultant on August 5th, 2021 to verify that the existing conditions on site remained consistent with what was documented in the 2008 Environmental Impact Study submitted.

After attending the site visit, NPCA staff requested that the applicant provide a technical memo demonstrating that the hydrologic function of the wetland will be maintained during and post-construction of the proposed development. NPCA staff are satisfied that the comments provided in the "Addendum to Westcreek Estates EIS Update," Prepared by LCA Environmental Consultants dated August 6, 2021 have sufficiently addressed that the hydrologic function of the wetland will be maintained during and post construction of the proposed development, as such a water balance will not be required.

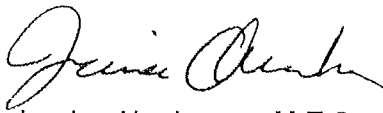
It is noted that the "Preliminary Site Plan, West Creek Condo, City of Welland," Dwg: 20121-SP dated September 30, 2020 printed June 2, 2021 shows the 1 in 100 year floodplain elevation. A second plan was submitted after the first comments were sent to the City of Welland on August 10, 2021, "West Creek Condominium, City of Welland, Site Plan, Dwg: 20121-SP, printed August 23, 2021. The NPCA has reviewed the updated plan showing the correct 1 in 100 year flood elevation. NPCA staff are satisfied that all development is located outside of the 1 in 100 year flood elevation.

The NPCA is supportive of the zoning of the natural buffer area along the northern lot line as EP and floodplain as EP, Environmental Protection. NPCA staff acknowledge and recognize the City of Welland for receiving the dedication of the wetland buffer area – Block 71, as part of City owned public lands in line with NPCA policy 8.2.5.

Conditions of Draft Plan Approval

1. That the Developer provide detailed grading, construction sediment and erosion control drawings to the Niagara Peninsula Conservation Authority for review and approval. The Owner agrees that all Sediment and Control measures shall be maintained and in good condition for the duration of construction until all disturbed surfaces have been stabilized.
2. That the Developer provides appropriate limit-of-work fencing along the rear of Lots 36, 49, 50 and 55-69 and the boundary of the 15 metre wetland buffer for the remainder of the lots to the satisfaction of the Niagara Peninsula Conservation Authority.
3. That the Developer provide a buffer restoration plan to provide enhancements to the wetland buffer, to the satisfaction of the Niagara Peninsula Conservation Authority. Scoping of the restoration plan is to be obtained by the Niagara Peninsula Conservation Authority and is to be done through a Work Permit from the Niagara Peninsula Conservation Authority.
4. That the Developer provide 1.5-metre-high chain link fencing along the boundaries of Lots 36, 49, and 50. Fencing should also be established along the agreed upon wetland buffer in lots and as shown on applicable plans and drawings to the satisfaction of the Niagara Peninsula Conservation Authority.
5. That conditions 1 to 5 above be incorporated into the Subdivision Agreement between the Developer and the City of Welland, to the satisfaction of the Niagara Peninsula Conservation Authority. The City of Welland shall circulate the draft Subdivision Agreement to the Niagara Peninsula Conservation Authority for its review and approval.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jessica Abrahamse', written in a cursive style.

Jessica Abrahamse, M.E.S.
Watershed Planner
(905) 788-3135, ext. 235

Cc: Sarah Mastroianni, Manager of Planning

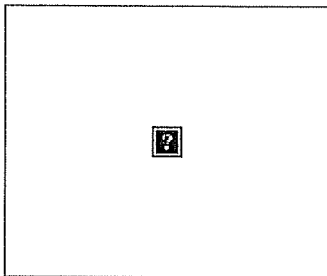
From: [Vince Beaudoin](#)
To: [Julie VanLeur](#)
Cc: [Ray Chamberlain](#); [Taylor Meadows](#)
Subject: FW: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)
Date: July 29, 2021 10:05:52 AM
Attachments: [ZBLA Notice of Public Meeting - 89 West Creek Court 01July-2021.pdf](#)
[89WestCreek_Location.pdf](#)
[Draft Plan of Condominium Notice of Public Meeting 89 West Creek Court July01-2021.pdf](#)
[Draft Plan of Condominium - Plan 20121-DP.pdf](#)

Julie: Subsequent to review of this proposed condo development PW would suggests that the development (private) be serviced with master water meters located at the property lines and that the watermain be looped.

Please contact me if you have any questions.

Thank you.

Vince.



Vincent Beaudoin; C.E.T., C.R.S., O.R.O.
 Manager of Public Works.
 Public Works Division
 Infrastructure Services
 Corporation of the City of Welland
 99 Federal Road, Welland, Ontario L3B 6C2
Hours: Mon - Fri 7:00am to 3:00pm
Phone: (905)735-1700 Ext. 3004 **Fax:** (905)735-6446
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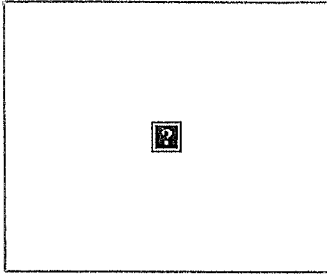
Sent: July 23, 2021 8:54 AM

Subject: RE: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)

Good morning,

We hope to have the 89 West Creek Court Recommendation Report to the September 7th, 2021 Council Meeting. Please provide any comments by August 10th.

Thank you,



Taylor Meadows
 Development Planner
 Planning Division
 Planning & Development Services
 Corporation of the City of Welland
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Sent: July 2, 2021 11:29 AM

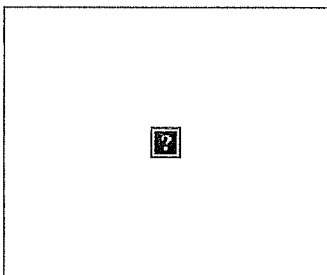
Cc: Rachelle Larocque <rachelle.larocque@welland.ca>

Subject: Notice of Public Meeting - 89 West Creek Court Application for Draft Plan of Condominium (File No. 26CD-14-21005) & Zoning By-law Amendment (File No. 2021-06)

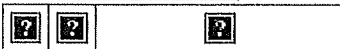
Morning,

Please find attached, the Notice of Public Meeting regarding application for Draft Plan of Condominium (File No. 26CD-14-21005) and Zoning By-law Amendment (2021-06) for 89 West Creek Court.

Regards,



Taylor Meadows
 Development Planner
 Planning Division
 Planning & Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2246
www.welland.ca



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COUNCIL
PLANNING AND DEVELOPMENT SERVICES
TRAFFIC DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-22

REPORT TRAF-2021-45
SEPTEMBER 07, 2021

SUBJECT: UPDATE TO TRAFFIC AND PARKING BY-LAW 89-2000

AUTHOR: MARK SLADE, TRAFFIC AND PARKING OPERATION TECHNICIAN

APPROVING MANAGER: MUHAMMAD ALI KHAN, M.A.Sc., P. ENG. MANAGER, TRAFFIC, PARKING & BY-LAWS

APPROVING DIRECTOR: GRANT MUNDAY, B.A.A., MCIP, RPP DIRECTOR PLANNING AND DEVELOPMENT SERVICES

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND approves **REPORT TRAF-2021-45** Update to Traffic and Parking By-law 89-2000; and further

THAT Welland City Council directs the City Clerk to amend Traffic and Parking By-law 89-2000 as follows:

ADD the following to Schedule "XVII" – PARKING LOTS

Lot #	Lot Name	Control	Rate	Time of Day	Maximum Stay
15	Maple Park Parking Lot (Designated Area)	Five (5) Monthly Permit	\$150.00	Monday to Sunday	24 Hours

ORIGIN AND BACKGROUND:

At the August 10, 2021 Council Meeting, Council directed staff to resubmit a report on this issue.

On this occasion, **SCHEDULE "XVII"** will be affected.

SCHEDULE “XVII” – Parking Lots

Maple Park lot is located at 512 South Pelham Road. A request for an overnight parking permit in Maple Park lot was received by staff from a resident who resides at Maplevue Terrace Condominiums (across from Maple Park) for convenience and at a more affordable rate. There is sufficient parking available at Maplevue Terrace Condominiums. Parking per stall is \$200.00 per month.

An amendment is required to permit the sale of maximum five (5) monthly parking permits in this lot. Staff are proposing to allow the sale of monthly permits at a cost of \$150.00 per month. This will provide parking to property owners and tenants within the area at a more affordable rate. Permit will be on a first come, first served basis.

COMMENTS AND ANALYSIS:

The proposed amendments to the Traffic and Parking By-law 89-2000 are necessary to define the traffic and parking regulations to a Municipal Lot within the City of Welland .

FINANCIAL CONSIDERATION:

Subject to Council approval the anticipated revenue from permits in the Maple Park Parking Lot will be approximately \$9000.00 per year.

OTHER DEPARTMENT IMPLICATIONS:

Legal Services and the Clerks Department would be required to update the By-laws with the changes noted in this report.

SUMMARY AND CONCLUSION:

To ensure the appropriate regulations and wording of By-law 89-2000, with on-site signage and enforcement operations, the Traffic and Parking Operations Division recommends the modifications as outlined in this report.

ATTACHMENTS:

None

COUNCIL
PLANNING AND DEVELOPMENT SERVICES
TRAFFIC DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-22

REPORT TRAF-2021-51
SEPTEMBER 07, 2021

SUBJECT: STOP SIGNS AT ROSS STREET AND DOWNS DRIVE

**AUTHOR: MARK SLADE,
TRAFFIC AND PARKING OPERATION TECHNICIAN**

**APPROVING MANAGER: MUHAMMAD ALI KHAN, M.A.Sc., P. ENG.
MANAGER, TRAFFIC, PARKING & BY-LAWS**

**APPROVING DIRECTOR: GRANT MUNDAY, B.A.A., MCIP, RPP
DIRECTOR OF PLANNING AND DEVELOPMENT SERVICES**

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND approves REPORT TRAF-2021-51 Stop signs at Ross Street and Downs Drive; and further

THAT Welland City Council directs the City Clerk to amend Traffic and Parking By-law 89-2000 as follows:

ADD the following to Schedule "XX" – STOP SIGNS

COLUMN 1 HIGHWAY	COLUMN 2 AT	COLUMN 3 FACING TRAFFIC
Downs Drive	Ross Street	Eastbound on Downs Drive
Ross Street	Downs Drive	Northbound on Ross Street

ORIGIN AND BACKGROUND:

Staff received a request from owner of new facility built on Downs Drive requesting a three way stop at the intersection of Downs Drive and Ross Street as a result of the extension of Downs Drive and increased construction traffic on this portion of the road. Based on the request from the property owner, there have been a number of concerns raised by delivery and construction trucks with this intersection and there have been a number of near-collisions.

COMMENTS AND ANALYSIS:

The Ontario Traffic Manual (O.T.M.) provides information and guidance for the use of stop control, as well as other traffic related issues to create uniformity of treatment throughout Ontario. The stop control warrant is based on collision history, traffic volumes and sightlines. Operating speeds and near collisions are not part of the technical warrant criteria as prescribed by the manual.

Based on the criteria of the O.T.M, a 3-way stop in this location does not satisfy all of the criteria for installation. The O.T.M does, however, allow for the consideration of stop controls where, "the application of the normal right hand rule or yield control would be unduly hazardous". The geometrics of this intersection creates a hazardous situation for drivers heading eastbound on Downs Drive straight into the new industrial section, creating conflict with traffic heading northbound on Ross Street where it intersects with Downs Drive. To eliminate the hazards of this intersection before it results in collisions, staff support being proactive by installing stop signs. Currently, temporary stop signs are installed to establish a clear right of way and to avoid any future collision. Staff is recommending amendment to the bylaw to install permanent stop signs at this intersection.

FINANCIAL CONSIDERATION:

Sign installation will be absorbed by the operating budget.

OTHER DEPARTMENT IMPLICATIONS:

Legal Services and the Clerks Department would be required to update the By-laws with the changes noted in this report.

SUMMARY AND CONCLUSION:

The Traffic Division supports the installation of 3-way stop control at the intersection of Downs Drive and Ross Street. The installation of 3-way stop control will establish right-of-way control for vehicles approaching the intersection.

ATTACHMENTS:

Appendix I – Map of the study Area

Appendix I



COUNCIL
INFRASTRUCTURE SERVICES
ENGINEERING DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

REPORT ENG-2021-19
September 7, 2021

SUBJECT: 2021 CAST IRON WATERMAIN REPLACEMENT -
PART 2 – TENDER AWARD

AUTHOR: JOSH TRIM, P.ENG.
SENIOR PROJECT MANAGER

**APPROVING
MANAGER:** LIVIA MCEACHERN, P.ENG.
MANAGER OF ENGINEERING

**APPROVING
DIRECTOR:** SHERRI-MARIE MILLAR, P.ENG.
DIRECTOR OF INFRASTRUCTURE SERVICES

RECOMMENDATIONS:

1. THAT THE COUNCIL OF THE CITY OF WELLAND accepts the tender of **Demar Construction Inc** in the amount of **\$994,608.48** (plus HST) being the lowest of seven (7) bid submissions received for the 2021 Cast Iron Watermain Replacement Part 2 project; and further
2. THAT Council directs staff to prepare the necessary by-law and documents to execute the project; and further
3. THAT Council authorizes the Mayor and Clerk to execute all necessary documents to execute the project.

ORIGIN AND BACKGROUND:

The existing watermain on Westmount Crescent and Riverview Drive have experienced a high rate of breakage and leakage. The result is on-going maintenance and repair, disruption of service to ratepayers, increased risk of an adverse water quality result and increased water costs.

Generally, aging cast iron watermain were constructed with thinner walls, variable material quality and antiquated construction standards. As such, these mains are less capable of withstanding the deteriorating effects of both corrosion and frost-heave while approaching and/or exceeding their expected design life.

The opportunity to package these watermain replacements with other priority infrastructure renewals along the same length will maximize construction efficiencies and savings through economies of scale.

COMMENTS AND ANALYSIS:

All linear infrastructure was reviewed on each street and a tender with the following scope of work was prepared:

Street:	From/To:	Infrastructure Replacements:
Riverview Drive	Colbeck Dr – Fitch St.	<ul style="list-style-type: none"> • Watermain • Water Services • Granular Subbase (450mm Gran 'A') • Asphalt Base (75mm HL8) • Asphalt Surface (40mm HL3)
Westmount Crescent	Westdale Dr – Westdale Dr (full length of roadway)	<ul style="list-style-type: none"> • Watermain • Water Services • Surface Asphalt (40mm HL3)

The tender for the works was released on Monday August 9, 2021, for 2 weeks to Biddingo a major Canadian tendering website and was publicly advertised and listed with the Niagara Construction Association.

There were seven (7) tenders received on closing day, Monday August 23, 2021. Submissions have been reviewed for accuracy and have been found to be in compliance with City of Welland tender requirements and the provisions of the current Purchasing Policy.

The summary of all the tenders received, excluding taxes, is as follows:

Contractor Name and Address	Tender Price (excluding taxes)
Peters Excavating Inc. 3 Cross Street; Welland, ON L3B 5X6	\$1,247,347.25
Alfidome Construction 1701 Thorold Townline Road, Niagara Falls, ON L2E 6S5	\$1,059,500.75
Alfred Beam Excavating Ltd 10 Albert Street East, Unit 105, Thorold, ON L2V 2E9	\$1,181,565.40
Avertex Utility Solutions Inc. 205235 County Road 109, Amaranth, ON L9W 0T8	\$1,505,433.00
Cotton Inc. 2125 Fruitbelt Pkwy, Niagara Falls, ON L2J 0A5	\$1,185,391.35
Demar Construction Inc. 2140 Allanport Road, Allanburg, ON L0S 1A0	\$994,608.48
Nexterra Substructures Inc. 7226 Reixinger Road, Niagara Falls, ON L2G 0R9	\$1,012,119.92

Demar Construction Inc. of Allanburg Ontario, the lowest compliant tenderer, is an established company and has been successful with similar work for the City and other Regional municipalities in recent years. Staff considers the firm's performance to be

satisfactory in accordance with City specifications and standards, and therefore recommends that the firm be awarded the contract.

Work on this contract is expected to begin early fall and be complete prior to the winter.

FINANCIAL CONSIDERATION:

Project costs and funding is summarized as follows:

Project Costs	Amount
2021 Cast Iron Watermain Replacement – Part 2, Low Bid	\$994,608.48
Material Testing and Quality Control (2%)	\$19,892.17
Subtotal:	\$1,014,400.65
City's Portion of HST (1.76%)	\$17,853.45
Total Anticipated Costs:	\$1,032,254.10

Project Funding	Amount*
Cast Iron Watermain Replacements (Water) (10-910-21780)	\$3,775,000.00
2021 Road Resurfacing (Roads) (10-320-21187)	\$2,140,000.00
Approved Capital Funding:	\$5,915,000.00

**Funding totals are based on approved funding in each account. The approved funding has been allocated to multiple contracts.*

The tender price from the low bidder plus 2% for material testing and 1.76% for the City's portion of the HST is approximately **\$1,032,254.10**. There is sufficient funding approved for this project.

LINK TO ASSET MANAGEMENT PLAN:

The 2016 Addendum to the City of Welland Comprehensive Asset Management Plan identifies that "infrastructure expenditure needs are in excess of the available revenue. The analysis indicates that the funding gap is approximately \$20 million per year. It also identifies current asset management strategies that are practiced in Welland. The 2021 Cast Iron Watermain Program – Part 2 aligns with the following strategies:

- Cast Iron Watermain Replacement
The replacement of old cast iron watermain is also among the highest priority projects in Welland. The iron watermain account for a significant portion of the City's expenditure needs in the water distribution system.
- Integrated right-of-way asset replacement
The City strives to optimize when and how assets in the same right-of-way are replaced. This approach provides better value for infrastructure renewal dollars because it is typically more cost effective to replace all of the infrastructure in the same right-of-way.

OTHER DEPARTMENT IMPLICATIONS:

Contract administration for tendering, agreement, and contract payments have been and will be kept in compliance with the agreed practices of the Finance, Clerks and Legal Services departments.

SUMMARY AND CONCLUSION:

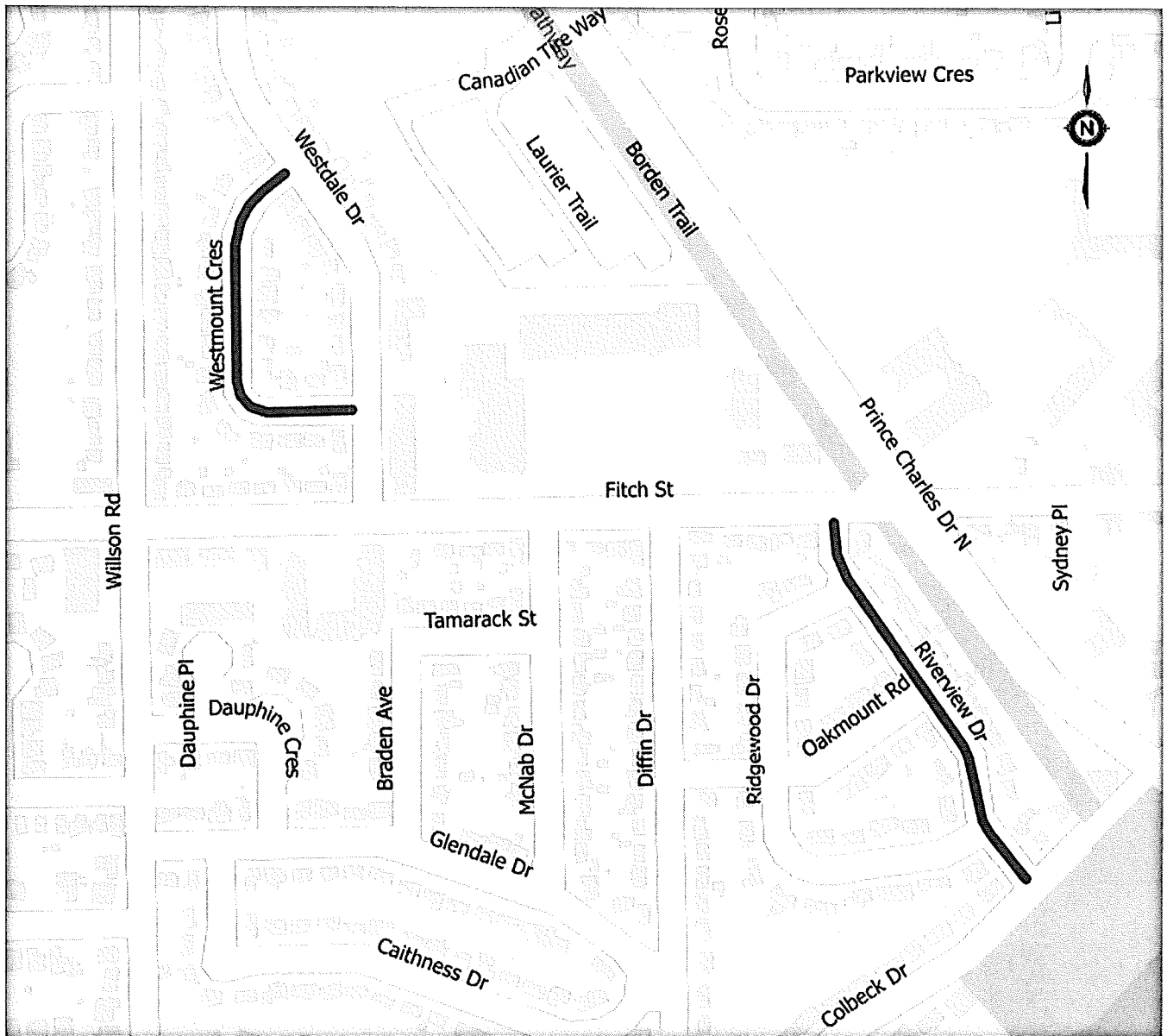
The cast iron watermain servicing the residents of Westmount Crescent and Riverview Drive are well past their expected design life and are experiencing breaks and leaks with increased frequency. To address this concern, a tender was released for the replacement of the cast iron watermain including services and appurtenances that included additional priority infrastructure renewals.

The respective watermain replacements will reduce maintenance, repair and water loss expenditures, the risk of adverse water quality results due to breaks and reduce disruption of service to ratepayers.

Staff recommends the awarding of the 2021 Cast Iron Watermain Replacement - Part 2 contract to Demar Construction Inc. at the tendered price of \$994,608.48 (plus HST)

ATTACHMENTS:

Appendix 1- Location Plan



COUNCIL
INFRASTRUCTURE SERVICES
ENGINEERING DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

REPORT ENG-2021-20
SEPTEMBER 7, 2021

**SUBJECT: SOUTH PELHAM SWM POND CLEANING AND
REHABILITATION – AWARD OF TENDER**

**AUTHOR: LIVIA MCEACHERN, P.ENG.
MANAGER OF ENGINEERING**

**APPROVING DIRECTOR: SHERRI-MARIE MILLAR, P.ENG.
DIRECTOR OF INFRASTRUCTURE SERVICES**

RECOMMENDATIONS:

1. THAT THE COUNCIL OF THE CITY OF WELLAND accepts the tender of **Oakridge Landscape Contractors** in the amount of **\$270,810.00** (plus HST) being the lowest of four (4) bid submissions received for the South Pelham SWM Pond Cleaning and Rehabilitation project; and further
2. THAT COUNCIL directs staff to prepare the necessary by-law and documents to execute the project; and further
3. THAT COUNCIL authorizes the Mayor and Clerk to execute all necessary documents to execute the project.

ORIGIN AND BACKGROUND:

In 2017, WSP completed a review of the City of Welland's Stormwater Management Facilities. As part of this review, WSP provided recommendations for the South Pelham Stormwater Management (SWM) Pond, including a pond cleaning by 2023, as well as pond rehabilitation such as increased erosion control and landscaping improvements. In response, City staff requested and received budget approval in 2020 to initiate the South Pelham SWM Pond Cleaning and Rehabilitation project.

COMMENTS AND ANALYSIS:

Wood Environment & Infrastructure Solutions (Wood) was retained to complete detailed design and tender preparation for the project. The design includes provisions for the removal of excess sediment and vegetation overgrowth within the pond, as well as improvements to inlet and outlet structures, increased erosion control and improved landscaping.

The tender for the works was released on Tuesday, August 9, 2021, for 2 weeks to Biddingo a major Canadian tendering website and was publicly advertised and listed with the Niagara Construction Association.

Four (4) tenders were received on closing day, Tuesday August 23, 2021. Submissions have been reviewed for accuracy and all have been found to be in compliance with City of Welland requirements and the provisions of the current Purchasing Policy.

The summary of all the tenders received, excluding taxes, is as shown in the following table:

Contractor Name and Address	Tender Price
Oakridge Landscape Contractors 340 Highway 20, RR1, Hamilton, ON, L0R 1P0	\$270,810.00
Anthony's Excavating Central Inc. 5377 Elcho Road, Wellandport, ON, L0R 2J0	\$306,350.00
Greenspace Construction 50 Carroll Street, Toronto, ON, M4M 3G3	\$319,199.84
CRL Campbell Construction & Drainage Ltd. 401 Enterprise Drive, Welland, ON, L3B 6H8	\$324,217.97

Oakridge Landscape Contractors, the low bidder, is an established company and has successfully completed similar in the Niagara Region. Staff at this time considers the firm's performance to be satisfactory in accordance with our specifications and standards and, therefore recommends that the firm be awarded the contract.

Work is expected to begin in September 2021 and continue for approximately six (6) weeks until completion. Wood has also been retained to complete contract administration and field inspection services for the project. Wood staff expertise and certifications will ensure compliance with the required Ministry of Natural Resources Fisheries Permits.

FINANCIAL CONSIDERATION:

Project costs and funding is summarized as follows:

Project Costs	Amount
Pre-Design Review	\$8,622.00
Wood Detailed Design and Tender Services	\$29,870.00
Wood Contract Administration and Inspection Services	\$29,864.00
South Pelham SWM Pond Cleaning and Rehabilitation, Low Bid	\$270,810.00
Subtotal	\$339,166.00
City's Portion of HST (1.76%)	\$5,969.32
Total Anticipated Costs	\$345,135.32

Approved Funding	Amount
South Pelham SWM Pond Retrofit (10-327-18054)	\$50,000
SWM Pond Cleaning (10-327-20225)	\$400,000.00
Total Approved Funding	\$450,000.00

The total anticipated costs for this project plus 1.76% for the City's portion of the HST is **\$345,135.32**. Funding for the project will be comprised from the accounts listed above. There is sufficient funding approved for this project.

OTHER DEPARTMENT IMPLICATIONS:

Both the Public Works and Parks staff have been involved through drawing reviews and assistance with access to the site. Staff from both divisions will continue their involvement throughout the construction and maintenance periods.

SUMMARY AND CONCLUSION:

Contract administration for tendering, agreement, and contract payments have been and will be kept in compliance with the agreed practices of the Finance, Clerks and Legal departments.

ATTACHMENTS:

Appendix 1 - Location Plan

REPORT ENG-2021-20
South Pelham SWM Pond Cleaning and Rehabilitation
Appendix 1 – Location Plan



COUNCIL
INFRASTRUCTURE SERVICES
ENGINEERING DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

REPORT ENG-2021-21
September 7, 2021

**SUBJECT: DAIN CITY EMERGENCY FORCEMAIN
REPLACEMENT PROGRAM – PHASE 5 – REGION
COST SHARE AGREEMENT**

AUTHOR: JOSH TRIM, P.ENG.

**APPROVING
MANAGER: SENIOR PROJECT MANAGER
LIVIA MCEACHERN, P.ENG.
MANAGER OF ENGINEERING**

**APPROVING
DIRECTOR: SHERRI-MARIE MILLAR, P.ENG.
DIRECTOR OF INFRASTRUCTURE SERVICES**

RECOMMENDATIONS:

1. THAT THE COUNCIL OF THE CITY OF WELLAND enters into a cost share agreement with the Regional Municipality of Niagara in the amount of **\$1,107,294.87 (excluding HST)** for the Dain City Emergency Forcemain Replacement project; and further
2. That Council approves an additional \$361, 250.00 to address the funding shortfall for this project; and further
3. THAT Council directs staff to prepare the necessary by-law and documents to execute the cost share agreement; and further
4. THAT Council authorizes the Mayor and Clerk to execute all necessary documents to execute the cost share agreement.

ORIGIN AND BACKGROUND:

The Niagara Region is constructing the new forcemain from the sanitary pump station in Dain City to the existing Regional trunk sewer on Gordon Street in five phases. Phase 5, primarily aligned along Southworth Street between Humberstone Road and Gordon Street was tendered and awarded in July 2021.

During the initial design discussions, it was agreed that the City of Welland would coordinate infrastructure renewals along Southworth Street to take advantage of economies of scale construction pricing and minimize the impact to the neighbourhood residence by undertaking one larger project.

Originally, the City's scope of work included the replacement of the watermain and water services, repairs to the existing sidewalk, installation of new storm sewers, and trench

restoration. However, during detailed design the project scope was expanded to include the replacement of the sanitary sewer including laterals to property line, full road reconstruction along the east side of the road complete with new curb and gutter, and the addition of AODA compliant sidewalks along the eastern side of the roadway (Marc Blvd - north limits of the project).

Full infrastructure renewals, will extend the design life of the respective assets, reduce maintenance efforts/costs and assist in the reduction of infiltration as it relates to the aging sanitary sewer and laterals. The City will also benefit from the competitive unit prices within the awarded contract.

The Regional works are aligned along the southbound travel lane, therefore the Region will be responsible for the full road reconstruction along the western side of Southworth Street.

COMMENTS AND ANALYSIS:

Tenders were received by the Regional Municipality of Niagara on June 7, 2021 at 2:00 pm.

There were five (5) tenders received on closing day, Monday June 7, 2021. Submissions were reviewed by the Regional Municipality of Niagara for accuracy and completeness.

The summary of all the tenders received, excluding taxes, is as follows:

Contractor Name and Address	Tender Price (excluding taxes)
Peters Excavating Inc. 3 Cross Street; Welland, ON L3B 5X6	\$4,268,436.01
Provincial Construction (Niagara Falls) Ltd. 4382 Montrose Road, Niagara Falls, L2H 1K2	\$4,434,056.15
V. Gibbons Contracting Ltd 1755 Stevensville Rd, Stevensville, L0S 1S0	\$4,878,281.90
Alfred Beam Excavating Limited 1219 Sunset Drive, Fort Erie, L2A 5M4	\$5,172,149.54
Rankin Construction Inc. 20 Corporate Park Drive, St. Catharines, L2S 3W2	\$5,267,425.00

The Regional Municipality of Niagara awarded the contract to the lowest bidder, Peters Excavating Inc. of Welland Ontario, on July 19, 2021. Construction is expected to start in October and continue for approximately 120 working days.

FINANCIAL CONSIDERATION:

A breakdown of the cost and funding structures for this project are summarized in the following tables.

A cost-sharing structure has been established in relation to the low tender price from Peters Excavating Inc. in order to accurately reflect the construction value of items relative to the responsible parties. The cost share spreadsheet for construction works has been appended to this report.

The costs for contract administration, construction inspection and material testing have been equally distributed based on the cost share spreadsheet for the construction works.

Email correspondence between the Region and City staff have been appended to this report identifying the breakdown.

Niagara Region Dain City Forcemain Phase 5 Proposed Gravity Sewer – Estimated Project Costs (costs exclude taxes)	City Share (25%)	Region Share (75%)
Construction Tender (\$4,268,436.01, Low Bid)	\$1,060,696.54	\$3,207,739.48
Contract Admin / Inspection (\$153,433.33)	\$38,358.33	\$115,075.00
Material Testing (\$32,960.00)	\$8,240.00	\$24,720.00
Design (Spent Fees)	\$28,956.38	
City's Portion of HST (1.76%)	\$19,998.02	\$58,916.61
Total Anticipated Project Cost:	\$1,156,249.27	\$3,406,451.09

The proposed project budget is comprised of several elements from past-year capital budgets as described in the following table.

Project Funding	Approved Amount
Southworth Street Watermain Replacement and Road Reconstruction (Road - 10-320-20291)	\$250,000.00
Southworth Street Watermain Replacement and Road Reconstruction (Sidewalk - 10-316-20291)	\$25,000.00
Southworth Street Watermain Replacement and Road Reconstruction (Storm - 10-327-20291)	\$60,000.00
Southworth Street Watermain Replacement and Road Reconstruction (Water - 10-910-20291)	\$460,000.00
Approved Capital Funding:	\$795,000.00
Shortfall to be funded by the Capital Surplus Reserve Fund:	\$361,249.27

As total construction and design costs have exceeded the approved 2020 budget amount staff are requesting the shortfall between the approved capital funding and the anticipated project costs be funded by the Capital Surplus Reserve Funds.

OTHER DEPARTMENT IMPLICATIONS:

Corporate Services will be required to administer financing and to enter into agreements with the Region for the cost-sharing arrangements.

Contract administration for tendering, agreement, and contract payments have been and will be kept in compliance with the agreed practices of the Finance, Clerks and Legal Services departments.

SUMMARY AND CONCLUSION:

The Niagara Region will be constructing Phase 5 of the Dain City forcemain within the Southworth Street corridor between Humberstone Road and Gordon Street. City staff have coordinated the design and proposed replacement of aging City infrastructure within these project limits with our Regional partners.

An expanded project scope, to include the replacement of the aging sanitary sewer and addition of full road reconstruction and AODA sidewalks has resulted in a \$361,250.00 shortfall from previously approved Capital funding. The Region received competitive pricing for the proposed project and staff recommend proceeding with the additional works to be funded from the Capital Surplus Reserve Fund.

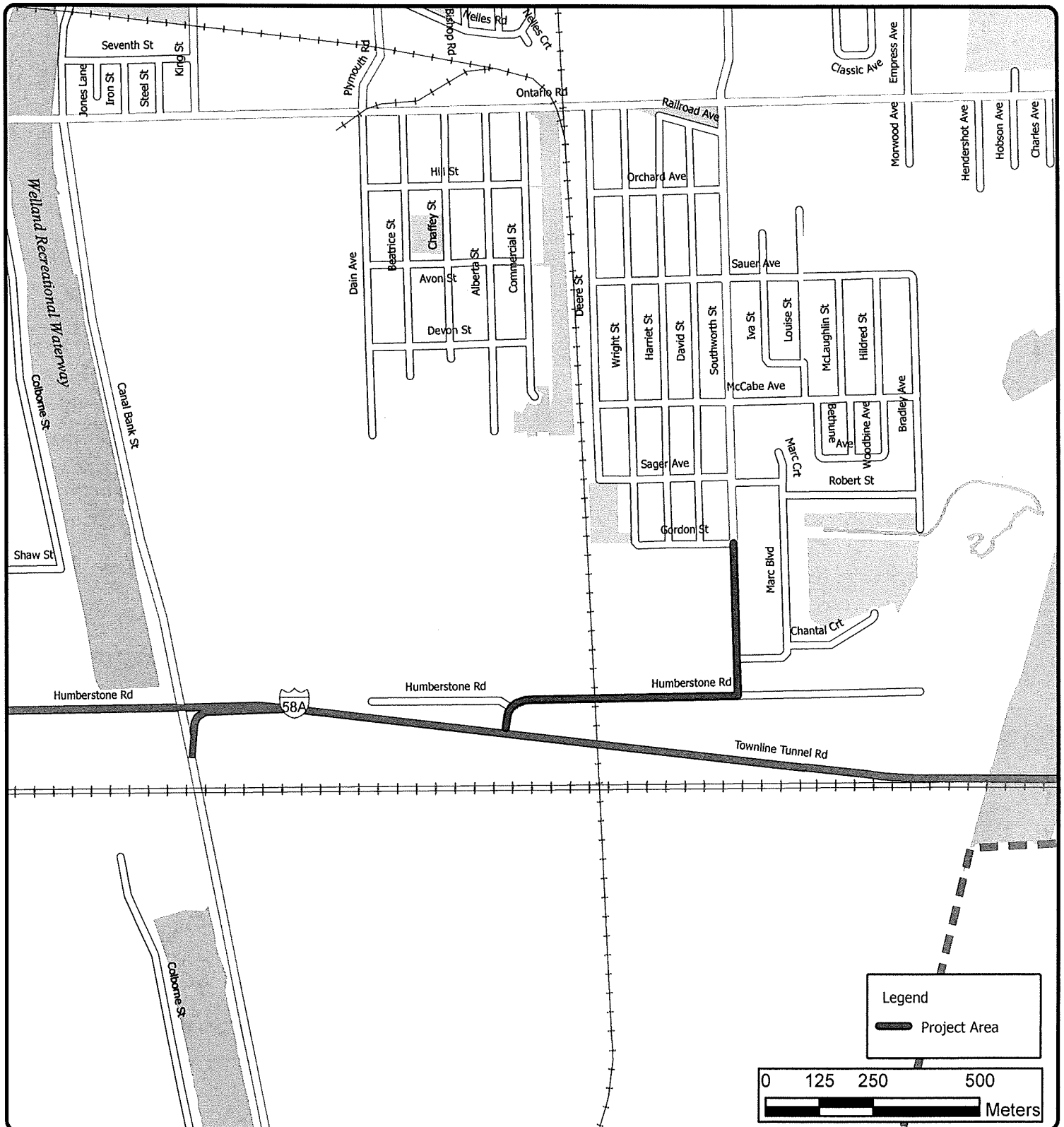
Staff recommends entering into a cost share agreement with the Regional Municipality of Niagara for the upset limit of **\$1,107,294.87 (excluding HST)**.

Subject to weather conditions work is expected to last for 120 working days.

ATTACHMENTS:

Appendix 1 – Location Plan

Appendix 2 – Cost Share Agreement



Dain City Forcemain Phase 5 Proposed Gravity Sewer

COST SHARING AGREEMENT

THIS AGREEMENT made in triplicate this day of , 2021.

- BETWEEN -

THE REGIONAL MUNICIPALITY OF NIAGARA

Hereinafter called "Niagara Region" (of the first part)

- AND -

THE CORPORATION OF THE CITY OF WELLAND

Hereinafter called the "City" (of the second part)

WHEREAS Niagara Region has issued a Tender (hereinafter called the "Tender") for Dain City Emergency Forcemain Replacement Phase 5 (hereinafter called the "Project"), specifically gravity sewer and watermains along Humberstone Road and Southworth Street in the City of Welland (hereinafter called the "Project");

AND WHEREAS the Tender has been awarded to Peters Excavating Inc for the Project totalling \$4,268,436.01, excluding taxes;

AND WHEREAS the City's portion of the Project is estimated at \$1,107,294.87 (excluding taxes) based on the agreed cost-sharing breakdown attached as Schedule "A" to this Agreement, and based on the Tender value and estimated quantities and prices for Contract administration, Inspection and Materials Testing, and subject to potential increase/decrease based on actual contract payments and contingencies payments to the extent Niagara Region is obligated to make same pursuant to the terms of the Tender and actual fees for Contract Administration, Inspection and Materials Testing;

AND WHEREAS the City agreed on August 12, 2021 to cost share certain services related to the Project undertaken by Niagara Region on behalf of the City related to the Project as further detailed herein;

AND WHEREAS Niagara Region's authority to proceed with Construction is internally conditional upon the City making the contribution contemplated by this Agreement.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises and other good and valuable consideration, the sufficiency whereof is acknowledged hereby by the parties, the parties hereto agree with each other as follows:

1. The City agrees to pay the City's share for the services undertaken by Niagara Region on City's behalf identified in the Tender relating to the Project, as having a value totaling \$1,107,294.87, excluding Harmonized Sales Tax (HST), and based on estimated quantities and prices, as outlined in the cost-sharing breakdown attached as Schedule "A" to this Agreement.

ENG-2021-21 Dain City Emergency Forcemain Replacement Program – Phase 5 - Appendix 2

2. The City's share for the above-noted contract amounts to:

Construction Cost	\$910,696.54
Construction Contingency	\$150,000.00
Engineering Services (Incl. Construction Services, and Materials Testing)	\$46,598.33
TOTAL (excluding tax)	\$1,107,294.87

3. The City acknowledges and agrees that the said sum is an estimate only and that payment shall be made by the City to Niagara Region for the actual costs incurred, together with all surcharges and non-recoverable HST.
4. Upon execution of this agreement by both parties, Niagara Region agrees to proceed with the construction of the works contemplated by the issuing of the Tender, and through an agreement with Peters Excavating Inc.
5. The final cost-sharing breakdown will be provided by Niagara Region at the completion of the Project using actual contract quantities.
6. Niagara Region shall provide invoices to the City at Substantial Completion and at end of Warranty for the cost of the City's share of the Project, which shall be paid within thirty (30) days of the invoice date.

IN WITNESS WHEREOF the parties hereto have duly executed this Agreement.

THE REGIONAL MUNICIPALITY OF NIAGARA

Per: _____
 Name: Bruce Zvaniga, P. Eng.
 Position: Commissioner Public Works

I have authority to bind the Corporation.

THE CORPORATION OF THE CITY OF WELLAND

Per: _____
 Name: _____
 Position: _____

Per: _____
 Name: _____
 Position: _____

We have authority to bind the Corporation.

SCHEDULE "A"
COST SHARING BREAKDOWN

ENG-2021-21 Dain City Emergency Forcemain Replacement Program – Phase 5 - Appendix 2

Section 1 - General

				PETERS EXCAVATING INC.		Not to be included as part of eBidding		
Item No.	Spec. No.	Item Description	Est. Quantity	Unit	Lump Sum Price	Total Price	Region Cost	Cost Sharing Partner Costs (1) City of Welland
1.01	SPC-A1	100% Performance Bond	1	Lump Sum	\$ 85,000.0000	\$85,000.00	\$ 63,750.00	\$ 21,250.00
1.02	SPC-A1	100% Labour and Material Bond	1	Lump Sum	\$ 70,000.0000	\$70,000.00	\$ 52,500.00	\$ 17,500.00
1.03	SPC-A2	Preconstruction Survey	1	Lump Sum	\$ 2,000.0000	\$2,000.00	\$ 1,500.00	\$ 500.00
1.04	SPC-A4	Construction Layout	1	Lump Sum	\$ 24,000.0000	\$24,000.00	\$ 18,000.00	\$ 6,000.00
1.05	SPC-A8 N0106 N0109	Construction Signs Traffic Control and Traffic Management Plan - Signs - This item is to include the removal and reinstatement of all regulatory signs within the construction area as per OPSS 706	1	Lump Sum	\$ 1,000.0000	\$1,000.00	\$ 750.00	\$ 250.00
1.06	SPC-A8 N0106 N0109	Construction Signs Traffic Control and Traffic Management Plan - Traffic Control	1	Lump Sum	\$ 40,000.0000	\$40,000.00	\$ 30,000.00	\$ 10,000.00
1.07	SPC-A8 N0106 N0109	Construction Signs Traffic Control and Traffic Management Plan - Traffic Management Plan	1	Lump Sum	\$ 150.0000	\$150.00	\$ 112.50	\$ 37.50
Submitted Subtotal:					\$	222,150.00	\$ 166,612.50	\$ 55,537.50
Checked Subtotal					\$	222,150.00		

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Section 1 - General - Contingency and Allowances

						Not to be included as part of eBidding		
<u>Item No.</u>	<u>Spec. No.</u>	<u>Description</u>	<u>Estimated Quantity</u>	<u>Unit Price</u>	<u>Lump Sum Price</u>	<u>Region Cost</u>	<u>Cost Sharing Partner Costs (1) City of Welland</u>	<u>Cost Sharing Partner Costs (2)</u>
1.31	A9	Contingency	1	\$ 600,000.0000	\$600,000.00	\$ 450,000.00	\$ 150,000.00	
Subtotal:						\$ 450,000.00	\$ 150,000.00	

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Section 2 - Roads

Item No.	Spec No.	Item Description	Est. Quantity	Unit	PETERSEN ENGINEERING INC.		Not to be included as part of bid - as per		
					Unit Price	Total Price	Region Cost	Cost Sharing Partner Costs (1) City of Westland	Cost Sharing Partner Costs (2)
2 01	SP-217 H0120	Test Pit - depth - up to 1 Dm	5	ea	\$ 125.0000	\$ 625.00	\$ 312.50	\$ 312.50	
2 02	SP-217 H0121	Test Pit - depth - up to 2 Dm	5	ea	\$ 300.0000	\$ 1,500.00	\$ 750.00	\$ 750.00	
2 03	SP-217 H0122	Test Pit - depth - up to 4 Dm	5	ea	\$ 500.0000	\$ 2,500.00	\$ 1,250.00	\$ 1,250.00	
2 04	SP-217 H0123	Test Pit - Via Hydraulic equipment or approved equivalent for opening of existing utilities at all crossings of sewer. (10 Test pits as detailed on contract drawings)	10	hr	\$ 210.0000	\$ 3,360.00	\$ 1,680.00	\$ 1,680.00	
2 05	SPC-8235 H0118	Earth Excavation ("in place" quantities) - Excavate as required for new road cross section from existing ground surface to subgrade including sub-base and base to existing or proposed sidewalk asphalt concrete road subgrade driveways and disposal of all material as specified below	4322	cum	\$ 16.0000	\$ 78,752.00	\$ 46,463.68	\$ 32,288.32	
2 06	SPC-8235 H0118	Earth Excavation ("in place" quantities) - Premium to dispose of contaminated material to MOE Licensed Landfill as directed by contract administrator (PROVISIONAL)	50	l	\$ 70.0000	\$ 3,500.00	\$ 1,750.00	\$ 1,750.00	
2 07	SPC-8235 H0116	Earth Excavation ("in place" quantities) - Disposal of Material - Includes all necessary separation from other material and disposal. This item is a premium as the excavation is included within the respective unit price of material (PROVISIONAL)	3219	l	\$ 49.0000	\$ 161,161.00	\$ 80,580.50	\$ 80,580.50	
2 08	SPC-8235 H0118	Earth Excavation ("in place" quantities) Excavation of road sub-base (rock areas) as directed by contract administrator prior to placement of Granular "A" road base. Price to include supply, placement and compaction of Granular "B" (PROVISIONAL)	50	cum	\$ 38.0000	\$ 1,900.00	\$ 950.00	\$ 950.00	
2 09	N0121	Support of existing utility pipe (PROVISIONAL)	1	ea	\$ 577.0000	\$ 577.00	\$ 577.00	\$ 577.00	
2 10	SPC-83 H0100 H0114	Granular Materials - Granular "A" crushed limestone material (100% passing 19.0mm sieve) for all requirements including road driveways sidewalks and Subgrade beneath manholes etc	56600	l	\$ 13.3500	\$ 755,610.00	\$ 581,819.70	\$ 173,790.30	
2 11	SPC-83 H0100 H0114	Granular Materials - Granular "M" Limestone aggregate material for in-situ construction	10	l	\$ 60.0000	\$ 600.00	\$ 600.00	\$ 600.00	
2 12	SPC-84	Subgrade - 100mm (4") compacted and graded HORE (Class 300 Big 10" - Base 2000) Subgrade the granular base. Note: Price to include all corrections excavation and compaction as required. Subgrade to be excavated and installed separately after excavation of road subgrade	714	m	\$ 20.0000	\$ 14,280.00	\$ 3,141.60	\$ 11,138.40	
2 13	SPC-87	Installation of New Culvert (To be noted for CL-425 traffic loading and conforms to OFS1140 S701) - 450mm HORE Culvert	13	m	\$ 210.0000	\$ 2,730.00	\$ 2,730.00	\$ 2,730.00	
2 14	SPC-87	Installation of New Culvert (To be noted for CL-425 traffic loading and conforms to OFS1140 S701) - 600mm HORE Culvert	9	m	\$ 262.0000	\$ 2,358.00	\$ 2,358.00	\$ 2,358.00	
2 15	SPC-87	Installation of New Culvert (To be noted for CL-425 traffic loading and conforms to OFS1140 S701) - 750mm HORE Culvert	28	m	\$ 435.0000	\$ 12,180.00	\$ 12,180.00	\$ 12,180.00	
2 16	SPC-88 H0105	Concrete Curb and Gutter - Concrete Barrier Curb with Standard Gutter (OFSD 620 043) and extra width for curb face sidewalk where directed including transitions and terminations and any and all hand work that may be required. High Early Strength Concrete (24 Hour Set) to be used	714	m	\$ 43.0000	\$ 30,702.00	\$ 9,896.04	\$ 20,805.96	
2 17	SPC-88 H0105	Concrete Curb and Gutter - Private concrete curb for driveways (any type)	16	m	\$ 115.0000	\$ 1,840.00	\$ 1,840.00	\$ 1,840.00	
2 18	SPC-88 H0105	Concrete Curb and Gutter - 90 degree curb outlet as per OFSD 604 010	1	ea	\$ 345.0000	\$ 345.00	\$ 345.00	\$ 345.00	
2 19	SPC-88 H0105	Concrete Curb and Gutter - 45 degree curb outlet as per OFSD 605 030	2	ea	\$ 385.0000	\$ 770.00	\$ 770.00	\$ 770.00	
2 20	SPC-89 SPC-834	Concrete Sidewalks - NOTE: All sidewalks to meet bus stops and driveway entrances to be constructed according to Region of Niagara accessibility requirements. Driveways are included in "Standard Driveway" in the tender documents	324	sq.m	\$ 75.0000	\$ 24,300.00	\$ 12,522.50	\$ 11,777.50	
2 21	SPC-89 SPC-834 H0105	Concrete Sidewalks - NOTE: All sidewalks to meet bus stops and driveway entrances to be constructed according to Region of Niagara accessibility requirements. Driveways are included in "Standard Driveway" in the tender documents	132	sq.m	\$ 86.0000	\$ 11,352.00	\$ 11,352.00	\$ 11,352.00	
2 22	SPC-89 SPC-834 H0105	Concrete Sidewalks - NOTE: All sidewalks to meet bus stops and driveway entrances to be constructed according to Region of Niagara accessibility requirements. Driveways are included in "Standard Driveway" in the tender documents	5	ea	\$ 300.0000	\$ 1,500.00	\$ 900.00	\$ 600.00	
2 23	SPC-89 SPC-834 H0105	Concrete Sidewalks - NOTE: All sidewalks to meet bus stops and driveway entrances to be constructed according to Region of Niagara accessibility requirements. Driveways are included in "Standard Driveway" in the tender documents	2830	sq.m	\$ 4.0000	\$ 11,320.00	\$ 16,852.00	\$ 16,852.00	
2 24	SPC-89 SPC-834 H0105	Concrete Sidewalks - NOTE: All sidewalks to meet bus stops and driveway entrances to be constructed according to Region of Niagara accessibility requirements. Driveways are included in "Standard Driveway" in the tender documents	8247	sq.m	\$ 0.4000	\$ 3,298.80	\$ 2,597.81	\$ 700.99	
2 25	SPC-813 H0115	Adjustment of Asphalt/Concrete - existing water or gas valve box	4	ea	\$ 94.0000	\$ 376.00	\$ 376.00	\$ 376.00	
2 26	SPC-814 H0115	Supply & Place Hot Mix Asphalt - H-8 H-8 (Full Road) 150mm thickness for road base (Two Lifts of Granular "A" paid separately)	1071	l	\$ 85.0000	\$ 91,035.00	\$ 45,517.50	\$ 45,517.50	
2 27	SPC-814 H0115	Supply & Place Hot Mix Asphalt - H-8 H-8 (Tramp) 150mm thickness for road base (Two Lifts of Granular "A" paid separately)	686	l	\$ 94.0000	\$ 64,424.00	\$ 32,212.00	\$ 32,212.00	
2 28	SPC-814 H0115	Supply & Place Hot Mix Asphalt - H-8 H-8 (Tramp) 150mm thickness for road base (Two Lifts of Granular "A" paid separately)	94	l	\$ 241.0000	\$ 22,654.00	\$ 22,654.00	\$ 22,654.00	
2 29	SPC-814 H0115	Supply & Place Hot Mix Asphalt - H-8 H-8 (Full Road) on South-west and Half Road along	1032	l	\$ 86.0000	\$ 88,752.00	\$ 44,376.00	\$ 44,376.00	
2 30	SPC-814 H0115	Supply & Place Hot Mix Asphalt - H-8 H-8 (Full Road) on South-west and Half Road along	59	l	\$ 249.0000	\$ 14,691.00	\$ 7,345.50	\$ 7,345.50	
2 31	SPC-814 H0115	Supply & Place Hot Mix Asphalt - H-8 H-8 (Full Road) on South-west and Half Road along	25	l	\$ 138.0000	\$ 3,450.00	\$ 1,725.00	\$ 1,725.00	
2 32	SPC-814 H0115	Supply & Place Hot Mix Asphalt - H-8 H-8 (Full Road) on South-west and Half Road along	556	sq.m	\$ 7.5000	\$ 4,170.00	\$ 2,085.00	\$ 2,085.00	
2 33	SPC-817 H0105	Asphalt Paving Stone Driveway (per sidewalk PROVISIONAL)	18	sq.m	\$ 88.0000	\$ 1,584.00	\$ 1,584.00	\$ 1,584.00	
2 34	SPC-818 H0105	Granular Driveways - Price to include the excavation and preparation of granular driveways	350	sq.m	\$ 7.0000	\$ 2,450.00	\$ 1,225.00	\$ 1,225.00	
2 35	SPC-818 H0105	Granular Driveways - Price to include the excavation and preparation of granular driveways	600	sq.m	\$ 5.0000	\$ 3,000.00	\$ 1,500.00	\$ 1,500.00	
2 36	SPC-819	Regrading Driveways and Driveways - For preparation of asphalt driveways (granular and excavation paid under separate items)	271	m	\$ 20.0000	\$ 5,420.00	\$ 5,420.00	\$ 5,420.00	
2 37	SPC-820	Hand-laid Paving with Flag Grit	2	l	\$ 27.0000	\$ 54.00	\$ 54.00	\$ 54.00	
2 38	SPC-821 H0115	Supply and Apply Calcium Chloride for dust control	40	sq.m	\$ 830.0000	\$ 33,200.00	\$ 16,600.00	\$ 16,600.00	
2 39	SPC-821 H0115	Application of Rubber for Dust Control	100	sq.m	\$ 15.0000	\$ 1,500.00	\$ 750.00	\$ 750.00	
2 40	SPC-827 H0101 H0112	Removal of Existing Pavement	43	m	\$ 7.0000	\$ 301.00	\$ 301.00	\$ 301.00	

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2.41	SPC-B27 N0101 N0112	Removal of Existing Fence Including required separating separation of materials and disposal of items - catch basin and fence and gate	7	ea	\$ 300.0000	\$2,100.00				
2.42	SPC-B27 N0101 N0112	Removal of Existing Fence Including required separating separation of materials and disposal of items - asphalt at thicknesses pulverization will not be permitted	7429	sq.m	\$ 1.1500	\$11,143.00				
2.43	SPC-B27 N0101 N0112	Removal of Existing Fence Including required separating separation of materials and disposal of items - concrete road driveway and sidewalks all thickness	367	sq.m	\$ 9.0000	\$3,303.00				
2.44	SPC-B27 N0101 N0112	Removal of Existing Fence Including required separating separation of materials and disposal of items - concrete curb	455	m	\$ 7.0000	\$3,206.00				
2.45	SPC-B27 N0101 N0112	Removal of Existing Fence Including required separating separation of materials and disposal of items - Remove and replace asphalt fence and trees at R015 Southview	1	ea	\$ 2,000.0000	\$2,000.00				
2.46	SPC-B27 N0101 N0112	Removal of Existing Fence Including required separating separation of materials and disposal of items - Remove and replace wood fence at R015 Southview B	1	ea	\$ 666.0000	\$666.00				
2.47	SPC-B27 N0101 N0112	Removal of Existing Fence Including required separating separation of materials and disposal of items - Remove and replace Chain link fence north west of Humblestone for grey sewer crossing	10	m	\$ 213.0000	\$2,130.00				
2.48	OP55 710 N0111	Placement Markings Organic solvent including pre-marking 200 Bar - 100mm width	16	m	\$ 8.2500	\$132.00				
2.49	OP55 710 N0111	Placement Markings Organic solvent including pre-marking Directional Drilling Line - 100mm - solid yellow or white	503	m	\$ 4.5000	\$2,263.50				
2.50	OP55 710 N0111	Placement Markings Organic solvent including pre-marking Directional Drilling Line - 100mm - dashed white or yellow	372	m	\$ 4.5000	\$1,674.00				
2.51	OP55 710 N0111	Placement Markings Organic solvent including pre-marking Rebar Marking 75"	2	ea	\$ 105.0000	\$210.00				
Submitted Subtotal:					\$	1,511,969.15	\$	1,000,955.56	\$	511,433.60
Checked Subtotal:					\$	1,511,969.15	\$		\$	

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Section 3 - Storm Sewer

Item No.	Spec. No.	Item Description	Est. Quantity	Unit	PETERS EXCAVATING INC.		Not to be included as part of eBidding		
					Lump Sum Price	Total Price	Region Cost	Cost Sharing Partner Costs (1) City of Welland	Cost Sharing Partner Costs (2)
3.01	SPC-C1 N0114 N0128	Supply and install DR35 PVC or Concrete class 140-D. storm sewer - 450mm dia. - DCBMH2 to CBMH1; approx. 3m deep	55.1	m	\$ 354.0000	\$19,505.40			
3.02	SPC-C1 N0114 N0128	Supply and install DR35 PVC or Concrete class 140-D. storm sewer - 450mm dia. - CBMH1 to exMFI; approx. 3m deep	23.2	m	\$ 354.0000	\$8,212.80	\$ 19,505.40		
3.03	SPC-C1 N0114 N0128	Supply and install DR35 PVC or Concrete class 140-D. storm sewer - 375mm dia. - CBMH3 to DCBMH2; approx. 2.5m deep	82.2	m	\$ 200.0000	\$16,440.00	\$ 8,212.80		
3.04	SPC-C1 N0114 N0128	Supply and install DR35 PVC or Concrete class 140-D. storm sewer - 300mm dia. - DCBMH4 to CBMH3; approx. 2m deep	52.8	m	\$ 200.0000	\$10,560.00	\$ 16,440.00		
3.05	SPC-C1 N0114 N0128	Catchbasin leads - 300mm dia	23.4	m	\$ 227.0000	\$5,311.80	\$ 10,560.00		
3.06	SPC-C1 N0114 N0128	Catchbasin leads - 200mm dia	12.3	m	\$ 175.0000	\$2,152.50	\$ 2,655.90	\$ 2,655.90	
3.07	SPC-C6 N0129	1500mm Dia. Concrete Maintenance Hole/Catchbasin - DCMH4 approx. 2m deep as per OPSD 701.011. Including frame and cover to OPSD.400.100 (Type 'A') c/w connection to new pipes benching paring water tight connection and adjustment of frame and cover to final elevation	1	ea	\$ 6,800.0000	\$6,800.00	\$ 1,076.25	\$ 1,076.25	
3.08	SPC-C6 N0129	1500mm Dia. Concrete Maintenance Hole/Catchbasin - DCMH2 approx. 3m deep as per OPSD 701.011. Including frame and cover to OPSD.400.100 (Type 'A') c/w connection to new pipes benching paring water tight connection and adjustment of frame and cover to final elevation	1	ea	\$ 9,100.0000	\$9,100.00	\$ 6,800.00		
3.09	SPC-C6 N0129	1200mm Dia. Concrete Maintenance Hole/Catchbasin - CBMH3 approx. 2.5m deep as per OPSD 701.010. Including frame and cover to OPSD.400.100 (Type 'A') c/w connection to new pipes benching paring water tight connection and adjustment of frame and cover to final elevation	1	ea	\$ 5,000.0000	\$5,000.00	\$ 9,100.00		
3.10	SPC-C6 N0129	1200mm Dia. Concrete Maintenance Hole/Catchbasin - CBMH1 approx. 3m deep as per OPSD 701.010. Including frame and cover to OPSD.400.100 (Type 'A') c/w connection to new pipes benching paring water tight connection and adjustment of frame and cover to final elevation	1	ea	\$ 5,850.0000	\$5,850.00	\$ 5,000.00		
3.11	SPC-C6 N0129	Catch Basin (CB) - OPSD 705.010 including frame and grate to OPSD 400.100 1.8m depth	1	ea	\$ 1,800.0000	\$1,800.00	\$ 5,850.00		
3.12	SPC-C6 N0129	Twin Inlet Catch Basin (DCB) - OPSD 705.020 including frame and grate to OPSD 400.100 1.8m depth	2	ea	\$ 4,000.0000	\$8,000.00		\$ 1,800.00	
3.13	SPC-C1	Flush and TV Inspection Main Line Storm Sewers - TV inspection shall include three(3) copies of DVD and report to Engineer for review and distribution. The report shall include a "still" photo of each lateral	213.3	m	\$ 7.0000	\$1,493.10		\$ 8,000.00	
3.14	SPC-C1	Mandrel Testing required for flexible pipe mainline sewer	213.3	m	\$ 1.2000	\$255.96	\$ 1,493.10		
3.15	SPC-B27 OPSS 510	Removal and Abandon Storm Sewer - Including required sawcutting removal and disposal of items - plug existing storm sewer or catch basin lead	6	ea	\$ 75.0000	\$450.00	\$ 255.96		
3.16	SPC-B27 OPSS 510 N0127	Removal and Abandon Storm Sewer - Including required sawcutting removal and disposal of items - remove existing storm sewer (any type or size)	225	m	\$ 7.0000	\$1,575.00	\$ 450.00		
3.17	SPC-B27 OPSS 510	Removal and Abandon Storm Sewer - Including required sawcutting removal and disposal of items - plug existing storm sewer or catch basin lead	10	ea	\$ 5.0000	\$50.00	\$ 1,575.00		
3.18	OPSS 1359	Unshrinkable Backfill (PROVISIONAL)	10	cu.m.	\$ 245.0000	\$2,450.00	\$ 40.00	\$ 10.00	
Submitted Subtotal:					Subtotal: \$	105,006.56	\$ 91,219.41	\$ 13,787.15	
Checked Subtotal					\$	105,006.56			

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Section 4 - Sanitary Sewer

Item No.	Spec. No.	Item Description	Est. Quantity	Unit	ITEMS EXCLUDED FROM BIDDING		Not to be included as part of bidding		
					Unit Price	Total Price	Region Cost	Cost Sharing Partner Costs (City of Work)	Cost Sharing Partner Costs (%)
4 01	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA113 to Cap. Approx. 4m deep (PROVISIONAL)	6	m	\$ 877.0000	\$5,262.00			
4 02	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA112 to PSNMA111. Approx. 4m deep	90.5	m	\$ 783.0000	\$70,861.50	\$ 5,262.00		
4 03	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA111 to PSNMA110. Approx. 4m deep	120	m	\$ 783.0000	\$93,960.00	\$ 70,861.50		
4 04	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA110 to PSNMA109. Approx. 4m deep	120	m	\$ 783.0000	\$93,960.00	\$ 93,960.00		
4 05	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA109 to PSNMA108. Approx. 5.5m deep	120	m	\$ 783.0000	\$93,960.00	\$ 93,960.00		
4 06	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA108 to PSNMA107. Approx. 6m deep	120	m	\$ 820.0000	\$98,400.00	\$ 93,960.00		
4 07	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA107 to PSNMA106. Approx. 5.5m deep	120	m	\$ 800.0000	\$96,000.00	\$ 98,400.00		
4 08	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA106 to PSNMA105. Approx. 5.5m deep	120	m	\$ 800.0000	\$96,000.00	\$ 96,000.00		
4 09	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA105 to PSNMA104. Approx. 5m deep	115.2	m	\$ 800.0000	\$92,160.00	\$ 96,000.00		
4 10	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA104 to PSNMA103. Approx. 5m deep	120	m	\$ 800.0000	\$96,000.00	\$ 92,160.00		
4 11	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA103 to PSNMA102. Approx. 6m deep	120	m	\$ 820.0000	\$98,400.00	\$ 96,000.00		
4 12	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA102 to PSNMA101. Approx. 8.5m deep	118.6	m	\$ 965.0000	\$114,470.00	\$ 98,400.00		
4 13	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA113 to PSNMA112. Approx. 5m deep	128.5	m	\$ 690.0000	\$88,665.00	\$ 114,470.00		
4 14	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer - 675mm dia. Open Cut - PSNMA114 to PSNMA113. Approx. 2.5m deep (PROVISIONAL)	51.7	m	\$ 670.0000	\$34,639.00	\$ 88,665.00		
4 15	SPCC-1 N0128	Supply and install - Open Cut - 675mm dia. DR35 PVC sanitary sewer. This item is a premium on top of the pipe price for the installation of sanitary sewer by open trench under the raised tracks	20	m	\$ 350.0000	\$7,000.00	\$ 34,639.00		
4 16	SPCC-1 N0128	Supply and install - Boring installation - 675mm dia. DR35 PVC sanitary sewer under existing footings and easement on Hummelstone Road. This item is a premium on top of the pipe price for all boring installation including casing, grout, etc.	15	m	\$ 8,800.0000	\$132,000.00	\$ 7,000.00		
4 17	SPCC-1 N0128	Supply and install - Boring installation - 675mm dia. DR35 PVC sanitary sewer under existing easement at the intersection of Hummelstone Road and Southworth Street. This item is a premium on top of the pipe price for all boring installation including casing, grout, etc.	6	m	\$ 8,400.0000	\$50,400.00	\$ 132,000.00		
4 18	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer 525mm dia. Open Cut - PSNMA115 to PSNMA114. Approx. 3.5m deep (PROVISIONAL)	19.6	m	\$ 490.0000	\$9,604.00	\$ 50,400.00		
4 19	SPCC-1 N0128	Supply and install PVC DR35 sanitary sewer 325mm dia. Open Cut - PSNMA114 to Sub. Approx. 2.5m deep (PROVISIONAL)	7	m	\$ 800.0000	\$5,600.00	\$ 9,604.00		
4 20	SPCC-1 N0128	Supply and install sanitary sewer 325mm dia (PVC DR25) Open Cut - Sub to PSNMA115. Approx. 2.5m deep (PROVISIONAL)	6	m	\$ 500.0000	\$3,000.00	\$ 5,600.00		
4 21	SPCC-1 N0128	Supply and install sanitary sewer 250mm dia (PVC DR35) Open Cut - PSNMA115 to PSNMA116. Approx. 3.5m deep	79	m	\$ 225.0000	\$17,775.00	\$ 3,000.00		
4 22	SPCC-1 N0128	Supply and install sanitary sewer 250mm dia (PVC DR35) Open Cut - PSNMA116 to PSNMA117. Approx. 4m deep	51.6	m	\$ 225.0000	\$11,610.00	\$ 17,775.00		
4 23	SPCC-1 N0128	Supply and install sanitary sewer 250mm dia (PVC DR35) Open Cut - PSNMA117 to PSNMA118. Approx. 4.75m deep	68.8	m	\$ 227.0000	\$15,617.60	\$ 11,610.00		
4 24	SPCC-1 N0128	Supply and install sanitary sewer 250mm dia (PVC DR35) Open Cut - PSNMA118 to PSNMA102. Approx. 5m deep	7.6	m	\$ 317.0000	\$2,417.20	\$ 15,617.60		
4 25	SPCC-1 N0128	Supply and install sanitary sewer 200mm dia (PVC DR35) Open Cut - PSNMA102 to PSNMA117. Approx. 4m deep	18	m	\$ 115.0000	\$2,070.00	\$ 2,417.20		
4 26	SPCC-2 N0128	Supply and install PVC DR28 - 125mm sewer lateral (unless otherwise noted)	170	m	\$ 118.0000	\$20,060.00	\$ 2,070.00		
4 27	SPCC-2 N0128	Supply and install - cleanouts (see line type)	19	ea	\$ 620.0000	\$11,780.00	\$ 20,060.00		
4 28	SPCC-4 N0128	Reconnect existing sewer laterals (PROVISIONAL)	1	ea	\$ 780.0000	\$780.00	\$ 11,780.00		
4 29	SPCC-5 N0128	Locate existing services (PROVISIONAL)	3	ea	\$ 70.0000	\$210.00	\$ 780.00		
4 30	SPCC-6 N0128	CCTV Camera survey & reporting - sewer lateral from House (PROVISIONAL)	3	ea	\$ 300.0000	\$900.00	\$ 210.00		
4 31	SPCC-6 N0128	150mm Dia. Precast Concrete Manhole - PSNMA101. Approx. 6m deep - as per OFSD T01 012 including frame and cover to OFSD 401 015 c/w connection to new pipe sectioning (all labor is in cost of all 675mm sewer piping, utility platform for manholes as specified on drawings, water tight connection and adjustment of frame and cover to final elevation)	1	ea	\$ 22,500.0000	\$22,500.00	\$ 900.00		
							\$ 22,500.00		

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4.32	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH05 approx. 5m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 15,400.00	\$15,400.00				
4.33	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH10 approx. 3m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation (PROPOSED).	1	ea	\$ 12,100.00	\$12,100.00	\$ 15,400.00			
4.34	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH13 approx. 3m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation (PROPOSED).	1	ea	\$ 9,500.00	\$9,500.00	\$ 12,100.00			
4.35	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH12 approx. 3.5m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 10,400.00	\$10,400.00	\$ 9,500.00			
4.36	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH11 approx. 3.5m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 10,500.00	\$10,500.00	\$ 10,400.00			
4.37	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH10 approx. 4m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 10,900.00	\$10,900.00	\$ 10,500.00			
4.38	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH09 approx. 4m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 10,800.00	\$10,800.00	\$ 10,900.00			
4.39	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH08 approx. 6m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 13,600.00	\$13,600.00	\$ 10,800.00			
4.40	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH07 approx. 5m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 13,300.00	\$13,300.00	\$ 13,600.00			
4.41	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH06 approx. 5m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 13,000.00	\$13,000.00	\$ 13,300.00			
4.42	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH04 approx. 5m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 11,000.00	\$11,000.00	\$ 13,000.00			
4.43	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH03 approx. 5m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 14,300.00	\$14,300.00	\$ 11,000.00			
4.44	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH02 approx. 6m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 14,000.00	\$14,000.00	\$ 14,300.00			
4.45	SPC-C6 N0129	1500mm Dia. Precast Concrete Maintenance Hole - FSN-MH01 approx. 5m deep - as per OFSD T01 011 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 12,800.00	\$12,800.00	\$ 14,000.00			
4.46	SPC-C6 N0129	1200mm Dia. Precast Concrete Maintenance Hole - FSN-MH15 approx. 2.5m deep - as per OFSD T01 010 c/w roofing and benching a note in drawing frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation (PROPOSED).	1	ea	\$ 5,600.00	\$5,600.00	\$ 12,800.00			
4.47	SPC-C6 N0129	1200mm Dia. Precast Concrete Maintenance Hole - FSN-MH13 approx. 3.5m deep - as per OFSD T01 010 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 6,700.00	\$6,700.00	\$ 5,600.00			
4.48	SPC-C6 N0129	1200mm Dia. Precast Concrete Maintenance Hole - FSN-MH11 approx. 4m deep - as per OFSD T01 010 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 6,500.00	\$6,500.00	\$ 6,700.00			
4.49	SPC-C6 N0129	1200mm Dia. Precast Concrete Maintenance Hole - FSN-MH10 approx. 4.5m deep - as per OFSD T01 010 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 7,000.00	\$7,000.00	\$ 6,500.00			
4.50	SPC-C6 N0129	1200mm Dia. Precast Concrete Maintenance Hole - FSN-MH12 approx. 3.5m deep - as per OFSD T01 010 including frame and cover to OFSD 401 010 c/w connection to new pipes benching full benching to about of all 875mm sewer) paying safety platform for manholes as specified on drawings water light connection and equipment of frame and cover to final elevation.	1	ea	\$ 5,700.00	\$5,700.00	\$ 7,000.00			
4.51	SPC-C5	Plan and TV Inspection Main Line Sanitary Sewers - TV inspection shall include three(3) copies of DVD and report to Engineer for review and distribution. The report shall include a "red" photo of each lateral.	1649	m	\$ 6.00	\$10,014.00	\$ 5,700.00			
4.52	SPC-C5	Manual Testing required for flexible pipe machine sewer	1649	m	\$ 1.00	\$1,649.00	\$ 6,311.62	\$ 1,732.38		
							\$ 1,155.71	\$ 363.73		

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4.53	SPC-B27	Remove and Abandon Sanitary Sewer - including required excavator removal and disposal of same plug ending sanitary sewer	2	ea	\$ 50.0000	\$100.00				
4.54	OPSS 510	Remove and Abandon Sanitary Sewer - including required excavator removal and disposal of same ventless ending sanitary sewer (any type or size)	253	4	m	\$ 7.0000	\$1,875.80			
4.55		Sanitary Sewer Insulation - include with 100mm thick x 1.2m wide 20 program #6 43 (or NGDwell equal) low Emul Playwood on both sides of insulation (POVISCHAL)	15	m	\$ 100.0000	\$1,500.00				
4.56	OPSS 1359	Unpermeable Basalt (POTONISCHAL)	25	cu m	\$ 215.0000	\$5,375.00				
4.57	SPC-C3	Low Pressure Air Test as per OPSS MPM 410 (Regional sewers only)	1371	m	\$ 3.8000	\$5,208.80				
4.58	SPC-C3	Low Pressure Air Test as per OPSS MPM 410 (All non-household installations prior to grouting)	1	L.S	\$ 1,440.0000	\$1,440.00				
4.59	SPC-C5	Plan and TV Inspection - trenchless installers prior to grouting	1	L.S	\$ 1,440.0000	\$1,440.00				
Submitted Subtotal					\$	1,643,782.30	\$	1,437,147.69	\$	156,634.61
Check and Subtotal					\$	1,643,782.30				

ENG-2021-21 Dain City Emergency Firemain Replacement Program - Phase 5 - Appendix 2

Section 6 - Watermain

Item No.	Spec. No.	Item Description	Est. Quantity	Unit	PETERS EXCAVATING INC.		Not to be included as part of eBidding		
					Lump Sum Price	Total Price	Region Cost	Cost Sharing Partner Costs (1) - City of Wetland	Cost Sharing Partner Costs (2)
6 01	SPC-D1 N0114	Supply and install DR-18 PVC Watermain - by open cut vertical trench with granular bedding cover and backfill including bends thrust restraints and tracer wire. Granular to be paid under separate item - 150mm d.a Watermain (Open Cut)	340	m	\$ 170 0000	\$37,600 00		\$ 57,800 00	
6 02	SPC-D1 N0114	Supply and install DR-18 PVC Watermain - by open cut vertical trench with granular bedding cover and backfill including bends thrust restraints and tracer wire. Granular to be paid under separate item - 100mm d.a Watermain (Open Cut)	13	m	\$ 237 0000	\$3,081 00		\$ 3,081 00	
6 03	SPC-D1 N0114	150mm Hydrant Leads. Includes pipe bends fittings tracer wire thrust restraints and M.J. fittings	25	m	\$ 100 0000	\$2,500 00		\$ 2,500 00	
6 04		Watermain Connections - including bends sleeves reducers tees thrust restraints tracer wire and connection (using Hymar connectors) to existing watermain etc to complete the connection - Maro Blvd at Southworth - Connect prop 150mm dia to existing 150mm AC wtm with 45 degree bend and M.J. Sleeve	1	ea	\$ 2,800 0000	\$2,800 00		\$ 2,800 00	
6 05		Watermain Connections - including bends sleeves reducers tees thrust restraints tracer wire and connection (using Hymar connectors) to existing watermain etc to complete the connection - Locate ex. Valve and Regional Connection and connect to valve with new bolts and gasket	1	ea	\$ 2,800 0000	\$2,800 00		\$ 2,800 00	
6 06		Watermain Connections - including bends sleeves reducers tees thrust restraints tracer wire and connection (using Hymar connectors) to existing watermain etc to complete the connection - Gordon St at Southworth - Connect to existing 150mm d.a CI wtm with 45 degree bend and M.J. Sleeve	1	ea	\$ 2,800 0000	\$2,800 00		\$ 2,800 00	
6 07		Watermain Connections - including bends sleeves reducers tees thrust restraints tracer wire and connection (using Hymar connectors) to existing watermain etc to complete the connection - Southworth St - Connect to ex. 150mm dia CI wtm with 45 degree bend 150mm valve and M.J. Sleeve. Valve to be paid under separate item	1	ea	\$ 2,800 0000	\$2,800 00		\$ 2,800 00	
6 08	SPC-D2	Water Valves and Valve Boxes - 150mm dia. Gate Valve and Box	2	ea	\$ 1,750 0000	\$3,500 00		\$ 3,500 00	
6 09	SPC-D2	Water Valves and Valve Boxes - 150mm Anchor tee and valve	1	ea	\$ 2,335 0000	\$2,335 00		\$ 2,335 00	
6 10	SPC-D2	Water Valves and Valve Boxes - 100mm dia. Gate valve and Box	1	ea	\$ 1,400 0000	\$1,400 00		\$ 1,400 00	
6 11	SPC-D3	Hydrant Sets - Hydrant including hydrant tee 150mm dia. secondary Gate Valve and Box DR18 PVC pipe thrust restraints and tracer wire	3	ea	\$ 1,100 0000	\$3,300 00		\$ 3,300 00	
6 12	SPC-D3	300mm Hydrant Extension (PROVISIONAL)	1	ea	\$ 1,250 0000	\$1,250 00		\$ 1,250 00	
6 13	SPC-D4	Water Services - All existing lead iron or deteriorated water services and smaller than 10mm dia that be replaced from the new watermain to the property line. Supply and install new water service with 25mm Municipal (PEXA) or equivalent water service pipe connection to existing service at property line	183	m	\$ 160 0000	\$29,280 00		\$ 29,280 00	
6 14	SPC-D4	Premium to torpede water service under trees and obstructions	10	m	\$ 200 0000	\$2,000 00		\$ 2,000 00	
6 15	SPC-D5	Main Stops - 25mm dia. complete with stainless steel saddle and drytapping of main	17	ea	\$ 240 0000	\$4,080 00		\$ 4,080 00	
6 16	SPC-D6	Curb Stops and boxes - 25mm dia. including removal and disposal of existing curb stop and box	17	ea	\$ 240 0000	\$4,080 00		\$ 4,080 00	
6 17	SPC-D6	Locate and/or verification of water service and main stop - Locate water curb box when unlocated at field	1	ea	\$ 70 0000	\$70 00		\$ 70 00	
6 18	SPC-D8	Reconnect Water Service - 25mm d.a. - (PROVISIONAL) Reconnection of existing service to new watermain, including up to 6m of 25mm PE Series 16 tracer wire "jump" fittings and appurtenances to connect in-lining service. Additional length of pipe to extend water services to be paid under separate item	1	ea	\$ 1,040 0000	\$1,040 00		\$ 1,040 00	
6 19		Corrosion Protection - Dense 3 part petrolatum Tape System or approved equivalent. For all buried metallic fittings/components for watermain	1	L.S.	\$ 5,703 0000	\$5,703 00		\$ 5,703 00	
6 20	SPC-D10	Cathodic Protection - Supply and install - Zinc Anodes (DZP-1100-24) for fire hydrants	3	ea	\$ 189 0000	\$567 00		\$ 567 00	
6 21	SPC-D11	Abandon Old Watermain and Removals - Plug cap and block existing watermain to be abandoned	3	ea	\$ 175 0000	\$525 00		\$ 525 00	
6 22	SPC-D11	Abandon Old Watermain and Removals - Cap existing hydrant lead to be abandoned	3	ea	\$ 175 0000	\$525 00		\$ 525 00	
6 23	SPC-D11	Abandon Old Watermain and Removals - Remove and salvage existing hydrants and deliver to City's Public Works yard	3	ea	\$ 600 0000	\$1,800 00		\$ 1,800 00	
6 24	SPC-D11	Abandon Old Watermain and Removals - Shutdown main & hydrant valves & remove and dispose box	3	ea	\$ 500 0000	\$1,500 00		\$ 1,500 00	
6 25	N0122	Watermain - existing - breaks	1	L.S.	\$ 1,200 0000	\$1,200 00		\$ 1,200 00	
6 26	N0123	Watermain Shutdown delays due to watermain break	4	hr	\$ 560 0000	\$2,240 00		\$ 2,240 00	
6 27	SPC-D13	Watermain Disinfection and testing - Backflow prevention Submission and carryout disinfection and testing plan in accordance with the City of Wetlands testing procedures	1	L.S.	\$ 800 0000	\$800 00		\$ 800 00	
6 28	SPC-D13	Watermain Disinfection and testing - Testing of Tracer Wire	1	L.S.	\$ 540 0000	\$540 00		\$ 540 00	
6 29	SPC-D1 N0124	Supply & install Additional bends tees and fittings (PROVISIONAL)	1	ea	\$ 550 0000	\$550 00		\$ 550 00	
6 30	SPC-D1 N0125	Valve Cleaning (PROVISIONAL)	1	ea	\$ 120 0000	\$120 00		\$ 120 00	
6 31	SPC-D1 N0126	Leaking water service repair (PROVISIONAL)	1	ea	\$ 708 0000	\$708 00		\$ 708 00	
6 32	SPC-D6	Supply & install Curb stop - various sizes - (PROVISIONAL) to be used on existing water services for abandonment where required as per the direction of the Contract Administrator	1	ea	\$ 196 0000	\$196 00		\$ 196 00	
6 33	SPC-D9	Supply & install Insulation - (PROVISIONAL) 50mm Thickness	15	sq.m	\$ 80 0000	\$1,200 00		\$ 1,200 00	
Submitted Subtotal:					\$	163,088 00			
Checked Subtotal:					\$	163,088 00			
							\$	\$ 163,088 00	

Section 10 - Landscape

<u>Item No.</u>	<u>Spec. No.</u>	<u>Item Description</u>
10.01	SPC-B21 N0110	Topsoil (100mm) and Sod
10.02	SPC-B22 N0110	Topsoil (100mm) Seed (Hydraulic) and Mulch (Standard roadside mix)

Submitted Subtotal:
Checked Subtotal

PETERS EXCAVATING INC.	
<u>Lump Sum Price</u>	<u>Total Price</u>
\$ 13,0000	\$13,832.00
\$ 8,0000	\$8,608.00
\$	22,440.00
\$	22,440.00

Not to be included as part of eBidding		
Region Cost	Cost Sharing Partner Costs (1) City of Welland	Cost Sharing Partner Costs (2)
\$ 3,596.32	\$ 10,235.68	
\$ 8,608.00		

\$ 12,204.32 \$ 10,235.68

		COST SHARING		
DESCRIPTION	PETERS EXCAVATING	REGION COST	PARTNER 1 City of Welland	PARTNER 2
General	\$ 222,150.00	\$ 166,612.50	\$ 55,537.50	
General Contingency	\$ 600,000.00	\$ 450,000.00	\$ 150,000.00	
Roads	\$ 1,511,989.15	\$ 1,000,555.56	\$ 511,433.60	
Storm Sewers	\$ 105,006.56	\$ 91,219.41	\$ 13,787.15	
Sanitary Sewer	\$ 1,643,762.30	\$ 1,487,147.69	\$ 156,614.61	
Watermain	\$ 163,088.00	\$ -	\$ 163,088.00	
Landscape	\$ 22,440.00	\$ 12,204.32	\$ 10,235.68	
GRAND TOTAL Construction (including Contingency)	\$ 4,268,436.01	\$ 3,207,739.48	\$ 1,060,696.54	\$ -

Construction	\$ 3,668,436.01	\$ 2,757,739.48	\$ 910,696.54
Contingency	\$ 600,000.00	\$ 450,000.00	\$ 150,000.00
CA&I (Estimated)	\$ 153,433.33	\$ 115,075.00	\$ 38,358.33
Materials Testing (Estimated)	\$ 32,960.00	\$ 24,720.00	\$ 8,240.00
Total Estimated Cost	\$ 4,454,829.34	\$ 3,347,534.48	\$ 1,107,294.87

COUNCIL
INFRASTRUCTURE SERVICES
ENGINEERING DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

REPORT ENG-2021-23
SEPTEMBER 7, 2021

**SUBJECT: DMAF & ICIP DAIN CITY PROJECTS -
PROPOSED FUNDING ALLOCATIONS**

**AUTHOR: LIVIA MCEACHERN, P.ENG.
MANAGER OF ENGINEERING**

**APPROVING DIRECTOR: SHERRI-MARIE MILLAR, P.ENG.
DIRECTOR OF INFRASTRUCTURE SERVICES**

RECOMMENDATIONS:

1. THAT THE COUNCIL OF THE CITY OF WELLAND direct staff to fund \$8,524,000.00 for the Dain City Storm Sewer Improvements from the sources described herein; and further
2. THAT Council direct staff to fund \$1,298,000.00 for the Dain City Secure Watermain project from the Water/Wastewater Reserve.

ORIGIN AND BACKGROUND:

Through the approval of report ENG-2021-18, Council directed staff to submit the following projects for the corresponding funding opportunities:

- The Dain City Storm Sewer Improvements project is to be submitted for funding consideration to the second intake of the Disaster Mitigation and Adaptation Fund (DMAF) for small-scale projects; and
- The Dain City Secure Watermain project is to be submitted for funding consideration to the Investing in Canada Infrastructure Program (ICIP) – Green Stream Stage II.

COMMENTS AND ANALYSIS:

The DMAF funding is a federal opportunity which provides 40% reimbursement for eligible costs, resulting in a 60% cost share for the City of Welland (the City). Proposed cast iron watermain replacement work, which will be coordinated with road and sewer works to reduce future costs as well as additional disruptions to residents, is not eligible for reimbursement and is to be 100% City funded.

The ICIP funding is a joint federal and provincial initiative that provides 40% reimbursement for eligible costs from federal contributions and 33.33% reimbursement for eligible costs from provincial contributions, resulting in a 26.67% cost share for the City of Welland (the City).

With both funding sources, eligible costs must be paid upfront by the City to Consultants, Contractors, etc., and then later submitted for reimbursement by the federal and provincial governments. As a result, the City must be prepared to fund the projects independently.

FINANCIAL CONSIDERATION:

The Dain City Storm Sewer Improvements project is to be designed and constructed in three separate stages as per the recommendations in the Dain City Inflow & Infiltration Investigation and Remediation Action Plan (GMBLuePlan, June 2021). The proposed stages are illustrated in Appendix 1. The anticipated costs and proposed funding sources have been summarized in the tables below.

Dain Storm Project Stages	Ineligible Costs (City Water)	Eligible Costs		Total Costs
		Federal 40%	City 60%	
Stage 1	\$499,706.90	\$900,634.00	\$1,350,951.00	\$2,751,291.90
Stage 2	\$595,541.10	\$2,426,880.00	\$3,640,320.00	\$6,662,741.10
Stage 3	\$1,389,595.90	\$2,355,200.00	\$3,532,800.00	\$7,277,595.90
Total Costs	\$2,484,843.90	\$5,682,714.00	\$8,524,071.00	\$16,691,628.90

Proposed Funding Sources for Dain Storm Project	Funding Amount
2022 – Economic Development Reserve Fund	\$3,000,000.00
2023 – Debt Financing	\$2,000,000.00
2024 – Debt Financing	\$2,000,000.00
2025 – Debt Financing	\$1,524,000.00
Total Proposed Funding	\$8,524,000.00

The Dain City Secure Watermain project is to be designed and constructed in two separate stages. The proposed stages are illustrated in Appendix 2. The anticipated costs and proposed funding sources have been summarized in the tables below.

Dain Water Project Stages	Eligible Costs			Total Costs
	Federal 40%	Provincial 33.33%	City 26.67%	
Stage 1	\$1,371,328.00	\$1,142,659.06	\$914,332.94	\$3,428,320.00
Stage 2	\$576,576.00	\$480,431.95	\$384,432.05	\$1,441,440.00
Total Costs	\$1,947,904.00	\$1,623,091.01	\$1,298,764.99	\$4,869,760.00

Proposed Funding Sources for Dain Water Project	Funding Amount
2022 – Water/Wastewater Reserve Fund	\$1,298,000.00
Total Proposed Funding	\$1,298,000.00

OTHER DEPARTMENT IMPLICATIONS:

Assistance from the Finance Department as necessary to complete the funding allocations and required government reporting.

SUMMARY AND CONCLUSION:

It is recommended that Council directs staff to fund the Dain City Storm Sewer Improvements from the Economic Development Reserve Fund in 2022 and Debt Financing in 2023, 2024 and 2025.

Staff further recommends that Council Directs staff to approve funding of the Dain City Secure Watermain project from the Water/Wastewater Reserve Fund as part of the 2022 Capital Budget.

ATTACHMENTS:

Appendix 1 – Dain City Storm Sewer Improvements Project – Proposed Staging

Appendix 2 – Dain City Second Watermain – Proposed Staging

REPORT ENG-2021-23

DMAF & ICIP Dain City Projects – Proposed Funding Allocations
Appendix 1 – Dain City Storm Sewer Improvements Project – Proposed Staging

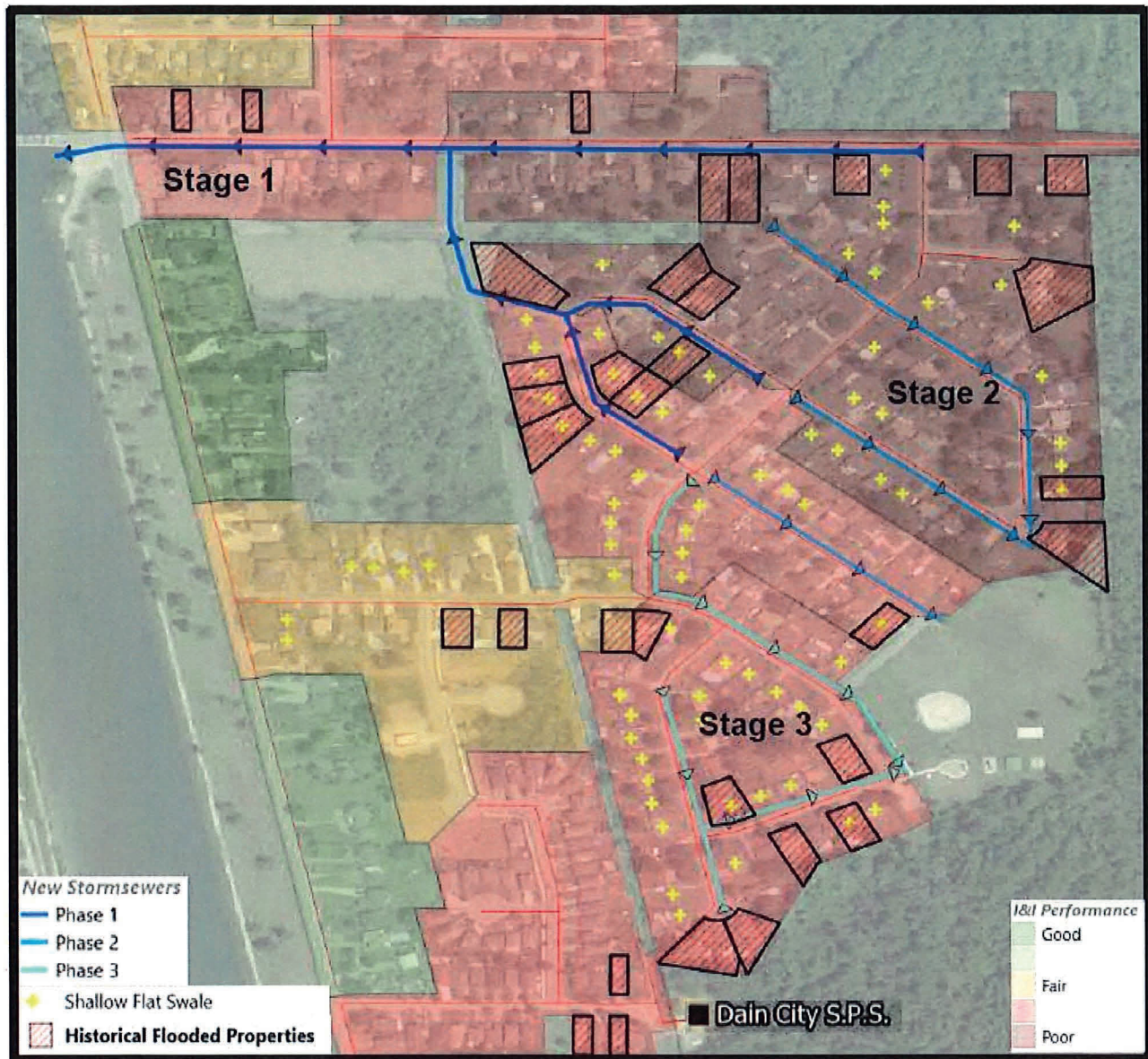
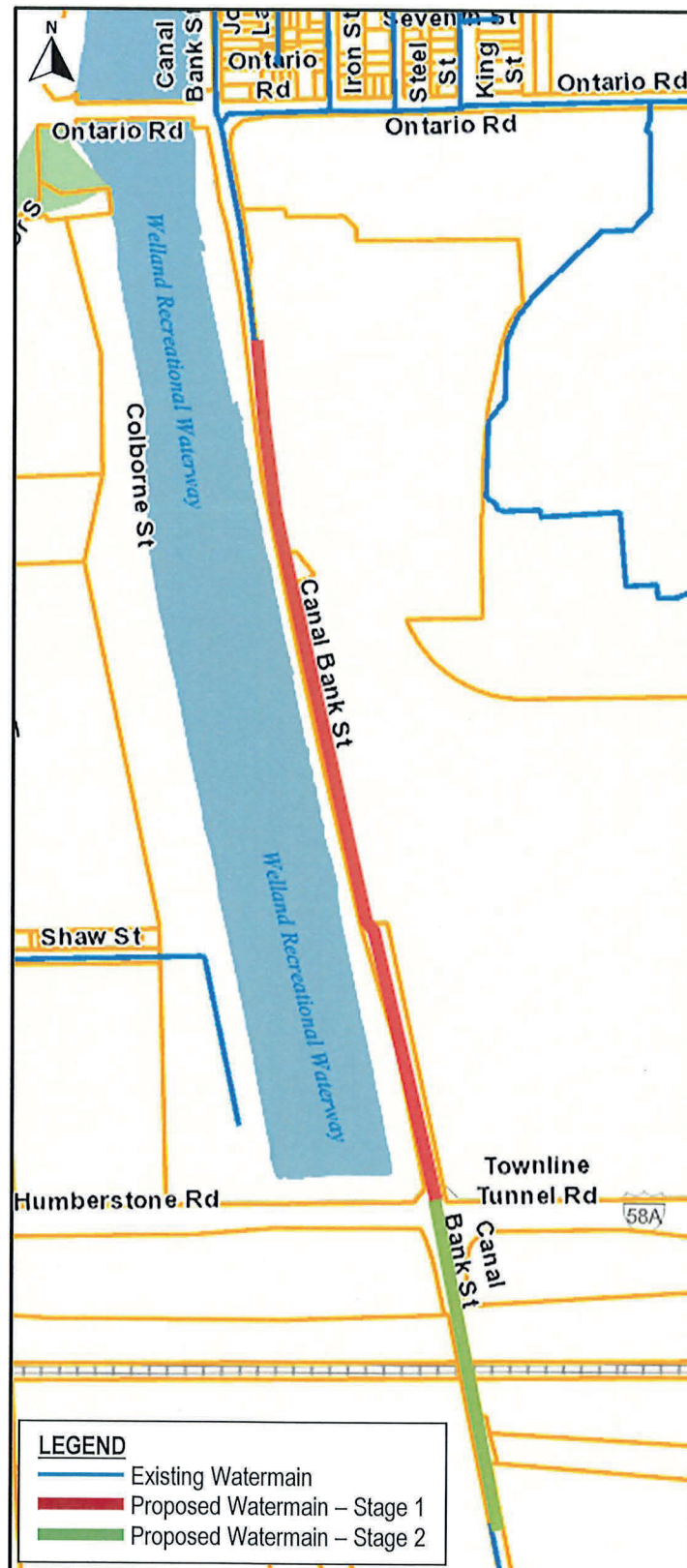


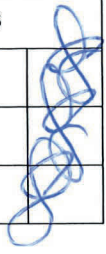
Figure 5: Recommended Stormwater Capital Works

Figure was taken from the Dain City Inflow & Infiltration Investigation and Remediation Action Plan (GMBLuePlan, June 2021).

REPORT ENG-2021-23
DMAF & ICIP Dain City Projects – Proposed Funding Allocations
Appendix 2 – Dain City Second Watermain – Proposed Staging



COUNCIL
OFFICE OF CAO
TRANSIT DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-12
REPORT TRANS-2021-12
SEPTEMBER 7, 2021

SUBJECT: MOBILE TICKETING PROCUREMENT

AUTHOR: EDWARD ZAHRA, TRANSIT MANAGER

APPROVING DIRECTOR: STEVE ZORBAS, CAO

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information report TRANS-2021-12 – Mobile Ticketing Procurement; and further

THAT Welland City Council authorizes the Mayor and Clerk to execute all necessary by-laws and agreements.

ORIGIN AND BACKGROUND:

Welland Transit is seeking to improve our overall customer experience for transit riders. Acquiring the proposed mobile ticketing software through Masabi, allows Welland Transit to provide an additional means of obtaining fare media, avails us to a contactless payment process and further reduces the potential for fraudulent fare media production.

COMMENTS AND ANALYSIS:

A comprehensive analysis was conducted to ensure the implementation of the mobile ticketing would improve efficiencies and provide seamless transfers between both municipal and inter-regional routes. Validation hardware also comes with other customer benefits such as being able to implement account-based ticketing. Account-based ticketing (ABT) is a ticketless way of allowing people to travel on public transit. In an ABT environment, passengers can use what they have in their pocket to travel, whether it be a contactless bank card, QR code paper ticket, mobile device or a smart wearable device. The payment will link with their account and ensure the passenger is charged the best fare.

In light of COVID-19, many industries, including but not limited to transit, are implementing purchasing options that increase safety for both customers and employees by way of contactless payment.

In addition, the implementation would further support the Accessibility for Ontarians with Disabilities Act (AODA), specifically Section 6: Self-Service Kiosks, by removing potential barriers with respect to purchasing tickets and/or obtaining necessary route information once integrated with our current CAD-AVL platform.

FINANCIAL CONSIDERATION:

This next generation hardware will cost significantly less than any of the hardware currently available from third party vendors and will increase efficiency by reducing reliance on those external vendors to push software and firmware updates to the hardware. Ensuring that each Niagara transit property is utilizing the same hardware streamlines any backend processes by avoiding the need to integrate across different platforms.

Funding for this initiative will be provided through the MTO's Safe Restart Funding Agreement for Welland Transit fleet, with the Regionally operated equipment to be at full cost recovery from Niagara Region. Included in the cost breakdown displayed below is the JRV hardware (physical units to be installed in the buses), installation of the JRVs, training, fleet site survey, and software integration.

1. Municipally owned and operated fleet:

\$59,200 USD (approx. \$74,666 CAD)

1 year Maintenance - \$7,200 USD (approx. \$9,080 CAD)

2. Regionally owned and Municipally operated fleet

\$18,425 USD (approx. \$23,238 CAD)

1 year Maintenance - \$3,300 USD (approx. \$4,160 CAD)

*exchange rate as of August 31st, 2021

OTHER DEPARTMENT IMPLICATIONS:

N/A

SUMMARY AND CONCLUSION:


In conclusion, using information and statistics from St. Catharines Transit Commission, who implemented mobile ticketing in April 2019; they realized an increase in customer adoption from 2.1% in April 2019 to 12.5% in December 2019. This implementation was done without the purchase of validation hardware for the vehicles and until recently, relied on bus operators visually validating the mobile tickets.

Welland Transit recommends that City Council approves the software implementation and adaptation to allow Welland Transit to continue to improve and enhance our customer experience and expectations; all while meeting and exceeding industry standards.

ATTACHMENTS:

N/A

COUNCIL
CORPORATE SERVICES
TRANSIT DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-13

REPORT TRANS-2021-11
SEPTEMBER 7, 2021

SUBJECT: UPDATE #2: ON NIAGARA REGION TRANSIT (NRT) GOVERNANCE STRATEGY

AUTHOR: EDWARD ZAHRA, TRANSIT MANAGER

APPROVING DIRECTOR: STEVE ZORBAS, CAO

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receive for information report TRANS-2021-01 –Update # 2 Niagara Region Transit (NRT) Governance Strategy; and further

THAT Welland City Council support the current levels of Niagara Region Transit service in place and the emergence of on-demand services for smaller municipalities, which do not provide conventional and specialized services; and further

THAT Welland City Council defer approval for the proposed Niagara Transit Governance Strategy until 2023 due to the potential negative financial impact to Welland taxpayers; and further

THAT report TRANS-2021-01 – Second Update on Niagara Region Transit (NRT) Governance Strategy be circulated to all area municipalities.

ORIGIN AND BACKGROUND:

On February 21, 2017, Report CAO-2017-02 – Niagara Transit Service Delivery and Governance Strategy Report, was presented to Welland City Council (Appendix I). Within this report, Council was asked to support a Memorandum of Understanding (MOU), which was approved by the Cities of Welland, St. Catharines, and Niagara Falls, and Niagara Region. This MOU included the Guiding Principles for Welland's involvement of, and support for, inter-municipal transit. These Guiding Principles were drafted by Welland staff to ensure they would continue to influence Welland's perspective and involvement in the future phases of the inter-municipal transit discussion and include:

- Fiscal responsibility and affordability for the City of Welland. Thus, no negative impacts to the City's tax levy and receipt of provincial gas tax is not negatively impacted.
- Ease of implementation for the City of Welland.
- Operational viability for City of Welland.
- Improving economic development opportunities for the City of Welland.

- Local transit services will not be adversely impacted.
- Respecting existing transit collective agreements in each respective municipality.

On October 21, 2020, a meeting of the Linking Niagara Transit Committee (LNTC) was held to receive the consultant's report on Niagara Region Transit service strategies and possible governance models. Upon completion of the presentation, the Report was supported in principle by the LNTC, knowing that it still had to be vetted by the twelve local municipalities before moving forward to the Niagara Region Public Works Committee, and then Niagara Region Council for final triple majority approval, strategy acceptance, and governance implementation.

On April 13, 2021, Trans 2021-01 - Update on Niagara Region Transit (NRT) Governance Strategy was presented to Welland City Council to provide commentary on eleven areas of concern, which would not fully align with the City approved Guiding Principles noted above. The other municipalities also responded to the initial Report to the LNTC and from the entirety of these comments, a revised Governance Strategy was presented to, and approved by the LNTC on June 30, 2021. This revised strategy has centered on three prevailing concerns raised by the majority of municipalities, which are the proposed: Financial Strategy, Commission Board Composition, and Service Standards. It is the intent of Regional staff to collect any further comments to this and that of the June 30, 2021, Report.

COMMENTS AND ANALYSIS:

The recommendations collected have been developed by the Governance Steering Committee (GSC), comprised of all thirteen (13) municipal Chief Administrative Officers (CAOs) across Niagara. The GSC was created to review and address feedback provided by local area municipalities (LAMs) during the 'Phase 1' consultation roadshow. Based exclusively on Phase 1 feedback, the GSC has recommended significant updates to three primary elements to directly address this input:

Financial Strategy

The recommended financial strategy proposes that all the local municipal transit service budgets be uploaded to the Commission in 2023 to be consolidated with the Region's transit budget and to be assessed to the local area municipalities by way of special levies to be approved annually by the Region. Services levels are different in each municipality; therefore, the Region now proposes that twelve (12) Special Levies be adopted in 2023 versus the initial single levy concept. Each special levy will allocate 65% of 2023 net transit costs based on service hours, with existing Niagara Regional Transit services continuing to be allocated to the special levy based on local share of Region wide assessment. The 2023 estimated Commission baseline service budget will require a 7.3% increase to the Regional Budget with equal and concurrent reductions to Municipal budgets therefore minimizing the net residential impact.

The proposed, revised financial modelling for delivery of Inter-Regional transit requires additional analysis and refinement to include the following:

- a) Impact of future Inter-Regional transit Capital Budget to Welland taxpayers

- b) Assumption regarding transit Operating costs in a post COVID-19 environment. [Current ridership for Welland Transit is approximately 28% of pre-COVID levels]
- c) Impact on Provincial Gas Tax funding and continued commitment from other levels of government on sustainable new sources of funding for transit
- d) The proposed revised transit levy allocation for future Inter-Regional transit operating costs represents a higher tax dollar to Welland taxpayers for delivery of transit services

Commission Board Composition

The initial proposed Governance Strategy recommended a nine (9) member Commission while this second revised strategy recommends a fifteen (15) member board of elected officials with one representative from all local area municipalities, two from Niagara Falls and three from St. Catharines. Also recommended, a governance review shall be undertaken in year three of operation.

As a result, Welland would be limited to the same representation as smaller municipalities such as West Lincoln and Wainfleet, which have never supported public transit systems within their municipalities. This is inequitable, as Welland has supported the provision of public transit services, both conventional and specialized for its residents for almost five decades. This new model 'grouping' Welland with all the municipalities smaller in size does not capture the operational and capital investments Welland Council has continued to make in our community, nor does it account for the evolving growth that Welland continues to realize. Based on the proposed Commission board composition, Welland with ~ 10% of service hours would have the same representation as Wainfleet, West Lincoln and Lincoln with a combined total of 1% of the service hours.

City staff are concerned at the size of this revised Commission Board structure. A fifteen-member Commission is substantive in size and may not be reactive enough to deal with the dynamic growth in our region and the complexities presented with aligning our conventional / specialized services with emerging on-demand services, which will likely be implemented within and between the smaller centres. There is also a need for subject matter experts, as identified by the Niagara Transit Governance Study, to take full advantage of the benefits provided by the Commission.

The proposal states this will be a transitional board, and this is of concern to Welland as future Commission structures and representation may present concerns to the residents of Welland with little input into decisions made, which will concern their public transit services. As the strategy recommends the Commission be of a transitional nature, it would be prudent that the process for reviewing and changing the board be determined prior to a triple majority vote.

Service Standards Strategy

The revised service standards are to be Niagara-wide and detail short-term enhancements (1-3 years) in each community to achieve consistent, equitable access to transit for all Niagara residents, in advance of a longer-term network review planned in year five of the Commission's operation.

There are inequities amongst the twelve municipalities and thus, determining consistent service levels 'Niagara-wide' will present challenges. Although noted within this report,

having subject matter expertise on the Commission Board for matters, such as service standards will prove to be invaluable.

FINANCIAL CONSIDERATION:

There are many aspects of this Governance Strategy that will have significant consequences on Welland's ability to fully control our costs moving forward. Although this revised Governance Strategy has modified the single levy to a unique levy for each municipality based on 65% of the net costs based on service hours provided, the lack of representation on the Commission could result in many additional hours of service provided in Welland and the costs associated placed on Welland residents.

The Guiding Principles approved by Welland City Council support a strong level of control over our municipal Transit service levels and ensuring the associated amalgamation costs would have no negative impact to Welland taxpayers. Upon review of funding models, City of Welland staff have concerns that the proposed 'new funding model for Niagara Region Transit will have negative impacts on Welland taxpayers' when compared to the current service delivery model in place for Welland Transit services.

In addition, the movement of capital assets via the Cummings Principle needs further dialogue. Welland's situation is unique in that it is in the process of designing and constructing a new Transit Operations Facility with federal, provincial, and regional support, and further, owns the Main Street Bus Terminal, which continues to be a tremendous asset to the city. Neither St. Catharines, nor Niagara Falls own such transit terminal facilities.

As a result of these financial concerns, staff recommend the current Transit service delivery model be maintained, including current delivery of Inter-Municipal Transit until 2023 to allow for further discussion on the Commission Board representation / composition and more dialogue on the service standards to be implemented within our community for longer range planning and budgeting to ensure Welland taxpayers are not adversely impacted.

New Transit Operations Facility (75 Federal Road)

Welland City Council has approved a \$15 million budget for the expansion and renovation of the current Operations Facility and a detailed design is proceeding. The City received commitment from senior Niagara Region staff that \$1.32 million was to be included in the Niagara Region 2022 Capital Budget in lieu of the 2021 Capital Budget.

New Seaway Mall Transit Hub

The city is working with the Seaway Mall for design/construction of a new transit hub in conjunction with the proposed redevelopment of the Welland Seaway Mall. Currently, discussions are centered at entering a 3-way cost sharing agreement between the City of Welland, the Seaway Mall and the Niagara Region by way of equal division 1/3 per stakeholder. The proposed redevelopment of the Seaway Mall represents a significant economic stimulus and an opportunity to improve Inter-Regional transit.

Review of Fare Structure for Low Income Transit Riders

Manager of Transit is currently undertaking a review of Welland Transit fares and the impact they have to low-income Welland Transit riders. Staff will be reporting back to the current fare structure in October 2021.

OTHER DEPARTMENT IMPLICATIONS:

The transition of Welland Transit from a municipal entity to a component of Niagara Region Transit should relieve the municipality of a number of requirements and responsibilities. If amalgamation occurs, the City will not be required to support Transit for many tasks, including: Finance and Legal oversight, Human Resources guidance, Payroll support, and matters pertaining to Engineering & Planning.

Conversely, the City would not have the same autonomy to utilize the fleet for municipal events, support Council initiatives, and generally be in full alignment with the developments and enhancements being realized within our dynamic community.

SUMMARY AND CONCLUSION:

Control of service level and representation on the Commission board remain concerns with this latest Governance Strategy model. Although efforts have been made to alter the Commission structure and representation, Welland remains disadvantaged with a single vote, which does not capture the investment Welland has committed to our residents for almost five decades and the dynamic growth of the city.

City staff maintain that it would be prudent that a delay should be considered into 2023, which would allow for greater certainty on the pandemic recovery period prior to implementing large scale transit investments and revisions in the absence of a clearer picture of transit's future and a more settled experience for employees. Upon amalgamation, the new Niagara Region Transit system will include approximately 400 employees. The transition of personnel and financial resources from the lower tier to Regional government requires greater consideration and the current unsettled climate does not provide a sound baseline platform. The merging of collective agreements will also pose significant challenges and these issues have not been substantively addressed.

The City of Welland is committed to fully supporting the enhancement of public transit services throughout the Niagara Region. Out of an abundance of caution for those who have been hit hard by this pandemic, staff are of the opinion there needs to be further work performed on the ridership modelling, commensurate service levels, and capital investments, which should be undertaken prior to a 2023 implementation date.

Subject to approval of the recommendation of this report, the next step will be a second round of consultation with LAM councils. This will provide LAMs an opportunity to review the recommended updates and provide additional input by late August.

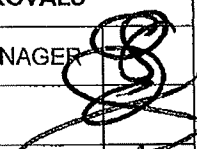

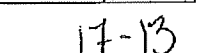
Of interest, this report does not initiate the triple-majority approval process. It is anticipated that the triple-majority vote will occur after the consultation on this report has been completed

and any feedback incorporated. The triple-majority approval process is anticipated to occur in Fall 2021.

ATTACHMENTS:

Appendix I – CAO-2017-02 - Niagara Transit Service Delivery and Governance Strategy Report
Appendix II – Revised Governance Strategy – Niagara Transit

COUNCIL
OFFICE OF THE CAO

APPROVALS	
GENERAL MANAGER	
TREASURER	
CAO	

17-13

REPORT CAO-2017-02
FEBRUARY 21, 2017

**SUBJECT: NIAGARA TRANSIT SERVICE DELIVERY AND
GOVERNANCE STRATEGY REPORT**

AUTHOR: GARY LONG, CAO

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND endorses in principle the creation of a consolidated transit system in partnership with the cities of Niagara Falls, St. Catharines, and the Region of Niagara to develop a regionally integrated transit system; and

That staff be directed to develop a Memorandum of Understanding (MOU) between Niagara Falls, St. Catharines, Welland and Niagara Region to develop a governance framework and specify how key issues are to be addressed by all parties along with next steps and timelines; and

That Welland City Council hereby requests that Niagara Region become formally involved in and supportive of the consolidated transit model as recommended in the January 2017 Niagara Transit Service Delivery and Governance Strategy Report and endorsed by the Inter-Municipal Transit Working Group; and

That Council supports the formation of a Transit Working Group, with representatives from the 12 Municipalities and the Region of Niagara, to work towards the implementation of a consolidated transit model; and

That Council supports the transition of the current Inter-Municipal Working Group to a Transit Steering Committee until a new governance framework is established in the pending Memorandum of Understanding; and

That Council reconfirm the guiding principles for Welland's involvement of and support for inter-municipal transit.

ORIGIN AND BACKGROUND:

In 2010, the cities of St. Catharines, Welland and Niagara Falls made a proposal to Regional Council to create a tri-city transit service which the three cities would operate, to be funded by the Region and called Niagara Region Transit (NRT). The NRT was to operate for 3 years with

the intent that if successful, transit would be uploaded to the Region through a Triple Majority process. Regional Council approved the proposal by a solid majority and in September 2011 Niagara Region, the St. Catharines Transit Commission, the City of Niagara Falls and the City of Welland entered into a pilot project agreement to formalize the provision of inter-municipal transit services. Funded by the Niagara Region and jointly operated by St. Catharines Transit, Niagara Falls Transit and Welland Transit ("transit operators"), the Niagara Regional Transit pilot provides transit connections to the communities of St. Catharines, Thorold, Niagara Falls, Welland, Niagara-on-the-Lake, Port Colborne and Fort Erie.

In May 2015, prior to formalizing the NRT as a permanent inter-municipal transit service and securing triple majority support from local municipalities, Regional Council agreed to ask the cities of St. Catharines, Niagara Falls and Welland, as transit operators, to work together to present a new model to the whole region.

Since January 2016, the Inter-municipal Transit Working Group of Mayors, CAO's and Transit Managers from St. Catharines, Welland and Niagara Falls, with support from the Regional Chair and CAO, have been working together to develop options for integrated transit services for Niagara. The Working Group has also been working cooperatively to make improvements to the existing Niagara Region Transit services during the pilot project period and to make the existing transit services the best they can be.

Welland City Council approved the following guiding principles for City staff to utilize in discussing inter-municipal transit:

1. Fiscal responsibility and affordability for the City of Welland (Financially neutral for the City of Welland with no negative impact to the City's tax levy and receipt of Provincial Gas Tax is not negatively impacted)
2. Ease of implementation for the City of Welland
3. Operational viability for the City of Welland
4. Improving Economic Development opportunities for the City of Welland
5. Utilizing the Council approved Master Transit Plan to ensure City's Transit service levels are not adversely impacted
6. Maintaining an affordable and effective Transit service to Niagara College and Brock University
7. Local Transit service levels will not be adversely impacted
8. Respecting existing Transit Collective Agreements in each respective municipality

These guiding principles will continue to influence Welland's perspective and involvement in the next phase of the Inter-municipal Transit discussion.

The Niagara Transit Service Delivery and Governance Strategy Report, commissioned by the Working Group, and prepared by Dillon Consulting, provides strategic recommendations for the improvement of transit service throughout Niagara. The feedback from Councils and the community, through public meetings and an online survey, helped shape the consultant's final recommendations.

The final report presented a governance strategy that recommends a consolidated transit model. This would see St. Catharines, Niagara Falls and Welland Transit systems combine their services into one large consolidated transit system to serve the entire Niagara region. The consolidated transit model would allow local municipalities to maintain control over transit

system planning and allows the Region to be involved in the funding and decision making of inter-municipal connections. The recommendation for consolidation calls for the creation of a new governing body such as a municipal service board or commission made up of representatives from St. Catharines, Niagara Falls, Welland and Niagara Region with advisory representation from Niagara's municipalities involved with connecting transit services.

The report recommends improvements to inter-municipal transit services in Niagara by:

- Increasing the frequency of inter-municipal service so that buses arrive every 30 minutes during peak periods
- Extending service hours so that transit is available later in the evening
- Extending full weekend service that would have inter-municipal transit operating on Sundays.
- Eliminating duplicate routes and services to be reinvested
- Improving integration with other municipal transit systems;
- Creating a new Niagara-West inter-municipal transit link
- Adding new dynamic transit services for low-demand and rural areas
- Integrating fare strategy, payment technology and trip-planning.

The report also outlines the next steps to be taken to create a consolidated transit system for Niagara including financial and legal considerations to be taken by local service bodies and municipalities.

COMMENTS AND ANALYSIS:

The Niagara Transit Service Delivery and Governance Strategy report outlines next steps required to implement a consolidated transit model and outlines options to phase in the changes. In summary;

1. **Reach triple majority for Region's involvement in transit.** The Region should be given legislative authority through a transit by-law to plan, provide funding and make decisions on transit policy and capital requirements.
2. **Approve consolidated transit model.** Secure agreement and commitment by all municipalities involved to work together and implement the strategic direction through a signed memorandum of understanding to further develop the implementation plan.
3. **Consolidated transit model implementation plan.** This requires a number of steps to be taken. The Strategy outlines an aggressive 12-month implementation to the new consolidated transit model, including the need to initiate further studies and develop the governance structure. Details to be confirmed include legal organization of governing body, financing and decision-making processes, organizational structure and brand of consolidated transit entity.
4. **Implement inter-municipal transit service strategy.** Implementation of the service plan as outlined in the strategy can occur independently outside the creation of the consolidated transit model, however this not recommended.

The strategy outlines an aggressive timeline for implementation in 12 months. The working group is recommending a less aggressive implementation strategy and phased-in approach

based on staffing and resources, respect for the cooperative nature of the working group and the need for municipal council support, as well as potential opportunities for financial support and transit incentive programs from other levels of government.

To achieve the working group's objectives, staff are recommending phase 3 be expanded to allow more time, and more steps in the implementation strategy, as outlined in the recommendation section of the report.

Collectively, municipal staff and transit managers are recommending that the next steps towards a consolidated transit model are to create 2 new formal bodies to oversee implementation: a Transit Steering Committee (made up of the current Inter Municipal Working Group, with two additional regional members) and a Transit Working Group, outlined below.

Transit Steering Committee: a governing body made up of representatives of:

- 2 City of St. Catharines
- 2 City of Welland
- 2 City of Niagara Falls
- 4 Niagara Region (the current two representatives plus 2 representatives from Niagara municipalities which do not operate their own transit service)

Responsibilities:

- Direct the work of the Transit Working Group
- Approve MOU to be presented to the Municipalities
- Coordinate branding and marketing of transit service
- Government relations and advocacy (i.e. funding opportunities)
- Unified Niagara voice for transit

(Note, this group will disband once the new governance framework is approved)

Transit Working Group: inter-municipal staff group, reports to Steering Committee

- Transit managers of each municipal service
- 1 representative from each non-transit municipality
- 1 Niagara Region representative

Responsibilities:

- Procurement / purchasing transit capital needs
- Development of proposals for fare boxes, technology, policies, customer service structure, service guidelines
- Route optimization and coordination
- Coordination with other transit providers (GO transit, Metrolinx, Hamilton Street Railway)
- Coordination with post-secondary schools and private carriers
- Liaise with economic development and planning offices
- Union contracts and standardization of standard operating procedures (SOPs)

(Note, this group is anticipated to become permanent and codified in the MOU)

One of the main objectives of the IMT Working Group has been to focus on the needs of the transit user as inter-municipal transit enables residents to access education, employment, recreation and social services. Another objective has been to ensure that Niagara is ready for and supportive of future economic growth and prosperity. Based on the Region's 2041 Growth Strategy, the population of Niagara Region is expected to gain 170,000 new residents and

80,000 new jobs over the next twenty-five years. A new integrated transit system, with enhanced inter-connectivity will support this.

Also, local and inter-municipal connections will support daily GO train service coming to Niagara, starting with Grimsby by 2021, and St. Catharines and Niagara Falls by 2023. It will be important that there are inter-municipal routes and an integrated transit system to ensure Welland residents, visitors, and students can make connections with GO. The objectives mentioned above are consistent with the guiding principles adopted by Welland City Council.

It's also important to recognize the economic impact of investing in public transit. Based on information recently provided by the federal government, every \$1 invested in transit results in \$3 in economic growth, as well as quantifiable benefits for the environment, and reducing traffic congestion. Investing in public transit ultimately improves our competitiveness and the liveability and sustainability of our community. Over the past year, there has been more public policy focus and discussion along with increased public transit funding from both the federal and provincial governments. The proposed changes to transit service delivery and governance in Niagara are timely and consistent with federal and provincial policy directions and transit funding programs, as well as supporting the strategic priorities of local municipalities and the Region. Welland City Council's recent investments in transit in terms of fleet purchases, facility upgrades, fare box technology, hiring an additional Transit Supervisor, and increased service hours, is positive for our community and they complement the strategic direction of transit in Niagara.

FINANCIAL CONSIDERATIONS:

There are no immediate financial implications in adopting the recommendations of this report. The Niagara Transit Service Delivery and Governance Strategy Report outlines estimated cost projections for a consolidated model including operational costs, capital facility upgrades and fleet purchases, and one-time implementation costs. One of the responsibilities of the proposed Transit Steering Committee will be determine how the increased operational and capital costs will be funded. The CAOs have requested a meeting with senior officials at the Ministry of Transportation to update them on the report's recommendations and discuss provincial funding sources. The Transit Steering Committee will also pursue funding from the federal Public Transit Infrastructure Fund (PTIF). It is also noteworthy that the province has recently announced additional transit funding starting in 2019.

OTHER DEPARTMENT IMPLICATIONS:

The CAO, along with the Mayor, are members of the IMT Working Group and would continue to be involved as members of the proposed Transit Steering Committee. Our Transit Manager has been working closely with his counterparts at Niagara Falls and St. Catharines as well as Regional staff, and he would continue to be involved as a member of the proposed Transit Working Group. The City's CFO will continue to be actively involved in providing support and advice to the CAO and Transit Manager.

SUMMARY AND CONCLUSION:

The IMT Working Group are recommending to the Councils of Welland, Niagara Falls, and St. Catharines to adopt in principle the creation of a consolidated transit system, and that the Region, through legislative authority, become formally involved in transit. A Memorandum of Understanding between the three municipalities and the Region will be developed that includes

a governance framework and the key issues to be addressed along with next steps and timelines. It has also been recommended that a Transit Steering Committee and Transit Working Group be formed to replace the IMT working group, and will have responsibility for developing an implementation plan for the consolidated transit system through a phased-in approach.

ATTACHMENTS:

Appendix I – Dillon Final Report (in Council's possession)

Appendix II – Transit: Getting Canadians Moving

**Administration**

Office of the Regional Clerk

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

Telephone: 905-685-4225 Toll-free: 1-800-263-7215 Fax: 905-687-4977

www.niagararegion.ca

July 5, 2021

LNTC 4-2021, June 30, 2021**LOCAL AREA MUNICIPALITIES****SENT ELECTRONICALLY**

Niagara Transit Governance - Revised Strategies Reflecting Phase 1 Municipal Consultation

LNTC-C 3-2021

The Linking Niagara Transit Committee, at its meeting held on June 30, 2021, approved the following recommendation:

That Report LNTC-C 3-2021, dated June 30, 2021, respecting Niagara Transit Governance - Revised Strategies Reflecting Phase 1 Municipal Consultation, **BE RECEIVED** and the following recommendation **BE APPROVED**:

1. That Report LNTC-C 3-2021 **BE FORWARDED** to the Clerks of Niagara's twelve (12) local area municipalities and that they **BE REQUESTED** to have the Council's of the twelve (12) local area municipalities advise the Regional Clerk of any additional municipal feedback on the revised Financial Strategy, Board Composition model, and Service Standards Strategy, no later than August 25, 2021.

A copy of LNTC-C 3-2021 is enclosed for your reference.

Yours truly,

A handwritten signature in black ink, appearing to read "Ann-Marie".

Ann-Marie Norio
Regional Clerk

Subject: Niagara Transit Governance - Revised Strategies Reflecting Phase 1 Municipal Consultation

Report to: Linking Niagara Transit Committee

Report date: Wednesday, June 30, 2021

Recommendations

1. That Report LNTC-C 3-2021 **BE FORWARDED** to the Clerks of Niagara's twelve (12) local area municipalities and that they **BE REQUESTED** to have the Council's of the twelve (12) local area municipalities advise the Regional Clerk of any additional municipal feedback on the revised Financial Strategy, Board Composition model, and Service Standards Strategy, no later than August 25, 2021.

Key Facts

- The purpose of this report is to present an updated financial strategy, service standards strategy, and revised board composition model supporting the creation of one consolidated transit Commission in Niagara.
- These recommendations have been developed by the Governance Steering Committee (GSC), comprised of all thirteen (13) municipal Chief Administrative Officers (CAOs) across Niagara. The GSC was created to review and address feedback provided by local area municipalities (LAMs) during the 'Phase 1' consultation roadshow.
- Based exclusively on Phase 1 feedback, the GSC has recommended significant updates to three primary elements to directly address this input:
 - **Financial Strategy:** the recommended financial strategy proposes that all the local municipal transit service budgets be uploaded to the Commission in 2023 and to be consolidated with the Region's transit budget and to be assessed to the local area municipalities by way of special levies to be approved annually by the Region.
 - Services levels are different in each municipality; therefore, the Region proposes that twelve (12) Special Levies be adopted in 2023. Each special levy will allocate 65% of 2023 net transit costs based on service hours, with

existing Niagara Regional Transit services continuing to be allocated to the special levy based on local share of Region wide assessment.

- The 2023 estimated Commission baseline service budget will require a 7.3% increase to the Regional Budget with equal and concurrent reductions to Municipal budgets therefore minimizing the net residential impact.
- **Board Composition** – a transitional board comprised of fifteen (15) elected officials with each municipality having representation. A governance review to be undertaken in year three of operation.
- **Service Standards Strategy** – Niagara-wide service standards that detail short-term enhancements (1-3 years) in each community to achieve consistent, equitable access to transit for all Niagara residents, in advance of a longer term network review planned in year five of the Commission's operation.
- Subject to approval of the recommendation of this report, the next step will be a second round of consultation with LAM councils. This will provide LAMs an opportunity to review the recommended updates and provide additional input by late August.
- This report does not initiate the triple-majority approval process. It is anticipated that the triple-majority vote will occur after the consultation on this report has been completed and any feedback incorporated. The triple-majority approval process is anticipated to occur in Fall 2021.

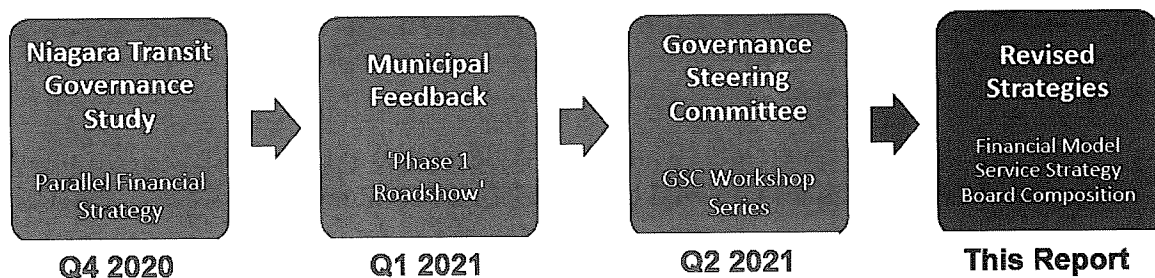
Background

In the fall of 2020, *LNTC-C 4-2020* presented the results of the Niagara Transit Governance Study (NTGS) with the recommendation of a Commission governance model, a proposed board structure, and a transition plan. This report also recommended a financial strategy developed in parallel to and in support of the NTGS.

At the direction of LNTC, consultation with each of Niagara's twelve (12) LAMs followed as opportunity for review and feedback. This Phase 1 consultation roadshow occurred through Q1 2020, with feedback centering on three primary or common themes: the financial strategy, composition of the board, and the need for a more defined (but high level) service strategy. Beyond the major themes, additional feedback and concerns specific to each municipality was also received.

The GSC was created, comprised of all thirteen (13) municipal CAOs, with a mandate to reflect LAM feedback in revised strategies and models. A series of six workshops were convened through Q2 2021 to address the identified issues and arrive at a consensus recommendation addressing the three common themes, as shown in Figure 1.

Figure 1 - Transit Governance Process



The purpose of this report is to present the results of this process and the revised financial strategy, board composition model, and service strategy that have been recommended by the Governance Steering Committee.

These revised strategies are intended to directly address the feedback received from LAMs during Phase 1 consultation.

Financial Considerations

To realize the consolidation of transit services across Niagara, the funding strategy must establish:

- the baseline or start-up budgets for the Commission and the basis for levy and tax rates to the residents;
- how one-time start-up and transition costs associated with the establishment of the Commission will be funded; and
- how transit-related assets currently owned by LAMs will be transferred and funded on a long-term basis.

The recommended financial strategy proposes the Region to upload the estimated baseline local transit service net expenditure using 2020 budget at \$27.8 M and estimated to be \$29.4M in 2023. The upload to the new Regional Commission will occur in a single year and be levied back on each of the LAMs using twelve Special Levies, one for each municipality, established by the Region with each year's budget process. The proposed model ensures that future service growth plans are paid for by the municipalities which receive the services, using the corresponding 12 Regional Special Levies.

The 2023 estimated Commission baseline service budget requiring a 7.3% increase to the Regional budget would be offset by equal and concurrent reductions to Municipal budgets to minimize the residential taxpayer impact from transit consolidation.

The financial strategy allocates the local net operating costs plus incremental capital, which represent approximately 65% of 2023 Commission net transit costs to be allocated to each Special Levy based on service hours. Existing NRT services will continue to be allocated to the Special Levy based on municipal share of Regional assessment. The short term service strategy and future transit growth will be subject to future budget approvals, and will directly impact the costs apportioned to each municipality.

The financial strategy was evaluated based on the feedback received during the LAM presentations and described in Table 1 below.

Table 1 - Model Option Evaluation

Evaluation Criteria:	Municipal Specific Tax Rates (12) Special Levies
Demonstrated value to Municipalities for added investment	Collectively leverages practices to reduce total regional cost by \$9.0M in debt financing and \$14.0M in capital over 10 years
Funding tied to services residents receive	Substantial share (65%) of service cost tied to municipal specific service hours
Alignment and adjustments tied to service expansion costs	
A desire for ability to “top up” or add extra or enhanced services	Will change service hours for LAM and be allocated to LAM specifically
Consistent with Guiding Principles: Economically Responsible	No more than current Regional costs and related inflation apportioned to LAMs using region wide assessment. Mimic current General Levy financial distribution.
Consistent with Guiding Principles: Fair	Percentage distribution of costs between Conventional service and Alternative service LAMs in line with Status Quo (74/26)

The estimated incremental requirements for the Commission's transit budget during years 2023-2033 have been modeled to include estimates for the following components using the following strategies subject to future Regional budget approval (see Appendix 1 for financial estimates). Note that all modelling is estimated based on 2020 budgets and would be adjusted prior to 2023 to reflect most recent financials.

Base Budget

The total base service costs for 2020 (\$44.2M) are adjusted annually for inflation by 1.5%. The estimated base service net operating budget for 2023 of \$46.4M includes \$28.7M for local service, \$0.7M in local debt payments, \$15.8M for regional service and \$1.3M in regional debt payments.

Provincial Gas Tax (PGT)

Currently \$1.5M of Provincial Gas Tax (PGT) is used annually to offset operating expenditures in local transit budgets. PGT can be maximized by preserving it to be used to support capital replacements. The financial strategy proposes the reduction of \$0.3M annually in the operating budget for 5 years to provide funding for fleet replacement. The annual incremental Regional budget required is 0.1% beginning in 2023 and ending in 2027.

On-Demand/ Specialized Services

Currently there are a number of contracted services for on-demand and specialized transit services across Niagara. Phase 2 of the service planning strategy proposes \$5.0M in capital in 2024 (1.2% Regional budget increase) plus an additional \$1.0M in net operating costs beginning in 2025 (0.2% Regional budget increase) to reduce the number of contracted services and allow the Commission to provide the services in-house.

Service Standardization and Growth

The current Niagara transit system will require an additional 55,000 hours of enhancements to local and regional service levels to standardize daily schedules across all municipalities (Phase 1 of the Service Planning Strategy). The service enhancements would begin in September 2024 with a partial year net operating increase of \$1.2M (0.3% Regional budget increase). The fully annualized net operating impact is \$5.0M therefore an additional Regional budget increase of 1.0% would be required in 2025.

The Commission Phase 3 service planning strategy will include a comprehensive network review in 2025 and may deviate from the conservative growth projections provided by the NTGS. However, based on preliminary forecasts a conservative growth strategy would require an additional net operating budget increase of \$4.0M phased in between 2026-2030 with a total Regional budget increase of 1.0% (see Appendix 2).

*Capital**A. Capital Asset Transfer to the Commission & the Cummings Principle*

Based on the recommendation from the NTGS as part of the peer jurisdictional review, the CAO Working Group (established by the Linking Niagara Transit Committee (LNTC) to oversee and direct the Project Team to deliver the NTGS) has endorsed the use of applying the Cummings Principle to the future transfer of assets from the LAMs to the new Commission. The premise of the Cummings Principle is to transfer assets (and related outstanding liabilities), from one municipality to another with no additional compensation, since transferring assets for additional compensation results in the taxpayer paying twice for the same public asset.

This principle, established through judicial precedent, has been applied for over four decades in the municipal setting throughout Ontario, as well as in the vast majority of transit consolidations reviewed as leading practices. The use of the Cummings Principle is also well aligned to Niagara's established guiding principle of fairness, which respects the existing investments made by communities.

*B. Capital Replacement Strategy**i. Capital Growth*

Niagara Region is currently conducting a Development Charge (DC) review and will propose that a Transit DC be established to fund future capital growth. The Transit DC will be used to mitigate capital requirements resulting from the service expansions outlined in the NTGS. The conservative growth strategy estimates an additional \$15M in new capital to achieve the associated service growth outlined in the previous section. The financial strategy applies a 5 year growth plan beginning in 2026, however Phase 3 of the Service Planning Strategy incorporates a fulsome service review in 2025 and therefore forecasted growth between 2026 and 2033 may vary from the NTGS.

ii. Capital Reserve Strategy

Currently Niagara transit operators collectively receive \$6.8M annual in PGT, with \$1.5M being used to mitigate net operating costs (see section above). The financial strategy, beginning in 2023, establishes a 5 year phasing out of PGT for operating and directs these funds towards fleet replacements. The existing PGT funding contributes to

65% of annual fleet requirements therefore leaving a funding gap of \$6.5M (\$3.5M for fleet replacements plus an additional \$3M for all other capital requirements).

The proposed capital reserve strategy recommends that this \$6.5M gap be addressed over a three year period by way of an incremental increase in the Commission budget to provide for a transfer to capital reserve. The total budget impact from the proposed reserve strategy is an annual incremental Regional budget increase of 0.53% each year for 3 years. The proposed strategy ensures appropriate funding for annual fleet replacements by 2025, with all capital requirements being met by 2030 (See Appendix 3).

The reserve strategy also proposes that as growth occurs, that future annual transfers to reserve are adjusted accordingly. The increased fleet to meet future service growth is phased in over 5 years beginning in 2026 and is estimated at \$15M. The total proposed capital investment including the \$5M in 2024 to reduce contracted services will require an additional \$1.8M in annual transfers to reserve to ensure adequate funding for future vehicle replacements.

Transition Costs

The NTGS provides a range of estimated transition costs which include those costs that are related to the transition team plus other one time and incremental costs necessary for transit consolidation. Key activities include the legal establishment of the Commission, development of initial strategic and branding plans, development of transfer agreements, and performance monitoring. These one-time costs have been estimated at a total of \$3.85M to \$4.96M over the course of 4 years from 2021 through 2024.

Currently the transition costs are anticipated to be funded through a combination of existing budgets previously established for NRT as well as Provincial/ Federal transit funding programs. The Ministry of Transportation supports Niagara to regionalize transit with improvements to service integration and harmonizing concessions. Phase 3 of the Federal and Provincial Safe Restart Agreement (SRA) funding supports the transformation of transit structures/governance between neighboring municipal governments and allows for funding to mitigate up to 50% of one time transition costs. The Region will continue to advocate to the Province to provide additional funding mechanisms in the case that SRA Phase 3 will not provide sufficient funds after local transit budget expenditures are used for current operating.

Commission Common Fare Strategy

Currently local transit fares are \$3.00 while Regional trips require \$6.00 to gain access to local connections. The total impact of moving to a single \$3.00 fare to ride across Niagara is estimated at \$2.6M or 0.6% increase to the Regional budget. The existing revenue sharing-agreements between NRT and Local operators, flow 45% of all NRT fare revenue to local operators therefore resulting in a proportionately larger impact in the service hour based Special Levy allocation.

Table 2 - Revenue Impact - Common Fare Strategy

Common Fare Strategy Revenue Impact	Transit Operator Impact	\$ impact
Cash/Pass Revenue Share Agreement (55% Regional/ 45% Local)	Regional Impact	(\$0.08)
	Local Impact	(\$0.63)
U-Pass Agreement Local Tap Rate Agreement	Local Impact	(\$1.88)
Total Estimated Revenue Loss from Single Fare		(\$2.59)
Regional Budget Impact		0.6%

Prior to COVID-19, the Niagara College U-Pass agreement contained a per student ridership 'tap' rate of \$0.75 to ride on local transit. The common fare strategy and transit consolidation may eliminate this incremental revenue, however future Niagara College U-Pass agreements would be structured similarly to existing agreements between St. Catharines and Brock University Students' Union, ensuring that incremental transit service driven by student demand does not impact the taxpayer.

Special Levy - Municipal Act Section 326 Special Services

The establishment of a Special Levy, as defined in the Municipal Act for Special Services (section 326 (2) (b)) states "service or activity being provided or undertaken at different levels or in a different manner in different part of the municipality".

Table 3 - Criteria for Special Levy Establishment

12 special levies requires 12 service levels		
	2023	2033
Service Hours per Household	All different	Few different –Service Strategy outcomes influence long term “service level” and may not maintain a different service level across all municipalities as currently exists.
Service Hours per Capita	Most different	
Frequency of Service	Few different	
Type of Service: Conventional, On-Demand, Specialized, Blend	Few different	

The ability to maintain 12 special levies should be monitored annually as part of service strategy and consideration given to fewer levies as service levels become aligned.

Transit Consolidation 2023 Financial Impact

The estimated municipal apportionment for each of the 12 Special Levies is represented in Appendix 4 for both the operating budget of \$46.4 M and the first year of the capital replacement strategy of \$2.2M. Current and projected cost portions have been aggregated by type of service, with conventional service municipalities representing St. Catharines, Niagara Falls and Welland, while all remaining municipalities are considered alternative services. Currently conventional transit municipalities represent 77% of all transit costs, under the recommended financial strategy these municipalities will be apportioned 74% of the total consolidated transit operating budget and 85% of capital.

Board Composition

The GSC has recommended a revised governance structure that would establish a transitional Commission Board for a minimum three-year period comprised of fifteen (15) elected officials.

A transitional Commission Board reflects two core principles and areas of LAM feedback on the NTGS model:

-
- the need for more frequent and direct representation for all municipalities;
 - [while] maintaining representation for larger municipalities proportional to their ridership and financial contributions.

This transitional Commission Board will be reviewed after three (3) years by a third-party to ensure that the composition, size, and share of representation has resulted in an effective governing body that is achieving the strategic objectives of the Commission.

This review will consider options including maintaining the transitional fifteen (15) member structure, other fully elected boards with a smaller number of total representatives, and hybrid board structures that include public skills-based members in line with the recommendation of the NTGS. The GSC maintains the position that the establishment of a hybrid governing model remains a preferred outcome for the future permanent Board structure and should be strongly considered during the Year 3 review.

The key features of the recommended transitional model are as follows:

- A fifteen (15) member transitional Commission Board comprised exclusively of elected representatives, with the City of St. Catharines receiving three (3), the City of Niagara Falls receiving two (2), and each of the other ten (10) municipalities receiving one (1) full-time representative.
 - The additional representatives for St. Catharines and Niagara Falls reflect their significantly greater share of transit ridership in Niagara.
- Municipal representatives for the Commission Board will be recommended to Regional Council by each local Council, and can be either Regional or Municipal Councillors. While local Councils will be asked to forward recommendations for nomination to the Board, final responsibility and authority for appointing members to the Board will rest with Regional Council, as the Commission will be an agency of the Region. This appointment responsibility resting with Regional Council ensures the Region, solely responsible for the funding of the Commission, retains necessary control in line with Public Sector Accounting Board (PSAB) principles.
- The role and membership of the supporting Advisory Board will be expanded to balance the fully elected official transitional Commission board. Meeting frequency will be increased to quarterly from semi-annually, and stakeholders representing the perspectives of disability, youth, and seniors representatives will

be added. The Advisory Board provides non-binding advice and recommendations to the Commission Board.

- The transitional Commission Board will have responsibility for appointing representatives to the Advisory Board.
- Similar to representatives for the transitional Commission Board, local Councils will be asked to forward recommendations for the twelve (12) resident member positions.
- The transitional Commission Board will report directly to Regional Council, which will have responsibility for approving the annual budget for the Commission.

Figure 2 - GSC Recommended Board Structure

Transitional Transit Commission Board	Advisory Board
<p>(15) Total Elected Official Representatives</p> <ul style="list-style-type: none"> • (3) St. Catharines • (2) Niagara Falls • (1) Fort Erie • (1) Grimsby • (1) Lincoln • (1) Niagara-on-the-Lake • (1) Pelham • (1) Port Colborne • (1) Thorold • (1) Wainfleet • (1) Welland • (1) West Lincoln 	<p>(20) Total Public Stakeholder Representatives</p> <ul style="list-style-type: none"> • (12) Niagara Residents (one per Municipality) • (2) Members representing Accessibility Advisory Committees or other Accessibility Stakeholders • (2) Post-Secondary Representatives (1 student union representative from Brock University and Niagara College) • (1) Member representing Niagara Chambers of Commerce • (1) Senior Issues Stakeholder • (1) Youth Issues Stakeholder • (1) Transit Commission General Manager (ex-Officio)

Transitional Transit Commission Board	Advisory Board
<i>Members recommended by local Councils, appointed by Regional Council.</i>	<i>Resident members recommended by local Councils, all members appointed by the Transit Commission Board.</i>

The move from the NTGS recommended nine (9) member hybrid board to a 15-member board directly responds to LAM feedback from 'Phase 1' consultation to achieve greater representation for smaller LAM municipalities. All Niagara LAMs will full-time representation on the transitional Commission Board and an opportunity to influence the establishment of the Commission and its initial operation directly. This influence is further supplemented at Regional Council, where Regional Councillors will provide direction to the Commission through the annual budget process.

Niagara Service Standards Strategy

The third area of common LAM feedback related the future levels of service to be delivered by the Commission – both in terms of ensuring the existing levels of service in their communities was maintained as a minimum, and how future enhancements would be planned and funded.

The ***Niagara Service Standards Strategy***, provided as Appendix 5, outlines a three-phased approach to the standardization and enhancement of transit service:

- **Phase 1** – Years 1 & 2 – Standard Operating Hours Across Niagara
- **Phase 2** – Year 3 – Combine Specialized and Demand Responsive Services
- **Phase 3** – Years 4 & 5 – Network Review and Growth

The strategy takes the approach of establishing a series of common operational standards such as hours of operation, service frequency, and service coverage that the Commission will seek to meet through incremental service improvements in the first few years of operation. A comprehensive Network Service Review and plan is considered for Phase 3, the timing of which will allow for the Commission to properly assess its needs after the assumption of operation and at which time the impacts on transit ridership from COVID-19 will be better understood.

This strategy is intended to act as an initial guideline for the Commission, demonstrating the types of services and improvements that could be implemented in the future. Within

the strategy, changes to service levels are examined through the perspective of each community to indicate the types of enhancements that they can expect to see as the service standards are achieved.

The Commission and its Board, through its own planning studies (i.e. Network Service Review discussed in Phase 3), approvals, and budgets will make the final decisions about what service improvements will be provided.

Strategy Comparison

The financial strategy, revised board composition model, and service standards strategy recommended by the GSC significant updates to directly address the input received from LAMs. Below provides a summary comparison of the original NTGS and financial model and the revised strategies recommend by the GSC.

Table 4 – Original NTGS and Updated GSC Recommendation Comparison

Strategy	NTGS and Original Financial Recommendation	GSC Recommendation
Financial	<ul style="list-style-type: none"> • Single Regional Levy. • Costs distributed to the LAMs based on Regional property assessment. 	<ul style="list-style-type: none"> • Twelve (12) Special Levies. • Regional transit costs will be allocated to Special Levy based on local share of Regional assessment. • Local transit costs will be allocated to Special Levy based on local service hours.
Board Composition	<ul style="list-style-type: none"> • Nine (9) member hybrid board. • Two (2) rotating representatives for smaller LAMs. 	<ul style="list-style-type: none"> • Fifteen (15) member board comprised of elected official representatives. • Full-time representation for smaller LAMs.

Strategy	NTGS and Original Financial Recommendation	GSC Recommendation
Service Standards	<ul style="list-style-type: none"> • NTGS growth projections from Future State assessment. • Network Service Review prior to service launch 	<ul style="list-style-type: none"> • Niagara wide service standards • Short-term Phase 1 and Phase 2 enhancements precede a Phase 3 Network Service Review

Appendix 6 connects these revised strategies back to the feedback received from each LAM, as well as additional areas of feedback that were identified outside the major themes.

Next Steps and 2021 Workplan

The GSC has recommended that a second round of LAM consultation be undertaken to present the revised strategies contained in this report, confirm issues have been addressed, and gather any additional feedback before proceeding to triple majority.

Adoption of the recommendation of this report will initiate this consultation process, which is anticipated to occur over the summer of 2021. The Regional project team will work with the CAO, Mayor, and Clerk in each municipality to provide the level of support required as each Council develops their feedback and input.

Figure 3 - 2021 Governance Workplan



For clarity, adoption of this report and its consideration by the LAMs during the second round of consultation will not represent the triple-majority approval process.

Rather, input received through the second consultation period will be reflected in the final proposal advanced as part of triple-majority approval, anticipated to commence in early Fall 2021.

Based on reflection of any second round feedback by the LAMs, the triple-majority approval process will begin with the consideration of a final report by LNTC, anticipated for September 29, 2021. This would then be followed by a Regional Committee of the Whole or Special Council meeting in mid-October. At that meeting, Regional Council will be asked to formally adopt the by-law initiating triple-majority, which will then be forwarded to each LAM for consideration through the remainder of Q4 2021. Triple majority support consists of:

- a majority of all votes on upper-tier council [Regional Council];
- a majority of all the lower-tier [LAM] councils passing resolutions consenting to the by-law;
- the total number of electors in the lower-tier [LAM] municipalities that have passed resolutions consenting to the by-law form a majority of the electors in the upper-tier municipality

Should triple-majority be achieved, a one-year period would be required to establish the Commission and prepare for the assumption of day-to-day operations on approximately January 1, 2023. This transition is outlined in the NTGS.

Communications and Engagement

A communications strategy has been developed to support this workplan, and will be undertaken to further education, awareness and engagement on the move towards a region-wide single transit system. The primary objectives of this communication strategy are:

- Provide councils with confidence that residents had the opportunity to understand the recommendations and provide their comments;
- Provide transit stakeholders and supporters with the information and resources they need to engage in the conversation about consolidated transit for Niagara; and
- Support the consideration of the triple majority vote to establish a new transit model for Niagara.

The strategy incorporates outreach to a wide variety of stakeholders across Niagara, including both groups who have been part of previous governance consultation programs, as well as additional stakeholders who have been identified by the GSC. These will include:

- **Niagara Residents** - Transit users in municipalities that have both existing traditional transit service and that do not have regular, frequent traditional service; residents in areas with no service; and residents who currently do not use public transit; and
- **Transit stakeholders and supporters** - Regional and local councillors; Chambers of Commerce and other Niagara business/employment groups; post-secondary institutions and student unions; and social services and other community non-profit organizations.

The strategy will support both the municipal review and feedback period over the summer as well as the eventual triple-majority approval process and as such, is anticipated to commence in mid-July and run through Fall 2021. The strategy will feature the development of a dedicated project website, public feedback surveys, a communications toolkit, social and print media, and a comprehensive series of stakeholder consultation sessions.

Alternatives Reviewed

Financial Strategy

The GSC reviewed and considered a total of eleven (11) different alternative Special Levy financial models in addition to the single General Levy originally proposed; nine (9) options developed twelve (12) unique regional Special Levy tax rates and two (2) options developed two (2) regional Special Levy tax rates. Models were based on a variety of combinations of allocations using per-capita, per-household, service hours and assessment.

The GSC was guided in its evaluation by the series of principles and objects previously described in Table 1. These criteria were developed to directly reflect and address the feedback received from the LAMs during the first round of consultation.

The financial strategy outlined in this report represents the consensus recommendation of the GSC.

Board Composition

Development of the GSC recommended board composition began with a review of the Phase 1 feedback relative to the original recommendations of the NTGS. A series of alternative compositions were developed, including those that maintained a smaller total board size; that included public members to retain a hybrid model; that grouped smaller LAMs into rotating seats on the basis of geography, financial contribution, or ridership; and that maintained a single seat for larger LAMs.

These models were ultimately rejected as they did not sufficiently address the feedback received from the LAMs or the principles established by the GSC of enhanced representation for smaller LAMs, while maintaining a proportional level of representation for larger LAMs. In particular, the GSC supported moving to a fully elected official model with a larger total size and away from the smaller hybrid model recommended by the NTGS to achieve the principle of representation for all LAMs.

Niagara Service Standards Strategy

The Niagara Service Standards Strategy places the undertaking of a comprehensive network review in Phase 3, approximately 4-5 years after the launch of the Commission. Alternative consideration was given to an earlier undertaking of this review, either prior to the launch of the Commission as recommended by the NTGS transition plan, or in Phase 1 or 2.

This approach was not recommended as:

- the enhancements recommended in Phase 1 and 2 are known or required improvements that should precede and be reflected in the network review;
- a one (1) to three (3) year 'steady-state' period prior to major expansions or growth enhancements will allow the Commission to establish a new baseline for consolidated operations, one that will further reflect a post-pandemic transit ridership environment;
- decisions regarding major strategic priorities and initiatives, including the required financial and resources investments, should be reserved for and made by the Commission itself, rather than determined during the approval-to-consolidate stage; and

-
- Initiating pre-launch review would require committing financial and staff resources in advance of achieving triple-majority authority to consolidate.

Relationship to Council Strategic Priorities

The proposed consolidation of transit services across Niagara into a consolidated transit entity directly aligns with the Council Strategic Priority: Responsible Growth and Infrastructure Planning (Objective 3.1) through advancing regional transit and facilitating the movement of people and goods.

Other Pertinent Reports

LNTC-C 2-2021	Niagara Transit Governance – Governance Setting Committee Update
LNTC-C 1-2021	Niagara Transit Governance – Detailed Phase 1 Consultation Summary
LNTC-C 6-2020	Councillor Information Request – Niagara Transit Governance – Local Area Municipality Engagement
LNTC-C 4-2020	Niagara Region Transit Governance Study
CAO 8-2017	Niagara Region's Transit Service Delivery and Governance Strategy
LNTC-C 21-2018	Inter-Municipal Transit (IMT) Service Implementation Strategy

Prepared by:

Scott Fraser, P.Eng.
Transportation Lead
GO Implementation Office

Recommended by:

Bruce Zvaniga, P.Eng.
Commissioner of Public Works (Interim)
Public Works Department

Submitted by:

Ron Tripp, P.Eng.
Acting Chief Administrative Officer

This report was prepared in significant consultation with Heather Talbot, Financial & Special Projects Consultant – Financial Management and Planning; the Governance Steering Committee comprised of the CAOs from all thirteen (13) municipalities across Niagara; and reviewed by; Matt Robinson, Director, GO Implementation Office; Helen Chamberlain, Director, Financial Management & Planning/Deputy Treasurer; Todd Harrison, Commissioner of Corporate Services/Treasurer.

Appendices

Appendix 1	Annual Special Levy Strategy
Appendix 2	Service Standards and Growth Strategy
Appendix 3	Capital Replacement and Reserve Strategy
Appendix 4	Year 1 2023 Transit Consolidation 12 Special Levy
Appendix 5	Niagara Service Strategy
Appendix 6	Local Area Municipality Feedback Response Tracker

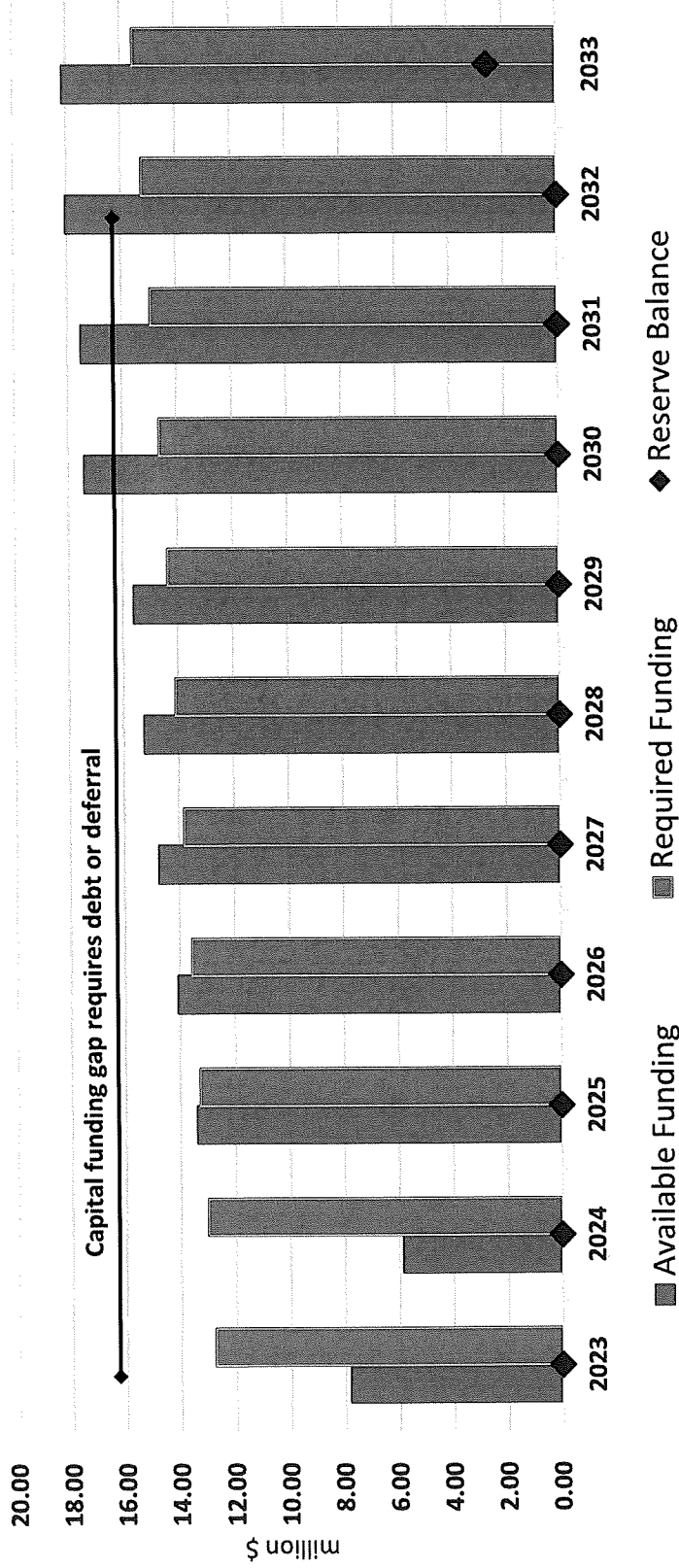
Regional Budget Increase¹				
	2023	2024	2025	Total
<u>Net Operating Expenditures</u>				
Base Budget (Inflation)		0.2%	0.2%	0.4%
LOCAL TRANSIT SERVICE UPLOAD (incl. inflation between 2020 & 2023, debt servicing)	7.2%			7.2%
Provincial Gas Tax (PGT)	0.1%	0.1%	0.1%	0.3%
On-Demand/Specialized Services	0.0%	0.0%	0.2%	0.2%
Service Standardization	0.0%	0.3%	1.0%	1.3%
Growth Operating @ Conservative	0.0%	0.0%	0.0%	1.0%
<u>Capital Expenditures</u>				
Capital Growth	0.0%	0.0%	0.0%	0.0%
Transit DC Growth	0.0%	0.0%	0.0%	0.0%
Capital Reserve Strategy	0.5%	0.5%	0.5%	1.6%
On-Demand/Specialized In-house Fleet	0.0%	1.2%	-1.2%	0.0%
New/Growth Reserve Funds	0.0%	0.1%	0.0%	0.1%
Sub Total	7.8%	2.5%	0.8%	11.1%
<u>Other Financial Impacts</u>				
Transition Costs	0.0%	0.0%	0.0%	0.0%
Commission Common Fare Strategy	0.0%	0.0%	0.6%	0.6%
Total Consolidated Transit Impact	7.8%	2.5%	1.4%	11.7%
Net Residential Impact	0.6%	2.5%	1.4%	4.5%

Net Operating Projections ¹

	2020	2023	2025	2025
	% of Service Hours	Year 1 Upload (M\$)	% of Service Hours	Phase 1 Service Standards (M\$)
St. Catharines	44%	17.3	41%	19.4
Niagara Falls	30%	12.3	28%	14.1
Welland	11%	4.7	12%	6.0
NOTL	2%	2.0	3%	2.7
Port Colborne	2%	1.0	2%	1.4
Pelham	1%	1.1	2%	1.4
Thorold	3%	1.7	3%	1.9
Fort Erie	5%	2.5	5%	3.0
Grimsby	1%	1.7	2%	2.1
Lincoln	1%	1.4	2%	1.8
West Lincoln	0%	0.5	0%	0.6
Wainfleet	0%	0.3	0%	0.3
Total	100%	46.4	100%	54.7
Regional Budget increase		7.3%		2.1%
Conventional	85%	74%	82%	72%
Alternative	15%	26%	18%	28%

1. Estimates based on 2020 budgets adjustments may be necessary prior to 2023 to reflect most recent financials

**Capital Replacement
Including Capital Reserve Strategy**



LNTC-C-3-2021

Appendix 4 - Year 1 2023 Transit Consolidation 12 Special Levy

June 30, 2021

Original Strategy		Baseline				12 Special Levy			
		2020 Net Transit Budget				2023 Operating Budget Projection			
General Levy		Local Portion	Regional Portion	Total	% of Service Hours	Local Portion	Regional Portion	Total	2023 Capital Strategy (Yr1)
12.0	St. Catharines ⁴	13.1	4.2	17.3	44%	12.9	4.4	17.3	0.9
9.8	Niagara Falls ⁴	8.6	3.5	12.1	30%	8.7	3.6	12.3	0.6
3.8	Welland ^{2,4}	3.1	1.4	4.4	11%	3.3	1.4	4.7	0.2
4.0	NOTL ³	0.4	1.4	1.8	2%	0.5	1.5	2.0	0.0
1.5	Port Colborne ³	0.3	0.5	0.8	2%	0.5	0.5	1.0	0.0
2.0	Pelham ³	0.2	0.7	0.9	1%	0.4	0.7	1.1	0.0
1.9	Thorold	0.6	0.7	1.3	3%	1.0	0.7	1.7	0.1
2.9	Fort Erie ³	1.1	1.0	2.1	5%	1.4	1.1	2.5	0.1
3.5	Grimsby ³	0.3	1.2	1.5	1%	0.4	1.3	1.7	0.0
2.8	Lincoln ³	0.2	1.0	1.2	1%	0.4	1.0	1.4	0.0
1.5	West Lincoln	0.0	0.5	0.5	0%	0.0	0.5	0.5	0.0
0.7	Wainfleet	0.0	0.2	0.2	0%	0.0	0.3	0.3	0.0
46.4	Total	27.8	16.4	44.2	100%	29.4	17.1	46.4	2.2
Incremental Regional Levy to be offset at Municipal level									
7.3%									
0.5%									
55%	Conventional	89%	55%	77%	85%	85%	55%	74%	85%
45%	Alternative	11%	45%	23%	15%	15%	45%	26%	15%

1. 2023 Net Operating costs are based on inflationary adjustment for all other LAMS + removal of \$0.3M in PGT used for Operating expenditures
2. Welland Local Transit Cost above is different than transit costs reported in Welland tax levy as the City recovers 15% corporate overhead in its charge to Region for NRT services included in the Regional tax levy; these costs would not be uploaded at time of consolidation.
3. On-Demand/Local Transit investment increasing between 2020 and 2023
4. Transit expenditures include debt payments

**MOVING
TRANSIT
FORWARD**

NIAGARA SERVICE STANDARDS STRATEGY

LNTC-C 3-2021
APPENDIX 5
JUNE 30, 2021

TRANSIT IN NIAGARA TODAY

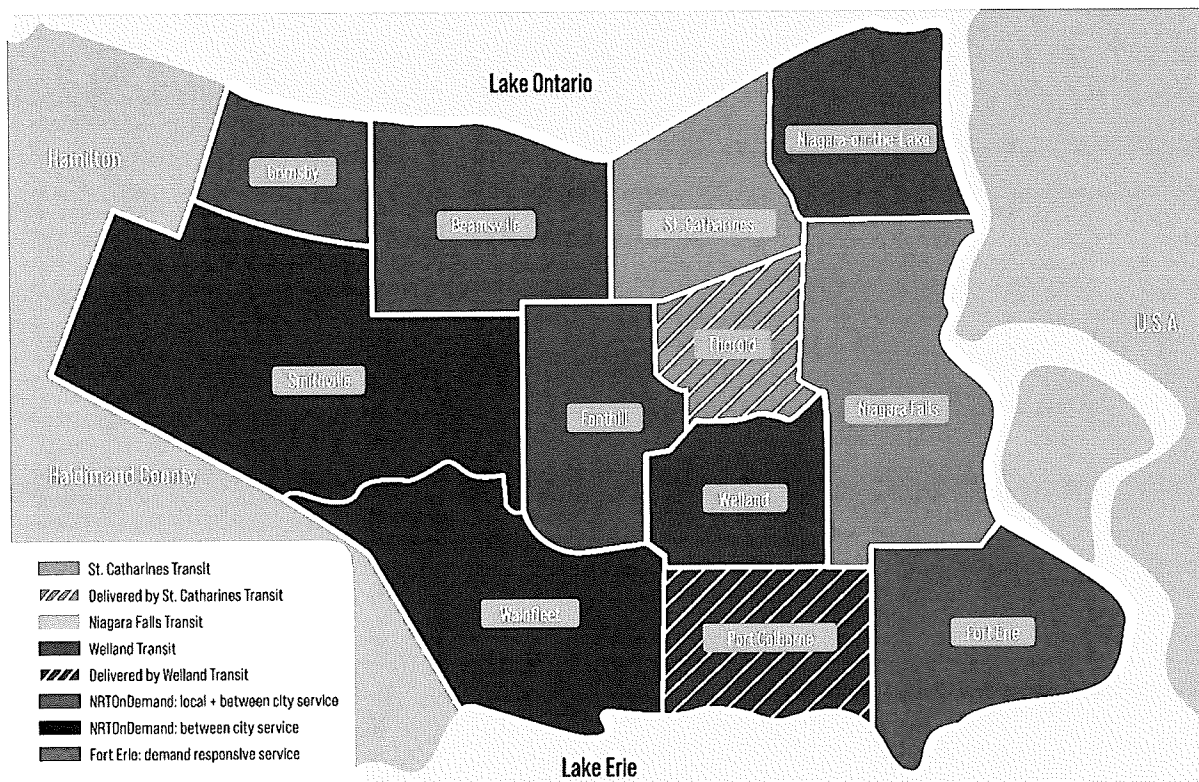
SECTION 1

THE STARTING POINT

Effective public transit is about providing the connections and mobility required for residents to access and enjoy the employment, recreational, and institutional benefits that Niagara has to offer. It's about connecting a student from their home to school, supporting an employee taking a new job in a different town, or ensuring a senior can access the medical services they require.

Today, transit in Niagara is delivered through a mix of services and by different levels of government and transit agencies. Niagara Region is responsible for delivering trips between cities (referred to as inter-municipal service) through Niagara Region Transit (NRT) and has recently launched the Niagara Region Transit On-Demand (NRT OnDemand) pilot program to provide a new approach to transit in smaller communities. Larger cities like St. Catharines, Niagara Falls and Welland have their own local transit services that primarily use large buses on regular (or fixed) routes, where some smaller towns and cities have only recently introduced transit service.

Figure 1 - Transit in Niagara Today (2021)



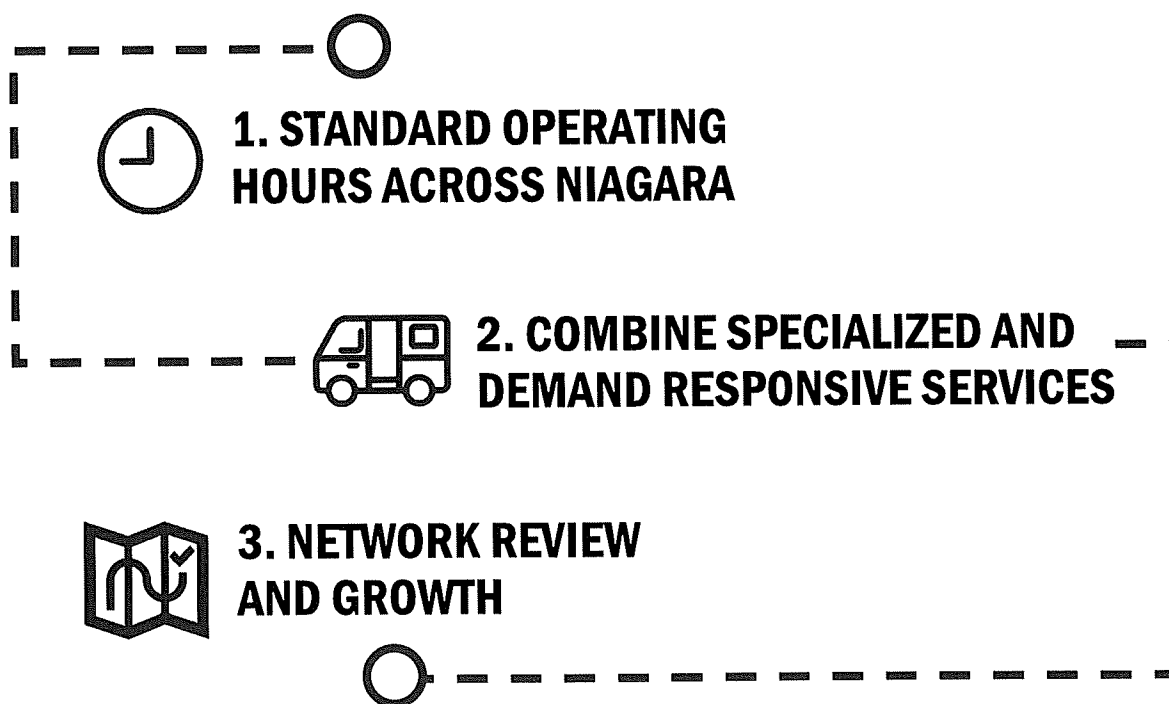
Significant work has been done in recent years make these systems integrate better together for the benefit of the riders. For example, the Intermunicipal Transit Working Group (IMTWG) was responsible for coordinating how Niagara's transit systems responded collectively and collaboratively to the COVID-19 pandemic and has worked to ensure that common technologies are used across Niagara.

Integrating into one transit system serving all of Niagara represents an opportunity to take these efforts even further – combining resources to deliver more and better service, providing easier connections between towns and cities, and effectively integrating with expanded GO Train service. For this reason, work has been completed to outline how this integration could take place – arriving at a recommendation that a single transit Commission be established that serves all of Niagara's public transit needs.

THE PLAN

The purpose of this service strategy is to outline how transit in Niagara could be enhanced, should the combination of the existing transit services take place.

This strategy considers three phases of improvements – in the short-term (Phase 1), a move to one set of consistent operating hours to ensure all residents in Niagara have the same level of availability of transit in their community and the ability to make consistent connections across Niagara. Phase 2 would follow, combining specialized transit (otherwise known as accessible or Para-transit) with other existing demand-responsive services. Lastly, in Phase 3, undertaking a detailed network review study that would look for future opportunities to expand and enhance Niagara's transit footprint and significantly grow ridership in the long-term.



The roadmap and standards in this strategy will be a guideline for the future Commission, demonstrating the types of services and improvements that could be implemented in the future.

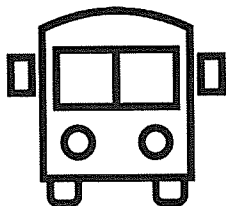
The Commission and its Board, through its own planning studies (such as the network review discussed in Phase 3), approvals and budgets, will make the final decisions about what service improvements will be provided.

The new transit Commission will also evaluate the performance of its services on a continual basis – starting right from its creation and in parallel with this strategy. At a minimum, there will be an annual performance review of required changes and service enhancements, which may include evaluation of route performance, ridership, new housing/commercial development, customer feedback, and opportunities to implement existing expansion priorities such as those identified in municipal transit and transportation master plans.

TYPES OF TRANSIT

Effective transit comes in many different forms, from large buses meant to move many people at once, through to smaller vehicles that connect residents in previously underserved communities. The right type of transit for a particular community is tailored to its needs: the demand or ridership anticipated and the density or character of the neighbourhood.

This strategy and the standards discussed are organized into two primary types of transit:



Conventional Transit

This is the image that comes to mind when most people think about transit - a large bus (35' or bigger) that stops at the corner, that comes by on a regular schedule, and that connects residential, employment and institutional areas with each other. It is most common in larger cities such as St. Catharines, Niagara Falls, and Welland.



Alternative Transit

Where conventional services aren't the right fit – because of lower demand or ridership, the need to service larger geographic areas, or to meet the demands of residents with enhanced mobility needs – alternative forms of transit are better suited to address these influences for particular communities. Alternative transit is subdivided into three types:

- **Community Bus** – which operates smaller vehicles on a fixed route within a single community or town to provide local access to places such as seniors' apartments, medical facilities, community centres and shopping centres.

- **Demand Responsive Transit** – otherwise known as on-demand transit or micro-transit where vehicles alter their routes each trip based on passenger demand without using a fixed route or timetabled schedule.
- **Specialized Transit** – or Paratransit service, focused on assisting persons with mobility challenges, providing transportation from accessible door to accessible door, and using vehicles with features such as lifts and accessible seating. Vehicles alter their trips based on demand, rather than operating on a standard route or schedule.

SERVICE STANDARDS

SECTION 2

What is a Service Standard?

Service standards provide a consistent and fair way to evaluate both existing and proposed transit services. Standards work by establishing common thresholds for factors such as what the distance to the closest bus stop should be, what hours transit will operate, how frequently buses will serve each stop, and what type of service makes sense in a given community.

Service standards are intended to provide a planning, design, and decision-making framework for transit services that operate efficiently and equitably across Niagara. They provide a framework for how to best serve transit riders' diverse travel needs, while balancing budgetary and resource limits.

The standards proposed in this plan are intended to be implemented in three phases. Phase 1 and Phase 2 are focused on standardizing the current service across Niagara so that all residents have consistent access to transit. Phase 3 then looks for opportunities to enhance and grow service – once a common and integrated level of service across Niagara has been established. Notwithstanding the above sequencing, during Phase 1 and 2 shorter term expansion and enhance opportunities, especially those already identified in documents such as municipal Transportation Master Plans, will be considered as part of the annual service review that the Commission will undertake.

Service Coverage

Service coverage defines the maximum walking distance to a bus stop for urban and rural areas. The goal of locating bus stops is to balance the number of bus stops to ensure fast and reliable service, with ensuring that stops are conveniently located and within walking distance of homes and key community destinations. In Niagara, this has been defined as:

The maximum walking distance for greater than 90% of all residents within the Niagara Region is 400 metres to a bus stop.

Service coverage is most applicable to conventional services that operate on a fixed route with dedicated stops, but also applies to alternative services such as community bus and demand-responsive transit. Specialized transit operates on an enhanced principle of ensuring trips take place from “accessible door to accessible door”. This standard is comparable with those applied in other peer jurisdictions.

Phase 1 – Years 1 & 2

Standard Operating Hours Across Niagara

Each agency responsible for delivering transit in Niagara today currently sets its own hours of operation, independently balancing ridership and demand against budgetary and resource limitations in their communities.

The result is an inconsistent mix of operating hours from a region-wide perspective – transit in one community may start earlier in the morning than it does in an adjoining community, or one may offer Sunday and holiday service where another does not.

The first priority under a consolidated system will be to standardize the hours that transit operates across Niagara.

The proposed hours of operation for a consolidated system, for all types of service, are:

Monday to Saturday	6:00 AM to 12:00 AM (Midnight)
Sundays & Holidays	7:00 AM to 9:00 PM

Taking this first step will better serve residents by eliminating confusion between different hours of operation in adjacent communities and on different operating services (i.e. conventional and demand responsive), and by enhancing service hours in a number of communities. A transit rider travelling from one community to another can be confident that their connection will be operating still – and not need to check multiple schedules from different agencies.

Standardizing operating hours will also assist in delivering efficient service. For example, when planning service the Commission will not need to account for different start and end times in different communities which are presently independently determined and misaligned.

To the degree possible, standardization will occur in parallel with the assumption of operation by the Commission, but will be fully achieved over a two-year period as the Commission incrementally enhances service.

Providing an increased number of service hours will require additional investment. The operating costs to deliver this enhanced service has been accounted for in the financial strategy that parallels this Service Strategy, and is detailed in Table 3 in the Community Perspectives section of this report. Based on a review of existing service hours and fleet complement, it is expected that this enhanced service can be delivered using existing fleet resources and that no additional capital investment would be required.

Requests for Enhanced Services

There will be two opportunities for enhanced services to be provided in a municipality. Requests could be made from local Councils to the Commission for service improvements that would be included in future service planning; or through a direct 'purchase' of additional services based on a municipal contribution or rate.

One potential application would be in extended service hours beyond the standard outlined here. For example, Niagara Falls may request additional hours of service on weekends during peak tourist season or St. Catharines may request additional evening service to serve its downtown core. These requests will be evaluated by the Commission as they are received, and would be delivered subject to available resources and funding.

Phase 2 – Year 3

Combine Specialized and Demand Responsive Services

As standard operating hours are achieved, opportunities to enhance services through more efficient delivery will be explored.

The combination of specialized and demand-responsive transit into one combined service delivery model offers an opportunity to both improve the service residents receive, while more efficiently deploying the resources available to the Commission.

While these two services currently operate separately (and independently by multiple municipalities) in Niagara today, specialized and demand responsive services share many similar characteristics. They both pick-up and drop-off passengers as close to their destinations as possible rather than at dedicated stops; and both operate on flexible routing – changing their journey based on demand or new pick-up and drop-off locations along the way.

As a result, there is an opportunity to combine these services into one, removing the distinction between specialized trips and those currently provided by demand responsive transit. This combination will provide an equitable level of service for all residents in Niagara and permit a more efficient service delivery through a larger shared pool of resources and through scheduling efficiency. Ultimately, achieving a combination of these services will require further review and work to address operational requirements such as facilitating pre-booking of rides and supporting additional destinations for specialized users.

Delivering a combined specialized and demand-responsive system will require the integration of the existing services and contracts that currently deliver these trips across Niagara – encompassing both the local services that deliver trips within communities today, and the regional services that provide trips across municipal boundaries. These services are currently

delivered through a mix of direct 'in-house' delivery by the local transit agencies and by contracted services to third-parties.

The preferred approach for this integration is the assumption of existing specialized and demand responsive services and contracts by the Commission, working towards direct 'in-house' delivery of a combined service where it is deemed feasible and advantageous to do so. This approach is preferred as it gives the new Commission direct control over all resources to maximize efficiencies. Bringing this service in-house also gives the Commission control over the type of vehicles used to deliver a service that meets all passengers needs. Delivering a combined service 'in-house' will require the purchase of new vehicles to increase the available fleet and meet demand. The financial strategy that parallels this report incorporates this requirement by initiating a capital reserve strategy to fund new fleet acquisition.

Phase 3 – Years 4 & 5

Network Service Review

The new transit Commission will also conduct a comprehensive network review every 5-10 years. This review includes a review of the entire network structure and route performance. The first review is planned to occur after standard hours of operation are implemented, and all demand responsive and specialized improvements are made.

These two changes need to be made before any other major service enhancements are considered. Notwithstanding, as part of the Commission's annual review, minor modifications to service will certainly be considered where necessary.

The Commission will also evaluate routes that may be required to service new developments, such as a GO Train station. All other enhancements, including those identified in LAM Transportation Master Plans, will be part of a comprehensive network review that will examine service across the region as a whole. Improving service frequency based on route performance guidelines will be the focal point of this review. Tables 1 and 2 illustrate service frequency and route performance guidelines that would be considered as part of this review.

Table 1 – Service Frequency

Operating Period	Conventional (minimum frequency in minutes)	Demand Responsive** (maximum wait time in minutes)
Weekday Peak	30	60
Weekday Base	30	60
Weekday Evening	60	60
Saturdays	30	60
Sundays	60	60
Holidays	60	60

** Maximum wait time is defined as the time from booking to pick-up

Route/service performance should be assessed on the basis of total boardings per revenue vehicle hour, which is an industry standard key performance indicator that measures the volume

of riders compared to the supply of transit service. Different classes of routes have different performance expectations and ridership potential, and the performance target values should be established separately for each route type.

Table 2 - Route Performance Guidelines (boardings per revenue vehicle hour):

Route Type	Weekday Daytime	Evening and Weekends
Conventional	15	10
Community Bus	8	6
Demand Responsive	3	2

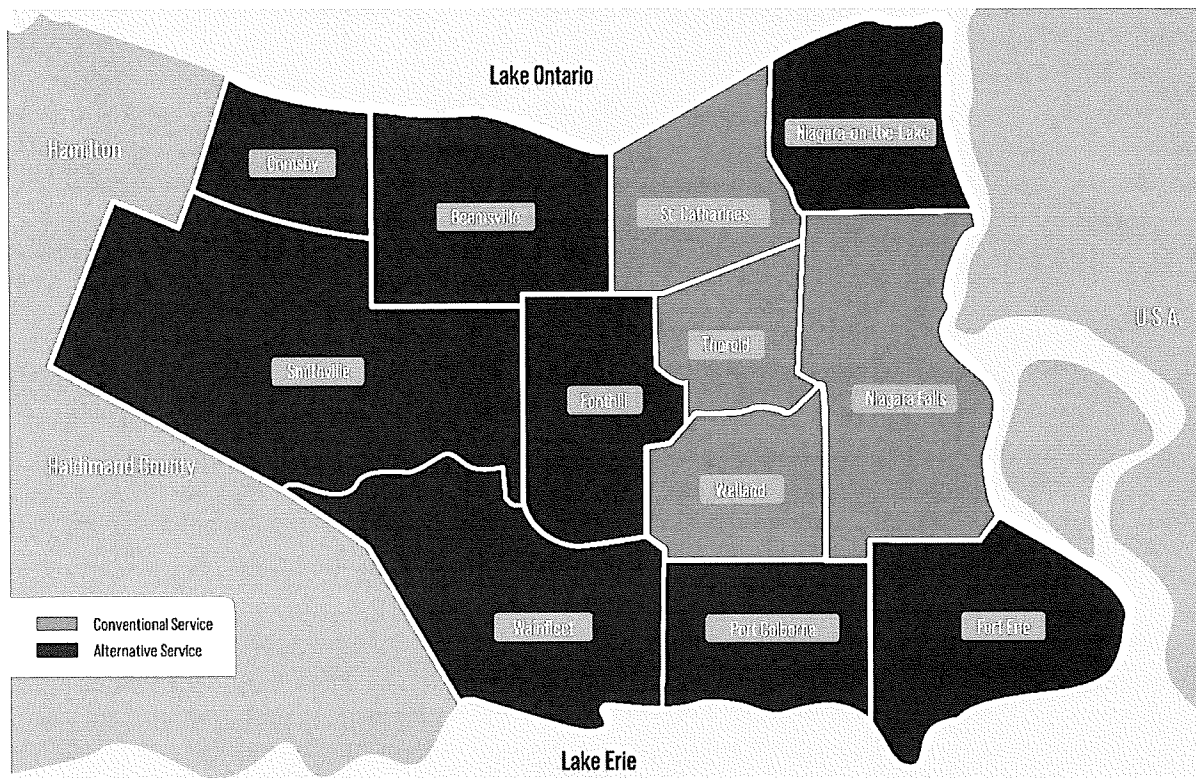
It should be noted that if boardings for demand responsive service fall below 3 and 2 respectively as shown in Table 2, it does not mean that service levels will be reduced. It means that the transit Commission's supply of vehicles on the road at that time may be too high and should be reduced.

TRANSIT IN NIAGARA TOMORROW

SECTION 3

As the recommendations of the first network review and the standards outlined in this strategy are implemented, transit in Niagara will move towards a more harmonized and integrated system under the new Commission. Conventional services will operate with common operating hours and frequency, and alternative transit services - reflecting the level of demand in smaller communities - will ensure that appropriate investments are made for transit equity in all communities.

Figure 2 - Niagara Transit (Post-Phase 3)



In this scenario, conventional services are likely to continue to be concentrated in the municipalities where they most commonly appear today: St. Catharines, Niagara Falls, Thorold, and Welland. In parallel, alternative services will be most prominent in the other eight Niagara municipalities of Fort Erie, Grimsby, Lincoln, Niagara-on-the-Lake, Pelham, Port Colborne, Wainfleet, and West Lincoln.

It should be noted that this is a generalization. For example, there are underserved neighbourhoods in Niagara Falls, St. Catharines and Thorold today that would best be connected through more consistent demand responsive transit. There will also be a continued need to

connect communities primarily with alternative services to their neighbours through conventional services as is done today through the fixed inter-municipal transit routes. Specialized transit, identified under the alternative service model, will service the whole of Niagara.

Community Perspectives

While this strategy sets forth a vision for how standards and enhancements could be applied across Niagara, many of these improvements will be most directly felt at the local community level.

This is especially true during Phase 1, where the move to common operating hours for both conventional and alternative services will directly expand the time transit is available in a number of communities as shown in Table 3 below.

The costs associated with the additional hours of service indicated in Table 3 have been considered and incorporated as part of the overall financial strategy that parallels this document. In addition to the specific operating hour enhancements detailed above, the following sections provide an overview of the changes each community could experience as the three phases of the strategy are enacted and transit growth occurs.

Table 3 - Phase 1 Operating Hour Enhancements

Municipality	Service Increase	Additional Annual Operating Hours
Fort Erie	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday and Holiday service	2,600
Grimsby	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday service and Holiday service	2,671
Lincoln	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday service and Holiday service	2,671
Niagara Falls	Conventional Transit + Two hours of additional service weekday evenings on selected routes	5,382
Niagara-on-the-Lake	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday service and Holiday service	5,536
Pelham	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday service and Holiday service	2,671
Port Colborne	Alternative Transit - Demand Responsive + Eight hours of additional service + Introduce Saturday, Sunday and Holiday service	3,744
St. Catharines	Conventional Transit + Two hours of additional service on Sunday + Six hours of additional service on each Holiday	1,709
Welland	Conventional Transit + One hour of additional service weekday evening + Two hours of additional service on Saturday + Three hours of additional service Sunday evening + Introduce Holiday service	10,006
Niagara Region	Conventional Transit – Inter-municipal Routes + Three hours of additional service weekdays and Saturday + Sunday and Holiday Service	8,112

TOWN OF FORT ERIE

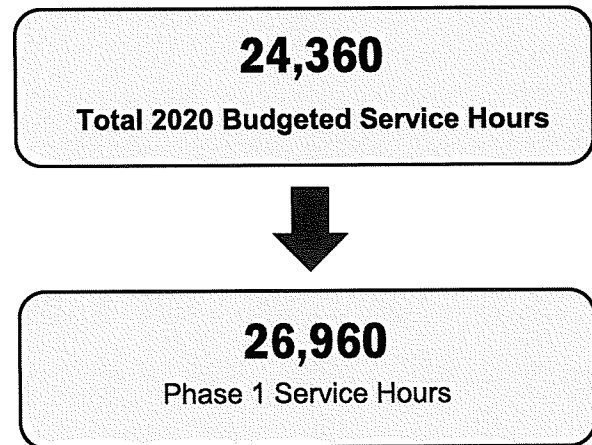
population 31,520 (2016)

alternative service delivery model

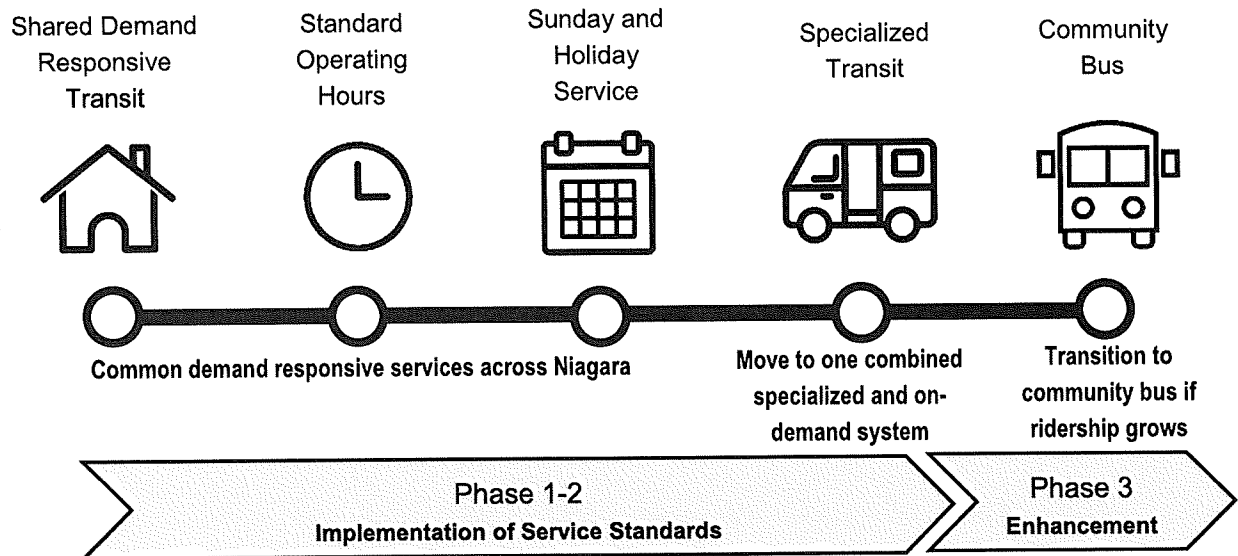
TRANSIT TODAY

Transit in Fort Erie is currently delivered through a third-party contract with Tokmakjian Inc. providing four fixed routes within the Town boundaries. In October 2021, the system will switch to a demand responsive system contracted out to a local company, Regional Limousine. Connections to the NRT Inter-Municipal service are also available.

Specialized transit services are contracted out to The BTS Network Inc., facilitating access for approved specialized users across Fort Erie.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Fort Erie, this means forthcoming demand responsive service in Fort Erie would be incorporated and the hours the service operates would be extended – adding 9pm to midnight – and include Sundays and Holidays. A move to a community bus system would be considered as transit ridership grows in Fort Erie, providing conventional service links to neighbouring communities that will continue to be a priority.

TOWN OF GRIMSBY

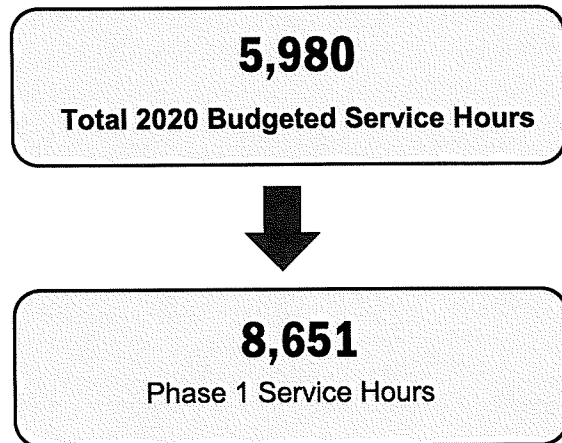
population 28,030 (2016)

alternative service delivery model

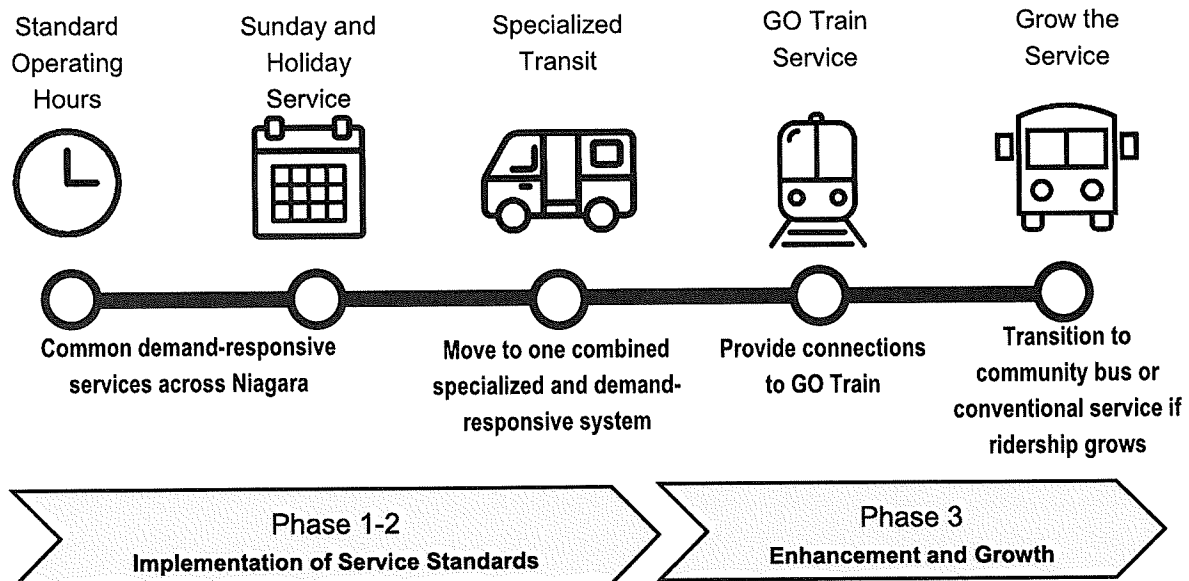
TRANSIT TODAY

The NRT On-Demand Pilot has been embraced by residents in Grimsby, with over 12,000 rides between inception in August 2020 and the end of May 2021—indicating a strong demand for transit in the community. Specialized transit services through Niagara Region's NST are provided by Niagara Region for approved clients.

Beyond municipal services – GO Transit provides connections to the GTA and other Niagara municipalities through bus service at Casablanca Blvd and future GO Train expansion.



ENHANCEMENTS



TRANSIT TOMORROW

In Phase 1 the NRT OnDemand pilot (demand-responsive transit) hours of operation will be extended to 6:00 am to 12:00 am (midnight) and include Sundays and Holidays (7:00 am – 9:00 pm). The introduction of future GO Train service will be a significant opportunity for Grimsby – which will be met with enhanced local service to ensure effective connections to and from trains. In the short-term, this may mean growing the NRT OnDemand service to keep pace with demand. In the long-term, this may mean transitioning to community bus or conventional transit services should ridership grow, and as determined by the Phase 3 network review.

TOWN OF LINCOLN

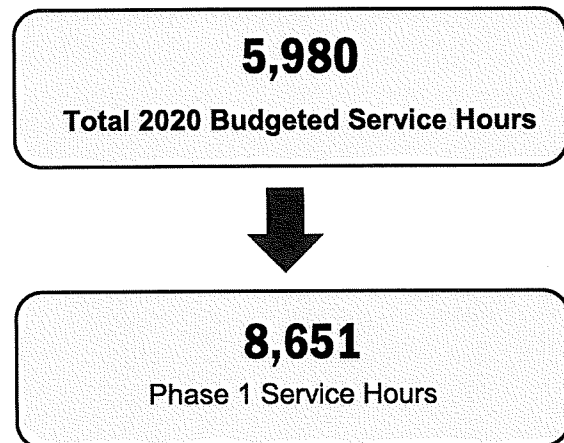
population 24,410 (2016)

alternative service delivery model

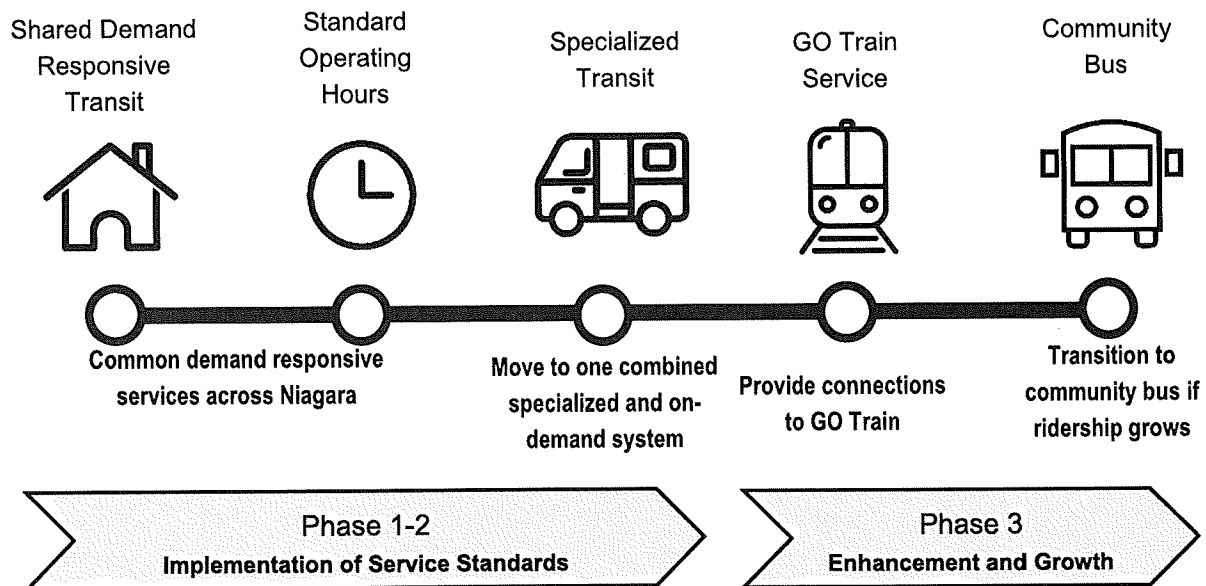
TRANSIT TODAY

Transit in Lincoln is currently delivered through NRT OnDemand, providing connections both within Lincoln as well as to key destinations across Niagara.

Specialized transit services are provided by Niagara Region through NST. Beyond municipal services, GO Transit provides connections to the GTA and other Niagara municipalities through bus service at Ontario St. and potential exists for a future GO Train station.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Lincoln, this means the hours the service operates would be extended adding 6 a.m.-7 a.m. and 10 p.m.-midnight, and include Sundays and Holidays. The introduction of future GO train service in Beamsville will be met with enhanced local service to ensure effective connections to and from trains. In the short-term, this may mean growing demand-responsive transit to keep pace with ridership. In the long-term, this may mean transitioning to community bus or conventional transit services should ridership grow, and as determined by the Phase 3 review.

CITY OF NIAGARA FALLS

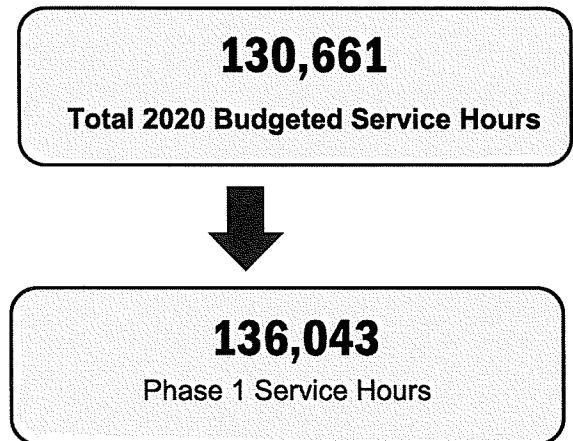
population 90,390 (2016)

conventional & alternative mix service delivery model

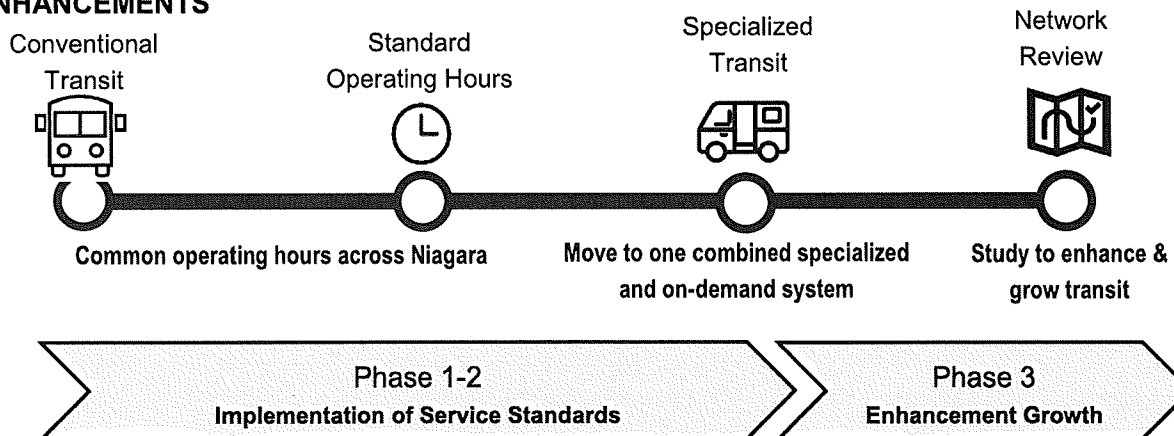
TRANSIT TODAY

Niagara Falls Transit Services plans, manages and operates fixed route transit service for locals and visitors on 25 routes. NFTS also operates four routes on behalf of Niagara Region connecting to Welland, St. Catharines, Niagara-on-the-Lake and Fort Erie.

The City of Niagara Falls' specialized transit service is provided by St. Johns Ambulance, while the Niagara Region NST service provides intermunicipal specialized service. Trans-Cab, contracted to a local taxi operator, is a demand-responsive service to under-developed areas or city neighbourhoods not able to support fixed route transit. While outside the current scope of the proposed consolidation of services, WEGO provides a tourism-focused service in partnership with the Niagara Parks Commission. GO Bus and Trains provide connections to Hamilton and the GTA.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, transit service within the City of Niagara Falls would be enhanced with expanded hours of evening service and enhanced alignment with regional connections across Niagara. Within Niagara Falls, this means the hours the service operates would be extended by adding up to two hours on all evening routes Monday to Saturday. A move to combine demand-responsive and specialized services is anticipated as part of consolidation in the near future. WEGO will continue to operate separate from the Commission, with future direction to be provided as existing contracts are renegotiated. Future increased frequency in GO Train service to Niagara Falls will require increased local service to provide connections to and from trains.

TOWN OF NIAGARA-ON-THE-LAKE

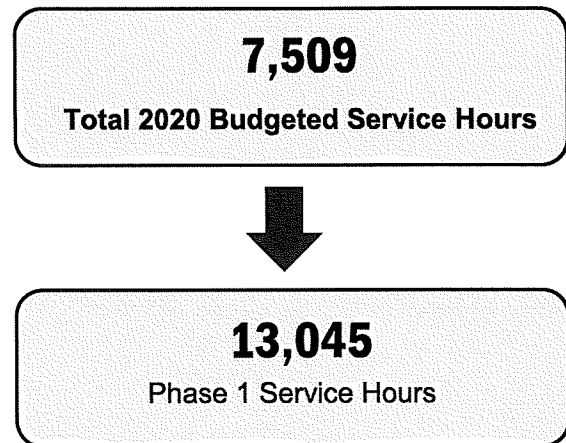
population 17,970 (2016)

alternative service delivery model

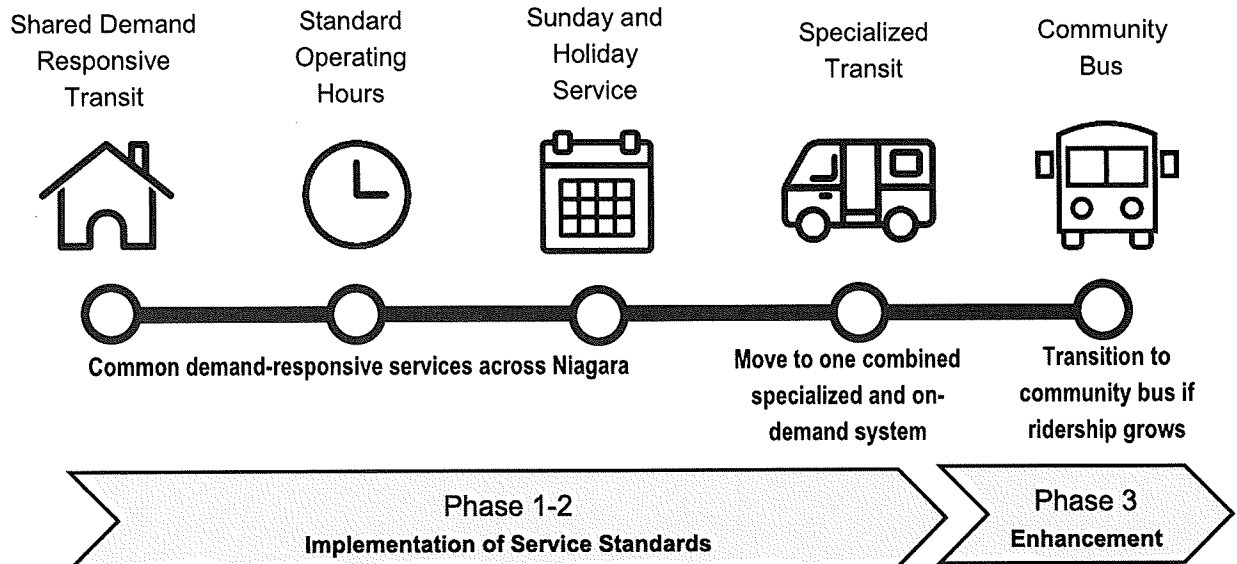
TRANSIT TODAY

Transit in the Town of Niagara-on-the-Lake is currently being delivered through the NRT OnDemand, providing connections to key destinations across Niagara. Specialized transit services are provided by Niagara Region through NST for approved clients.

While outside the current scope of the proposed consolidation of services, WEGO provides a tourism-focused service within Niagara-on-the-Lake as a partnership between the City of Niagara Falls and the Niagara Parks Commission.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Niagara-on-the-Lake, this means the hours the service operated would be extended – adding 6 a.m. - 7 a.m. and 7 p.m. - midnight – and include Sundays and Holidays. A move to a community bus or conventional system would be considered as transit ridership grows, and there is the potential to combine demand responsive and specialized services in the future. WEGO will continue to operate separate from the Commission, with future direction to be provided as existing contracts are renegotiated.

TOWN OF PELHAM

population 17,560 (2016)

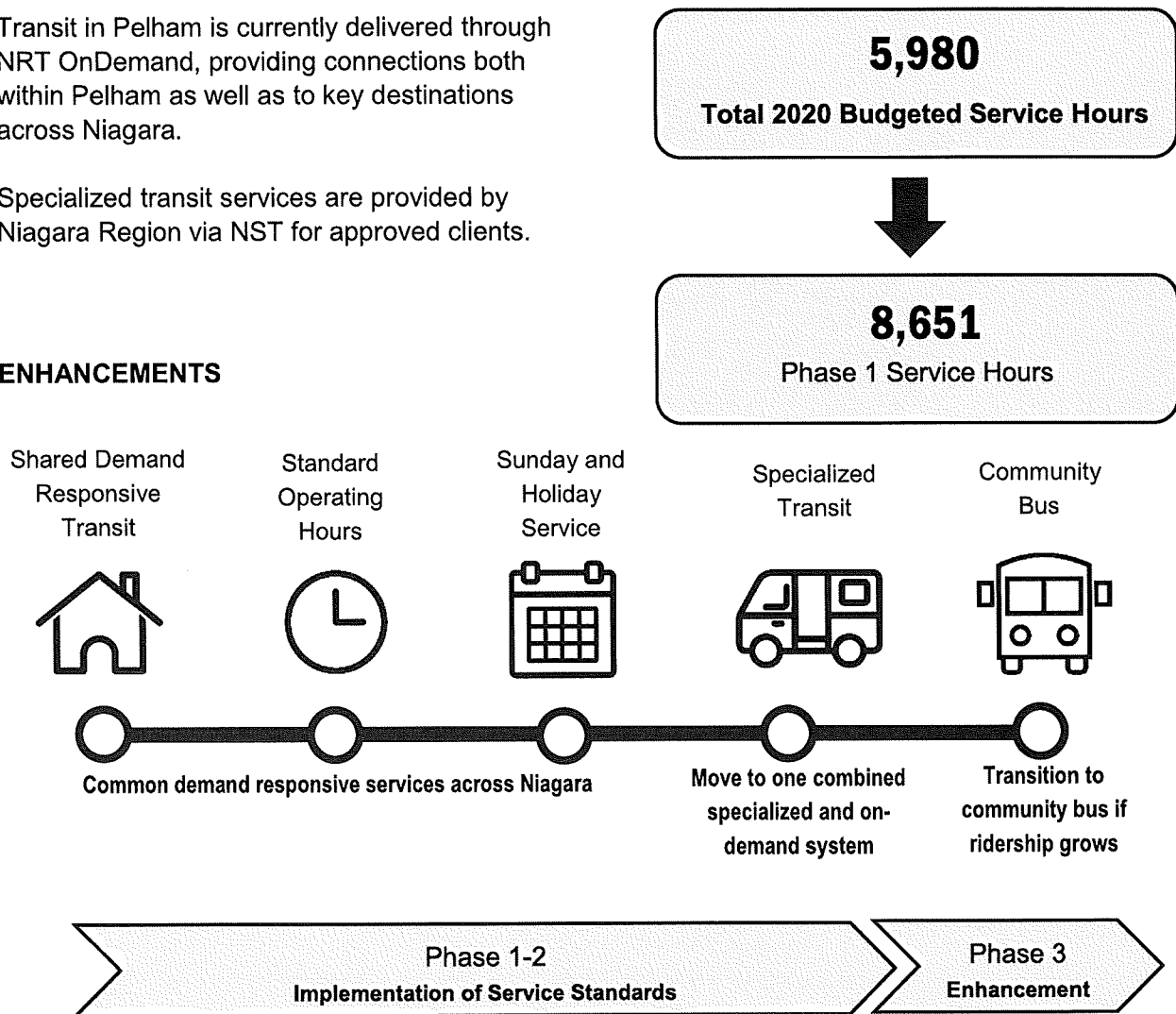
alternative service delivery model

TRANSIT TODAY

Transit in Pelham is currently delivered through NRT OnDemand, providing connections both within Pelham as well as to key destinations across Niagara.

Specialized transit services are provided by Niagara Region via NST for approved clients.

ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Pelham, this means the hours the service operates would be extended – adding 6 a.m. - 7 a.m. and 10 p.m. - midnight and include Sundays and Holidays. A move to a community bus system would be considered as transit ridership grows in Pelham, and there is the potential to combine demand responsive and specialized services in the future.

CITY OF PORT COLBORNE

population 18,790 (2016)

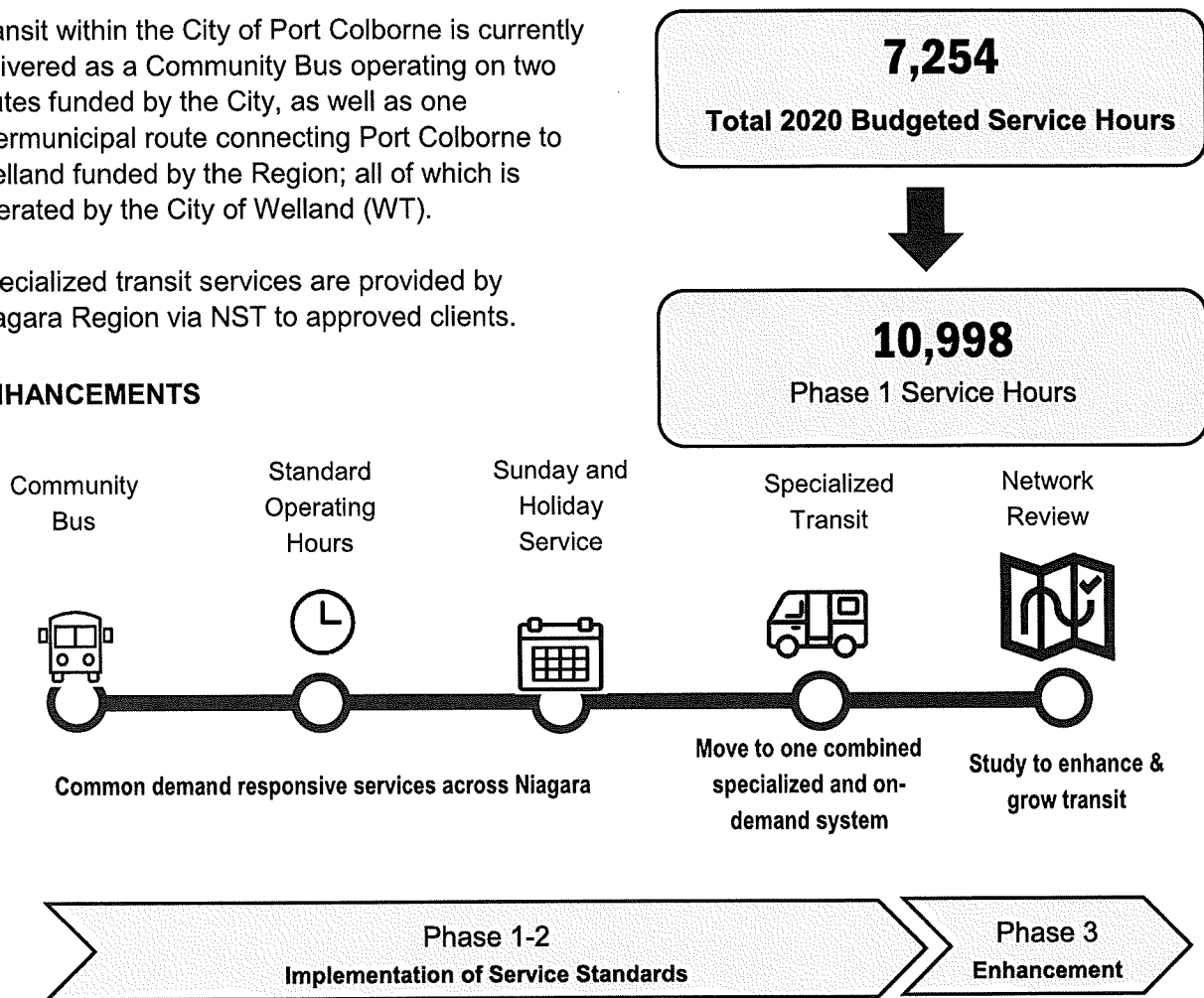
alternative service delivery model

TRANSIT TODAY

Transit within the City of Port Colborne is currently delivered as a Community Bus operating on two routes funded by the City, as well as one intermunicipal route connecting Port Colborne to Welland funded by the Region; all of which is operated by the City of Welland (WT).

Specialized transit services are provided by Niagara Region via NST to approved clients.

ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, transit service within the City of Port Colborne would be enhanced with expanded hours of evening service, added weekend and holiday service and enhanced alignment with regional connections across Niagara. Specifically, this means the hours the service operated would be extended by 8-hours to all routes Monday to Friday, 18-hours to all routes on Saturday, and 14-hours on Sunday and Holidays in order to align operating hours across the system. A move to combine demand-responsive and specialized services is anticipated as part of amalgamation in the near future.

CITY OF ST. CATHARINES

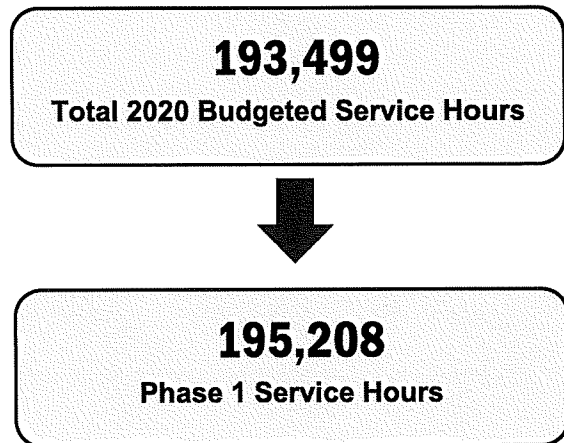
population 136,620 (2016)

conventional & alternative mix service delivery model

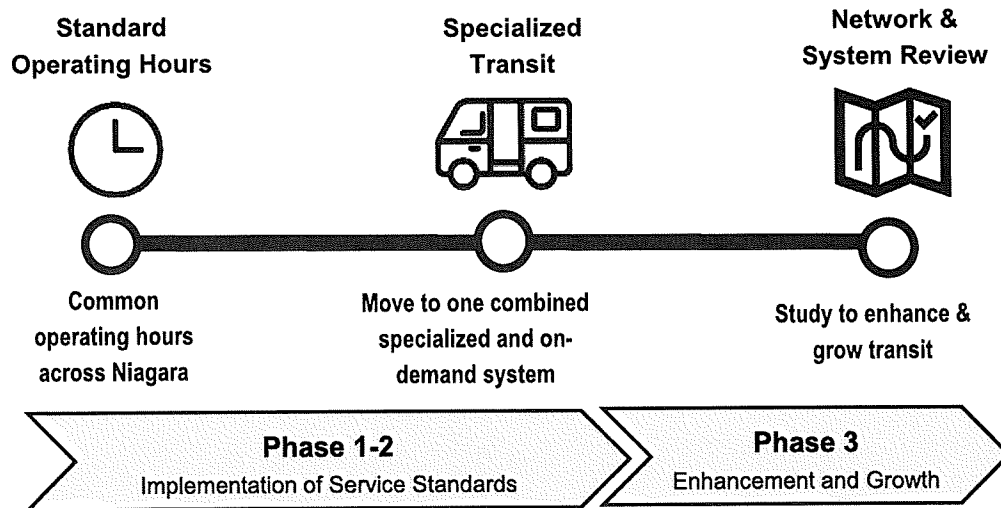
TRANSIT TODAY

Transit in St. Catharines is currently delivered by the St. Catharines Transit Commission (SCTC) with fixed route transit service. SCTC also operates three routes on behalf of Niagara Region connecting to Welland, Niagara Falls, Niagara-on-the-Lake and Thorold transit systems.

Specialized transit service in St. Catharines is also delivered by SCTC. Outside the city's municipal boundaries, the Niagara Region NST service provides intermunicipal specialized service. GO Bus and Trains provide connections to Hamilton and the GTA.



ENHANCEMENTS



TRANSIT TOMORROW

Under a new Commission, transit service within the City of St. Catharines would be enhanced with expanded hours of Sunday and Holiday service. A move to combine demand-responsive and specialized services is anticipated as part of consolidation. Phase 1 and 2 annual service reviews and Phase 3 Network Review will examine opportunities for expansion, such as route extensions identified in the St. Catharines Transportation Master Plan and enhanced local service to provide connections to and from GO Trains as their frequency increases.

CITY OF THOROLD

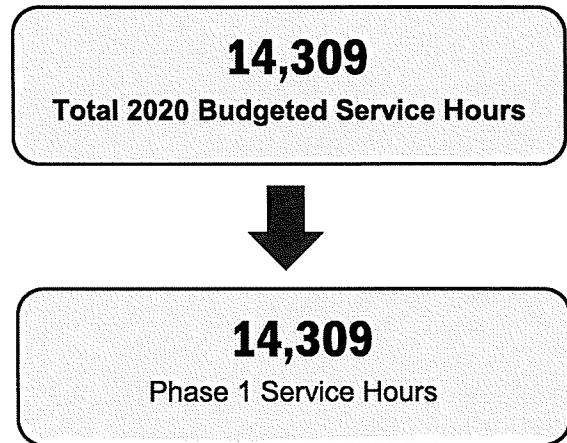
population 19,300 (2016)

alternative service delivery model

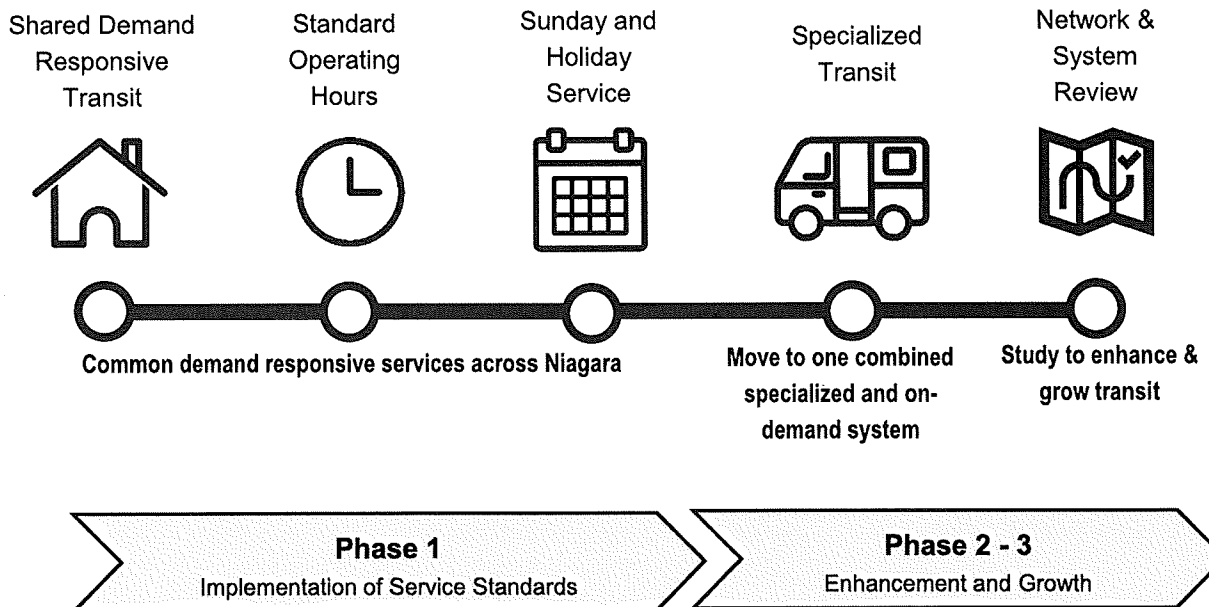
TRANSIT TODAY

Transit in Thorold is currently delivered through the St. Catharines Transit Commission (funded by the City of Thorold), providing connections both within Thorold as well as to key destinations across Niagara such as Niagara Falls and St. Catharines.

Specialized transit services are provided by both Niagara Region via NST and St. Catharines Transit.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Thorold, this means that in Phase 1 more areas of the City will have access to transit service through a shared demand responsive service.

TOWNSHIP OF WAINFLEET

population 6,540 (2016)

alternative service delivery model

TRANSIT TODAY

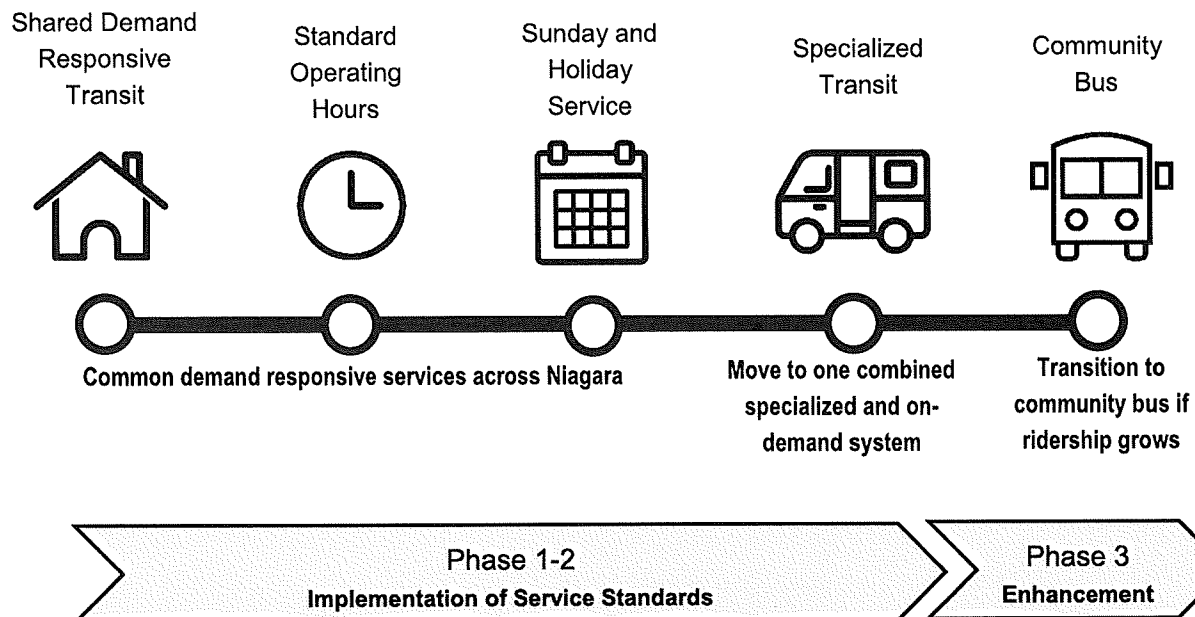
Transit in Wainfleet is currently delivered through NRT OnDemand, providing connections to key destinations outside of Wainfleet, but within Niagara.

Specialized transit services are provided by Niagara Region via NST to approved clients.

Inter-municipal Services Provided

No Local Service Hours

ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Wainfleet, this means the hours of operation would be 6 a.m. to midnight and include Sundays and Holidays (7 a.m. – 9 p.m.). Another major enhancement under a Commission is that the demand responsive service will be able to deliver local trips within the boundaries of Wainfleet in addition to the inter-municipal trips currently only available.

CITY OF WELLAND

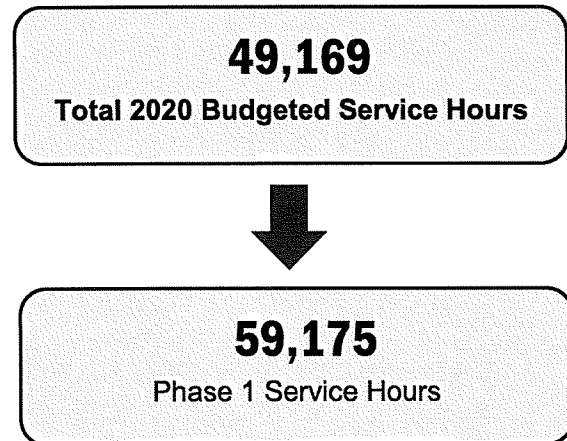
population 53,670 (2016)

conventional & alternative transit delivery models

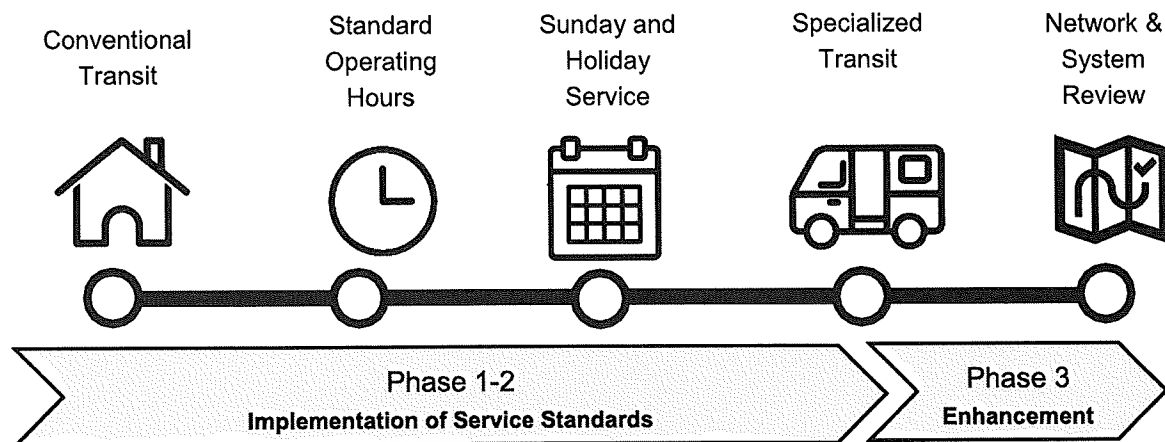
TRANSIT TODAY

The City of Welland's Transit Division (WT) plans, manages, and operates fixed route, conventional transit service on 8 local routes. In addition, WT operates 3 routes on behalf of Niagara Region connecting to Niagara Falls, St. Catharines, and Port Colborne transit systems.

Local specialized transit service is scheduled and provided by WT. Inter-municipal specialized trips are provided by Niagara Region's NST service for approved clients. Outside contracts provided by local taxi syndicates are utilized for local specialized service required outside the available operating hours.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, transit service within the City of Welland would be enhanced with expanded hours of evening service and enhanced alignment with regional connections across Niagara. For the City of Welland, this means the hours the service operated would be extended by 1-hour to all routes Monday to Saturday and 3-hours to all routes on Sunday in order to align operating hours across the system. A move to combine demand-responsive and specialized services is anticipated as part of amalgamation in the near future.

TOWN OF WEST LINCOLN

population 14,880 (2016)

alternative service delivery model

TRANSIT TODAY

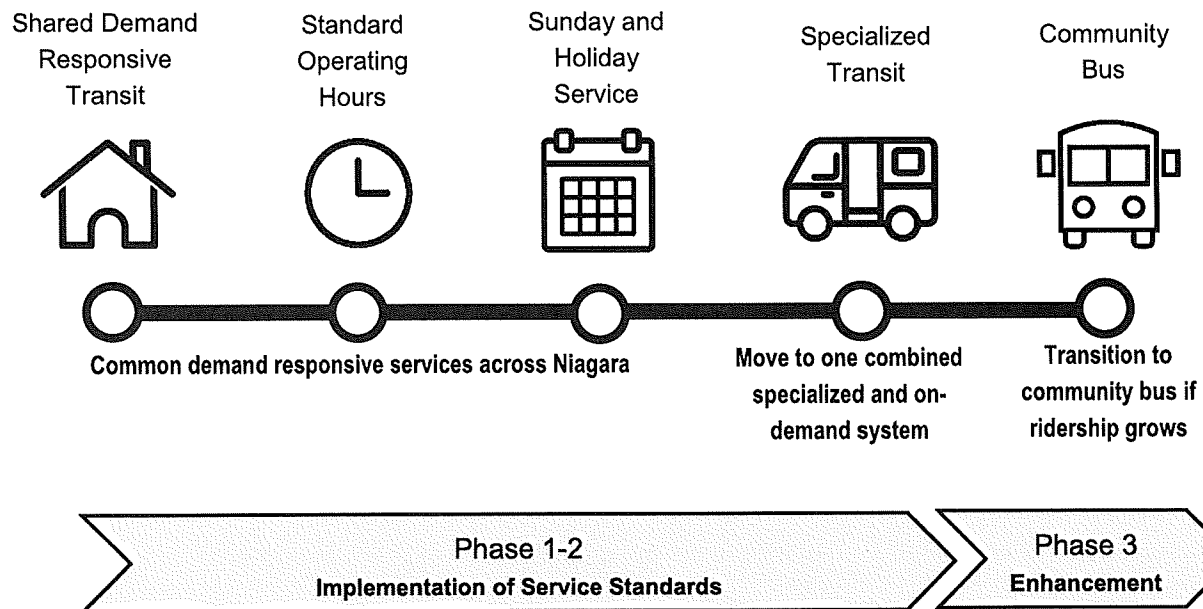
Transit in West Lincoln is currently being delivered through the NRT OnDemand, providing inter-municipal connections to key destinations across Niagara.

Inter-municipal specialized transit services are provided by Niagara Region via NST for approved clients.

Inter-municipal Services Provided

No Local Service Hours

ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For West Lincoln, this means the hours the service operates would be extended – adding 6 a.m. – 7 a.m. and 10 p.m.-midnight, and include Sundays and Holidays (7 a.m. – 9 p.m.). The decision to and timing of introducing local demand-responsive services in West Lincoln will be made in consultation with Council. A move to a community bus system would only be considered as transit ridership grows in West Lincoln, and there is the potential to combine demand responsive and specialized services in the future.

LNTC-C 3-2021

Appendix 6 – Local Area Municipality Feedback Tracker

June 30, 2021


Overview

The first round of LAM consultation represented an opportunity for input and feedback on the results of the NTGS and associated financial strategy. The most common areas of feedback related to the financial strategy, composition of the board, and need for a more defined (high level) service plan, which have led to the revised strategies discussed in the main body of this report.

The purpose of this comment tracker is to connect these revised strategies back to the feedback received from each LAM, as well as additional areas of feedback that were identified outside the major themes. The LAM issues identified were first summarized as part of LNTC-C 1-2021 and LNTC-C 2-2021, and represent a combination of formal feedback received through recommendations adopted by Councils, commentary provided in local staff reports, and topics raised by Councils during question and answer periods.

Fort Erie**Phase 1 Consultation Summary**

Council adopted staff recommendations from IS-04-2021, providing support-in-principle for the Commission, requesting Niagara Region further refine the governance and financial models in accordance with the recommendations contained in the report and in advance of the initiation of the triple-majority process.

Item	Status	Comment
Propose an alternative funding model to a levy based on property value assessment.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
Additional financial information - update financial baseline reporting to 2021, sources of transition cost funding, impact of COVID-19, and treatment of reserves.	✓ 	The revised financial model includes additional discussion regarding the transfer and establishment of capital reserves. The timing of the Phase 3 Network Service Review discussed in the Service Strategy has been set in part to allow for a better understanding of COVID-19 impacts on revenue and ridership. The GSC has confirmed as recommended the use of the Cummings Principle to guide asset transfer. The work of the GSC will continue towards the development of Municipal Transfer Agreements which will codify considerations specific to Fort Erie. The key terms and principles of the MTA will be presented in parallel with the future triple-majority report.
Permanent representative from Fort Erie on the Commission board.	✓	Revised board model provides political representation for all Niagara municipalities.
Existing service levels be maintained indefinitely.	✓	Service Strategy outlines short-term enhancements in advance of a future Network Review. Indefinite minimum service hours to be finalized as part of Municipal Transfer Agreement.

Grimsby

Phase 1 Consultation Summary

Council adopted staff recommendations from CAO 21-03, providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address the issues identified in the recommendations of that report.

Item	Status	Comment
Grimsby's current service levels are maintained and improved upon.	✓	Service Strategy outlines short-term enhancements in advance of a future Network Review. Maintenance of existing or minimum service levels will be confirmed as part of final triple-majority approval.
That the proposed financial model be amended to address concerns presented by the Town of Grimsby.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
That Region Council consider geographical areas, such as Niagara West, when selecting two (2) additional Councillors for the Full Commission.	✓	Objective of enhanced representation for Grimsby achieved - revised board model provides political representation for all Niagara municipalities.
The ongoing NRT On-Demand pilot program and future opportunities for transit services in Grimsby.	✓	The Service Strategy anticipates the continuation and expansion of demand responsive service such as the NRT OnDemand pilot. Phase 1 improvements anticipate expanded operating hours. The Network Service Review will consider future community bus or conventional services as ridership grows, and as necessary to meet increased demand related to the introduction of GO Train service at Grimsby.

Lincoln

Phase 1 Consultation Summary

Council adopted staff recommendations from AD-02-21, providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address the issues identified in the recommendations of that report.

Item	Status	Comment
Town of Lincoln current service levels are maintained and improved upon.	✓	Service Strategy outlines short-term enhancements in advance of a future Network Review. Maintenance of existing or minimum service levels will be confirmed as part of final triple-majority approval.
That the proposed financial model be amended to address concerns presented by the Town of Lincoln.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
That Region Council consider geographical areas, such as Niagara West, when selecting two (2) additional Councillors for the Full Commission.	✓	Objective of enhanced representation for Lincoln achieved - revised board model provides political representation for all Niagara municipalities.


LNTC-C 3-2021
Appendix 6 – Local Area Municipality Feedback Tracker
June 30, 2021

Item	Status	Comment
Discussion at Council also included how transit would support future growth in Lincoln, the ongoing NRT On-Demand Pilot, and the anticipated timing of return to pre-COVID-19 transit ridership levels.	✓	The Service Strategy anticipates the continuation and expansion of demand responsive service such as the NRT OnDemand pilot. Phase 1 improvements anticipate expanded operating hours. The Network Service Review will consider future community bus or conventional services as ridership grows, and as necessary to meet increased demand related to the introduction of GO Train service. The timing of the Network Service Review has been recommended in part to allow transit ridership impacts from COVID-19 to be better understood.

Niagara Falls

Phase 1 Consultation Summary


Council jointly considered the presentation from Region staff and the Niagara Falls staff report CAO-2021-01, supporting a motion to endorse, in principle, the Full Commission as the recommended governance model for the consolidation of Niagara's public transit system.

Item	Status	Comment
Reconsider 2021 as the baseline year for operational service levels, given ridership impacts from COVID-19	✓	Achieved. The revised financial strategy updates the baseline service year to 2020 budgeted service hours – which represents a pre-COVID estimate. All figures would be adjusted prior to consolidation in 2023 to reflect most recent financials.
Consider the option of offering free or reduced fares for seniors as part of [the] transition process		The revised financial strategy anticipates a move to a single regional fare, but does not include the provision of free or reduced fares for Seniors. Decisions regarding fare discounts has been reserved as a future decision that should be made by the Commission.

Niagara-on-the-Lake

Phase 1 Consultation Summary

Council adopted staff recommendations from CAO-21-002, providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address the issues identified in the recommendations of that report.

Item	Status	Comment
Maintaining and improving upon the current service levels provided to the Town of Niagara-on-the-Lake.	✓	Service Strategy outlines short-term enhancements in advance of a future Network Review. Maintenance of existing or minimum service levels will be confirmed as part of final triple-majority approval.
Amending the proposed financial model to address concerns identified by the Town of Niagara-on-the-Lake.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
Considering geographical areas when selecting two (2) additional Councillors for the Full Commission.	✓	Objective of enhanced representation for Niagara-on-the-Lake achieved - revised board model provides political representation for all Niagara municipalities.
Further feedback centred on the critical role transit plays in supporting economic development and tourism in Niagara-on-the-Lake, the appropriate point in time for potential integration of WEGO with the Commission, and the role of the Cummings Principle in asset transfer.		The importance of tourism to the Town and the role that transit can play in connecting tourists and employees to destinations will be a focus for the Commission. WEGO will remain an important service in achieving this objective, but remains outside the scope of the initial consolidation. Decisions regarding potential future integration will be made collectively by the City of Niagara Falls, Niagara Parks Commission, future transit Commission and Town of Niagara-on-the-Lake. The GSC has confirmed as recommended the use of the Cummings Principle to guide asset transfer.

Pelham

Phase 1 Consultation Summary

Council considered staff report 202-0044-Recreation, and adopted a series of resolutions indicating the Town of Pelham does not support the Full Transit Commission Model as presented by Niagara Region due to the issues noted below.

Item	Status	Comment
The Town of Pelham will not be sufficiently represented on the Commission Board as it pertains to governance of the Commission.	✓	Revised board model provides political representation for all Niagara municipalities.
The Regional levy as proposed (based on MPAC assessment) does not take into consideration population size or ridership, and that an approximately 500% increase to the Town of Pelham is not acceptable, and is not supported by the Council for the Town of Pelham.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
Additional discussion referenced the anticipated timing of return to pre-COVID-19 transit ridership levels and alternative micro-transit service delivery models such as those used in Calgary and Innisfil.	✓	The Service Standards Strategy considers a future harmonization of demand-responsive and specialized services in Niagara. This future harmonization will examine a wide range of operational models for demand responsive transit. The timing of the Phase 3 Network Service Review has been set in part-to allow for a better understanding of COVID-19 impacts on revenue and ridership.

As part of the consideration of this item, Pelham Council gave further direction to staff related to the ongoing NRT OnDemand pilot program.

Port Colborne

Phase 1 Consultation Summary

Council adopted staff recommendations from 2021-39, providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address the issues identified in the recommendations of that report.



Item	Status	Comment
That the City of Port Colborne service levels set out in the report Transit Enhancement Opportunity (Report 2021-15) dated January 11, 2021 are maintained and improved upon;	✓	The Service Strategy outlines short-term enhancements in service in advance of a future Network Review. Maintenance of existing or minimum service levels will be confirmed as part of final triple-majority approval.
That the proposed financial model be amended to address concerns presented by the City of Port Colborne.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
That Regional Council consider geographical areas, such as Niagara South, when selecting two additional Councillors for the Full Commission.	✓	Objective of enhanced representation for Port Colborne achieved - revised board model provides political representation for all Niagara municipalities.
A request was made to further examine the option for municipalities to purchase enhanced transit services as part of the revised financial model.	✓	There will be two opportunities for enhanced services to be provided in a municipality – through requests made from local Councils to the Board for that would be included in future service planning and through a direct 'purchase' of additional services based on a municipal contribution or rate.

St. Catharines

Phase 1 Consultation Summary


Council considered staff report CAO-007-2021 and adopted amended recommendations, providing support-in-principle for the Commission. The recommendations of that report included:

Item	Status	Comment
That...staff [forward the] report, including comments detailed by the St. Catharines Transit Commission in Appendix 3, to the Region and requests the additional information identified in [the] report be received prior to the approval of a new Intermunicipal Transit System and operating model;	✓	<p>The purpose of this report is to present revised financial, governance, and service strategies that reflect and address feedback received from all local Councils.</p> <p>The GSC has recommended that a second round of consultation take place to provide LAMs an opportunity to review these strategies and provide additional input prior to seeking triple-majority approval.</p>


Item	Status	Comment
<p>[Requesting] the formation of a Municipal Transit Transition Group that includes the CAOs of St. Catharines, Niagara Falls, Niagara Region and Welland, the St. Catharines Transit General Manager and any other transit staff or senior staff members required in order to develop draft Municipal Transfer Agreements that include (but are not limited to) the following:</p> <ul style="list-style-type: none"> • Rider fare structure; • Service plan detail including improvement guarantees; • Asset transfer agreements; • Growth forecasting model, including expansion costs and revenue opportunities; 		<p>The previous CAO Working Group was expanded and reconstituted as the Governance Steering Committee (GSC) to provide a wider range of perspectives from across Niagara. Project teams working under the direction of the GSC included both Regional and local staff, including those from St. Catharines and the St. Catharines Transit Commission.</p> <p>The revised financial model presents information and detail related to the move to a single regional fare, a capital reserve strategy, and funding for growth consistent with the conservative growth strategy first outlined in the NTGS. The service standards developed identify three phases of future improvements, including service hour enhancements in St. Catharines in advance of a future Network Service Review.</p> <p>The work of the GSC will continue towards the development of Municipal Transfer Agreements which will codify these considerations, including any additional feedback received from St. Catharines. The key terms and principles of the MTA will be presented in parallel with the future triple-majority report.</p>
<p>That prior to... triple majority and receiving a complete package of information of the impact of the proposal, that Engage STC be utilized to receive public feedback.</p>		<p>The communications and engagement strategy referenced in this report was developed by an integrated team of Regional and local staff, including those from St. Catharines. The strategy plans for a series of public feedback initiatives including surveys and stakeholder consultation sessions take place over the summer of 2021 in advance of triple-majority. The results of this consultation will be included in future reporting both to the City and the final triple-majority report.</p>

LNTC-C 3-2021
Appendix 6 – Local Area Municipality Feedback Tracker
June 30, 2021

Areas of additional feedback identified through the staff report and commentary provided by the St. Catharines Transit Commission via Appendix 3, and discussion at Council included:

Item	Status	Comment
A service plan detailing existing future service expansion, including integration with the forthcoming St. Catharines Transportation Master Plan update	✓	The Service Standards Strategy was developed to provide additional information and detail regarding how short, medium, and long-term enhancements could be implemented by the Commission. The St. Catharines TMP and the identified expansion priorities were reviewed in the development of these standards. There will be two opportunities for the Commission to review and implement these priorities: during Phase 1 and 2 through the annual service review the new Commission will undertake; and ultimately through the Network Service Review to be completed in Phase 3.
Proposed composition of the Board and concern that St. Catharines would be underrepresented	✓	The revised board composition model proposes three St. Catharines members, reflecting its greater share of ridership and investment, and represents an increase in the proportional share of representation being provided to St. Catharines relative to that provided from the NTGS model.
Transfer of 2012 First Street Louth facility (current SCTC garage) and a request that it revert to the City should it not be used for transit purposes in the future		The principle of facilities returning to municipalities should they not be used specifically for transit purposes in the future is acknowledged, and anticipated to be formalized as part of Municipal Transfer Agreements.

LNTC-C 3-2021
Appendix 6 – Local Area Municipality Feedback Tracker
June 30, 2021

Item	Status	Comment
Anticipated timing of return to pre-COVID-19 transit ridership levels, applicability of provincial Safe Restart funding, and detail pertaining to external funding sources.	✓	Since the original report and as referenced in the Financial strategy, the Province has introduced Phase 3 of the provincial Safe Restart Funding program which specifically incorporates new governance structures as an eligible category. This inclusion is the result of advocacy from across Niagara.
Required consolidation of Union labour agreements;		Niagara's three ATU Locals responsible for delivering current conventional service in Niagara remain a primary stakeholder, as they have throughout. Additional outreach and engagement with the ATU Locals and their leadership will take place over the summer and in advance of the triple-majority discussion in partnership with the respective leadership at the Transit Agencies.
The need to consider an alternative to 2021 as the baseline year for operational service levels, given ridership impacts from COVID-19.	✓	Achieved - the revised financial strategy updates the baseline service year to 2020 budgeted service hours, which represents a pre-COVID estimate. All figures would be adjusted prior to consolidation in 2023 to reflect most recent financials.
Consider 'unconventional' or alternative governance structures to the presented Commission model, including: benefit area rating, appointment of representatives by municipalities, options for municipalities to directly determine or fund service directly, and alternative legal structures.	✓	The Financial strategy has been revised as (12) special levies that ties services received to costs. The revised governance strategy provides an opportunity for municipalities to recommend local representatives to Regional Council for appointment to Board. The Service Strategy discusses methods by which local municipalities can request or purchase services beyond the service standards identified or set by the Commission.

Thorold

Phase 1 Consultation Summary

Council adopted staff recommendations from report PWCS2021-13, providing support-in-principle for the Commission, with final approval subject to the satisfactory resolution of the issues identified in that report.

Item	Status	Comment
Clarification of the City's required contribution during transition and beyond;	✓	The financial strategy outlines revised approach to funding a consolidated system based on a twelve (12) special levy approach. This strategy outlines anticipated transition costs totaling \$3.85 - \$4.96M that would be funded through a combination of existing budgets and Provincial/ Federal transit funding programs.
Confirmation that the Service Plan will maintain existing service and include service expansion to the high growth areas of the community as identified in the Thorold Transportation Master Plan (June 2020)	✓	The service strategy outlines two opportunities for service expansion into new areas such as Allanburg, Port Robinson East, or the Rolling Meadows development. Through the annual Service Review that the Commission will undertake during Phase 1 and 2 of the plan and then through the Phase 3 comprehensive Network Service Review. Maintenance of existing or minimum service levels will be confirmed as part of final Municipal Transfer Agreements.
Council further discussed the process for engagement with Brock University and associated financial contributions.	✓	Brock University will continue to be valued stakeholder as part of the communications and engagement strategy, and will be consulted directly.

Wainfleet

Phase 1 Consultation Summary

Council considered, but did not support, Resolution No. C-2021-014, derived from the motion contained in Appendix 1 to LNTC-C 4-2020.

Item	Status	Comment
Discussion at Council centred on the proposed assessment-based financial model and its significant impact on the residents of Wainfleet.	✓	The revised financial model transitions from a single-levy to twelve (12) special levies for local service, with the existing Regional NRT levy remaining in place. The revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
The future role of (and need for) transit in rural municipalities such as Wainfleet through enhancement of on-demand services such as the NRT OnDemand pilot.	For Consideration	The service strategy and financial strategy collectively assume a relative 'status quo' level of service in Wainfleet immediately post-consolidation (expanded inter-municipal demand responsive hours of operation only). Future enhancements, including the potential introduction of local demand responsive trips, would be made in consultation with the Town of Wainfleet and through annual service reviews or the Phase 3 Network Service Review. Under the revised financial model, service costs are linked to the where service is being added.


Welland

Phase 1 Consultation Summary

Council considered report TRANS-2021-01, adopting local staff recommendations relating to the issues detailed below and deferring approval for the proposed Niagara Transit Governance Strategy until 2023. Welland City Council requested new financial impact options, land would not be transferred to new entity, an updated governance model and deferring the decision to consolidate to September 2023. This report identifies a series of eleven (11) issues and concerns:

Item	Status	Comment
COVID-19 impacts on revenue and ridership (1) and Government Funding (11)	✓	<p>The timing of the Phase 3 Network Service Review discussed in the Service Strategy has been set in part-to allow for a better understanding of COVID-19 impacts on revenue and ridership.</p> <p>Since the original report and as referenced in the Financial strategy, the Province has introduced Phase 3 of the provincial Safe Restart Funding program which specifically incorporates new governance structures as an eligible category. This inclusion is the result of advocacy from across Niagara.</p> <p>While the City of Welland has indicated that municipal SRA funding will be used to address operational funding requirements, any remaining or unspent funds from across Niagara may be used to support consolidation</p>

LNTC-C-3-2021
Appendix 6 – Local Area Municipality Feedback Tracker
June 30, 2021

Item	Status	Comment
Service Plan (2) and Ridership Growth (3)	✓	The Service Standards Strategy was developed to provide additional information and detail regarding how short, medium, and long-term enhancements could be implemented by the Commission. The Service and financial strategies collectively outline the resources required to implement these standards, incorporating the conservative growth projections from the NTGS.
Single Fare (4)	✓	The revised financial strategy incorporates a move to a single-regional fare.
Consolidation of Union Agreements (5)		Niagara's three ATU Locals responsible for delivering current conventional service in Niagara remain a primary stakeholder, as they have throughout. Additional outreach and engagement with the ATU Locals and their leadership will take place over the summer and in advance of the triple-majority discussion in partnership with the respective leadership at the Transit Agencies.
Representation on the Commission (6)	For Consideration	The revised board composition model recommends a fifteen (15) member board, with political representation for all Niagara Municipalities.

LNTC-C 3-2021
Appendix 6 – Local Area Municipality Feedback Tracker
June 30, 2021

Item	Status	Comment
Asset Transfer (7)	For Consideration	<p>The GSC has confirmed as recommended the use of the Cummings Principle to guide asset transfer. The work of the GSC will continue towards the development of Municipal Transfer Agreements which will codify considerations specific to Welland, including existing operating facilities, land ownership/transfer, and the proposed future transit facility. The principle of facilities returning to municipalities should they not be used specifically for transit purposes in the future is acknowledged, and anticipated to be formalized as part of the MTAs.</p> <p>The key terms and principles of the MTA will be presented in parallel with the future triple-majority report.</p>
Funding Model (8) and Regional Tax Levy (9)	✓	The revised financial model transitions from a single-levy to twelve (12) special levy approach. The revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
Five-Year Service Guarantee (10)	✓	The revised financial strategy updates the baseline service year to 2020 budgeted service hours, which represents a pre-COVID estimate. Indefinite minimum service hours to be confirmed as part of Municipal Transfer Agreement.

LNTC-C 3-2021
Appendix 6 – Local Area Municipality Feedback Tracker
June 30, 2021

Item	Status	Comment
Government Funding (11)	✓	Since the original report and as referenced in the Financial strategy, the Province has introduced Phase 3 of the provincial Safe Restart Funding program which specifically incorporates new governance structures as an eligible category. This inclusion is the result of advocacy from across Niagara.

West Lincoln

Phase 1 Consultation Summary

Council considered, but did not support, the motion contained in Appendix 1 to LNTC-C 4-2020. A series of concerns and a record of questions raised by Council were included in the official minutes from the January, 25, 2021 meeting.

Item	Status	Comment
Discussion related to impacts to West Lincoln residents arising from the proposed assessment-based financial model.	✓	The revised financial model transitions from a single-levy to twelve (12) special levies for local service, with the existing Regional NRT levy remaining in place. The revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
The limited time transit has been provided in West Lincoln (via the NRT On-Demand pilot) and making decisions with impacts beyond the current term of Council.	For Consideration	The service strategy and financial strategy collectively assume a relative 'status quo' level of service in West Lincoln immediately post-consolidation (expanded inter-municipal demand responsive hours of operation only). Future enhancements, including the potential introduction of local demand responsive trips, would be made in consultation with the Town of West Lincoln and through annual service reviews or the Phase 3 Network Service Review. Under the revised financial model, service costs are linked to the where service is being added.

MOVING TRANSIT FORWARD

Niagara Transit Governance

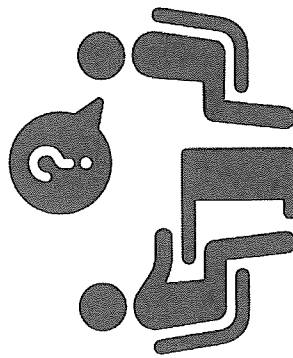
Revised Strategies Reflecting
Phase 1 Feedback

Welland Council
September 7, 2021

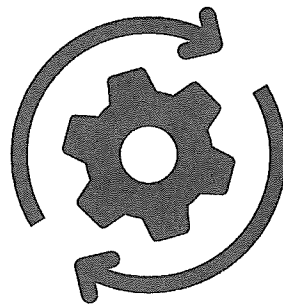
Niagara Transit Governance Overview

Our focus: Demonstrate what we heard during the first round of consultation, what has changed to address that feedback, and what the path forward is

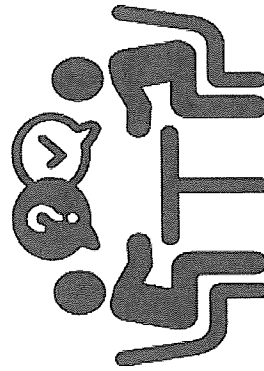
Phase 1
Consultation



Revised
Strategies

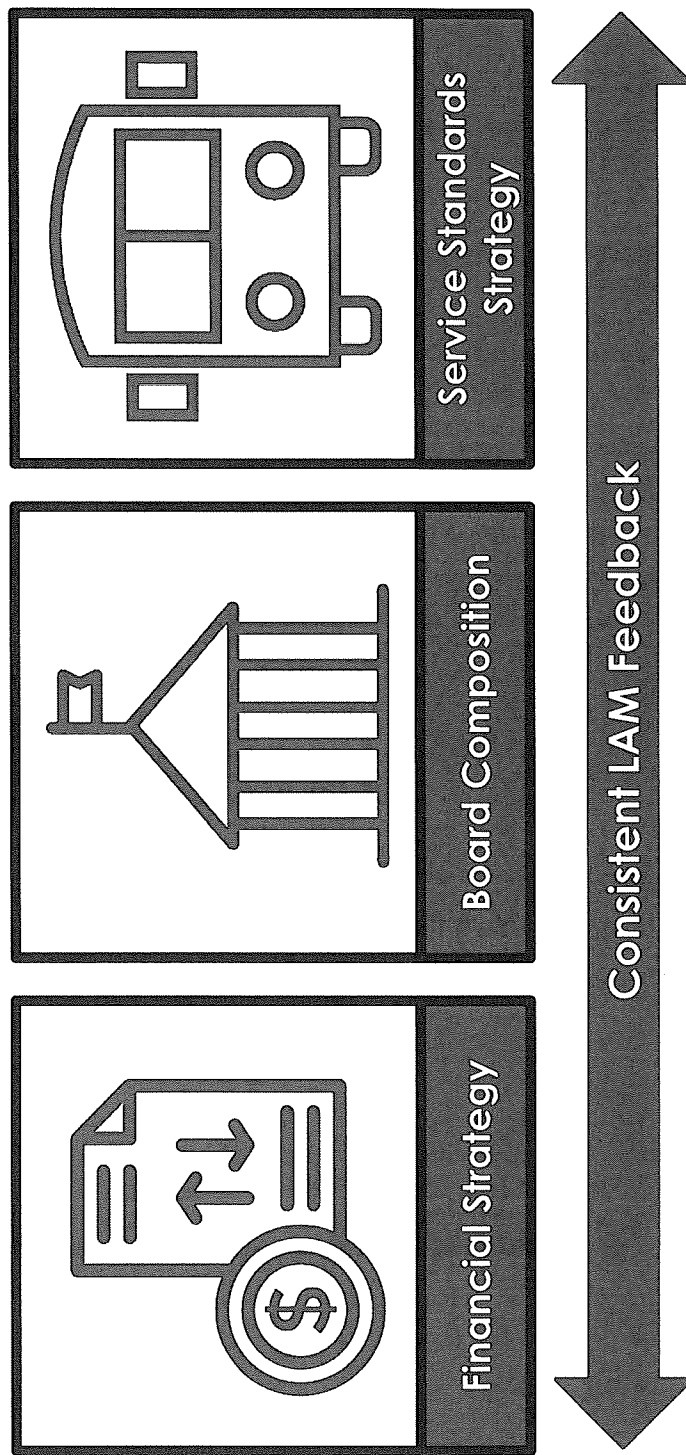


Phase 2
Consultation



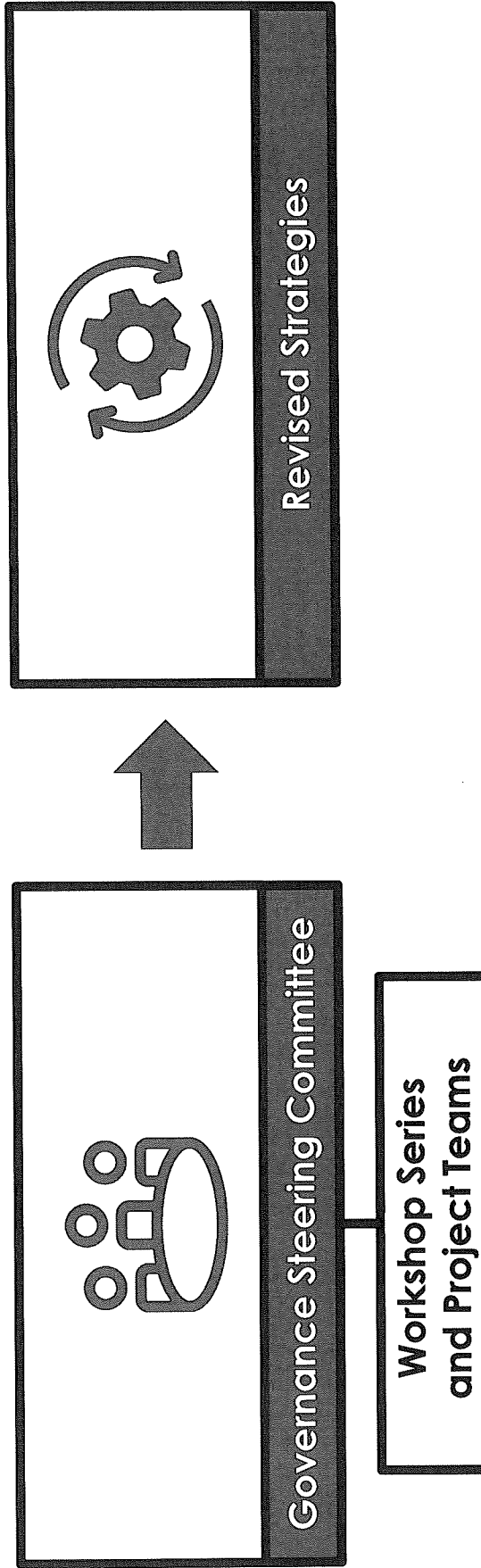
What We Heard

Phase 1 Municipal Themes / Focus Areas



What We Heard

Leadership of CAO Governance Steering Committee



Revised Strategies

Theme 1: Financial Strategy

Funding Strategy - 12 Special Levy Tax Rates

Existing Regional Transit Costs

Current state remains with costs allocated based on Region wide assessment

Local and Incremental Costs

Costs allocated to municipalities based on service hours

What Has Changed?

- ✓ Municipalities who realize services will be allocated costs of those services
- ✓ Service Based Principle
- ✓ Incorporates service standardization costs and accounts for future growth
- ✓ Introduces a capital reserve strategy to ensure future needs of the Commission are met

Revised Strategies

Theme 1: Financial Strategy – Welland

Current State Opening Day Phase 1 Service Enhancement

2020

2023

2025

235

\$4.4 M

Transit Operating Costs

- ✓ \$3.1 M Local Transit Cost*
*Local transit cost of \$3.1 million has been reduced on Welland Levy to \$2.5 million due to a \$600k of Welland overhead recovered from NRT contracts, these costs are not required for transit delivery and would not be uploaded to the Commission
- ✓ \$1.4 M Regional levy

+ \$0.2 M

Transit Operating Costs

- ✓ Access to a Niagara-wide integrated transit system
- ✓ All costs to Regional levy
- ✓ Includes inflation costs to 2023
- + \$0.24 M Capital Reserve strategy

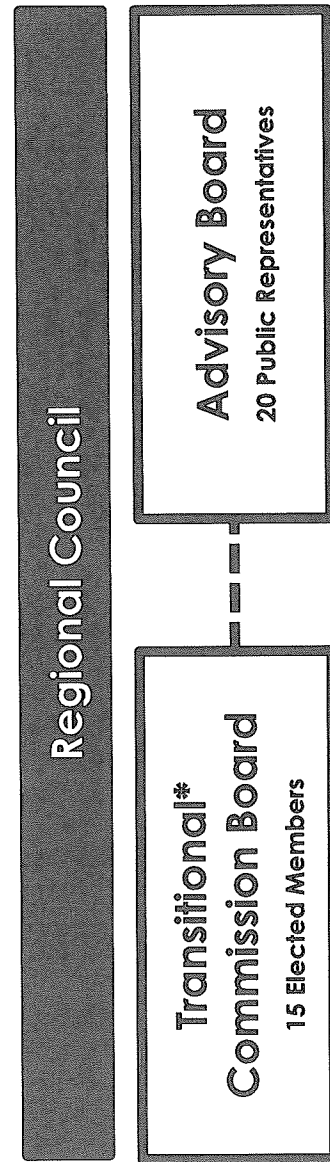
+ \$1.3 M

Transit Operating Costs

- Implementation of expanded service hours:
 - + 1 Hour - Weekdays
 - + 2 Hours - Saturday
 - + 3 Hours - Sunday
 - + Introduce Holiday service
- ✓ Includes inflation costs to 2025
- + \$0.5M Capital Reserve strategy

Revised Strategies

Theme 2: Board Composition



What Has Changed?

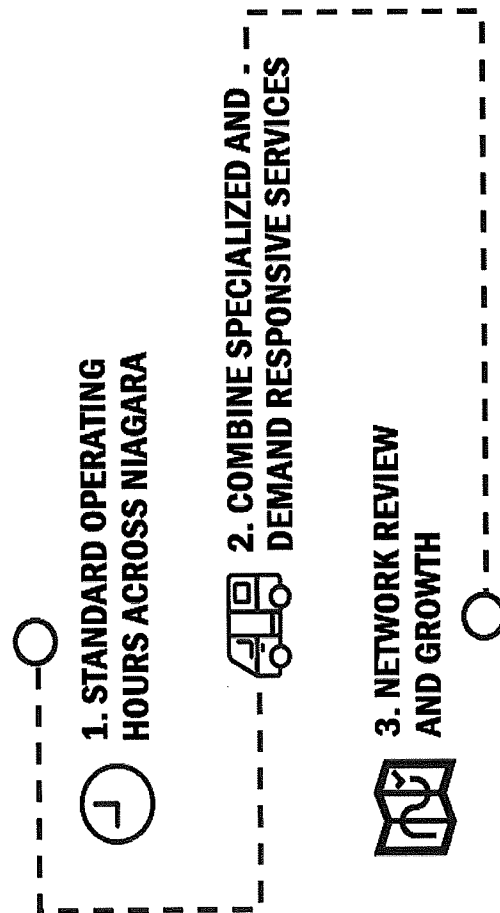
- ✓ Representation for all municipalities on transitional Commission Board
- ✓ Local councils recommend representatives to Commission and Advisory Board

* Reviewed after three (3) years by an external third-party to ensure that composition, size, and share of representation has resulted in an effective governing body that is achieving the strategic objectives of the Commission

Revised Strategies

Theme 3: Service Standards Strategy

Service Standards Strategy outlines how transit in Niagara could be enhanced, should the combination of the existing transit services take place



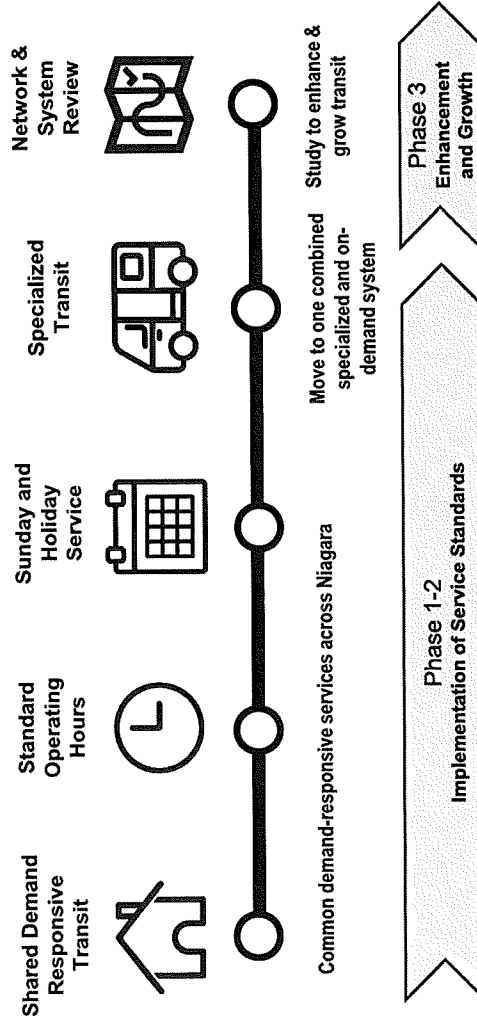
What Has Changed?

- ✓ Existing levels of service maintained and improved on
- ✓ Additional detail on where changes and growth may occur
- ✓ Three phases of improvements for Niagara residents
- ✓ Linked to Financial Strategy

Revised Strategies

Theme 3: Service Standards Strategy – Welland

Welland Enhancements



What Has Changed?

- ✓ Increased service hours:
 - ✓ Extend Weekday / Saturday service to Midnight
 - ✓ Six hours of additional service on Sundays (3 AM / 3 PM)
 - ✓ Introduce Holiday Service
- ✓ Combine specialized and demand-responsive service
- ✓ Phase 1 and 2 annual service reviews + Phase 3 Network Review will examine opportunities for expansion:

Next Steps

Communications and Engagement

Following Phase 2 Consultation with LAMs:

Public and Transit Riders

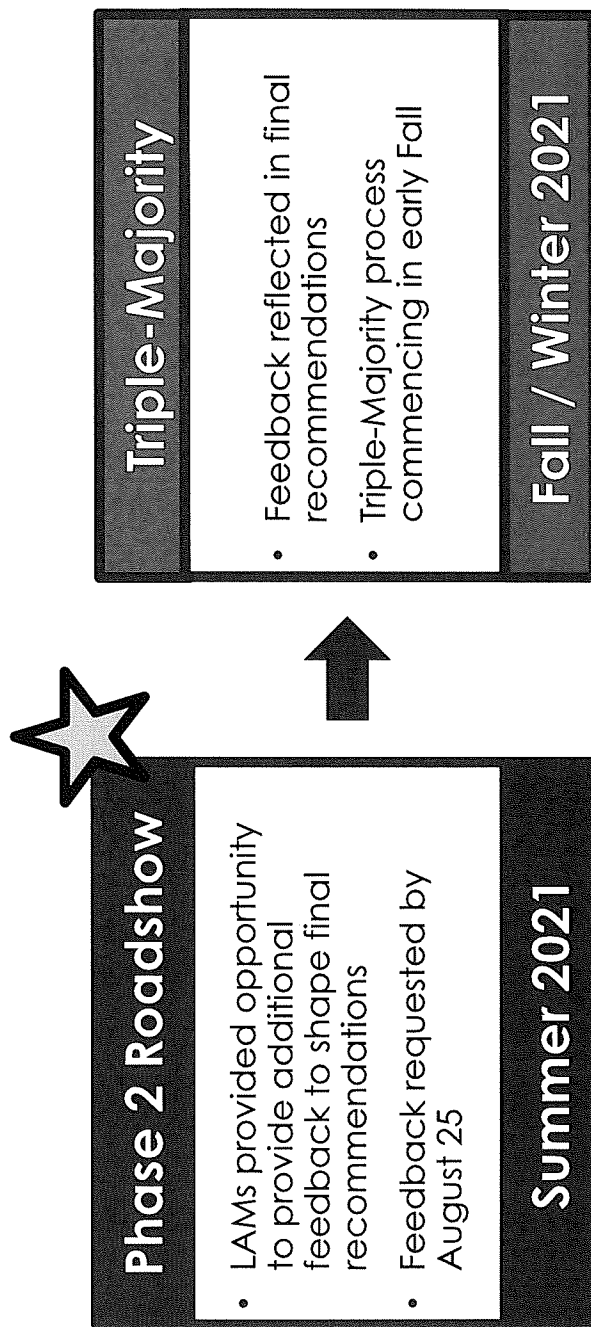
- Launch of a dedicated project website: benefits to the public, how to get engaged
 - Explainer videos of key elements of proposal
- Public survey
- Print and social media driving public to website and survey

Transit Partners Information Workshops

- Series of informational workshops held over mid-to-late September for partners with a mandate with relation to transit
- Grouped thematically:
 - Environmental, Seniors, Inclusion + Diversity, Post-Secondary, Youth, Businesses, Libraries, Health Services

Next Steps

Phase 2 Consultation and Triple-Majority



MOVING TRANSIT FORWARD

Discussion

241

June 17th, 2021

Seeking your endorsement for Motion M-84 Anti-Hate Crimes and Incidents & Private Member's Bill C-313 Banning Symbols of Hate Act

Dear Mayor and Council,

I am writing to you today seeking your endorsement of my House of Commons Motion M-84 Anti-Hate Crimes and Incidents and my private member's legislation on Banning Symbols of Hate Act - Bill C-313. We are living in an unprecedented time. The killing of George Floyd in the U.S., and the deaths of Regis Korchinski-Paquet, a 29-year-old Indigenous-Ukrainian-Black Canadian woman, occurred in Toronto, and Chantel Moore, an Indigenous Canadian woman, was shot and killed by Edmundston police, New Brunswick police, who were called to perform a wellness check - were results of systemic racism.

Since the start of the pandemic, there has been an alarming increase of anti-Asian racism and hate crimes in Canada and across North America. A new Angus Reid public opinion poll shows that nearly 50% of young Asian Canadians have experienced and been affected by anti-Asian racism and bigotry in the last year. Statistics Canada reported that in the context of the COVID-19 pandemic, fear and misinformation about the virus may disproportionately impact the sense of personal and community safety of many people in Canada.

The recent murder of the Muslim family in London, Ontario, was yet another reminder that hate and Islamophobia exist in Canada. We must take a strong stance against all forms of hate and racism against Black, Indigenous, People of Colour and Racialized communities.

My Bill C-313 would prevent anyone from selling and displaying symbols that promote hatred and violence against identifiable groups. Julian says banning symbols of hatred like swastikas or Klu Klux Klan insignia is important for all Canadians to feel safe.

I hope I can count on your endorsement to urge the federal government to immediately stop all forms of hate and all forms of discrimination, hate crimes and incidents as well as ending all display and sale in Canada of symbols of hate. Please consider using the following endorsement paragraph as a reply as soon as possible:

On behalf of _____ (Number of residents in your city), the Mayor and Council of _____ (city name) endorse MP Peter Julian's private member's motion, Motion M-84 Anti-Hate Crimes and Incidents and his private member's bill Bill-C 313 Banning Symbols of Hate Act.

Thank you very much for your consideration. Please feel free to contact my Chief of Staff, Doris Mah, at 604-353-3107 if you require any further information.

We look forward to hearing from you soon.

Sincerely,

Peter Julian, MP
New Westminster - Burnaby

21-103

Rebecca Eaton

424 McAlpine Ave N

Welland Ontario

L3B1T3

To the Counsil of the City of Welland.

I am writing to appeal and ask for an exception in the number of cats allowed in our home from the 2012 by law allowable amount of three to what we have had for many years preceding our move to Welland.

On July 20 2021 I had the unfortunate experience of being visited by the Welland SPCA regarding a by-law infringement being judged against me for the number of cats in my possession. They have given me until August 31 2021 to come into compliance with the cities by law of owning only three cats

I have lived in the city of Welland for five years this coming September. When I moved to this city I had seven cats and have never had an issue with my animals to this point. My cats do not roam free in the neighborhood nor do they bother anyone around us.

Now the reason for our number of cats being more than most people may have stems from our daughter's special needs with her being diagnosed with Autism at the age of five. We noticed early on that she gravitated towards animals in general but cats we noticed brought her out of her shell.

Research has been done by the CDC showing that having cats around an autistic child goes a long way to assist them in learning strong interpersonal skills and transforms their emotional growth. Having cats for an autistic child is more than just having family pets – having cats around help teach empathy and compassion, relieves anxiety, fosters confidence etc.

This has been our experience and over the years as our daughter grew and her needs became greater our experience became that seven cats were the perfect number of cats for our family. Their calming presence in her life has been welcome as she has sensory issues – including being sensitive to loud sounds – so the presence of these calm, patient companions has been a huge help in her development – coupled with programs through Bethesda here in Niagara as well as McMaster Children's Hospital in Hamilton.

11-94

We moved from Niagara on the Lake when our daughter was eight years old with five cats to the city of St Catharines where we decided to have a couple other join our family for a total of seven cats. We moved to Welland when our daughter was ten years old with all seven cats. To ask her to give up four of her trusted companions that she has had with her for half her life is heartbreaking. Her reaction on July 20 2021 to the SPCA coming with the order to rehome all but three cats was unbearable – as with anyone with autism like our daughter often has issues being able to express what she feels in words and resorts to (as was the case on July 20 2021) to uncontrollable pacing, rocking and hyperventilating – which can be dangerous for her as she is also asthmatic.

To address also what is best for the cats, out of our seven cats – five are considered senior with the other two being six years old. To have to rehome four of these older cats would be a nightmare as older cats are less likely to find a new home compared to much younger cats – and therefore end up living their lives in foster care, or shelters. In some cases, older cats are known to be euthanized if a home cannot be found.

All of our seven cats are fixed and well taken care of. They pose no risk to anyone living around us. They do not get out of our house to roam free around the neighborhood. However, the emotional and potential physical risk to our daughter as well as the well-being of our older cats would be greatly affected.

We would not be growing our brood beyond the original seven cats that we came to Welland and lived peacefully with up to this point.

People with autism see the world differently than a non-autistic person does – becoming more easily overwhelmed by the world around them. I hope by reading this appeal you get the chance to see inside the home of an autistic person and how having the seven cats has improved her well-being – as well as how the thought of them being forced away from her after all these years negatively affected her. I hope also that your council can see the benefit to both our daughter and the support the cats give her as well as the comfortable loving home these older/senior cats have and have always had with us.

I am appealing to you to finalize this matter and see it fit under the circumstance to allow the exception under the by-laws – to allow the seven cats that have been under our care long before coming to Welland to remain with us.

Yours Respectively

Rebecca Eaton


Administration

Office of the Regional Clerk

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

Telephone: 905-685-4225 Toll-free: 1-800-263-7215 Fax: 905-687-4977

www.niagararegion.ca

July 5, 2021

LNTC 4-2021, June 30, 2021
LOCAL AREA MUNICIPALITIES
SENT ELECTRONICALLY

Niagara Transit Governance - Revised Strategies Reflecting Phase 1 Municipal Consultation

LNTC-C 3-2021

The Linking Niagara Transit Committee, at its meeting held on June 30, 2021, approved the following recommendation:

That Report LNTC-C 3-2021, dated June 30, 2021, respecting Niagara Transit Governance - Revised Strategies Reflecting Phase 1 Municipal Consultation, **BE RECEIVED** and the following recommendation **BE APPROVED**:

1. That Report LNTC-C 3-2021 **BE FORWARDED** to the Clerks of Niagara's twelve (12) local area municipalities and that they **BE REQUESTED** to have the Council's of the twelve (12) local area municipalities advise the Regional Clerk of any additional municipal feedback on the revised Financial Strategy, Board Composition model, and Service Standards Strategy, no later than August 25, 2021.

A copy of LNTC-C 3-2021 is enclosed for your reference.

Yours truly,

A handwritten signature in black ink, appearing to read "Ann-Marie".

Ann-Marie Norio
Regional Clerk

CLK-C 2021-100

21-13

Subject: Niagara Transit Governance - Revised Strategies Reflecting Phase 1 Municipal Consultation

Report to: Linking Niagara Transit Committee

Report date: Wednesday, June 30, 2021

Recommendations

1. That Report LNTC-C 3-2021 **BE FORWARDED** to the Clerks of Niagara's twelve (12) local area municipalities and that they **BE REQUESTED** to have the Council's of the twelve (12) local area municipalities advise the Regional Clerk of any additional municipal feedback on the revised Financial Strategy, Board Composition model, and Service Standards Strategy, no later than August 25, 2021.

Key Facts

- The purpose of this report is to present an updated financial strategy, service standards strategy, and revised board composition model supporting the creation of one consolidated transit Commission in Niagara.
- These recommendations have been developed by the Governance Steering Committee (GSC), comprised of all thirteen (13) municipal Chief Administrative Officers (CAOs) across Niagara. The GSC was created to review and address feedback provided by local area municipalities (LAMs) during the 'Phase 1' consultation roadshow.
- Based exclusively on Phase 1 feedback, the GSC has recommended significant updates to three primary elements to directly address this input:
 - **Financial Strategy:** the recommended financial strategy proposes that all the local municipal transit service budgets be uploaded to the Commission in 2023 and to be consolidated with the Region's transit budget and to be assessed to the local area municipalities by way of special levies to be approved annually by the Region.
 - Services levels are different in each municipality; therefore, the Region proposes that twelve (12) Special Levies be adopted in 2023. Each special levy will allocate 65% of 2023 net transit costs based on service hours, with

existing Niagara Regional Transit services continuing to be allocated to the special levy based on local share of Region wide assessment.

- The 2023 estimated Commission baseline service budget will require a 7.3% increase to the Regional Budget with equal and concurrent reductions to Municipal budgets therefore minimizing the net residential impact.
- **Board Composition** – a transitional board comprised of fifteen (15) elected officials with each municipality having representation. A governance review to be undertaken in year three of operation.
- **Service Standards Strategy** – Niagara-wide service standards that detail short-term enhancements (1-3 years) in each community to achieve consistent, equitable access to transit for all Niagara residents, in advance of a longer term network review planned in year five of the Commission's operation.
- Subject to approval of the recommendation of this report, the next step will be a second round of consultation with LAM councils. This will provide LAMs an opportunity to review the recommended updates and provide additional input by late August.
- This report does not initiate the triple-majority approval process. It is anticipated that the triple-majority vote will occur after the consultation on this report has been completed and any feedback incorporated. The triple-majority approval process is anticipated to occur in Fall 2021.

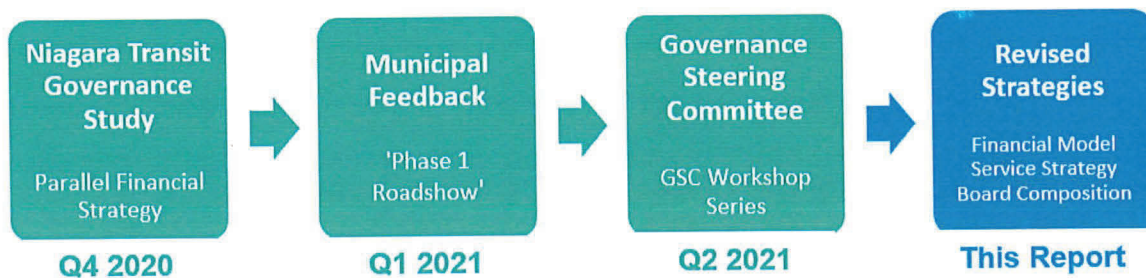
Background

In the fall of 2020, *LNTC-C 4-2020* presented the results of the Niagara Transit Governance Study (NTGS) with the recommendation of a Commission governance model, a proposed board structure, and a transition plan. This report also recommended a financial strategy developed in parallel to and in support of the NTGS.

At the direction of LNTC, consultation with each of Niagara's twelve (12) LAMs followed as opportunity for review and feedback. This Phase 1 consultation roadshow occurred through Q1 2020, with feedback centering on three primary or common themes: the financial strategy, composition of the board, and the need for a more defined (but high level) service strategy. Beyond the major themes, additional feedback and concerns specific to each municipality was also received.

The GSC was created, comprised of all thirteen (13) municipal CAOs, with a mandate to reflect LAM feedback in revised strategies and models. A series of six workshops were convened through Q2 2021 to address the identified issues and arrive at a consensus recommendation addressing the three common themes, as shown in Figure 1.

Figure 1 - Transit Governance Process



The purpose of this report is to present the results of this process and the revised financial strategy, board composition model, and service strategy that have been recommended by the Governance Steering Committee.

These revised strategies are intended to directly address the feedback received from LAMs during Phase 1 consultation.

Financial Considerations

To realize the consolidation of transit services across Niagara, the funding strategy must establish:

- the baseline or start-up budgets for the Commission and the basis for levy and tax rates to the residents;
- how one-time start-up and transition costs associated with the establishment of the Commission will be funded; and
- how transit-related assets currently owned by LAMs will be transferred and funded on a long-term basis.

The recommended financial strategy proposes the Region to upload the estimated baseline local transit service net expenditure using 2020 budget at \$27.8 M and estimated to be \$29.4M in 2023. The upload to the new Regional Commission will occur in a single year and be levied back on each of the LAMs using twelve Special Levies, one for each municipality, established by the Region with each year's budget process. The proposed model ensures that future service growth plans are paid for by the municipalities which receive the services, using the corresponding 12 Regional Special Levies.

The 2023 estimated Commission baseline service budget requiring a 7.3% increase to the Regional budget would be offset by equal and concurrent reductions to Municipal budgets to minimize the residential taxpayer impact from transit consolidation.

The financial strategy allocates the local net operating costs plus incremental capital, which represent approximately 65% of 2023 Commission net transit costs to be allocated to each Special Levy based on service hours. Existing NRT services will continue to be allocated to the Special Levy based on municipal share of Regional assessment. The short term service strategy and future transit growth will be subject to future budget approvals, and will directly impact the costs apportioned to each municipality.

The financial strategy was evaluated based on the feedback received during the LAM presentations and described in Table 1 below.

Table 1 - Model Option Evaluation

Evaluation Criteria:	Municipal Specific Tax Rates (12) Special Levies
Demonstrated value to Municipalities for added investment	Collectively leverages practices to reduce total regional cost by \$9.0M in debt financing and \$14.0M in capital over 10 years
Funding tied to services residents receive	Substantial share (65%) of service cost tied to municipal specific service hours
Alignment and adjustments tied to service expansion costs	
A desire for ability to “top up” or add extra or enhanced services	Will change service hours for LAM and be allocated to LAM specifically
Consistent with Guiding Principles: Economically Responsible	No more than current Regional costs and related inflation apportioned to LAMs using region wide assessment. Mimic current General Levy financial distribution.
Consistent with Guiding Principles: Fair	Percentage distribution of costs between Conventional service and Alternative service LAMs in line with Status Quo (74/26)

The estimated incremental requirements for the Commission’s transit budget during years 2023-2033 have been modeled to include estimates for the following components using the following strategies subject to future Regional budget approval (see Appendix 1 for financial estimates). Note that all modelling is estimated based on 2020 budgets and would be adjusted prior to 2023 to reflect most recent financials.

Base Budget

The total base service costs for 2020 (\$44.2M) are adjusted annually for inflation by 1.5%. The estimated base service net operating budget for 2023 of \$46.4M includes \$28.7M for local service, \$0.7M in local debt payments, \$15.8M for regional service and \$1.3M in regional debt payments.

Provincial Gas Tax (PGT)

Currently \$1.5M of Provincial Gas Tax (PGT) is used annually to offset operating expenditures in local transit budgets. PGT can be maximized by preserving it to be used to support capital replacements. The financial strategy proposes the reduction of \$0.3M annually in the operating budget for 5 years to provide funding for fleet replacement. The annual incremental Regional budget required is 0.1% beginning in 2023 and ending in 2027.

On-Demand/ Specialized Services

Currently there are a number of contracted services for on-demand and specialized transit services across Niagara. Phase 2 of the service planning strategy proposes \$5.0M in capital in 2024 (1.2% Regional budget increase) plus an additional \$1.0M in net operating costs beginning in 2025 (0.2% Regional budget increase) to reduce the number of contracted services and allow the Commission to provide the services in-house.

Service Standardization and Growth

The current Niagara transit system will require an additional 55,000 hours of enhancements to local and regional service levels to standardize daily schedules across all municipalities (Phase 1 of the Service Planning Strategy). The service enhancements would begin in September 2024 with a partial year net operating increase of \$1.2M (0.3% Regional budget increase). The fully annualized net operating impact is \$5.0M therefore an additional Regional budget increase of 1.0% would be required in 2025.

The Commission Phase 3 service planning strategy will include a comprehensive network review in 2025 and may deviate from the conservative growth projections provided by the NTGS. However, based on preliminary forecasts a conservative growth strategy would require an additional net operating budget increase of \$4.0M phased in between 2026-2030 with a total Regional budget increase of 1.0% (see Appendix 2).

*Capital**A. Capital Asset Transfer to the Commission & the Cummings Principle*

Based on the recommendation from the NTGS as part of the peer jurisdictional review, the CAO Working Group (established by the Linking Niagara Transit Committee (LNTC) to oversee and direct the Project Team to deliver the NTGS) has endorsed the use of applying the Cummings Principle to the future transfer of assets from the LAMs to the new Commission. The premise of the Cummings Principle is to transfer assets (and related outstanding liabilities), from one municipality to another with no additional compensation, since transferring assets for additional compensation results in the taxpayer paying twice for the same public asset.

This principle, established through judicial precedent, has been applied for over four decades in the municipal setting throughout Ontario, as well as in the vast majority of transit consolidations reviewed as leading practices. The use of the Cummings Principle is also well aligned to Niagara's established guiding principle of fairness, which respects the existing investments made by communities.

*B. Capital Replacement Strategy**i. Capital Growth*

Niagara Region is currently conducting a Development Charge (DC) review and will propose that a Transit DC be established to fund future capital growth. The Transit DC will be used to mitigate capital requirements resulting from the service expansions outlined in the NTGS. The conservative growth strategy estimates an additional \$15M in new capital to achieve the associated service growth outlined in the previous section. The financial strategy applies a 5 year growth plan beginning in 2026, however Phase 3 of the Service Planning Strategy incorporates a fulsome service review in 2025 and therefore forecasted growth between 2026 and 2033 may vary from the NTGS.

ii. Capital Reserve Strategy

Currently Niagara transit operators collectively receive \$6.8M annual in PGT, with \$1.5M being used to mitigate net operating costs (see section above). The financial strategy, beginning in 2023, establishes a 5 year phasing out of PGT for operating and directs these funds towards fleet replacements. The existing PGT funding contributes to

65% of annual fleet requirements therefore leaving a funding gap of \$6.5M (\$3.5M for fleet replacements plus an additional \$3M for all other capital requirements).

The proposed capital reserve strategy recommends that this \$6.5M gap be addressed over a three year period by way of an incremental increase in the Commission budget to provide for a transfer to capital reserve. The total budget impact from the proposed reserve strategy is an annual incremental Regional budget increase of 0.53% each year for 3 years. The proposed strategy ensures appropriate funding for annual fleet replacements by 2025, with all capital requirements being met by 2030 (See Appendix 3).

The reserve strategy also proposes that as growth occurs, that future annual transfers to reserve are adjusted accordingly. The increased fleet to meet future service growth is phased in over 5 years beginning in 2026 and is estimated at \$15M. The total proposed capital investment including the \$5M in 2024 to reduce contracted services will require an additional \$1.8M in annual transfers to reserve to ensure adequate funding for future vehicle replacements.

Transition Costs

The NTGS provides a range of estimated transition costs which include those costs that are related to the transition team plus other one time and incremental costs necessary for transit consolidation. Key activities include the legal establishment of the Commission, development of initial strategic and branding plans, development of transfer agreements, and performance monitoring. These one-time costs have been estimated at a total of \$3.85M to \$4.96M over the course of 4 years from 2021 through 2024.

Currently the transition costs are anticipated to be funded through a combination of existing budgets previously established for NRT as well as Provincial/ Federal transit funding programs. The Ministry of Transportation supports Niagara to regionalize transit with improvements to service integration and harmonizing concessions. Phase 3 of the Federal and Provincial Safe Restart Agreement (SRA) funding supports the transformation of transit structures/governance between neighboring municipal governments and allows for funding to mitigate up to 50% of one time transition costs. The Region will continue to advocate to the Province to provide additional funding mechanisms in the case that SRA Phase 3 will not provide sufficient funds after local transit budget expenditures are used for current operating.

Commission Common Fare Strategy

Currently local transit fares are \$3.00 while Regional trips require \$6.00 to gain access to local connections. The total impact of moving to a single \$3.00 fare to ride across Niagara is estimated at \$2.6M or 0.6% increase to the Regional budget. The existing revenue sharing-agreements between NRT and Local operators, flow 45% of all NRT fare revenue to local operators therefore resulting in a proportionately larger impact in the service hour based Special Levy allocation.

Table 2 - Revenue Impact - Common Fare Strategy

Common Fare Strategy Revenue Impact	Transit Operator Impact	\$ impact
Cash/Pass Revenue Share Agreement (55% Regional/ 45% Local)	Regional Impact	(\$0.08)
	Local Impact	(\$0.63)
U-Pass Agreement Local Tap Rate Agreement	Local Impact	(\$1.88)
Total Estimated Revenue Loss from Single Fare		(\$2.59)
Regional Budget Impact		0.6%

Prior to COVID-19, the Niagara College U-Pass agreement contained a per student ridership 'tap' rate of \$0.75 to ride on local transit. The common fare strategy and transit consolidation may eliminate this incremental revenue, however future Niagara College U-Pass agreements would be structured similarly to existing agreements between St. Catharines and Brock University Students' Union, ensuring that incremental transit service driven by student demand does not impact the taxpayer.

Special Levy - Municipal Act Section 326 Special Services

The establishment of a Special Levy, as defined in the Municipal Act for Special Services (section 326 (2) (b)) states "service or activity being provided or undertaken at different levels or in a different manner in different part of the municipality".

Table 3 - Criteria for Special Levy Establishment

12 special levies requires 12 service levels		
	2023	2033
Service Hours per Household	All different	Few different –Service Strategy outcomes influence long term “service level” and may not maintain a different service level across all municipalities as currently exists.
Service Hours per Capita	Most different	
Frequency of Service	Few different	
Type of Service: Conventional, On-Demand, Specialized, Blend	Few different	

The ability to maintain 12 special levies should be monitored annually as part of service strategy and consideration given to fewer levies as service levels become aligned.

Transit Consolidation 2023 Financial Impact

The estimated municipal apportionment for each of the 12 Special Levies is represented in Appendix 4 for both the operating budget of \$46.4 M and the first year of the capital replacement strategy of \$2.2M. Current and projected cost portions have been aggregated by type of service, with conventional service municipalities representing St. Catharines, Niagara Falls and Welland, while all remaining municipalities are considered alternative services. Currently conventional transit municipalities represent 77% of all transit costs, under the recommended financial strategy these municipalities will be apportioned 74% of the total consolidated transit operating budget and 85% of capital.

Board Composition

The GSC has recommended a revised governance structure that would establish a transitional Commission Board for a minimum three-year period comprised of fifteen (15) elected officials.

A transitional Commission Board reflects two core principles and areas of LAM feedback on the NTGS model:

-
- the need for more frequent and direct representation for all municipalities;
 - [while] maintaining representation for larger municipalities proportional to their ridership and financial contributions.

This transitional Commission Board will be reviewed after three (3) years by a third-party to ensure that the composition, size, and share of representation has resulted in an effective governing body that is achieving the strategic objectives of the Commission.

This review will consider options including maintaining the transitional fifteen (15) member structure, other fully elected boards with a smaller number of total representatives, and hybrid board structures that include public skills-based members in line with the recommendation of the NTGS. The GSC maintains the position that the establishment of a hybrid governing model remains a preferred outcome for the future permanent Board structure and should be strongly considered during the Year 3 review.

The key features of the recommended transitional model are as follows:

- A fifteen (15) member transitional Commission Board comprised exclusively of elected representatives, with the City of St. Catharines receiving three (3), the City of Niagara Falls receiving two (2), and each of the other ten (10) municipalities receiving one (1) full-time representative.
 - The additional representatives for St. Catharines and Niagara Falls reflect their significantly greater share of transit ridership in Niagara.
- Municipal representatives for the Commission Board will be recommended to Regional Council by each local Council, and can be either Regional or Municipal Councillors. While local Councils will be asked to forward recommendations for nomination to the Board, final responsibility and authority for appointing members to the Board will rest with Regional Council, as the Commission will be an agency of the Region. This appointment responsibility resting with Regional Council ensures the Region, solely responsible for the funding of the Commission, retains necessary control in line with Public Sector Accounting Board (PSAB) principles.
- The role and membership of the supporting Advisory Board will be expanded to balance the fully elected official transitional Commission board. Meeting frequency will be increased to quarterly from semi-annually, and stakeholders representing the perspectives of disability, youth, and seniors representatives will

be added. The Advisory Board provides non-binding advice and recommendations to the Commission Board.

- The transitional Commission Board will have responsibility for appointing representatives to the Advisory Board.
- Similar to representatives for the transitional Commission Board, local Councils will be asked to forward recommendations for the twelve (12) resident member positions.
- The transitional Commission Board will report directly to Regional Council, which will have responsibility for approving the annual budget for the Commission.

Figure 2 - GSC Recommended Board Structure

Transitional Transit Commission Board	Advisory Board
<p>(15) Total Elected Official Representatives</p> <ul style="list-style-type: none"> • (3) St. Catharines • (2) Niagara Falls • (1) Fort Erie • (1) Grimsby • (1) Lincoln • (1) Niagara-on-the-Lake • (1) Pelham • (1) Port Colborne • (1) Thorold • (1) Wainfleet • (1) Welland • (1) West Lincoln 	<p>(20) Total Public Stakeholder Representatives</p> <ul style="list-style-type: none"> • (12) Niagara Residents (one per Municipality) • (2) Members representing Accessibility Advisory Committees or other Accessibility Stakeholders • (2) Post-Secondary Representatives (1 student union representative from Brock University and Niagara College) • (1) Member representing Niagara Chambers of Commerce • (1) Senior Issues Stakeholder • (1) Youth Issues Stakeholder • (1) Transit Commission General Manager (ex-Officio)

Transitional Transit Commission Board	Advisory Board
<i>Members recommended by local Councils, appointed by Regional Council.</i>	<i>Resident members recommended by local Councils, all members appointed by the Transit Commission Board.</i>

The move from the NTGS recommended nine (9) member hybrid board to a 15-member board directly responds to LAM feedback from 'Phase 1' consultation to achieve greater representation for smaller LAM municipalities. All Niagara LAMs will full-time representation on the transitional Commission Board and an opportunity to influence the establishment of the Commission and its initial operation directly. This influence is further supplemented at Regional Council, where Regional Councillors will provide direction to the Commission through the annual budget process.

Niagara Service Standards Strategy

The third area of common LAM feedback related the future levels of service to be delivered by the Commission – both in terms of ensuring the existing levels of service in their communities was maintained as a minimum, and how future enhancements would be planned and funded.

The ***Niagara Service Standards Strategy***, provided as Appendix 5, outlines a three-phased approach to the standardization and enhancement of transit service:

- **Phase 1** – Years 1 & 2 – Standard Operating Hours Across Niagara
- **Phase 2** – Year 3 – Combine Specialized and Demand Responsive Services
- **Phase 3** – Years 4 & 5 – Network Review and Growth

The strategy takes the approach of establishing a series of common operational standards such as hours of operation, service frequency, and service coverage that the Commission will seek to meet through incremental service improvements in the first few years of operation. A comprehensive Network Service Review and plan is considered for Phase 3, the timing of which will allow for the Commission to properly assess its needs after the assumption of operation and at which time the impacts on transit ridership from COVID-19 will be better understood.

This strategy is intended to act as an initial guideline for the Commission, demonstrating the types of services and improvements that could be implemented in the future. Within

the strategy, changes to service levels are examined through the perspective of each community to indicate the types of enhancements that they can expect to see as the service standards are achieved.

The Commission and its Board, through its own planning studies (i.e. Network Service Review discussed in Phase 3), approvals, and budgets will make the final decisions about what service improvements will be provided.

Strategy Comparison

The financial strategy, revised board composition model, and service standards strategy recommended by the GSC significant updates to directly address the input received from LAMs. Below provides a summary comparison of the original NTGS and financial model and the revised strategies recommend by the GSC.

Table 4 – Original NTGS and Updated GSC Recommendation Comparison

Strategy	NTGS and Original Financial Recommendation	GSC Recommendation
Financial	<ul style="list-style-type: none"> • Single Regional Levy. • Costs distributed to the LAMs based on Regional property assessment. 	<ul style="list-style-type: none"> • Twelve (12) Special Levies. • Regional transit costs will be allocated to Special Levy based on local share of Regional assessment. • Local transit costs will be allocated to Special Levy based on local service hours.
Board Composition	<ul style="list-style-type: none"> • Nine (9) member hybrid board. • Two (2) rotating representatives for smaller LAMs. 	<ul style="list-style-type: none"> • Fifteen (15) member board comprised of elected official representatives. • Full-time representation for smaller LAMs.

Strategy	NTGS and Original Financial Recommendation	GSC Recommendation
Service Standards	<ul style="list-style-type: none"> • NTGS growth projections from Future State assessment. • Network Service Review prior to service launch 	<ul style="list-style-type: none"> • Niagara wide service standards • Short-term Phase 1 and Phase 2 enhancements precede a Phase 3 Network Service Review

Appendix 6 connects these revised strategies back to the feedback received from each LAM, as well as additional areas of feedback that were identified outside the major themes.

Next Steps and 2021 Workplan

The GSC has recommended that a second round of LAM consultation be undertaken to present the revised strategies contained in this report, confirm issues have been addressed, and gather any additional feedback before proceeding to triple majority.

Adoption of the recommendation of this report will initiate this consultation process, which is anticipated to occur over the summer of 2021. The Regional project team will work with the CAO, Mayor, and Clerk in each municipality to provide the level of support required as each Council develops their feedback and input.

Figure 3 - 2021 Governance Workplan



For clarity, adoption of this report and its consideration by the LAMs during the second round of consultation will not represent the triple-majority approval process.

Rather, input received through the second consultation period will be reflected in the final proposal advanced as part of triple-majority approval, anticipated to commence in early Fall 2021.

Based on reflection of any second round feedback by the LAMs, the triple-majority approval process will begin with the consideration of a final report by LNTC, anticipated for September 29, 2021. This would then be followed by a Regional Committee of the Whole or Special Council meeting in mid-October. At that meeting, Regional Council will be asked to formally adopt the by-law initiating triple-majority, which will then be forwarded to each LAM for consideration through the remainder of Q4 2021. Triple majority support consists of:

- a majority of all votes on upper-tier council [Regional Council];
- a majority of all the lower-tier [LAM] councils passing resolutions consenting to the by-law;
- the total number of electors in the lower-tier [LAM] municipalities that have passed resolutions consenting to the by-law form a majority of the electors in the upper-tier municipality

Should triple-majority be achieved, a one-year period would be required to establish the Commission and prepare for the assumption of day-to-day operations on approximately January 1, 2023. This transition is outlined in the NTGS.

Communications and Engagement

A communications strategy has been developed to support this workplan, and will be undertaken to further education, awareness and engagement on the move towards a region-wide single transit system. The primary objectives of this communication strategy are:

- Provide councils with confidence that residents had the opportunity to understand the recommendations and provide their comments;
- Provide transit stakeholders and supporters with the information and resources they need to engage in the conversation about consolidated transit for Niagara; and
- Support the consideration of the triple majority vote to establish a new transit model for Niagara.

The strategy incorporates outreach to a wide variety of stakeholders across Niagara, including both groups who have been part of previous governance consultation programs, as well as additional stakeholders who have been identified by the GSC. These will include:

- **Niagara Residents** - Transit users in municipalities that have both existing traditional transit service and that do not have regular, frequent traditional service; residents in areas with no service; and residents who currently do not use public transit; and
- **Transit stakeholders and supporters** - Regional and local councillors; Chambers of Commerce and other Niagara business/employment groups; post-secondary institutions and student unions; and social services and other community non-profit organizations.

The strategy will support both the municipal review and feedback period over the summer as well as the eventual triple-majority approval process and as such, is anticipated to commence in mid-July and run through Fall 2021. The strategy will feature the development of a dedicated project website, public feedback surveys, a communications toolkit, social and print media, and a comprehensive series of stakeholder consultation sessions.

Alternatives Reviewed

Financial Strategy

The GSC reviewed and considered a total of eleven (11) different alternative Special Levy financial models in addition to the single General Levy originally proposed; nine (9) options developed twelve (12) unique regional Special Levy tax rates and two (2) options developed two (2) regional Special Levy tax rates. Models were based on a variety of combinations of allocations using per-capita, per-household, service hours and assessment.

The GSC was guided in its evaluation by the series of principles and objects previously described in Table 1. These criteria were developed to directly reflect and address the feedback received from the LAMs during the first round of consultation.

The financial strategy outlined in this report represents the consensus recommendation of the GSC.

Board Composition

Development of the GSC recommended board composition began with a review of the Phase 1 feedback relative to the original recommendations of the NTGS. A series of alternative compositions were developed, including those that maintained a smaller total board size; that included public members to retain a hybrid model; that grouped smaller LAMs into rotating seats on the basis of geography, financial contribution, or ridership; and that maintained a single seat for larger LAMs.

These models were ultimately rejected as they did not sufficiently address the feedback received from the LAMs or the principles established by the GSC of enhanced representation for smaller LAMs, while maintaining a proportional level of representation for larger LAMs. In particular, the GSC supported moving to a fully elected official model with a larger total size and away from the smaller hybrid model recommended by the NTGS to achieve the principle of representation for all LAMs.

Niagara Service Standards Strategy

The Niagara Service Standards Strategy places the undertaking of a comprehensive network review in Phase 3, approximately 4-5 years after the launch of the Commission. Alternative consideration was given to an earlier undertaking of this review, either prior to the launch of the Commission as recommended by the NTGS transition plan, or in Phase 1 or 2.

This approach was not recommended as:

- the enhancements recommended in Phase 1 and 2 are known or required improvements that should precede and be reflected in the network review;
- a one (1) to three (3) year 'steady-state' period prior to major expansions or growth enhancements will allow the Commission to establish a new baseline for consolidated operations, one that will further reflect a post-pandemic transit ridership environment;
- decisions regarding major strategic priorities and initiatives, including the required financial and resources investments, should be reserved for and made by the Commission itself, rather than determined during the approval-to-consolidate stage; and

-
- Initiating pre-launch review would require committing financial and staff resources in advance of achieving triple-majority authority to consolidate.

Relationship to Council Strategic Priorities

The proposed consolidation of transit services across Niagara into a consolidated transit entity directly aligns with the Council Strategic Priority: Responsible Growth and Infrastructure Planning (Objective 3.1) through advancing regional transit and facilitating the movement of people and goods.

Other Pertinent Reports

LNTC-C 2-2021	Niagara Transit Governance – Governance Setting Committee Update
LNTC-C 1-2021	Niagara Transit Governance – Detailed Phase 1 Consultation Summary
LNTC-C 6-2020	Councillor Information Request – Niagara Transit Governance – Local Area Municipality Engagement
LNTC-C 4-2020	Niagara Region Transit Governance Study
CAO 8-2017	Niagara Region's Transit Service Delivery and Governance Strategy
LNTC-C 21-2018	Inter-Municipal Transit (IMT) Service Implementation Strategy

Prepared by:

Scott Fraser, P.Eng.
Transportation Lead
GO Implementation Office

Recommended by:

Bruce Zvaniga, P.Eng.
Commissioner of Public Works (Interim)
Public Works Department

Submitted by:

Ron Tripp, P.Eng.
Acting Chief Administrative Officer

This report was prepared in significant consultation with Heather Talbot, Financial & Special Projects Consultant – Financial Management and Planning; the Governance Steering Committee comprised of the CAOs from all thirteen (13) municipalities across Niagara; and reviewed by; Matt Robinson, Director, GO Implementation Office; Helen Chamberlain, Director, Financial Management & Planning/Deputy Treasurer; Todd Harrison, Commissioner of Corporate Services/Treasurer.

Appendices

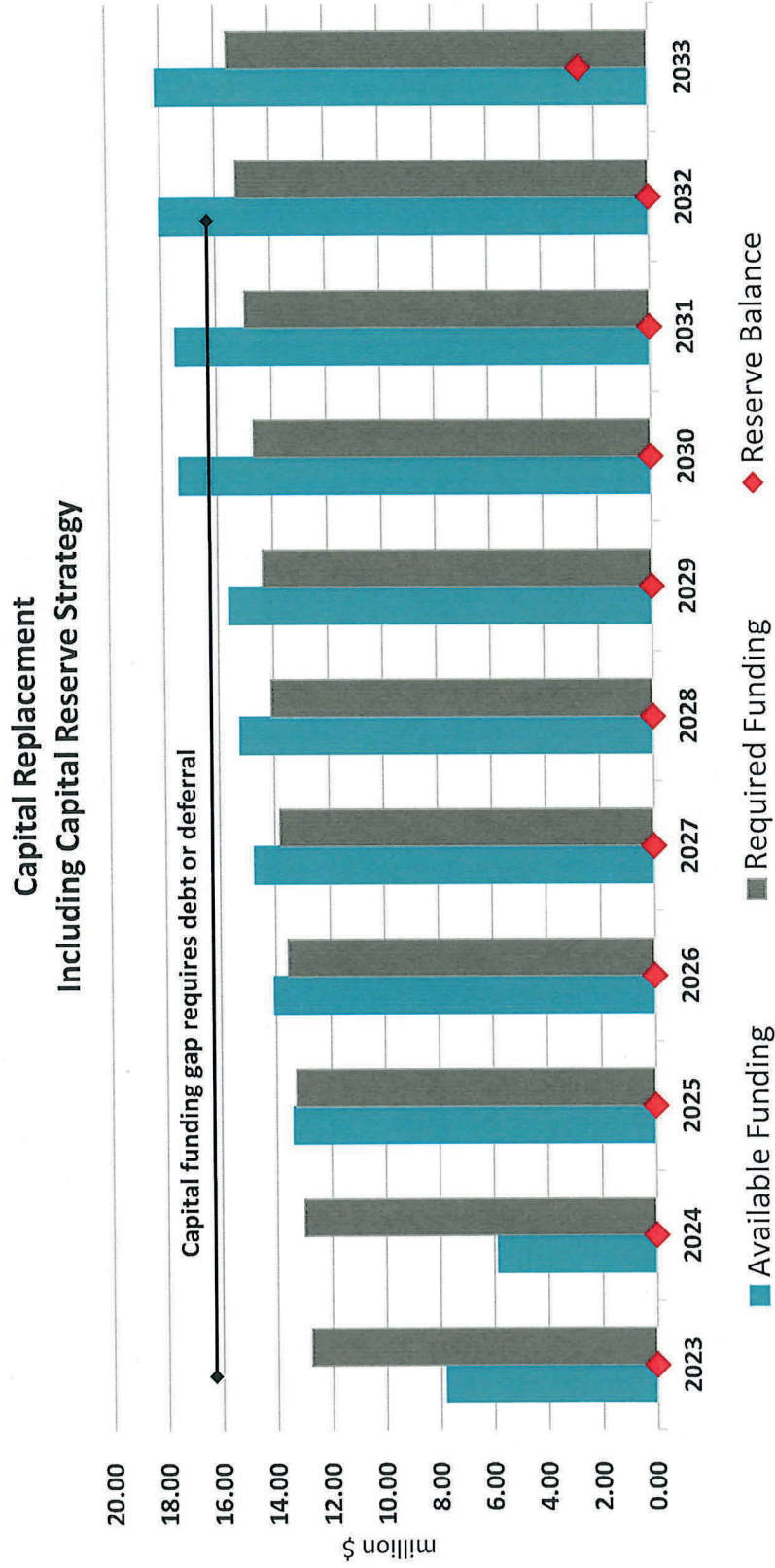
Appendix 1	Annual Special Levy Strategy
Appendix 2	Service Standards and Growth Strategy
Appendix 3	Capital Replacement and Reserve Strategy
Appendix 4	Year 1 2023 Transit Consolidation 12 Special Levy
Appendix 5	Niagara Service Strategy
Appendix 6	Local Area Municipality Feedback Response Tracker

Regional Budget Increase¹		2023	2024	2025	Total
<u>Net Operating Expenditures</u>					
Base Budget (Inflation)			0.2%	0.2%	0.4%
LOCAL TRANSIT SERVICE UPLOAD (incl. inflation between 2020 & 2023, debt servicing)		7.2%			7.2%
Provincial Gas Tax (PGT)		0.1%	0.1%	0.1%	0.3%
On-Demand/Specialized Services		0.0%	0.0%	0.2%	0.2%
Service Standardization		0.0%	0.3%	1.0%	1.3%
Growth Operating @ Conservative		0.0%	0.0%	0.0%	1.0%
<u>Capital Expenditures</u>					
Capital Growth		0.0%	0.0%	0.0%	0.0%
Transit DC Growth		0.0%	0.0%	0.0%	0.0%
Capital Reserve Strategy		0.5%	0.5%	0.5%	1.6%
On-Demand/Specialized In-house Fleet		0.0%	1.2%	-1.2%	0.0%
New/Growth Reserve Funds		0.0%	0.1%	0.0%	0.1%
Sub Total		7.8%	2.5%	0.8%	11.1%
<u>Other Financial Impacts</u>					
Transition Costs		0.0%	0.0%	0.0%	0.0%
Commission Common Fare Strategy		0.0%	0.0%	0.6%	0.6%
Total Consolidated Transit Impact		7.8%	2.5%	1.4%	11.7%
Net Residential Impact		0.6%	2.5%	1.4%	4.5%

Net Operating Projections ¹

	2020	2023	2025	2025
	% of Service Hours	Year 1 Upload (M\$)	% of Service Hours	Phase 1 Service Standards (M\$)
St. Catharines	44%	17.3	41%	19.4
Niagara Falls	30%	12.3	28%	14.1
Welland	11%	4.7	12%	6.0
NOTL	2%	2.0	3%	2.7
Port Colborne	2%	1.0	2%	1.4
Pelham	1%	1.1	2%	1.4
Thorold	3%	1.7	3%	1.9
Fort Erie	5%	2.5	5%	3.0
Grimsby	1%	1.7	2%	2.1
Lincoln	1%	1.4	2%	1.8
West Lincoln	0%	0.5	0%	0.6
Wainfleet	0%	0.3	0%	0.3
Total	100%	46.4	100%	54.7
Regional Budget increase		7.3%		2.1%
Conventional	85%	74%	82%	72%
Alternative	15%	26%	18%	28%

1. Estimates based on 2020 budgets adjustments may be necessary prior to 2023 to reflect most recent financials

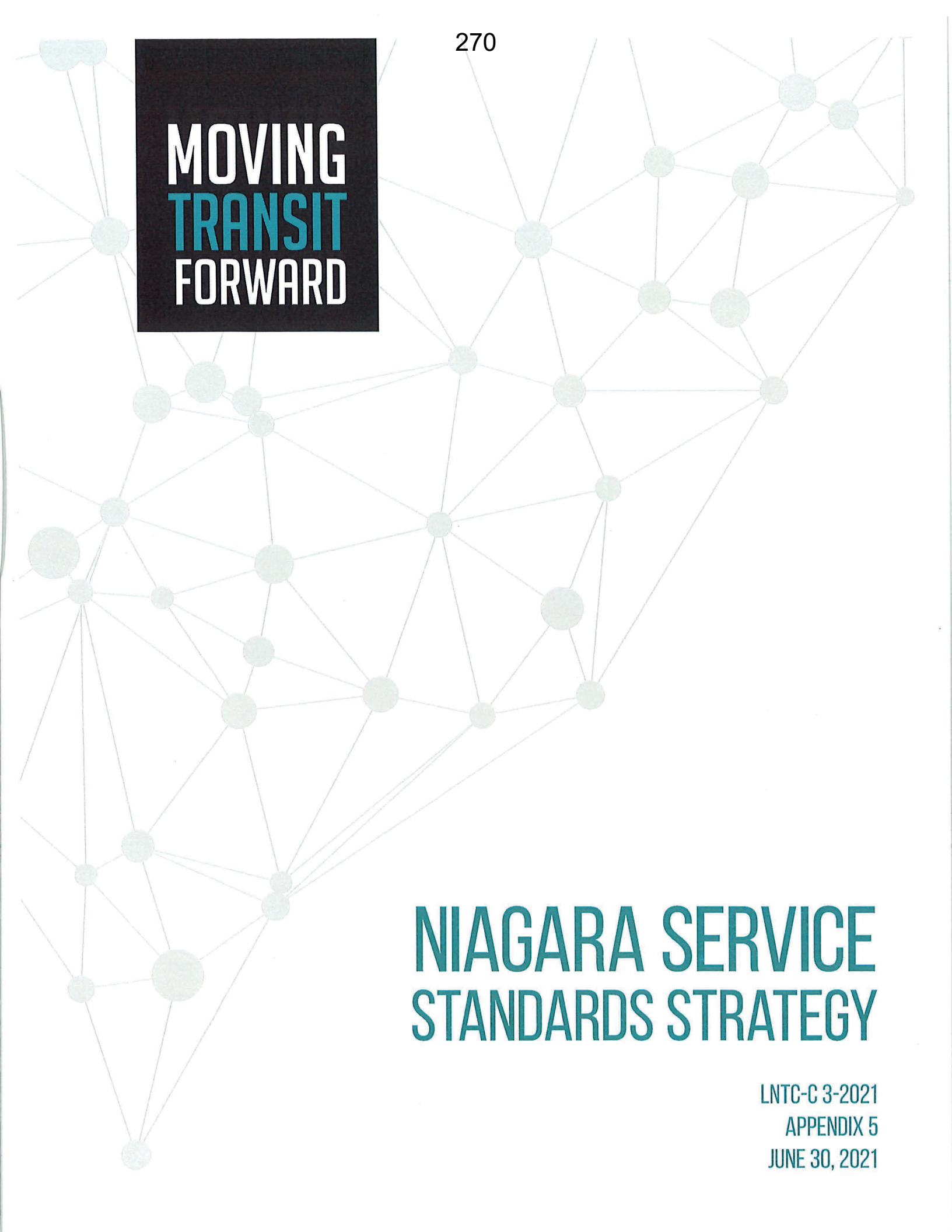


LNTC-C 3-2021

Appendix 4 - Year 1 2023 Transit Consolidation 12 Special Levy
June 30, 2021

Original Strategy	Baseline				12 Special Levy			
	2020 Net Transit Budget				2023 Operating Budget Projection			
General Levy	Local Portion	Regional Portion	Total	% of Service Hours	Local Portion	Regional Portion	Total	2023 Capital Strategy (Yr1)
12.0	13.1	4.2	17.3	44%	12.9	4.4	17.3	0.9
9.8	8.6	3.5	12.1	30%	8.7	3.6	12.3	0.6
3.8	3.1	1.4	4.4	11%	3.3	1.4	4.7	0.2
4.0	0.4	1.4	1.8	2%	0.5	1.5	2.0	0.0
1.5	0.3	0.5	0.8	2%	0.5	0.5	1.0	0.0
2.0	0.2	0.7	0.9	1%	0.4	0.7	1.1	0.0
1.9	0.6	0.7	1.3	3%	1.0	0.7	1.7	0.1
2.9	1.1	1.0	2.1	5%	1.4	1.1	2.5	0.1
3.5	0.3	1.2	1.5	1%	0.4	1.3	1.7	0.0
2.8	0.2	1.0	1.2	1%	0.4	1.0	1.4	0.0
1.5	0.0	0.5	0.5	0%	0.0	0.5	0.5	0.0
0.7	0.0	0.2	0.2	0%	0.0	0.3	0.3	0.0
46.4	27.8	16.4	44.2	100%	29.4	17.1	46.4	2.2
Incremental Regional Levy to be offset at Municipal level								
7.3%								
55%	89%	55%	77%	85%	85%	55%	74%	85%
45%	11%	45%	23%	15%	15%	45%	26%	15%

1. 2023 Net Operating costs are based on inflationary adjustment for all other LAMS + removal of \$0.3M in PGT used for Operating expenditures
2. Welland Local Transit Cost above is different than transit costs reported in Welland tax levy as the City recovers 15% corporate overhead in its charge to Region for NRT services included in the Regional tax levy; these costs would not be uploaded at time of consolidation.
3. On-Demand/Local Transit investment increasing between 2020 and 2023
4. Transit expenditures include debt payments



**MOVING
TRANSIT
FORWARD**

NIAGARA SERVICE STANDARDS STRATEGY

LNTC-C 3-2021
APPENDIX 5
JUNE 30, 2021

TRANSIT IN NIAGARA TODAY

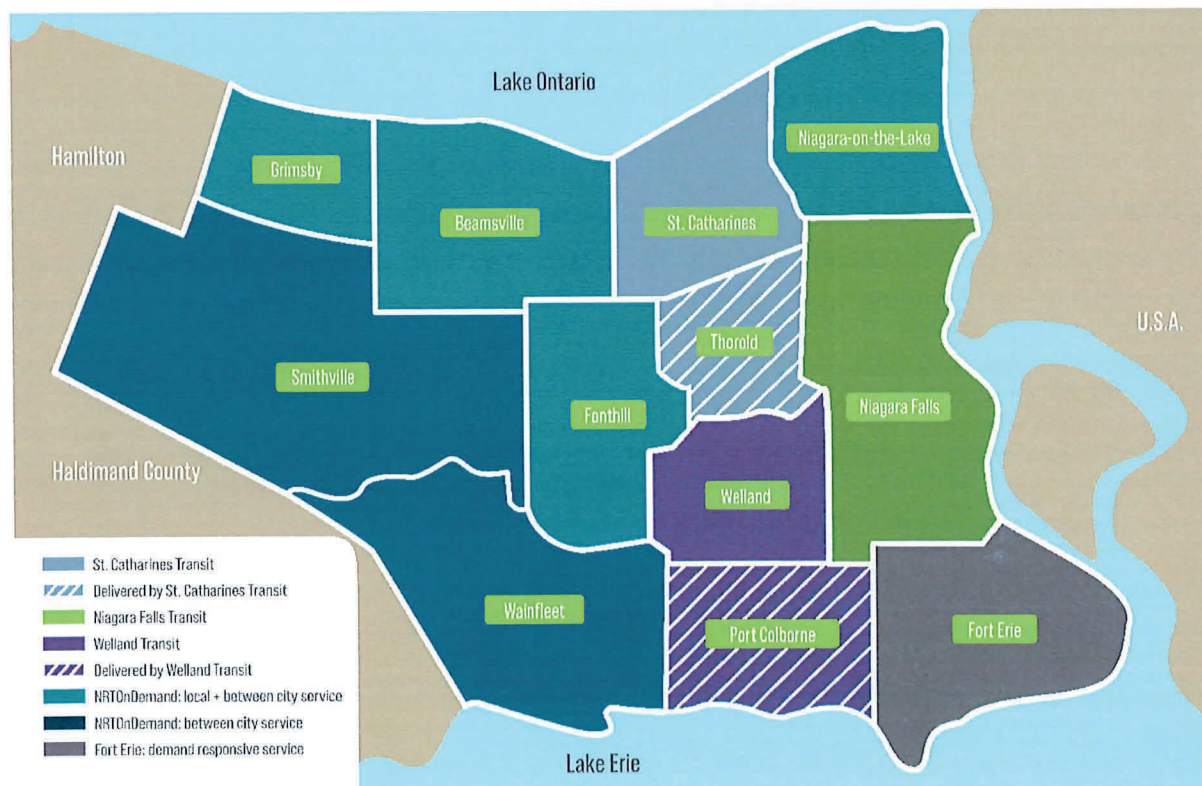
SECTION 1

THE STARTING POINT

Effective public transit is about providing the connections and mobility required for residents to access and enjoy the employment, recreational, and institutional benefits that Niagara has to offer. It's about connecting a student from their home to school, supporting an employee taking a new job in a different town, or ensuring a senior can access the medical services they require.

Today, transit in Niagara is delivered through a mix of services and by different levels of government and transit agencies. Niagara Region is responsible for delivering trips between cities (referred to as inter-municipal service) through Niagara Region Transit (NRT) and has recently launched the Niagara Region Transit On-Demand (NRT OnDemand) pilot program to provide a new approach to transit in smaller communities. Larger cities like St. Catharines, Niagara Falls and Welland have their own local transit services that primarily use large buses on regular (or fixed) routes, where some smaller towns and cities have only recently introduced transit service.

Figure 1 - Transit in Niagara Today (2021)



Significant work has been done in recent years make these systems integrate better together for the benefit of the riders. For example, the Intermunicipal Transit Working Group (IMTWG) was responsible for coordinating how Niagara's transit systems responded collectively and collaboratively to the COVID-19 pandemic and has worked to ensure that common technologies are used across Niagara.

Integrating into one transit system serving all of Niagara represents an opportunity to take these efforts even further – combining resources to deliver more and better service, providing easier connections between towns and cities, and effectively integrating with expanded GO Train service. For this reason, work has been completed to outline how this integration could take place – arriving at a recommendation that a single transit Commission be established that serves all of Niagara's public transit needs.

THE PLAN

The purpose of this service strategy is to outline how transit in Niagara could be enhanced, should the combination of the existing transit services take place.

This strategy considers three phases of improvements – in the short-term (Phase 1), a move to one set of consistent operating hours to ensure all residents in Niagara have the same level of availability of transit in their community and the ability to make consistent connections across Niagara. Phase 2 would follow, combining specialized transit (otherwise known as accessible or Para-transit) with other existing demand-responsive services. Lastly, in Phase 3, undertaking a detailed network review study that would look for future opportunities to expand and enhance Niagara's transit footprint and significantly grow ridership in the long-term.



The roadmap and standards in this strategy will be a guideline for the future Commission, demonstrating the types of services and improvements that could be implemented in the future.

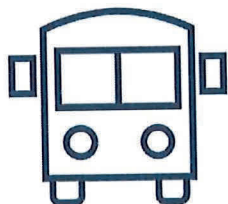
The Commission and its Board, through its own planning studies (such as the network review discussed in Phase 3), approvals and budgets, will make the final decisions about what service improvements will be provided.

The new transit Commission will also evaluate the performance of its services on a continual basis – starting right from its creation and in parallel with this strategy. At a minimum, there will be an annual performance review of required changes and service enhancements, which may include evaluation of route performance, ridership, new housing/commercial development, customer feedback, and opportunities to implement existing expansion priorities such as those identified in municipal transit and transportation master plans.

TYPES OF TRANSIT

Effective transit comes in many different forms, from large buses meant to move many people at once, through to smaller vehicles that connect residents in previously underserved communities. The right type of transit for a particular community is tailored to its needs: the demand or ridership anticipated and the density or character of the neighbourhood.

This strategy and the standards discussed are organized into two primary types of transit:



Conventional Transit

This is the image that comes to mind when most people think about transit - a large bus (35' or bigger) that stops at the corner, that comes by on a regular schedule, and that connects residential, employment and institutional areas with each other. It is most common in larger cities such as St. Catharines, Niagara Falls, and Welland.



Alternative Transit

Where conventional services aren't the right fit – because of lower demand or ridership, the need to service larger geographic areas, or to meet the demands of residents with enhanced mobility needs – alternative forms of transit are better suited to address these influences for particular communities. Alternative transit is sub-divided into three types:

- **Community Bus** – which operates smaller vehicles on a fixed route within a single community or town to provide local access to places such as seniors' apartments, medical facilities, community centres and shopping centres.

- **Demand Responsive Transit** – otherwise known as on-demand transit or micro-transit where vehicles alter their routes each trip based on passenger demand without using a fixed route or timetabled schedule.
- **Specialized Transit** – or Paratransit service, focused on assisting persons with mobility challenges, providing transportation from accessible door to accessible door, and using vehicles with features such as lifts and accessible seating. Vehicles alter their trips based on demand, rather than operating on a standard route or schedule.

SERVICE STANDARDS

SECTION 2

What is a Service Standard?

Service standards provide a consistent and fair way to evaluate both existing and proposed transit services. Standards work by establishing common thresholds for factors such as what the distance to the closest bus stop should be, what hours transit will operate, how frequently buses will serve each stop, and what type of service makes sense in a given community.

Service standards are intended to provide a planning, design, and decision-making framework for transit services that operate efficiently and equitably across Niagara. They provide a framework for how to best serve transit riders' diverse travel needs, while balancing budgetary and resource limits.

The standards proposed in this plan are intended to be implemented in three phases. Phase 1 and Phase 2 are focused on standardizing the current service across Niagara so that all residents have consistent access to transit. Phase 3 then looks for opportunities to enhance and grow service – once a common and integrated level of service across Niagara has been established. Notwithstanding the above sequencing, during Phase 1 and 2 shorter term expansion and enhance opportunities, especially those already identified in documents such as municipal Transportation Master Plans, will be considered as part of the annual service review that the Commission will undertake.

Service Coverage

Service coverage defines the maximum walking distance to a bus stop for urban and rural areas. The goal of locating bus stops is to balance the number of bus stops to ensure fast and reliable service, with ensuring that stops are conveniently located and within walking distance of homes and key community destinations. In Niagara, this has been defined as:

The maximum walking distance for greater than 90% of all residents within the Niagara Region is 400 metres to a bus stop.

Service coverage is most applicable to conventional services that operate on a fixed route with dedicated stops, but also applies to alternative services such as community bus and demand-responsive transit. Specialized transit operates on an enhanced principle of ensuring trips take place from “accessible door to accessible door”. This standard is comparable with those applied in other peer jurisdictions.

Phase 1 – Years 1 & 2

Standard Operating Hours Across Niagara

Each agency responsible for delivering transit in Niagara today currently sets its own hours of operation, independently balancing ridership and demand against budgetary and resource limitations in their communities.

The result is an inconsistent mix of operating hours from a region-wide perspective – transit in one community may start earlier in the morning than it does in an adjoining community, or one may offer Sunday and holiday service where another does not.

The first priority under a consolidated system will be to standardize the hours that transit operates across Niagara.

The proposed hours of operation for a consolidated system, for all types of service, are:

Monday to Saturday	6:00 AM to 12:00 AM (Midnight)
Sundays & Holidays	7:00 AM to 9:00 PM

Taking this first step will better serve residents by eliminating confusion between different hours of operation in adjacent communities and on different operating services (i.e. conventional and demand responsive), and by enhancing service hours in a number of communities. A transit rider travelling from one community to another can be confident that their connection will be operating still – and not need to check multiple schedules from different agencies.

Standardizing operating hours will also assist in delivering efficient service. For example, when planning service the Commission will not need to account for different start and end times in different communities which are presently independently determined and misaligned.

To the degree possible, standardization will occur in parallel with the assumption of operation by the Commission, but will be fully achieved over a two-year period as the Commission incrementally enhances service.

Providing an increased number of service hours will require additional investment. The operating costs to deliver this enhanced service has been accounted for in the financial strategy that parallels this Service Strategy, and is detailed in Table 3 in the Community Perspectives section of this report. Based on a review of existing service hours and fleet complement, it is expected that this enhanced service can be delivered using existing fleet resources and that no additional capital investment would be required.

Requests for Enhanced Services

There will be two opportunities for enhanced services to be provided in a municipality. Requests could be made from local Councils to the Commission for service improvements that would be included in future service planning; or through a direct 'purchase' of additional services based on a municipal contribution or rate.

One potential application would be in extended service hours beyond the standard outlined here. For example, Niagara Falls may request additional hours of service on weekends during peak tourist season or St. Catharines may request additional evening service to serve its downtown core. These requests will be evaluated by the Commission as they are received, and would be delivered subject to available resources and funding.

Phase 2 – Year 3

Combine Specialized and Demand Responsive Services

As standard operating hours are achieved, opportunities to enhance services through more efficient delivery will be explored.

The combination of specialized and demand-responsive transit into one combined service delivery model offers an opportunity to both improve the service residents receive, while more efficiently deploying the resources available to the Commission.

While these two services currently operate separately (and independently by multiple municipalities) in Niagara today, specialized and demand responsive services share many similar characteristics. They both pick-up and drop-off passengers as close to their destinations as possible rather than at dedicated stops; and both operate on flexible routing – changing their journey based on demand or new pick-up and drop-off locations along the way.

As a result, there is an opportunity to combine these services into one, removing the distinction between specialized trips and those currently provided by demand responsive transit. This combination will provide an equitable level of service for all residents in Niagara and permit a more efficient service delivery through a larger shared pool of resources and through scheduling efficiency. Ultimately, achieving a combination of these services will require further review and work to address operational requirements such as facilitating pre-booking of rides and supporting additional destinations for specialized users.

Delivering a combined specialized and demand-responsive system will require the integration of the existing services and contracts that currently deliver these trips across Niagara – encompassing both the local services that deliver trips within communities today, and the regional services that provide trips across municipal boundaries. These services are currently

delivered through a mix of direct 'in-house' delivery by the local transit agencies and by contracted services to third-parties.

The preferred approach for this integration is the assumption of existing specialized and demand responsive services and contracts by the Commission, working towards direct 'in-house' delivery of a combined service where it is deemed feasible and advantageous to do so. This approach is preferred as it gives the new Commission direct control over all resources to maximize efficiencies. Bringing this service in-house also gives the Commission control over the type of vehicles used to deliver a service that meets all passengers needs. Delivering a combined service 'in-house' will require the purchase of new vehicles to increase the available fleet and meet demand. The financial strategy that parallels this report incorporates this requirement by initiating a capital reserve strategy to fund new fleet acquisition.

Phase 3 – Years 4 & 5

Network Service Review

The new transit Commission will also conduct a comprehensive network review every 5-10 years. This review includes a review of the entire network structure and route performance. The first review is planned to occur after standard hours of operation are implemented, and all demand responsive and specialized improvements are made.

These two changes need to be made before any other major service enhancements are considered. Notwithstanding, as part of the Commission's annual review, minor modifications to service will certainly be considered where necessary.

The Commission will also evaluate routes that may be required to service new developments, such as a GO Train station. All other enhancements, including those identified in LAM Transportation Master Plans, will be part of a comprehensive network review that will examine service across the region as a whole. Improving service frequency based on route performance guidelines will be the focal point of this review. Tables 1 and 2 illustrate service frequency and route performance guidelines that would be considered as part of this review.

Table 1 – Service Frequency

Operating Period	Conventional (minimum frequency in minutes)	Demand Responsive** (maximum wait time in minutes)
Weekday Peak	30	60
Weekday Base	30	60
Weekday Evening	60	60
Saturdays	30	60
Sundays	60	60
Holidays	60	60

** Maximum wait time is defined as the time from booking to pick-up

Route/service performance should be assessed on the basis of total boardings per revenue vehicle hour, which is an industry standard key performance indicator that measures the volume

of riders compared to the supply of transit service. Different classes of routes have different performance expectations and ridership potential, and the performance target values should be established separately for each route type.

Table 2 - Route Performance Guidelines (boardings per revenue vehicle hour):

Route Type	Weekday Daytime	Evening and Weekends
Conventional	15	10
Community Bus	8	6
Demand Responsive	3	2

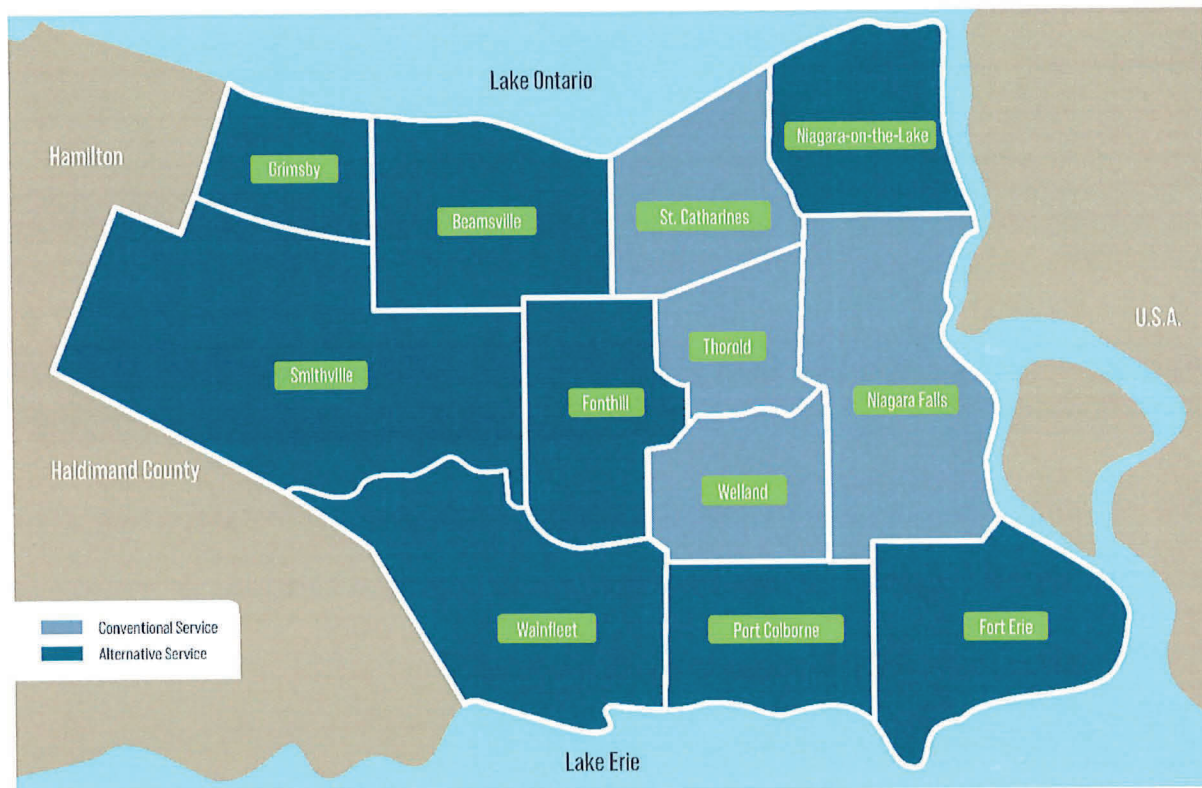
It should be noted that if boardings for demand responsive service fall below 3 and 2 respectively as shown in Table 2, it does not mean that service levels will be reduced. It means that the transit Commission's supply of vehicles on the road at that time may be too high and should be reduced.

TRANSIT IN NIAGARA TOMORROW

SECTION 3

As the recommendations of the first network review and the standards outlined in this strategy are implemented, transit in Niagara will move towards a more harmonized and integrated system under the new Commission. Conventional services will operate with common operating hours and frequency, and alternative transit services - reflecting the level of demand in smaller communities - will ensure that appropriate investments are made for transit equity in all communities.

Figure 2 - Niagara Transit (Post-Phase 3)



In this scenario, conventional services are likely to continue to be concentrated in the municipalities where they most commonly appear today: St. Catharines, Niagara Falls, Thorold, and Welland. In parallel, alternative services will be most prominent in the other eight Niagara municipalities of Fort Erie, Grimsby, Lincoln, Niagara-on-the-Lake, Pelham, Port Colborne, Wainfleet, and West Lincoln.

It should be noted that this is a generalization. For example, there are underserved neighbourhoods in Niagara Falls, St. Catharines and Thorold today that would best be connected through more consistent demand responsive transit. There will also be a continued need to

connect communities primarily with alternative services to their neighbours through conventional services as is done today through the fixed inter-municipal transit routes. Specialized transit, identified under the alternative service model, will service the whole of Niagara.

Community Perspectives

While this strategy sets forth a vision for how standards and enhancements could be applied across Niagara, many of these improvements will be most directly felt at the local community level.

This is especially true during Phase 1, where the move to common operating hours for both conventional and alternative services will directly expand the time transit is available in a number of communities as shown in Table 3 below.

The costs associated with the additional hours of service indicated in Table 3 have been considered and incorporated as part of the overall financial strategy that parallels this document. In addition to the specific operating hour enhancements detailed above, the following sections provide an overview of the changes each community could experience as the three phases of the strategy are enacted and transit growth occurs.

Table 3 - Phase 1 Operating Hour Enhancements

Municipality	Service Increase	Additional Annual Operating Hours
Fort Erie	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday and Holiday service	2,600
Grimsby	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday service and Holiday service	2,671
Lincoln	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday service and Holiday service	2,671
Niagara Falls	Conventional Transit + Two hours of additional service weekday evenings on selected routes	5,382
Niagara-on-the-Lake	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday service and Holiday service	5,536
Pelham	Alternative Transit - Demand Responsive + Three hours of additional service weekdays and Saturday + Sunday service and Holiday service	2,671
Port Colborne	Alternative Transit - Demand Responsive + Eight hours of additional service + Introduce Saturday, Sunday and Holiday service	3,744
St. Catharines	Conventional Transit + Two hours of additional service on Sunday + Six hours of additional service on each Holiday	1,709
Welland	Conventional Transit + One hour of additional service weekday evening + Two hours of additional service on Saturday + Three hours of additional service Sunday evening + Introduce Holiday service	10,006
Niagara Region	Conventional Transit – Inter-municipal Routes + Three hours of additional service weekdays and Saturday + Sunday and Holiday Service	8,112

TOWN OF FORT ERIE

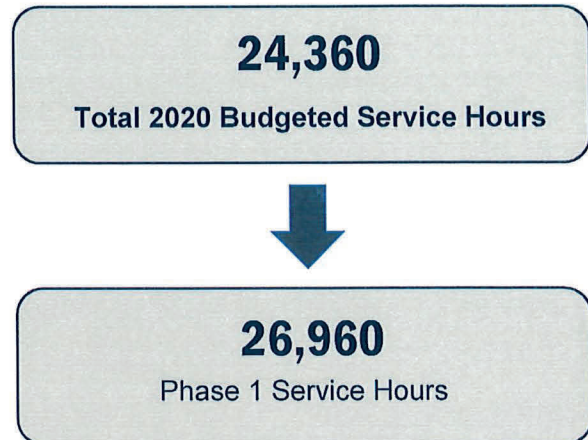
population 31,520 (2016)

alternative service delivery model

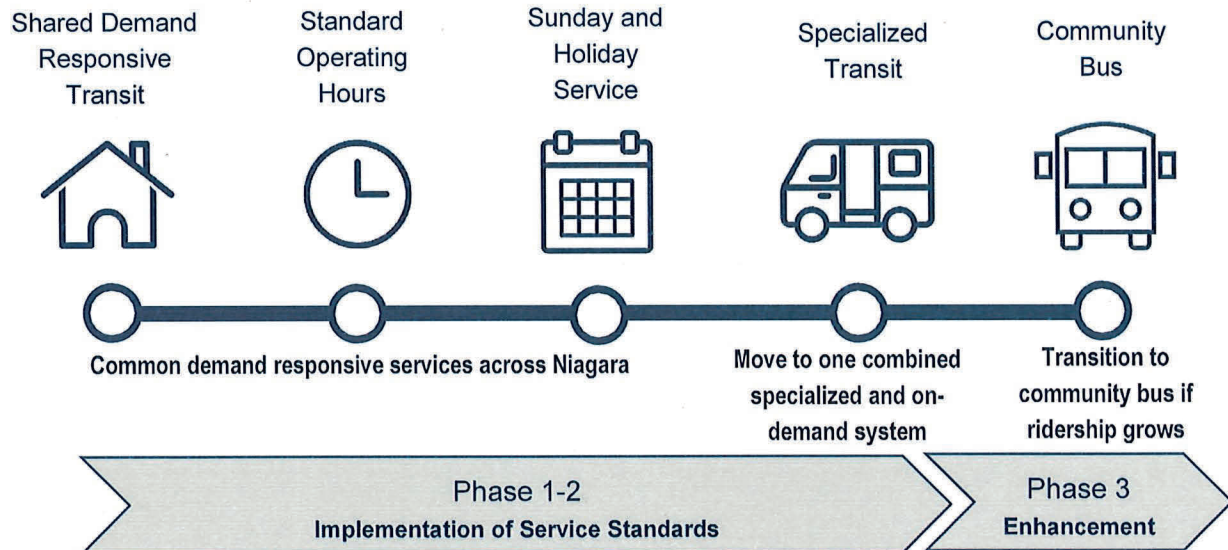
TRANSIT TODAY

Transit in Fort Erie is currently delivered through a third-party contract with Tokmakjian Inc. providing four fixed routes within the Town boundaries. In October 2021, the system will switch to a demand responsive system contracted out to a local company, Regional Limousine. Connections to the NRT Inter-Municipal service are also available.

Specialized transit services are contracted out to The BTS Network Inc., facilitating access for approved specialized users across Fort Erie.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Fort Erie, this means forthcoming demand responsive service in Fort Erie would be incorporated and the hours the service operates would be extended – adding 9pm to midnight – and include Sundays and Holidays. A move to a community bus system would be considered as transit ridership grows in Fort Erie, providing conventional service links to neighbouring communities that will continue to be a priority.

TOWN OF GRIMSBY

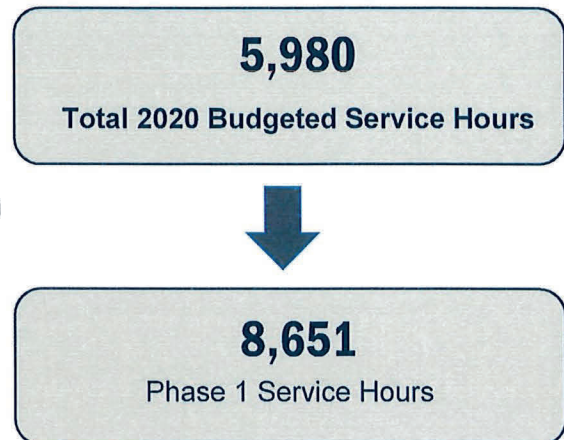
population 28,030 (2016)

alternative service delivery model

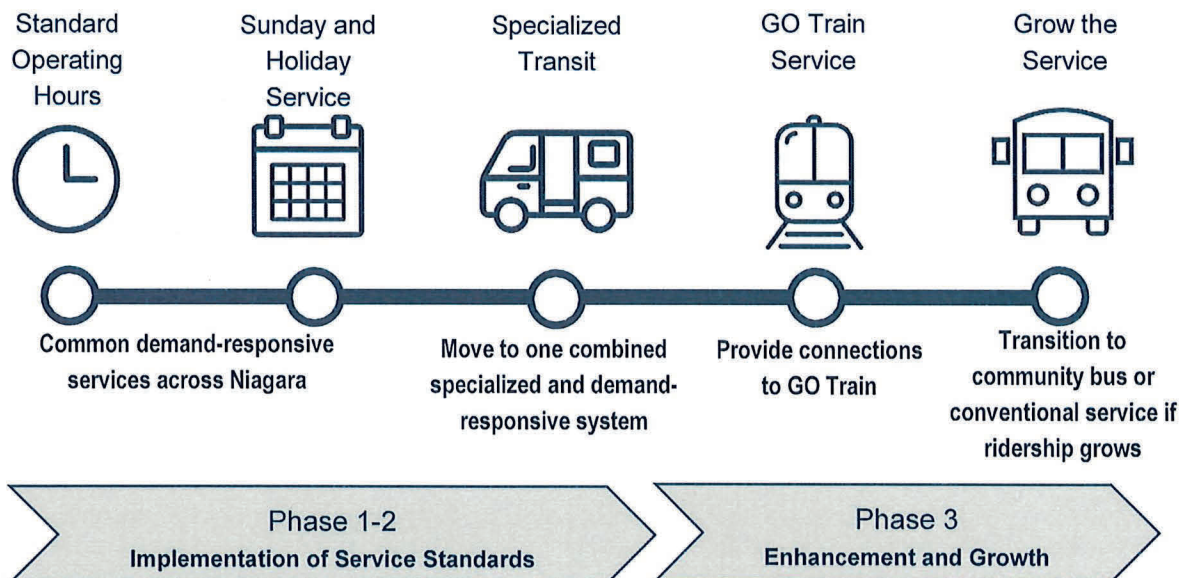
TRANSIT TODAY

The NRT On-Demand Pilot has been embraced by residents in Grimsby, with over 12,000 rides between inception in August 2020 and the end of May 2021—indicating a strong demand for transit in the community. Specialized transit services through Niagara Region's NST are provided by Niagara Region for approved clients.

Beyond municipal services – GO Transit provides connections to the GTA and other Niagara municipalities through bus service at Casablanca Blvd and future GO Train expansion.



ENHANCEMENTS



TRANSIT TOMORROW

In Phase 1 the NRT OnDemand pilot (demand-responsive transit) hours of operation will be extended to 6:00 am to 12:00 am (midnight) and include Sundays and Holidays (7:00 am – 9:00 pm). The introduction of future GO Train service will be a significant opportunity for Grimsby – which will be met with enhanced local service to ensure effective connections to and from trains. In the short-term, this may mean growing the NRT OnDemand service to keep pace with demand. In the long-term, this may mean transitioning to community bus or conventional transit services should ridership grow, and as determined by the Phase 3 network review.

TOWN OF LINCOLN

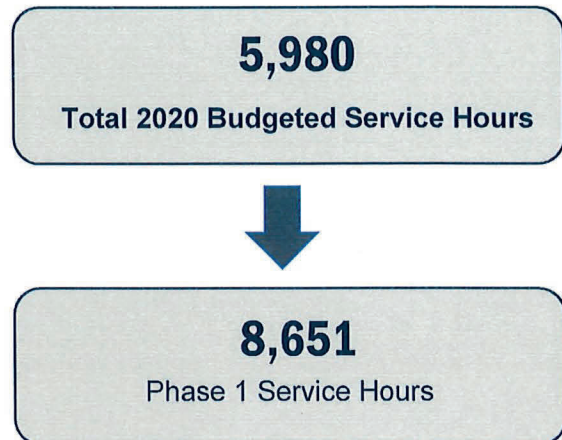
population 24,410 (2016)

alternative service delivery model

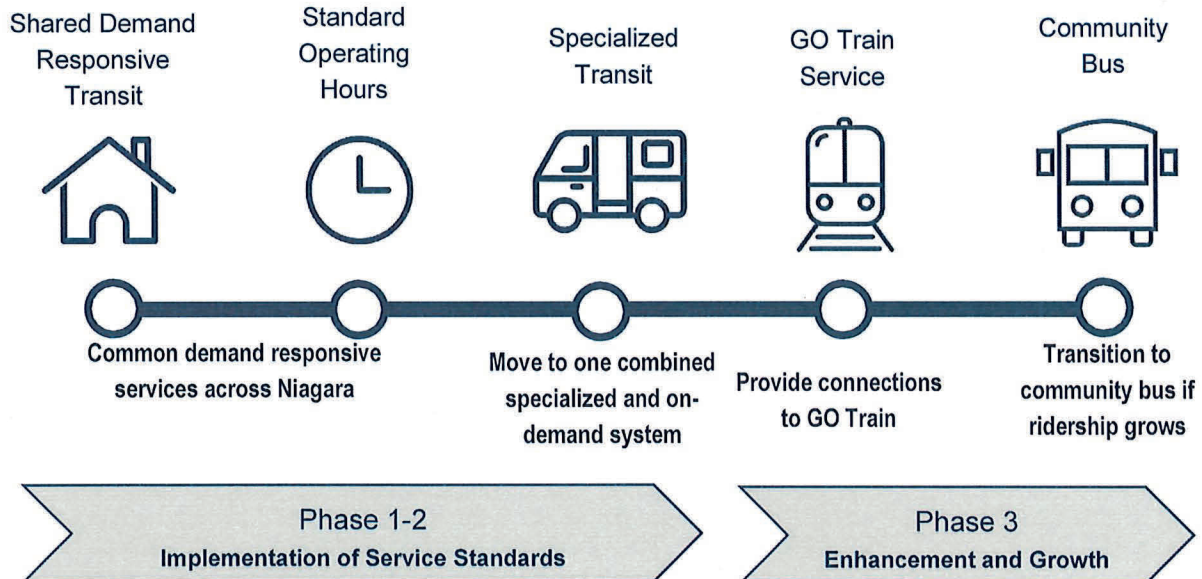
TRANSIT TODAY

Transit in Lincoln is currently delivered through NRT OnDemand, providing connections both within Lincoln as well as to key destinations across Niagara.

Specialized transit services are provided by Niagara Region through NST. Beyond municipal services, GO Transit provides connections to the GTA and other Niagara municipalities through bus service at Ontario St. and potential exists for a future GO Train station.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Lincoln, this means the hours the service operates would be extended adding 6 a.m.-7 a.m. and 10 p.m.-midnight, and include Sundays and Holidays. The introduction of future GO train service in Beamsville will be met with enhanced local service to ensure effective connections to and from trains. In the short-term, this may mean growing demand-responsive transit to keep pace with ridership. In the long-term, this may mean transitioning to community bus or conventional transit services should ridership grow, and as determined by the Phase 3 review.

CITY OF NIAGARA FALLS

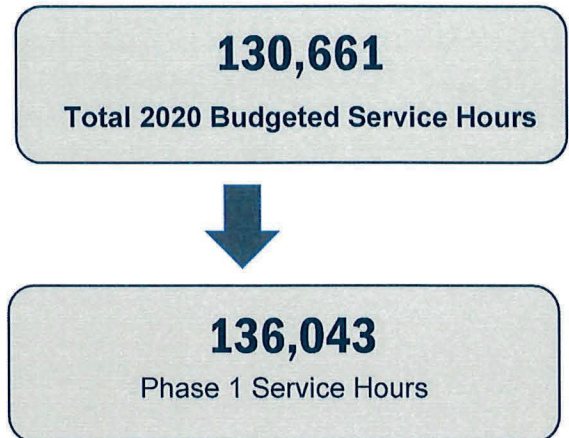
population 90,390 (2016)

conventional & alternative mix service delivery model

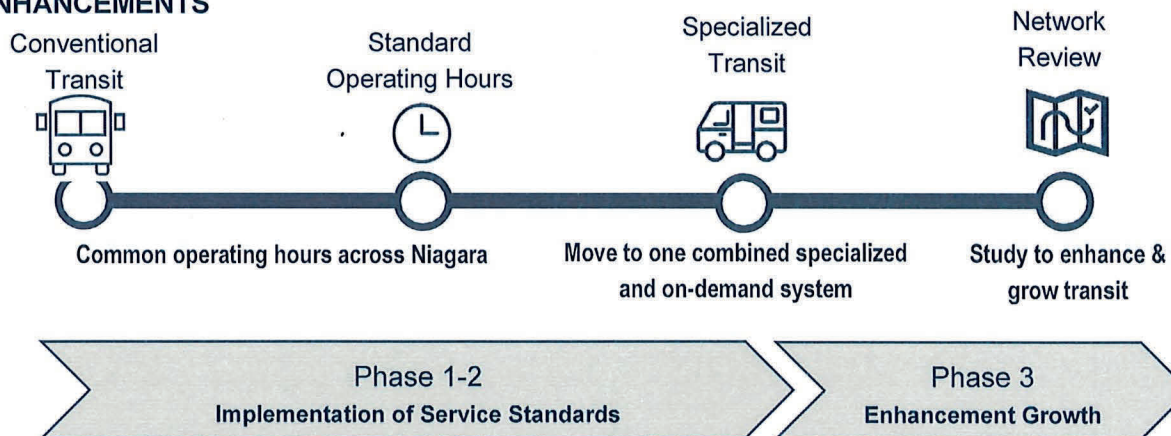
TRANSIT TODAY

Niagara Falls Transit Services plans, manages and operates fixed route transit service for locals and visitors on 25 routes. NFTA also operates four routes on behalf of Niagara Region connecting to Welland, St. Catharines, Niagara-on-the-Lake and Fort Erie.

The City of Niagara Falls' specialized transit service is provided by St. Johns Ambulance, while the Niagara Region NST service provides intermunicipal specialized service. Trans-Cab, contracted to a local taxi operator, is a demand-responsive service to under-developed areas or city neighbourhoods not able to support fixed route transit. While outside the current scope of the proposed consolidation of services, WEGO provides a tourism-focused service in partnership with the Niagara Parks Commission. GO Bus and Trains provide connections to Hamilton and the GTA.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, transit service within the City of Niagara Falls would be enhanced with expanded hours of evening service and enhanced alignment with regional connections across Niagara. Within Niagara Falls, this means the hours the service operates would be extended by adding up to two hours on all evening routes Monday to Saturday. A move to combine demand-responsive and specialized services is anticipated as part of consolidation in the near future. WEGO will continue to operate separate from the Commission, with future direction to be provided as existing contracts are renegotiated. Future increased frequency in GO Train service to Niagara Falls will require increased local service to provide connections to and from trains.

TOWN OF NIAGARA-ON-THE-LAKE

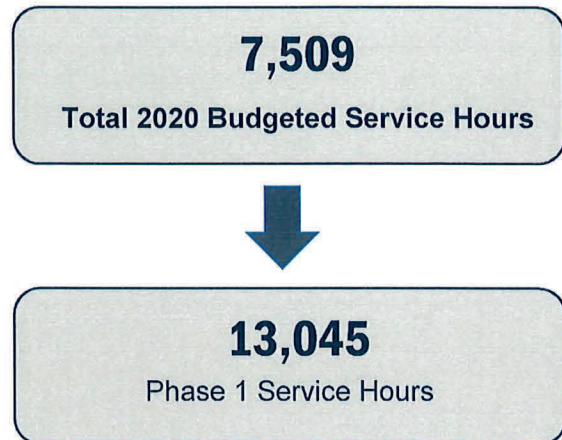
population 17,970 (2016)

alternative service delivery model

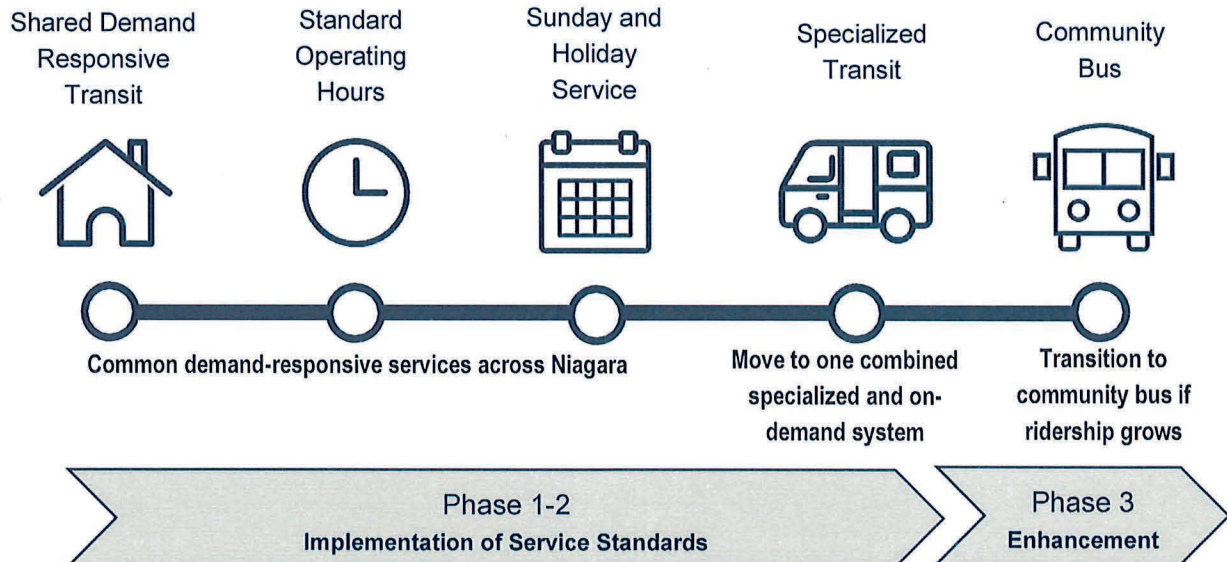
TRANSIT TODAY

Transit in the Town of Niagara-on-the-Lake is currently being delivered through the NRT OnDemand, providing connections to key destinations across Niagara. Specialized transit services are provided by Niagara Region through NST for approved clients.

While outside the current scope of the proposed consolidation of services, WEGO provides a tourism-focused service within Niagara-on-the-Lake as a partnership between the City of Niagara Falls and the Niagara Parks Commission.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Niagara-on-the-Lake, this means the hours the service operated would be extended – adding 6 a.m. - 7 a.m. and 7 p.m. - midnight – and include Sundays and Holidays. A move to a community bus or conventional system would be considered as transit ridership grows, and there is the potential to combine demand responsive and specialized services in the future. WEGO will continue to operate separate from the Commission, with future direction to be provided as existing contracts are renegotiated.

TOWN OF PELHAM

population 17,560 (2016)

alternative service delivery model

TRANSIT TODAY

Transit in Pelham is currently delivered through NRT OnDemand, providing connections both within Pelham as well as to key destinations across Niagara.

Specialized transit services are provided by Niagara Region via NST for approved clients.

ENHANCEMENTS

Shared Demand
Responsive
Transit



Standard
Operating
Hours



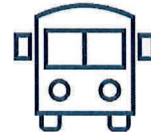
Sunday and
Holiday
Service



Specialized
Transit



Community
Bus



Common demand responsive services across Niagara

Move to one combined
specialized and on-
demand system

Transition to
community bus if
ridership grows

Phase 1-2
Implementation of Service Standards

Phase 3
Enhancement

5,980
Total 2020 Budgeted Service Hours



8,651
Phase 1 Service Hours

TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Pelham, this means the hours the service operates would be extended – adding 6 a.m. - 7 a.m. and 10 p.m. - midnight and include Sundays and Holidays. A move to a community bus system would be considered as transit ridership grows in Pelham, and there is the potential to combine demand responsive and specialized services in the future.

CITY OF PORT COLBORNE

population 18,790 (2016)

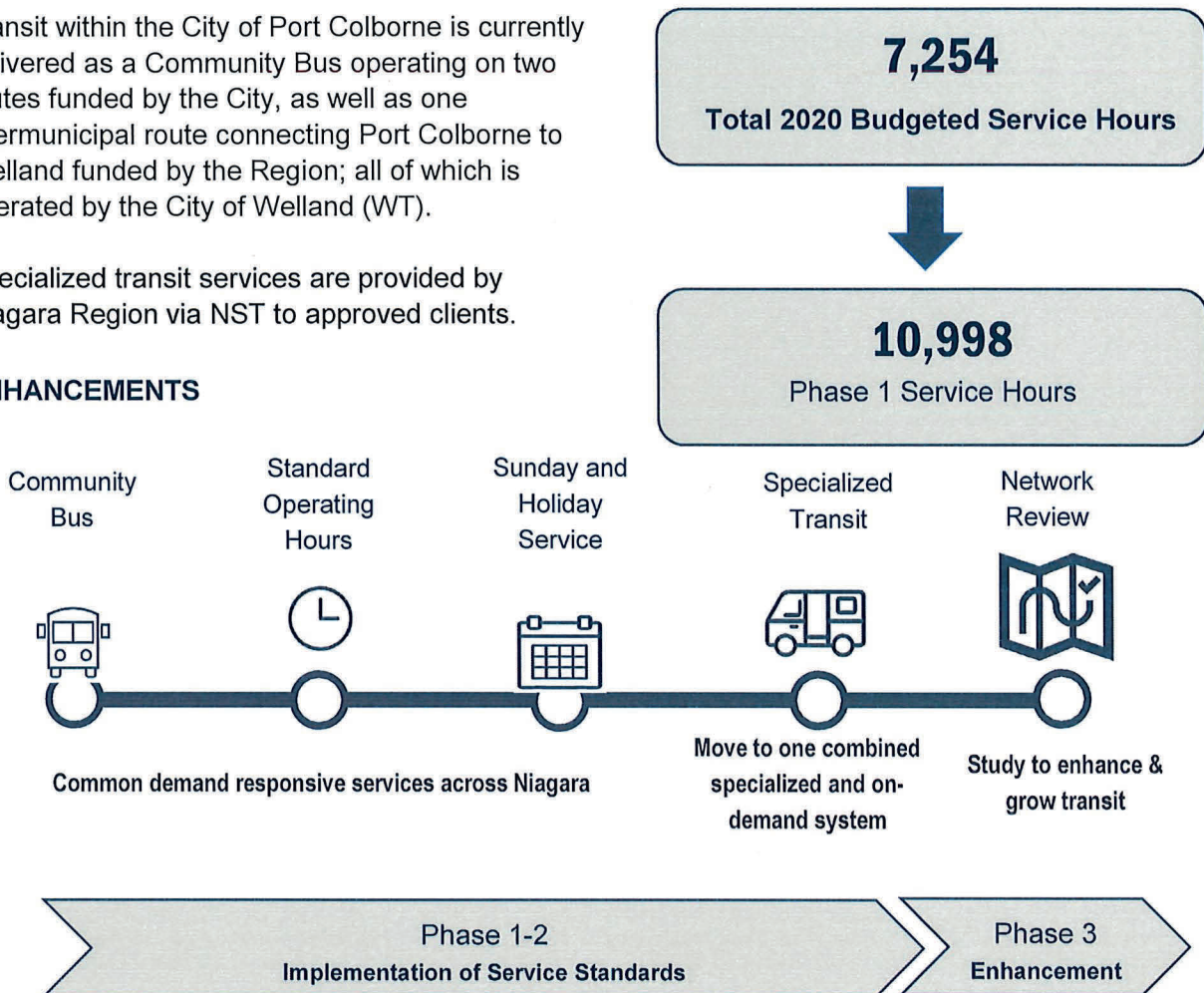
alternative service delivery model

TRANSIT TODAY

Transit within the City of Port Colborne is currently delivered as a Community Bus operating on two routes funded by the City, as well as one intermunicipal route connecting Port Colborne to Welland funded by the Region; all of which is operated by the City of Welland (WT).

Specialized transit services are provided by Niagara Region via NST to approved clients.

ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, transit service within the City of Port Colborne would be enhanced with expanded hours of evening service, added weekend and holiday service and enhanced alignment with regional connections across Niagara. Specifically, this means the hours the service operated would be extended by 8-hours to all routes Monday to Friday, 18-hours to all routes on Saturday, and 14-hours on Sunday and Holidays in order to align operating hours across the system. A move to combine demand-responsive and specialized services is anticipated as part of amalgamation in the near future.

CITY OF ST. CATHARINES

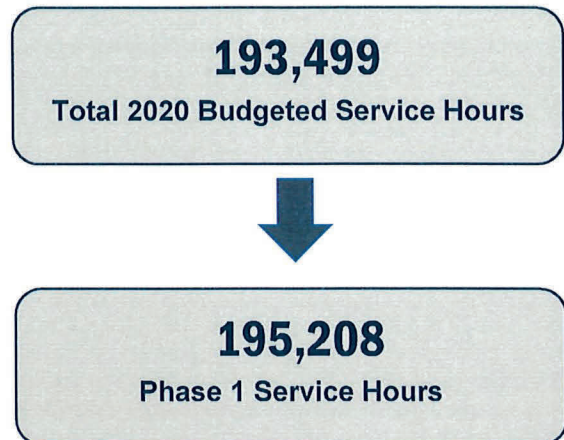
population 136,620 (2016)

conventional & alternative mix service delivery model

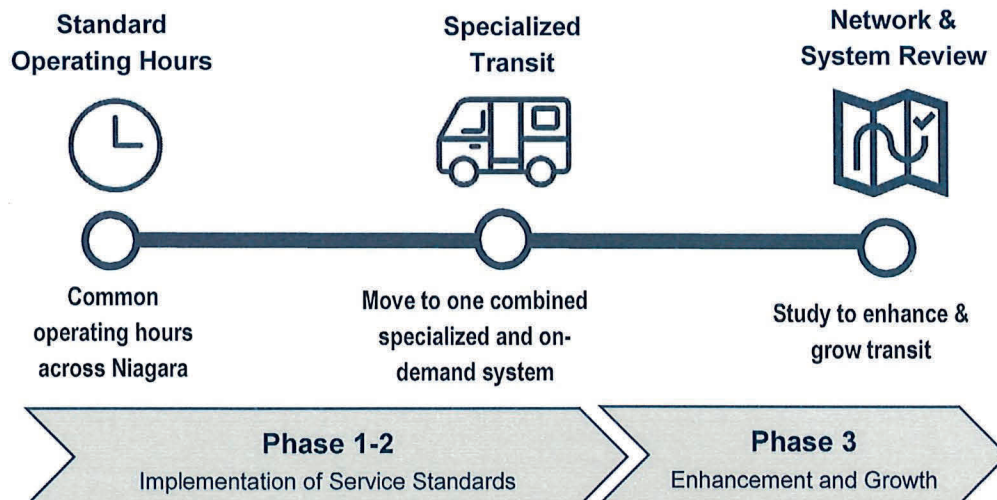
TRANSIT TODAY

Transit in St. Catharines is currently delivered by the St. Catharines Transit Commission (SCTC) with fixed route transit service. SCTC also operates three routes on behalf of Niagara Region connecting to Welland, Niagara Falls, Niagara-on-the-Lake and Thorold transit systems.

Specialized transit service in St. Catharines is also delivered by SCTC. Outside the city's municipal boundaries, the Niagara Region NST service provides intermunicipal specialized service. GO Bus and Trains provide connections to Hamilton and the GTA.



ENHANCEMENTS



TRANSIT TOMORROW

Under a new Commission, transit service within the City of St. Catharines would be enhanced with expanded hours of Sunday and Holiday service. A move to combine demand-responsive and specialized services is anticipated as part of consolidation. Phase 1 and 2 annual service reviews and Phase 3 Network Review will examine opportunities for expansion, such as route extensions identified in the St. Catharines Transportation Master Plan and enhanced local service to provide connections to and from GO Trains as their frequency increases.

CITY OF THOROLD

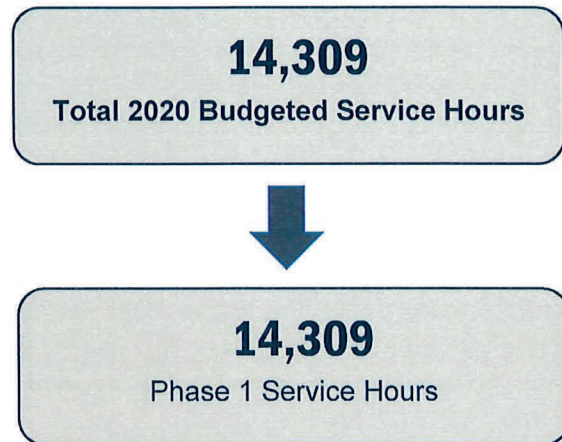
population 19,300 (2016)

alternative service delivery model

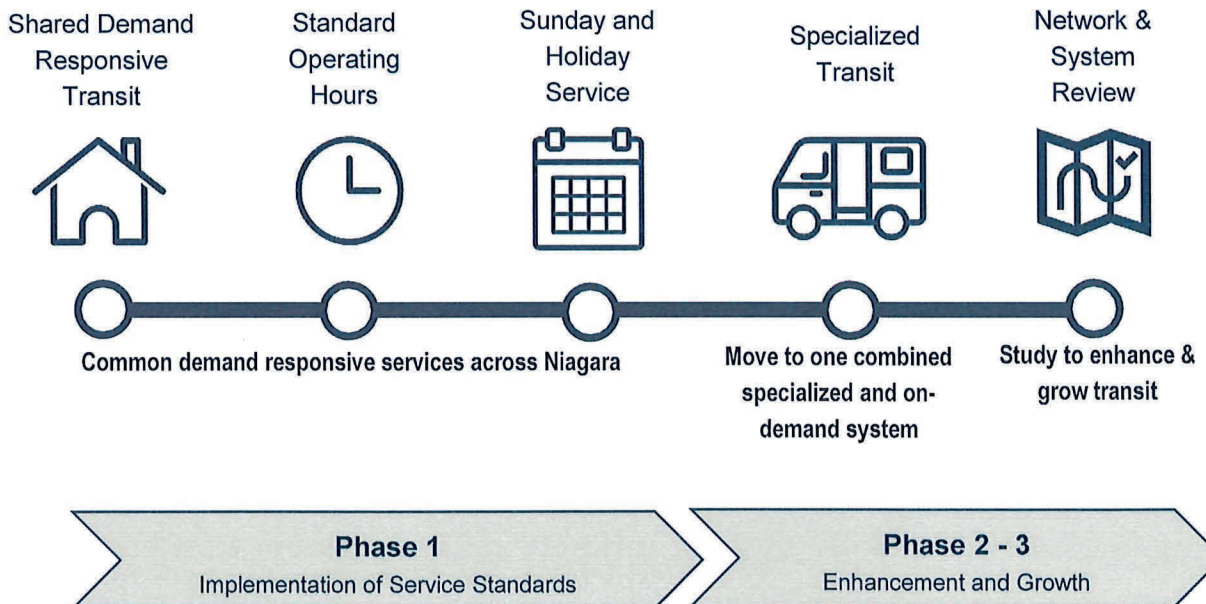
TRANSIT TODAY

Transit in Thorold is currently delivered through the St. Catharines Transit Commission (funded by the City of Thorold), providing connections both within Thorold as well as to key destinations across Niagara such as Niagara Falls and St. Catharines.

Specialized transit services are provided by both Niagara Region via NST and St. Catharines Transit.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Thorold, this means that in Phase 1 more areas of the City will have access to transit service through a shared demand responsive service.

TOWNSHIP OF WAINFLEET

population 6,540 (2016)

alternative service delivery model

TRANSIT TODAY

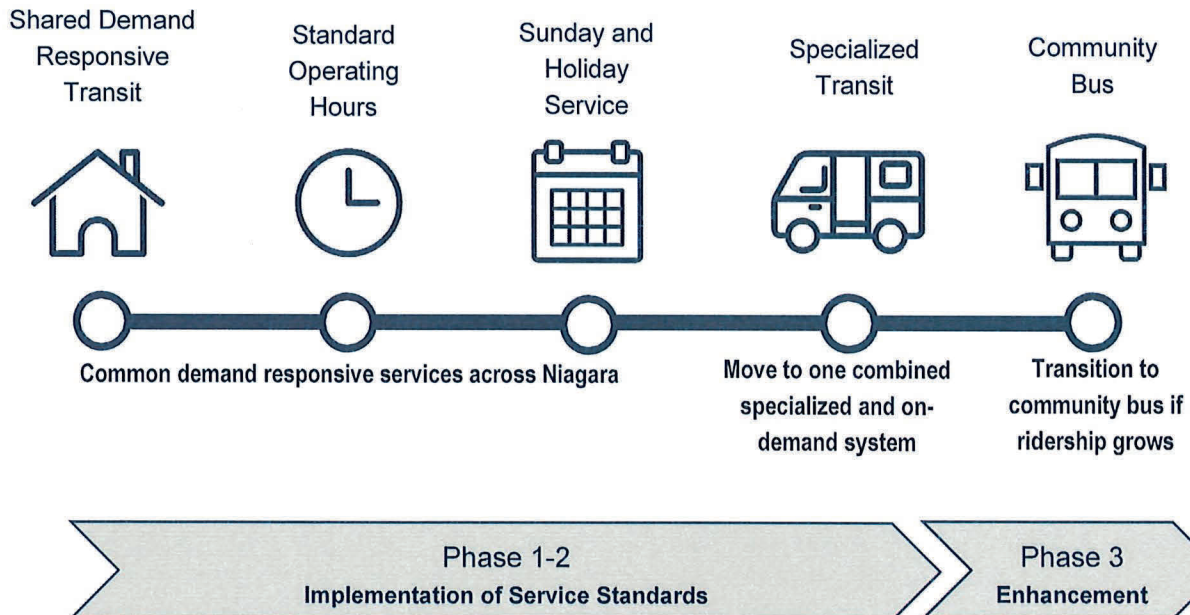
Transit in Wainfleet is currently delivered through NRT OnDemand, providing connections to key destinations outside of Wainfleet, but within Niagara.

Specialized transit services are provided by Niagara Region via NST to approved clients.

Inter-municipal Services Provided

No Local Service Hours

ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For Wainfleet, this means the hours of operation would be 6 a.m. to midnight and include Sundays and Holidays (7 a.m. – 9 p.m.). Another major enhancement under a Commission is that the demand responsive service will be able to deliver local trips within the boundaries of Wainfleet in addition to the inter-municipal trips currently only available.

CITY OF WELLAND

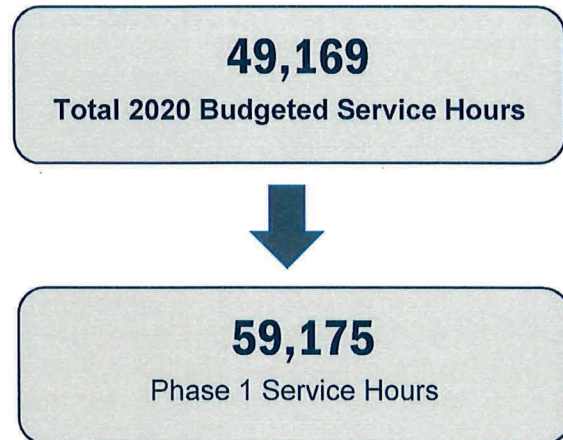
population 53,670 (2016)

conventional & alternative transit delivery models

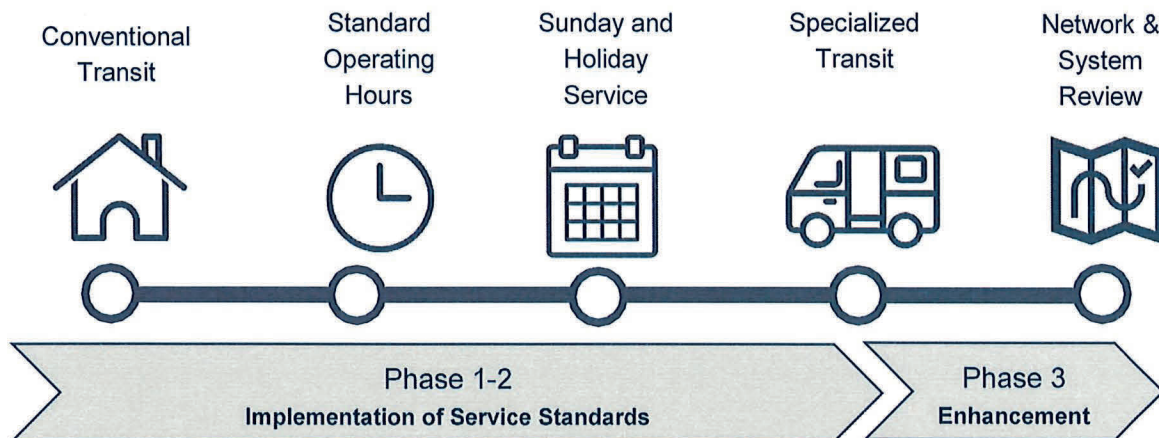
TRANSIT TODAY

The City of Welland's Transit Division (WT) plans, manages, and operates fixed route, conventional transit service on 8 local routes. In addition, WT operates 3 routes on behalf of Niagara Region connecting to Niagara Falls, St. Catharines, and Port Colborne transit systems.

Local specialized transit service is scheduled and provided by WT. Inter-municipal specialized trips are provided by Niagara Region's NST service for approved clients. Outside contracts provided by local taxi syndicates are utilized for local specialized service required outside the available operating hours.



ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, transit service within the City of Welland would be enhanced with expanded hours of evening service and enhanced alignment with regional connections across Niagara. For the City of Welland, this means the hours the service operated would be extended by 1-hour to all routes Monday to Saturday and 3-hours to all routes on Sunday in order to align operating hours across the system. A move to combine demand-responsive and specialized services is anticipated as part of amalgamation in the near future.

TOWN OF WEST LINCOLN

population 14,880 (2016)

alternative service delivery model

TRANSIT TODAY

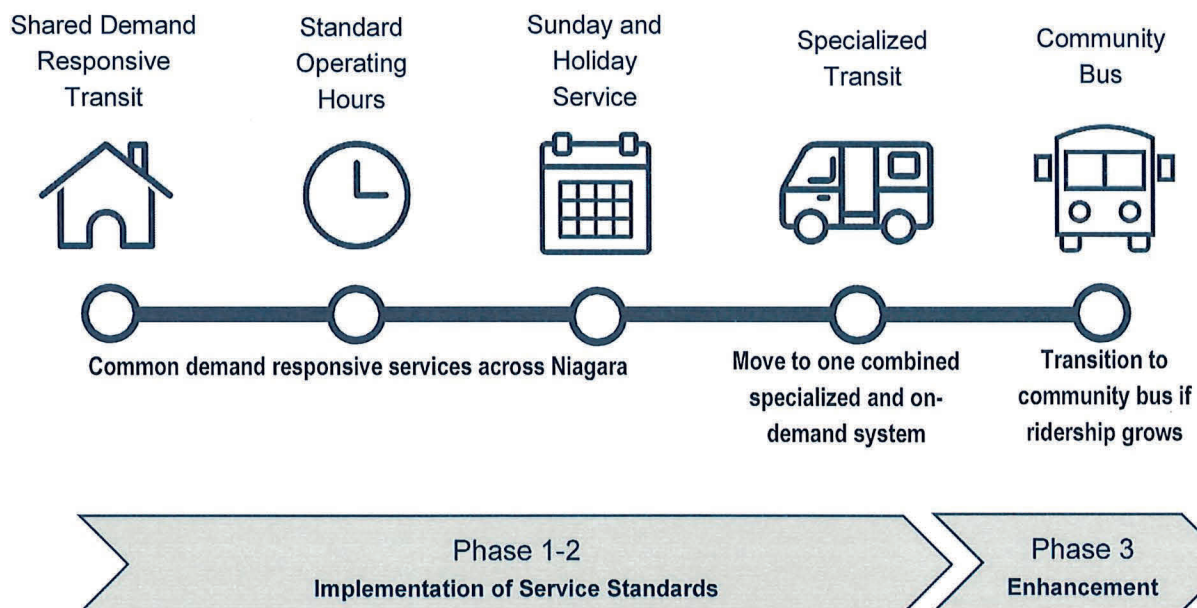
Transit in West Lincoln is currently being delivered through the NRT OnDemand, providing inter-municipal connections to key destinations across Niagara.

Inter-municipal specialized transit services are provided by Niagara Region via NST for approved clients.

Inter-municipal Services Provided

No Local Service Hours

ENHANCEMENTS



TRANSIT TOMORROW

Under a Commission, demand responsive transit will be shared across many municipalities in Niagara. For West Lincoln, this means the hours the service operates would be extended – adding 6 a.m. – 7 a.m. and 10 p.m.-midnight, and include Sundays and Holidays (7 a.m. – 9 p.m.). The decision to and timing of introducing local demand-responsive services in West Lincoln will be made in consultation with Council. A move to a community bus system would only be considered as transit ridership grows in West Lincoln, and there is the potential to combine demand responsive and specialized services in the future.

LNTC-C 3-2021

Appendix 6 – Local Area Municipality Feedback Tracker

June 30, 2021

Overview


The first round of LAM consultation represented an opportunity for input and feedback on the results of the NTGS and associated financial strategy. The most common areas of feedback related to the financial strategy, composition of the board, and need for a more defined (high level) service plan, which have led to the revised strategies discussed in the main body of this report.

The purpose of this comment tracker is to connect these revised strategies back to the feedback received from each LAM, as well as additional areas of feedback that were identified outside the major themes. The LAM issues identified were first summarized as part of LNTC-C 1-2021 and LNTC-C 2-2021, and represent a combination of formal feedback received through recommendations adopted by Councils, commentary provided in local staff reports, and topics raised by Councils during question and answer periods.

Fort Erie

Phase 1 Consultation Summary

Council adopted staff recommendations from [IS-04-2021](#), providing support-in-principle for the Commission, requesting Niagara Region further refine the governance and financial models in accordance with the recommendations contained in the report and in advance of the initiation of the triple-majority process.

Item	Status	Comment
Propose an alternative funding model to a levy based on property value assessment.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
Additional financial information - update financial baseline reporting to 2021, sources of transition cost funding, impact of COVID-19, and treatment of reserves.	✓	The revised financial model includes additional discussion regarding the transfer and establishment of capital reserves. The timing of the Phase 3 Network Service Review discussed in the Service Strategy has been set in part-to allow for a better understanding of COVID-19 impacts on revenue and ridership.
		The GSC has confirmed as recommended the use of the Cummings Principle to guide asset transfer. The work of the GSC will continue towards the development of Municipal Transfer Agreements which will codify considerations specific to Fort Erie. The key terms and principles of the MTA will be presented in parallel with the future triple-majority report.
Permanent representative from Fort Erie on the Commission board.	✓	Revised board model provides political representation for all Niagara municipalities.
Existing service levels be maintained indefinitely.	✓	Service Strategy outlines short-term enhancements in advance of a future Network Review. Indefinite minimum service hours to be finalized as part of Municipal Transfer Agreement.

Grimsby

Phase 1 Consultation Summary

Council adopted staff recommendations from [CAO 21-03](#), providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address the issues identified in the recommendations of that report.

Item	Status	Comment
Grimsby's current service levels are maintained and improved upon.	✓	Service Strategy outlines short-term enhancements in advance of a future Network Review. Maintenance of existing or minimum service levels will be confirmed as part of final triple-majority approval.
That the proposed financial model be amended to address concerns presented by the Town of Grimsby.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
That Region Council consider geographical areas, such as Niagara West, when selecting two (2) additional Councillors for the Full Commission.	✓	Objective of enhanced representation for Grimsby achieved - revised board model provides political representation for all Niagara municipalities.
The ongoing NRT On-Demand pilot program and future opportunities for transit services in Grimsby.	✓	The Service Strategy anticipates the continuation and expansion of demand responsive service such as the NRT OnDemand pilot. Phase 1 improvements anticipate expanded operating hours. The Network Service Review will consider future community bus or conventional services as ridership grows, and as necessary to meet increased demand related to the introduction of GO Train service at Grimsby.

Lincoln

Phase 1 Consultation Summary

Council adopted staff recommendations from [AD-02-21](#), providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address the issues identified in the recommendations of that report.



Item	Status	Comment
Town of Lincoln current service levels are maintained and improved upon.	✓	Service Strategy outlines short-term enhancements in advance of a future Network Review. Maintenance of existing or minimum service levels will be confirmed as part of final triple-majority approval.
That the proposed financial model be amended to address concerns presented by the Town of Lincoln.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
That Region Council consider geographical areas, such as Niagara West, when selecting two (2) additional Councillors for the Full Commission.	✓	Objective of enhanced representation for Lincoln achieved - revised board model provides political representation for all Niagara municipalities.

Item	Status	Comment
Discussion at Council also included how transit would support future growth in Lincoln, the ongoing NRT On-Demand Pilot, and the anticipated timing of return to pre-COVID-19 transit ridership levels.		The Service Strategy anticipates the continuation and expansion of demand responsive service such as the NRT OnDemand pilot. Phase 1 improvements anticipate expanded operating hours. The Network Service Review will consider future community bus or conventional services as ridership grows, and as necessary to meet increased demand related to the introduction of GO Train service. The timing of the Network Service Review has been recommended in part to allow transit ridership impacts from COVID-19 to be better understood.

Niagara Falls

Phase 1 Consultation Summary





Council jointly considered the presentation from Region staff and the Niagara Falls staff report [CAO-2021-01](#), supporting a motion to endorse, in principle, the Full Commission as the recommended governance model for the consolidation of Niagara's public transit system.

Item	Status	Comment
Reconsider 2021 as the baseline year for operational service levels, given ridership impacts from COVID-19		Achieved. The revised financial strategy updates the baseline service year to 2020 budgeted service hours – which represents a pre-COVID estimate. All figures would be adjusted prior to consolidation in 2023 to reflect most recent financials.
Consider the option of offering free or reduced fares for seniors as part of [the] transition process		The revised financial strategy anticipates a move to a single regional fare, but does not include the provision of free or reduced fares for Seniors. Decisions regarding fare discounts has been reserved as a future decision that should be made by the Commission.

Niagara-on-the-Lake

Phase 1 Consultation Summary

Council adopted staff recommendations from [CAO-21-002](#), providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address the issues identified in the recommendations of that report.

Item	Status	Comment
Maintaining and improving upon the current service levels provided to the Town of Niagara-on-the-Lake.		Service Strategy outlines short-term enhancements in advance of a future Network Review. Maintenance of existing or minimum service levels will be confirmed as part of final triple-majority approval.
Amending the proposed financial model to address concerns identified by the Town of Niagara-on-the-Lake.		Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
Considering geographical areas when selecting two (2) additional Councillors for the Full Commission.		Objective of enhanced representation for Niagara-on-the-Lake achieved - revised board model provides political representation for all Niagara municipalities.
Further feedback centred on the critical role transit plays in supporting economic development and tourism in Niagara-on-the-Lake, the appropriate point in time for potential integration of WEGO with the Commission, and the role of the Cummings Principle in asset transfer.		The importance of tourism to the Town and the role that transit can play in connecting tourists and employees to destinations will be a focus for the Commission. WEGO will remain an important service in achieving this objective, but remains outside the scope of the initial consolidation. Decisions regarding potential future integration will be made collectively by the City of Niagara Falls, Niagara Parks Commission, future transit Commission and Town of Niagara-on-the-Lake. The GSC has confirmed as recommended the use of the Cummings Principle to guide asset transfer.

Pelham

Phase 1 Consultation Summary

Council considered staff report [202-0044-Recreation](#), and adopted a series of resolutions indicating the Town of Pelham does not support the Full Transit Commission Model as presented by Niagara Region due to the issues noted below.

Item	Status	Comment
The Town of Pelham will not be sufficiently represented on the Commission Board as it pertains to governance of the Commission.	✓	Revised board model provides political representation for all Niagara municipalities.
The Regional levy as proposed (based on MPAC assessment) does not take into consideration population size or ridership, and that an approximately 500% increase to the Town of Pelham is not acceptable, and is not supported by the Council for the Town of Pelham.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
Additional discussion referenced the anticipated timing of return to pre-COVID-19 transit ridership levels and alternative micro-transit service delivery models such as those used in Calgary and Innisfil.	✓	The Service Standards Strategy considers a future harmonization of demand-responsive and specialized services in Niagara. This future harmonization will examine a wide range of operational models for demand responsive transit. The timing of the Phase 3 Network Service Review has been set in part-to allow for a better understanding of COVID-19 impacts on revenue and ridership.

As part of the consideration of this item, Pelham Council gave further direction to staff related to the ongoing NRT OnDemand pilot program.

Port Colborne

Phase 1 Consultation Summary


Council adopted staff recommendations from [2021-39](#), providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address the issues identified in the recommendations of that report.

Item	Status	Comment
That the City of Port Colborne service levels set out in the report Transit Enhancement Opportunity (Report 2021-15) dated January 11, 2021 are maintained and improved upon;	✓	The Service Strategy outlines short-term enhancements in service in advance of a future Network Review. Maintenance of existing or minimum service levels will be confirmed as part of final triple-majority approval.
That the proposed financial model be amended to address concerns presented by the City of Port Colborne.	✓	Revised financial model transitions from single-levy to twelve (12) special levies. Revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
That Regional Council consider geographical areas, such as Niagara South, when selecting two additional Councillors for the Full Commission.	✓	Objective of enhanced representation for Port Colborne achieved - revised board model provides political representation for all Niagara municipalities.
A request was made to further examine the option for municipalities to purchase enhanced transit services as part of the revised financial model.	✓	There will be two opportunities for enhanced services to be provided in a municipality – through requests made from local Councils to the Board for that would be included in future service planning and through a direct 'purchase' of additional services based on a municipal contribution or rate.



St. Catharines

Phase 1 Consultation Summary

Council considered staff report [CAO-007-2021](#) and adopted amended recommendations, providing support-in-principle for the Commission. The recommendations of that report included:




Item	Status	Comment
That...staff [forward the] report, including comments detailed by the St. Catharines Transit Commission in Appendix 3, to the Region and requests the additional information identified in [the] report be received prior to the approval of a new Intermunicipal Transit System and operating model;		The purpose of this report is to present revised financial, governance, and service strategies that reflect and address feedback received from all local Councils. The GSC has recommended that a second round of consultation take place to provide LAMs an opportunity to review these strategies and provide additional input prior to seeking triple-majority approval.

LNTC-C-3-2021
Appendix 6 – Local Area Municipality Feedback Tracker
June 30, 2021





Item	Status	Comment
<p>[Requesting] the formation of a Municipal Transit Transition Group that includes the CAOs of St. Catharines, Niagara Falls, Niagara Region and Welland, the St. Catharines Transit General Manager and any other transit staff or senior staff members required in order to develop draft Municipal Transfer Agreements that include (but are not limited to) the following:</p> <ul style="list-style-type: none"> • Rider fare structure; • Service plan detail including improvement guarantees; • Asset transfer agreements; • Growth forecasting model, including expansion costs and revenue opportunities; 		<p>The previous CAO Working Group was expanded and reconstituted as the Governance Steering Committee (GSC) to provide a wider range of perspectives from across Niagara. Project teams working under the direction of the GSC included both Regional and local staff, including those from St. Catharines and the St. Catharines Transit Commission.</p> <p>The revised financial model presents information and detail related to the move to a single regional fare, a capital reserve strategy, and funding for growth consistent with the conservative growth strategy first outlined in the NTGS. The service standards developed identify three phases of future improvements, including service hour enhancements in St. Catharines in advance of a future Network Service Review.</p> <p>The work of the GSC will continue towards the development of Municipal Transfer Agreements which will codify these considerations, including any additional feedback received from St. Catharines. The key terms and principles of the MTA will be presented in parallel with the future triple-majority report.</p>
<p>That prior to...triple majority and receiving a complete package of information of the impact of the proposal, that Engage STC be utilized to receive public feedback.</p>		<p>The communications and engagement strategy referenced in this report was developed by an integrated team of Regional and local staff, including those from St. Catharines. The strategy plans for a series of public feedback initiatives including surveys and stakeholder consultation sessions take place over the summer of 2021 in advance of triple-majority. The results of this consultation will be included in future reporting both to the City and the final triple-majority report.</p>

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Areas of additional feedback identified through the staff report and commentary provided by the St. Catharines Transit Commission via Appendix 3, and discussion at Council included:

Item	Status	Comment
A service plan detailing existing future service expansion, including integration with the forthcoming St. Catharines Transportation Master Plan update		The Service Standards Strategy was developed to provide additional information and detail regarding how short, medium, and long-term enhancements could be implemented by the Commission. The St. Catharines TMP and the identified expansion priorities were reviewed in the development of these standards. There will be two opportunities for the Commission to review and implement these priorities: during Phase 1 and 2 through the annual service review the new Commission will undertake; and ultimately through the Network Service Review to be completed in Phase 3.
Proposed composition of the Board and concern that St. Catharines would be underrepresented		The revised board composition model proposes three St. Catharines members, reflecting its greater share of ridership and investment, and represents an increase in the proportional share of representation being provided to St. Catharines relative to that provided from the NTGS model.
Transfer of 2012 First Street Louth facility (current SCTC garage) and a request that it revert to the City should it not be used for transit purposes in the future		The principle of facilities returning to municipalities should they not be used specifically for transit purposes in the future is acknowledged, and anticipated to be formalized as part of Municipal Transfer Agreements.

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Item	Status	Comment
Anticipated timing of return to pre-COVID-19 transit ridership levels, applicability of provincial Safe Restart funding, and detail pertaining to external funding sources.		Since the original report and as referenced in the Financial strategy, the Province has introduced Phase 3 of the provincial Safe Restart Funding program which specifically incorporates new governance structures as an eligible category. This inclusion is the result of advocacy from across Niagara.
Required consolidation of Union labour agreements;		Niagara's three ATU Locals responsible for delivering current conventional service in Niagara remain a primary stakeholder, as they have throughout. Additional outreach and engagement with the ATU Locals and their leadership will take place over the summer and in advance of the triple-majority discussion in partnership with the respective leadership at the Transit Agencies.
The need to consider an alternative to 2021 as the baseline year for operational service levels, given ridership impacts from COVID-19.		Achieved - the revised financial strategy updates the baseline service year to 2020 budgeted service hours, which represents a pre-COVID estimate. All figures would be adjusted prior to consolidation in 2023 to reflect most recent financials.
Consider 'unconventional' or alternative governance structures to the presented Commission model, including: benefit area rating, appointment of representatives by municipalities, options for municipalities to directly determine or fund service directly, and alternative legal structures.		The Financial strategy has been revised as (12) special levies that ties services received to costs. The revised governance strategy provides an opportunity for municipalities to recommend local representatives to Regional Council for appointment to Board. The Service Strategy discusses methods by which local municipalities can request or purchase services beyond the service standards identified or set by the Commission.

Thorold

Phase 1 Consultation Summary

Council adopted staff recommendations from report [PWCS2021-13](#), providing support-in-principle for the Commission, with final approval subject to the satisfactory resolution of the issues identified in that report.

Item	Status	Comment
Clarification of the City's required contribution during transition and beyond;	✓	The financial strategy outlines revised approach to funding a consolidated system based on a twelve (12) special levy approach. This strategy outlines anticipated transition costs totaling \$3.85 - \$4.96M that would be funded through a combination of existing budgets and Provincial/ Federal transit funding programs.
Confirmation that the Service Plan will maintain existing service and include service expansion to the high growth areas of the community as identified in the Thorold Transportation Master Plan (June 2020)	✓	The service strategy outlines two opportunities for service expansion into new areas such as Allanburg, Port Robinson East, or the Rolling Meadows development. Through the annual Service Review that the Commission will undertake during Phase 1 and 2 of the plan and then through the Phase 3 comprehensive Network Service Review. Maintenance of existing or minimum service levels will be confirmed as part of final Municipal Transfer Agreements.
Council further discussed the process for engagement with Brock University and associated financial contributions.	✓	Brock University will continue to be valued stakeholder as part of the communications and engagement strategy, and will be consulted directly.

Wainfleet

Phase 1 Consultation Summary


Council considered, but did not support, [Resolution No. C-2021-014](#), derived from the motion contained in Appendix 1 to LNTC-C-4-2020.

Item	Status	Comment
Discussion at Council centred on the proposed assessment-based financial model and its significant impact on the residents of Wainfleet.	✓	The revised financial model transitions from a single-levy to twelve (12) special levies for local service, with the existing Regional NRT levy remaining in place. The revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
The future role of (and need for) transit in rural municipalities such as Wainfleet through enhancement of on-demand services such as the NRT OnDemand pilot.	For Consideration	The service strategy and financial strategy collectively assume a relative 'status quo' level of service in Wainfleet immediately post-consolidation (expanded inter-municipal demand responsive hours of operation only). Future demand responsive trips, would be made in consultation with the Town of Wainfleet and through annual service reviews or the Phase 3 Network Service Review. Under the revised financial model, service costs are linked to the where service is being added.




Welland

Phase 1 Consultation Summary

Council considered report [TRANS-2021-01](#), adopting local staff recommendations relating to the issues detailed below and deferring approval for the proposed Niagara Transit Governance Strategy until 2023. Welland City Council requested new financial impact options, land would not be transferred to new entity, an updated governance model and deferring the decision to consolidate to September 2023. This report identifies a series of eleven (11) issues and concerns:

Item	Status	Comment
COVID-19 impacts on revenue and ridership (1) and Government Funding (11)		<p>The timing of the Phase 3 Network Service Review discussed in the Service Strategy has been set in part-to allow for a better understanding of COVID-19 impacts on revenue and ridership.</p> <p>Since the original report and as referenced in the Financial strategy, the Province has introduced Phase 3 of the provincial Safe Restart Funding program which specifically incorporates new governance structures as an eligible category. This inclusion is the result of advocacy from across Niagara.</p> <p>While the City of Welland has indicated that municipal SRA funding will be used to address operational funding requirements, any remaining or unspent funds from across Niagara may be used to support consolidation</p>


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Item	Status	Comment
Service Plan (2) and Ridership Growth (3)		The Service Standards Strategy was developed to provide additional information and detail regarding how short, medium, and long-term enhancements could be implemented by the Commission. The Service and financial strategies collectively outline the resources required to implement these standards, incorporating the conservative growth projections from the NTGS.
Single Fare (4)		The revised financial strategy incorporates a move to a single-regional fare.
Consolidation of Union Agreements (5)		Niagara's three ATU Locals responsible for delivering current conventional service in Niagara remain a primary stakeholder, as they have throughout. Additional outreach and engagement with the ATU Locals and their leadership will take place over the summer and in advance of the triple-majority discussion in partnership with the respective leadership at the Transit Agencies.
Representation on the Commission (6)	For Consideration	The revised board composition model recommends a fifteen (15) member board, with political representation for all Niagara Municipalities.

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Item	Status	Comment
Asset Transfer (7)		The GSC has confirmed as recommended the use of the Cummings Principle to guide asset transfer. The work of the GSC will continue towards the development of Municipal Transfer Agreements which will codify considerations specific to Welland, including existing operating facilities, land ownership/transfer, and the proposed future transit facility. The principle of facilities returning to municipalities should they not be used specifically for transit purposes in the future is acknowledged, and anticipated to be formalized as part of the MTAs.
	For Consideration	The key terms and principles of the MTA will be presented in parallel with the future triple-majority report.
Funding Model (8) and Regional Tax Levy (9)	✓	The revised financial model transitions from a single-levy to twelve (12) special levy approach. The revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
Five-Year Service Guarantee (10)	✓	The revised financial strategy updates the baseline service year to 2020 budgeted service hours, which represents a pre-COVID estimate. Indefinite minimum service hours to be confirmed as part of Municipal Transfer Agreement.

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Item	Status	Comment
Government Funding (11)		Since the original report and as referenced in the Financial strategy, the Province has introduced Phase 3 of the provincial Safe Restart Funding program which specifically incorporates new governance structures as an eligible category. This inclusion is the result of advocacy from across Niagara.

West Lincoln

Phase 1 Consultation Summary

Council considered, but did not support, the motion contained in Appendix 1 to LNTC-C-4-2020. A series of concerns and a record of questions raised by Council were included in the [official minutes](#) from the January, 25, 2021 meeting.

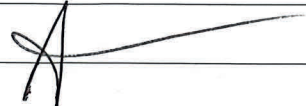

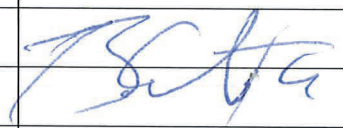
Item	Status	Comment
Discussion related to impacts to West Lincoln residents arising from the proposed assessment-based financial model.	✓	The revised financial model transitions from a single-levy to twelve (12) special levies for local service, with the existing Regional NRT levy remaining in place. The revised model reduces the redistribution of costs from larger to smaller municipalities and links future growth costs to where the service is being added.
The limited time transit has been provided in West Lincoln (via the NRT On-Demand pilot) and making decisions with impacts beyond the current term of Council.	For Consideration	The service strategy and financial strategy collectively assume a relative 'status quo' level of service in West Lincoln immediately post-consolidation (expanded inter-municipal demand responsive hours of operation only). Future demand responsive trips, would be made in consultation with the Town of West Lincoln and through annual service reviews or the Phase 3 Network Service Review. Under the revised financial model, service costs are linked to the where service is being added.

PRESCRIBED FORM OF PETITION

To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows: (max-1200 characters)

To Remove loading zone sign
 and Replace with 2 hour parking
 330 KING STREET.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
PIETREMBLAY	334 KING ST	
Brad Ulich	Rox Hotel 330 King St	
BRUNO GROSSETH	Rox HOTEL 346 Kings	

CITY OF WELLAND
RECEIVED
 AUG 20 2021
 Office of the City Clerk

By signing this petition, I hereby acknowledge that this petition will become a record belonging to the City of Welland and that all information contained in this petition will be available for viewing by the public and may be reproduced in a future Council Agenda.