



## **COUNCIL MEETING AGENDA**

*Tuesday, July 6, 2021*

*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 July 8, 2021 at 7:00 p.m.*

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**1. COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (4:00 p.m.)  
(See yellow tab)**

- Personal matters about an identifiable individual, including municipal or local board employees:
  - *Chief Administrative Officer Recruitment.*
- Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
  - *Gadsby and Aqueduct Lands.*
- Proposed or pending acquisition or disposition of land by the municipality or local board; and
  - *Potential land sale to Region.*
  - *56 Weller Avenue.*
  - *Proposal to declare surplus, stop-up and sell city owned land on the south side of Bruce Street between River Road and Ross Street and a portion of the unopened Delaware Avenue Road Allowance.*
  - *535 King Street - Encroachment 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:
  - *Dain City Development Update.*
- Personal matters about an identifiable individual, including municipal or local board employees:
  - *Citizens appointment to the following Committees:*
    - *City of Welland Heritage Advisory Committee.*
    - *Accessibility Advisory Committee.*
    - *Senior Citizens Advisory Committee.*

**2. ARISE FROM COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (7:00 p.m.)**

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

**3.1 NATIONAL ANTHEM**

**3.2 OPENING REMARKS**

**3.3 ADDITIONS/DELETIONS TO AGENDA**



## **COUNCIL MEETING AGENDA – Page 2**

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### **3.4 ADOPTION OF MINUTES**

Regular Council Meeting of June 15, 2021 and Special Council Meetings of June 22 and 29, 2021 (*Previously Distributed*).

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

### **3.6 DISCLOSURES OF INTEREST**

### **3.7 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 PRESENTATION(S)**

**21-15** S. Zorbas, Interim CAO/Director of Corporate Services, Chief Financial Officer/Treasurer and A. Eckhart, Fire Chief & Community Emergency Management Coordinator re: Fire Station Location 3.

**(Background information included in Council member's packages).**

### **4.2 DELEGATION(S) (maximum 5/10/5 policy) - Nil**

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

### **4.4 LEGISLATED PUBLIC HEARINGS/MEETINGS - Nil**

## **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**



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### **7.2 Notices of Motion (previously submitted for discussion)**

#### **(Councillor Speck)**

**21-19** WHEREAS many residents have requested a splash pad to be installed at Cook's Mills Park; and  
WHEREAS there are many new young children east of the canal and parents are wanting a focal point to gather as a community; and  
WHEREAS the City of Welland purges treated water at the end of the line on Lyons Creek Road to maintain water quality.  
THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to prepare a report for Committee outlining the possibility of having a splash pad be built at Cook's Mills Park.

#### **(Councillor McLeod)**

**21-86** WHEREAS a neighbouring municipality has a gypsy moth control strategy; and further  
WHEREAS some residents bordering the Pelham boarder are experiencing gypsy moth infestations.  
NOW THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND requests that staff present a gypsy moth control strategy for implementation in 2022.

### **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 6<sup>th</sup> day of July, 2021. Ref. No. 21-1

## **10. ADJOURNMENT**



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Page No.

### **AGENDA BLOCK**

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

**1 - 7** Referred from the June 15, 2021 Council Meeting.

**21-92** Signed petition by residents of Seaway Pointe Condominium at 330 Prince Charles Drive: re concerns of parking space for the Evertrust Development at 350 Prince Charles Drives.

**(Background information provided in Councillor packages).**

**2. COMMITTEE AND STAFF REPORTS**

**1. Business Arising from Committee-of-the-Whole (closed)**

**8** **2. General Committee Report to Council - June 22, 2021**

**ENG-2021-13** Director of Infrastructure Services, SM. Millar - Technical Memorandum - Dain City Inflow & Infiltration Investigation and Remediation Action Plan. Ref. No. 09-159

**(Refer to pages 1 to 26 from the June 22, 2021 General Committee Agenda).**

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information Report ENG-2021-13: Technical Memorandum - Dain City Inflow & Infiltration Investigation and Remediation Action Plan.

**3. Budget Review Committee Report to Council - Nil**



## **COUNCIL MEETING AGENDA INDEX – Page 2**

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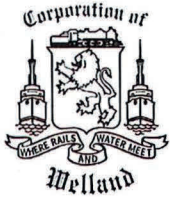
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**Page No.**

**4. Staff Reports**

- |                                   |                                |   |
|-----------------------------------|--------------------------------|---|
| <b>9-12</b>                       | <b><u>CAO-2021-08</u></b>      | Interim CAO/Director of Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Memorial Park Sports Field Lighting M1 & M4 Replacement - Tender Award. Ref. No. 21-19<br>(See By-law 1) |
| <b>13-14</b>                      | <b><u>CAO-2021-09</u></b>      | Interim CAO/Director of Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas – Memorial Park Pool Capital Financing Strategy. Ref. No. 21-19  |
| <b>15-25</b>                      | <b><u>CAO-2021-10</u></b>      | Interim CAO/Director of Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Public Engagement Platform Update. Ref. No. 19-4   |
| <b>26-28</b>                      | <b><u>FIN-2021-20</u></b>      | Interim CAO/Director of Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - RFP 21-09 Design-Build for Shaw Street Storage Building. Ref. No. 21-96 (See By-law 2)                   |
| <b>29-31</b>                      | <b><u>FIN-2021-22</u></b>      | Interim CAO/Director of Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - RFP 21-01 Public Works Asset Management Software. Ref. No. 21-36 (See By-law 3)                          |
| <b>32-35</b>                      | <b><u>R&amp;C-2021-17</u></b>  | Interim CAO/Director of Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Canada Community Revitalization Fund. Ref. No. 21-19   |
| <b>36-40</b><br>Remove From Block | <b><u>F&amp;ES-2021-07</u></b> | Fire Chief & Community Emergency Management Coordinator, A. Eckhart - Fire Station 3 Location. Ref. No. 21-15   |
| <b>41-42</b>                      | <b><u>F&amp;ES-2021-08</u></b> | Fire Chief & Community Emergency Management Coordinator, A. Eckhart - Refreshment Vehicle Fire Inspections. Ref. No. 21-15  |
| <b>43-46</b>                      | <b><u>TRANS-2021-05</u></b>    | Interim CAO/Director of Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Service Level Increase for September 2021. Ref. No. 21-13  |
| <b>47-50</b>                      | <b><u>TRAF-2021-32</u></b>     | Director of Planning & Development Services, G. Munday - Update to Traffic and Parking By-law 89-2000. Ref. No. 21-22<br>(See By-law 4)   |



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---

**Page No.**

<b>51-85</b>	<b><u>P&amp;B-2021-33</u></b>	Director of Planning & Development Services, G. Munday - Application for Zoning By-Law Amendment (File No. 2021-04) made by Welland Apartments Inc. for lands located on the north side of Lincoln Street, west of Elmwood Avenue, and east of Riverside Drive, legally described as Part Lot 28, Concession 5, City of Welland, municipally known as 50 Lincoln Street. Ref. No. 21-86 (See By-law 5)
<b>86-135</b>	<b><u>P&amp;B-2021-34</u></b>	Director of Planning & Development Services, G. Munday - Application for Draft Plan of Subdivision (26T-14-21003) made by Upper Canada Consultants on Behalf of 800460 Ontario Ltd. for lands located on the east side of Hansler Road, north of Towpath Road, south of the Urban Boundary between City of Welland and City of Thorold, legally described as Part of Township Lot 223, Part 1, Plan 59R-13525, Geographic Township of Thorold, now in the City of Welland, Regional Municipality of Niagara, municipally known as 1110 Hansler Road. Ref. No. 21-87
<b>136-166</b>	<b><u>P&amp;B-2021-36</u></b>	Director of Planning & Development Services, G. Munday – Awarding of a revised contract for a new Development Charges Study and By-law and Community Benefits Charge Strategy and By-law. Ref. No. 06-75 (See By-law 6)
<b>167-170</b>	<b><u>ENG-2021-12</u></b>	Director of Infrastructure Services, SM Millar - 2021 Surface Treatment Program - Rural Roads - Tender Award. Ref. No. 21-88 (See By-law 7)
<b>171-177</b>	<b><u>ENG-2021-14</u></b>	Director of Infrastructure Services, SM Millar - Survey Equipment - Total Station Replacement. Ref. No. 21-46
<b>178-182</b>	<b><u>ENG-2021-15</u></b>	Director of Infrastructure Services, SM Millar - 2021 Cast Iron Watermain Replacement Phase 3 - Tender Award. Ref. No. 21-89 (See By-law 8)
<b>183-190</b>	<b><u>ENG-2021-16</u></b>	Director of Infrastructure Services, SM Millar - City-Wide Storm Model and David Street Area MSP - Project Awards. Ref. No. 21-100 (See By-law 9)



## **COUNCIL MEETING AGENDA INDEX – Page 4**

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**Page No.**

**3. NEW BUSINESS**

- 191-192**      1. Bonnie Nistico-Dunk, City Clerk, City of St. Catharines re: Lyme Disease Awareness Month. Ref. No. 21-6

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the correspondence from the City of St. Catharines dated June 11, 2021 regarding Lyme Disease Awareness Month.

- 193**            2. Ryan Doyle re: Request to declare May 23 to 30, 2022 as “Bullying Elimination Week”. Ref. No. 21-6

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND declares May 23 to 30, 2022 as “Bullying Elimination Week” in the City of Welland.

- 194-195**      3. Meredith Ciuffeteli, Deputy Clerk, Township of Wainfleet re: Resolution - Action on Invasive Phragmites. Ref. No. 16-93

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the correspondence from the Township of Wainfleet dated June 23, 2021 regarding Resolution - Action on Invasive Phragmites.

- 196**            4. Meredith Ciuffeteli, Deputy Clerk, Township of Wainfleet re: Resolution - Niagara Central Dorothy Rungeling Airport (NCDRA) Commission. Ref. No. 13-50

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the correspondence from the Township of Wainfleet dated June 23, 2021 regarding Resolution - Niagara Central Dorothy Rungeling Airport (NCDRA) Commission.

- 197-204**      5. Grant Bivol, NPCA Clerk/Board Secretariat, Niagara Conservation Peninsula Conservation Authority re: Report No. FA-41-21 (Revised): Conservation Authorities Act Phase 1 Regulations Guide. Ref. No. 21-97

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the correspondence from Niagara Peninsula conservation Authority dated June 18, 2021 regarding Report No. FA-41-21 (Revised): Conservation Authorities Act Phase 1 Regulations Guide.



## **COUNCIL MEETING AGENDA INDEX – Page 5**

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---

**Page No.**  
**205**

6. Ellie Speck, Project Manager & Resource Department Head, ParaSport Ontario re: Request to declare July 7 as “Million Minutes Activity Day”. Ref. No. 21-6

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND declares July 7, 2021 as “Million Minutes Activity Day” in the City of Welland.

**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 contract with Weinmann Electric Ltd. for the Memorial Park Sports Field Lighting M1 and M4 Replacement. Ref. No. 21-19  
(See Report CAO-2021-08)
2. A By-law to authorize entering into contract with Stolk Construction Limited for design build of the Shaw Street storage building. Ref. No. 21-96  
(See Report FIN-2021-20)
3. A By-law to authorize entering into an agreement with Esri Canada Limited for Public Works Asset Management Software. Ref. No. 21-36  
(See Report FIN-2021-22)
4. A By-law to amend By-law 89-2000, being a By-law regulating Traffic and Parking with the City of Welland (Schedule “V” - Parking Prohibitions Specified Places with Signs) Ref. No. 21-22  
(See Report TRAF-2021-32)
5. A By-law to amend City of Welland Zoning By-law 2017-117 (Welland Apartments Inc. – File. No. 2021-04) Part Lot 28, Concession 5, City of Welland, municipally known as 50 Lincoln Street. Ref. No. 21-86  
(See Report P&B-2021-33)
6. A By-law to authorize entering into contract with DFA Infrastructure International Inc. for a new Development Charges Study and By-law and Community Benefits Charge Strategy and By-law. Ref. No. 06-75  
(See Report P&B-2021-36)
7. A By-law to authorize entering into contract with Circle P. Paving Inc. for the 2021 Roadway Surface Treatment Program. Ref. No. 21-88  
(See Report ENG-2021-12)





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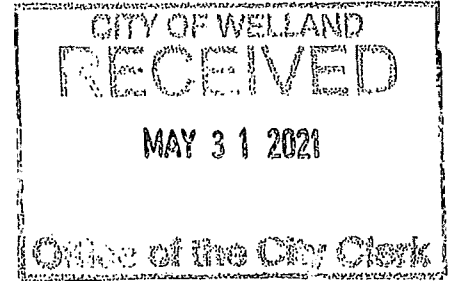
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### **Page No.**

8. A By-law to authorize entering into contract with Peters Excavating Inc. for the 2021 Cast Iron Watermain Replacement (Part 3). Ref. No. 21-89  
(See Report ENG-2021-15)
9. A By-law to enter into contract with GM BluePlan Engineering Limited for the city-wide Strom Model and David Street area MSP Project. Ref. No. 21-100  
(See Report ENG-2021-16)
10. A By-law to appoint the appointment of a Chief Administrative Officer for the Corporation of the City of Welland. Ref. No. 21-24
11. A By-law to amend Building By-Law 2020-140, being a By-law under the Building Code Act respecting Construction, Demolition, Change of Use, Occupancy, Transfer of Permits and Inspections. Ref. No. 05-120  
(Appointment of Officers)
12. A By-law to amend appointment By-law 2018-50, being a By-law to appoint Municipal Enforcement Officers for the Corporation of the City of Welland.  
Ref. No. 21-22  
(Appointment of Officers)

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:

We object to the decision of the Committee of Adjustments to permit the Evertrust development at 350 Prince Charles Dr. S. as it was presented to us in the letter we received May 3, 2021. We petition the city to:

1. Conduct a traffic study on Prince Charles Dr. S. between Ontario Road and Lincoln St. The new building will add approximately 200 cars to the already dangerous intersection at the entrance to our shared driveway.
2. Consider the parking situation at the new Evertrust development. They have, according their plan, 230 parking spaces total. That's about 1 per unit for each of 226 units. It leaves very little space for visitors, deliveries etc. There is nowhere for this overflow to go.
3. Consider that the proposed new building does not represent the character or design of existing neighbouring buildings. There is no continuity in architectural style, in density of the buildings or in availability of parking.
4. Consider that the proposed new building is too large for the space it sits on.

21-92		

## 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:

All addresses are		
PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Mary Jo Mastroianni	330 Prince Charles Dr. S. Unit 1413	Mary Jo Mastroianni
NORMAN CARTER	330 PRINCE CHARLES DR S UNIT 1414	Norman Carter
Sharon McCumber	330 Prince Charles Dr. S. Unit 1419	Sharon McCumber
Remi MAURICE	1411 330 Prince Charles Dr. S.	Remi Maurice
Donna Nelissen	#1409	Donna Nelissen
Carmelita Quinn	#1410	Carmelita Quinn
KERRY JOANNE NORTON	1408	Kerry Norton
CATHY SHOUP	1401	Cathy Shoup
OLGA CULIG	1407	Olga Culig
DAVID EVANS	1404	David Evans
Nancy Rhodes	1405	Nancy Rhodes
Helene Beauparlant	1316	Helene Beauparlant
RAY ARSENAULT	1318	Ray Arsenault
SELASI BADANU	1312	Selasi Badanu
Claudette LeBlanc	1315	Claudette LeBlanc

## 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:

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Amy Doobay	330 Prince Charles Dr, Unit 1213	Amy Doobay
YUDI DOOBAY	330 PRINCE CHARLES #1213	Yudi Doobay
Pam Kipp	330 Prince Charles 1215.	Pam Kipp
BRUCE KIPP	330 PR. CHARLES 1215	B. Kipp
Carol Ann Gatt	330 Pr. Charles 1216	Carol A. Gatt
Paul Gatt	330 Pr. Charles 1216	Paul Gatt
Dianne Winterton	330 Prince Charles 1214	Dianne Winterton
Gail Kreamer	330 Prince Charles 1218	Gail Kreamer
HILDA FROST	330 PRINCE CHARLES 1217	Hilda Frost
GEORGE DE RUYLE	#1210 330 PRINCE CHARLES DR	George De Ruyle
BARBARA MANN	1210 330 PRINCE CHARLES DR.	Barbara Mann
DAWN BREAU	330 PRINCE CHARLES UNIT 1207	Dawn Breaux
CLAUDE BREAU	330 PRINCE CHARLES UNIT 1207	Claude Breaux
Connie	330 Prince Charles 1205	Connie Corrier
Paul Walker	330 Prince Charles 1209	Paul Walker
CONNIE WALKER	330 Prince Charles	Connie Walker







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:

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Don Romano	330 PRINCE CHARLES DR WELLAND 1219	<i>[Signature]</i>
Dean Gmaid	330 Prince Charles Dr Welland 1219	<i>[Signature]</i>
VICTOR HERMAN	330 PRINCE CHARLES DR WELLAND 1208	<i>[Signature]</i>
Bill Bukovac	330 PRINCE CHARLES DR 1308	<i>[Signature]</i>
<i>[Signature]</i>	330 Prince Charles Dr 1308	<i>[Signature]</i>
MR Miller	330 Prince Charles 1309	<i>[Signature]</i>
R Mavira	330 Prince Charles 1309	<i>[Signature]</i>
M. TS IPTSIS	330 Prince Charles 1307	<i>[Signature]</i>
Mary Spark	330 Pr. Ch. Dr 1310	<i>[Signature]</i>
BURT TOWNEND	330 " " " 1305	<i>[Signature]</i>
DON BOOKER	330 Prince Charles Dr. S 1212	<i>[Signature]</i>
JAN MULLIN	330 PRINCE CHARLES DR. S. 1212	<i>[Signature]</i>



**GENERAL COMMITTEE REPORT TO COUNCIL**

On Tuesday, June 22, 2021, the General Committee met with the following members in attendance: Chair, D. McLeod, F. Campion, J. Chiochio, T. DiMarco, B. Fokkens, B. Green, J. Larouche, A. Moote, C. Richard, and L. Van Vliet.

**The General Committee recommends Council approval on the following matters:**

**PRESENTATIONS****09-159**




THAT GENERAL COMMITTEE receives for information the presentation by Julien Bell of GM Blue Plan regarding Dain City Inflow & Infiltration Investigation and Remediation Action Plan.

Respectfully submitted by



TARA STEPHENS  
City Clerk

9  
COUNCIL  
OFFICE OF THE CAO

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT CAO-2021-08 *21-19*  
JULY 6, 2021

**SUBJECT:** MEMORIAL PARK SPORTS FIELD LIGHTING M1 & M4 REPLACEMENT – TENDER AWARD

**AUTHOR:** PETER BOYCE, MANAGER, PARKS, FACILITIES & CANAL LANDS  
RICHARD DALTON, MANAGER, RECREATION & CULTURE

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

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**RECOMMENDATIONS:**

THAT THE COUNCIL OF THE CITY OF WELLAND accepts the tender submission of Weinmann Electric Ltd. in the pre-tax amount of **\$379,750.00**, being the lowest of four (4) tender submissions received for the Memorial Park Sports Field Lighting Replacement project; and

THAT Council directs staff to prepare the necessary by-laws and documents to execute the project; and further;

THAT Council authorizes the Mayor and Clerk to execute all necessary documents to execute the project.

**ORIGIN AND BACKGROUND:**

Memorial Park is a significant recreational hub within the City of Welland; the park has a long and rich history as a centre for baseball, t-ball and softball.

*Rationale*

Through the public consultation process of the 2019 Parks, Recreation & Culture Master Plan, the key user groups of Memorial Park diamonds identified a need to install of new lights at “M4”, to ensure the Park can continue to serve the high interest in community baseball in Welland. Council approved these lighting improvements through the 2021 budget deliberations

The current lighting system at the slow pitch "M1" ball diamond is approaching 50 years old and is at the end of its useful life, its continued presence poses a potential safety hazard.

**COMMENTS AND ANALYSIS:**

Consulting firm MTBW was retained to undertake the design of the M1 diamond lighting and electrical system replacements as well as the design of a new lighting and electrical system for M4.

A Request for Tender was released to Bidding on May 10, 2021 for the removal and replacement of the existing, lighting system at M1 and the installation of a new lighting system at M4.

Fourteen (14) firms picked up full tender documents and four (4) submissions were received on closing day, Thursday, June 10, 2021.

The tender submissions were reviewed by City staff and MBTW for accuracy and found to be compliant with both the City of Welland tender requirements and the provisions of the current Purchasing Policy.

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

<b>Contractor</b>	<b>Tender Price (excluding HST)</b>
<b>Nadelec Contracting Inc.</b>	<b>\$424,000.00</b>
<b>Procon Constructors – Electric</b>	<b>\$419,500.00</b>
<b>Weinmann Electric Ltd.</b>	<b>\$379,750.00</b>
<b>Sid Grabell Contracting Ltd.</b>	<b>\$451,829.97</b>

Weinmann Electric Ltd. is well known within the industry to have experience with the type of work being requested in the tender. MBTW considers the firm's performance to be satisfactory and therefore recommends award to this vendor.

Work is expected to commence on the upgrades as early October, 2021.

**FINANCIAL CONSIDERATION:**

The costs for the project are as follows:

<b>Budget Breakdown</b>	<b>Amount</b>
MTBW Consultant Fees – Design, Tender Package & Contract Administration (inclusive of applicable HST)	\$19,080
Installation of New Lighting System (Weinmann Electric Ltd.)	\$379,750.00
Subtotal:	\$398,830
City's Portion of HST (1.76%):	\$7,020
<b>Total Anticipated Project Cost:</b>	<b>\$405,850</b>
<b>Approved Capital Funding (10-410-21401):</b>	<b>\$700,000.00</b>

There is sufficient approved funding to complete this project.

**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 new lighting systems at two Memorial Park ball diamonds is an investment in outdoor sports fields and fitness infrastructure. The replacements of the aging lights at the M1 diamond is expected to improve the player experience while the introduction of lighting to the M4 diamond will provide another option to user groups for evening games and in turn increase participation.

Staff recommends awarding the Memorial Park Sports Field Lighting Replacement contract to the low bidder, Weinmann Electric Ltd. of Fort Erie, Ontario.




**ATTACHMENTS:**

Appendix I – Map of Memorial Park Diamonds

APPENDIX 1



13  
**COUNCIL**  
**OFFICE OF THE CAO**

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT CAO-2021-09 21-19  
JULY 6, 2021

**SUBJECT:** MEMORIAL PARK POOL CAPITAL FINANCING STRATEGY

**AUTHOR:** RICHARD DALTON, MANAGER, RECREATION &  
CULTURE, B.Comm, OLY

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

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**RECOMMENDATIONS:**

THAT THE COUNCIL OF THE CITY OF WELLAND approve the capital financing strategy for the new Memorial Park Pool as described in report CAO-2021-09, and

THAT COUNCIL authorizes staff to submit an application for the Green and Inclusive Community Building Funds July 6 intake from Infrastructure Canada for \$3.84 million towards the new Memorial Park Pool, and further;

THAT COUNCIL authorizes staff to utilize \$1,594,345 in Federal Gas Tax funding towards the new Memorial Park Pool.

**ORIGIN AND BACKGROUND:**

Welland City Council approved Report FIN-2021-08 which authorized staff to procure a consultant team to develop a project plan for the replacement of Memorial Park Pool. On June 1<sup>st</sup>, 2021 Council approved R&C-2021-12 which outlined a high level design concept for the new facility and authorized the consultant team to proceed with detailed design for the new facility.

The budget for the new pool facility as outlined in a Class C Cost Estimate provided by the consultant team, with addition of applicable tax & contingency is \$6.4 million.

**COMMENTS AND ANALYSIS:**

***Strategy***

Staff are planning to utilize as much upper tier government funding as possible to finance the cost of the new facility. To accomplish this objective, staff propose to:

- Submit an application for \$3.84 million to the “Green and Inclusive Community Buildings” (GICB) fund for the July 6 intake
  - *GICB will support 60% of total eligible costs of the project*
- Allocate \$1,594,345 of Welland’s Federal Gas Tax one-time top up funding towards the project

Additional funding for the project is recommended to come from uncommitted funds in the Memorial Park Ball Diamond Lighting capital project, and from capital surplus.

**FINANCIAL CONSIDERATION:**

Total project cost is forecasted at \$6.4 million, including contingency and applicable taxes.

Capital Financing Plan:

<b>Source</b>	<b>Amount</b>
Green & Inclusive Community Buildings Grant	\$3,840,000
Federal Gas Tax (FGT, 2021 one time funding)	\$1,594,345
Memorial Park Ball Diamond Lighting uncommitted balance (10-410-20048)	\$300,000
Capital Surplus	\$665,655
<b>Total</b>	<b>\$6,400,000</b>

**OTHER DEPARTMENT IMPLICATIONS:**

None


**SUMMARY AND CONCLUSION:**

Staff is seeking Council approval for the capital financing strategy as described in report CAO-2021-09 for the new Memorial Park Pool, and to authorize staff to submit an application to the Green & Inclusive Community Building Fund July intake.

**ATTACHMENTS:**

None

15  
**COUNCIL**  
**CORPORATE SERVICES**  
**COMMUNICATIONS**

APPROVALS	
DIRECTOR	
CFO	
CAO	

**REPORT CAO-2021-10**  
**JULY 6, 2021**

**SUBJECT: PUBLIC ENGAGEMENT PLATFORM UPDATE**

**AUTHOR: AMANDA DEGAZIO, SUPERVISOR, CUSTOMER SERVICE AND ADMINISTRATION**

**APPROVING DIRECTOR: STEVE ZORBAS, INTERIM CAO/DIRECTOR CORPORATE SERVICES, CFO/TREASURER**

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**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information, Report CAO-2021-08, Public Engagement Platform Update.

**ORIGIN AND BACKGROUND:**

In 2018, the City of Welland sourced Bang the Table, branded to the public as YourChannel, a Public Engagement platform that assists in increased public knowledge and participation. Having an engagement platform is a way of bringing citizens, community non-profit organizations, businesses, and government together to solve problems that affect people's lives. It is a very inclusive problem-solving approach to deal with complex public problems.

YourChannel participation is driven utilizing various platforms such as:

- Social Media platforms (e.g. Facebook, Twitter,)
- LED screen at Civic Square
- Wellness Guide
- Television Screens Advertising (e.g. Welland Public Library, Welland Community Wellness Complex, Civic Square)
- Rink Boards
- Radio Engagement
- Newspaper (e.g. Civic Corner, Public Notices)
- Public Service Announcements
- Media Releases
- Community Partner Engagement (e.g. email updates; surveys)
- Farmers' Market



**COMMENTS AND ANALYSIS:**

To date there have been 39 projects created in YourChannel, these include both public engagement and public information pages. Detailed analysis can be viewed on the Summary Report attached (Appendix 1).

The top three sources that drive participation to the projects are Facebook, City of Welland website and the Welland Tribune Website. Approximately 9100 visits to YourChannel have resulted from these top three sites.

We have seen an increase in page view and visits to the engagement platform. Page views are the total number of times a page is loaded, visits are the number of unique visits by individuals. During the first two years of utilizing YourChannel, there have been 27,122 page views, 10,629 visitors. In last 12 months, YourChannel matched the first 24 months of page views and visitors. From May 1, 2020 to May 31, 2021 there have been 27,422 page views, 10,935 visitors.

The top engaged project to date has been Retail Cannabis Stores in Welland, followed by Chippawa Park Splash Pad, Welland Winter Lights Tour, Forks Road Bridge and Welland Wards & Councillors' Review. Approximately 6700 visitors were aware of these projects, 3400 were informed and read portions of the projects and 1550 visitors were engaged and participated in the project.

**FINANCIAL CONSIDERATION:**

License and services for one year is \$18,727 plus any applicable taxes. Fees increase each year per the Consumer Price Index (CPI).

License includes:

- Unlimited engagement projects
- Unlimited access to all eight Feedback Tools
- Participant Relationship Management
- Analytics and Reporting
- 2 site administrators
- Access to online webinars and articles
- 24/5 help desk support and online chat
- 24/7 moderation by Bang the Table in French and English
- Ongoing account management, strategy reviews and online training refreshers
- SSL Certificate

**OTHER DEPARTMENT IMPLICATIONS:**

All corporate departments utilize the engagement platform with assistance from the Communications Department to ensure an inclusive information sharing or problem-solving approach to City projects.

**SUMMARY AND CONCLUSION:**

Staff recommends that Council receives for information the update on the community engagement platform.

**ATTACHMENTS:**

Appendix 1 – Bang the Table Public Engagement Summary Report

# Summary Report

26 April 2018 - 31 May 2021

## YourChannel Welland

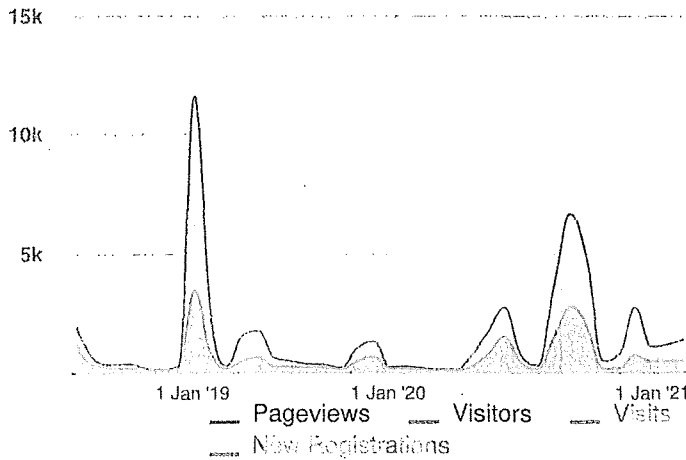
PROJECTS SELECTED: 39

We're Listening Old | Happy With Your Recreation & Leisure Programs? | Join Your Channel and the Conversation | Civic Square Outdoor Plaza | Welland Vista Park | Chippawa Park Splash Pad | We're Listening

FULL LIST AT THE END OF THE REPORT



### Visitors Summary



### Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
24.3 k	765	
NEW REGISTRATIONS		
1.4 k		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
3.5 k	7.3 k	16.9 k

## PARTICIPANT SUMMARY

ENGAGED		3,462 ENGAGED PARTICIPANTS			(%)
		Registered	Unverified	Anonymous	
INFORMED	Contributed on Forums	1	1	0	Re-creating & Re-imagining ... 670 (62.2%)
	Participated in Surveys	962	180	1,527	Welland Wards & Councillors... 570 (46.5%)
	Contributed to Newsfeeds	0	0	0	Retail Cannabis Stores in We.. 515 (22.5%)
AWARE	Participated in Quick Polls	237	1	526	Your 2021 Budget Talks 315 (33.5%)
	Posted on Guestbooks	7	0	0	Forks Road Bridge 229 (16.8%)
	Contributed to Stories	2	5	0	Welland Winter Lights Tours 219 (13.2%)
	Asked Questions	42	13	0	Your 2020 Budget Talks 203 (34.3%)
	Placed Pins on Places	18	4	0	WellAnd Recovery- Moving B.. 161 (13.2%)
	Contributed to Ideas	192	3	93	

\* A single engaged participant can perform multiple actions \* Calculated as a percentage of total visits to the Project

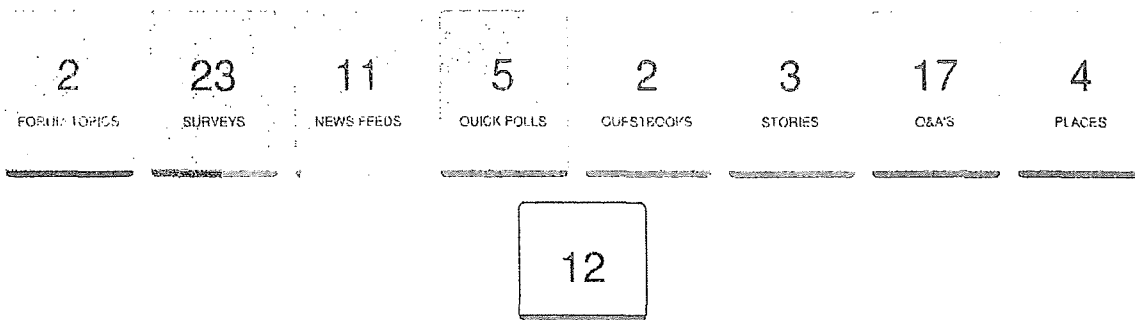
ENGAGED		7,290 INFORMED PARTICIPANTS		(%)
		Participants		
INFORMED	Viewed a video	107	Retail Cannabis Stores in We..	1,612 (70.5%)
	Viewed a photo	129	Re-creating & Re-imagining ...	707 (65.6%)
	Downloaded a document	479	Welland Wards & Councillors...	676 (55.2%)
AWARE	Visited the Key Dates page	279	Forks Road Bridge	582 (42.7%)
	Visited an FAQ list Page	202	WellAnd Recovery- Moving B..	530 (43.4%)
	Visited Instagram Page	0	Welland Winter Lights Tours	486 (29.4%)
	Visited Multiple Project Pages	4,087	Parks, Recreation and Cultur...	486 (53.7%)
	Contributed to a tool (engaged)	3,462	Your 2021 Budget Talks	485 (51.5%)

\* A single informed participant can perform multiple actions \* Calculated as a percentage of total visits to the Project

ENGAGED		16,896 AWARE PARTICIPANTS		
		Participants		
INFORMED	Visited at least one Page	16,89	Retail Cannabis Stores in We..	2,285
		6	Chippawa Park Splash Pad	1,931
AWARE			Welland Winter Lights Tours	1,654
			Forks Road Bridge	1,362
			Welland Wards & Councillors...	1,225
			WellAnd Recovery- Moving B..	1,222
			Design Your Playgrounds	1,221
			Re-creating & Re-imagining ...	1,078

\* Aware user could have also performed an Informed or Engaged Action \* Total list of unique visitors to the project

## ENGAGEMENT TOOLS SUMMARY



### FORUM TOPICS SUMMARY

2	Forum Topics
2	Contributors
4	Contributions

### TOP 3 FORUM TOPICS BASED ON CONTRIBUTORS

2	Contributors to	0	Contributors to
	Join the Conversation HERE		Youth Innovations Improvements

### SURVEYS SUMMARY

23	Surveys
2.67 k	Contributors
3.24 k	Submissions

### TOP 3 SURVEYS BASED ON CONTRIBUTORS

668	Contributors to	570	Contributors to	514	Contributors to
	Help us design programs that fit you		Council and Ward System Satisfaction Survey		Retail Cannabis Stores in Welland

### NEWSFEEDS SUMMARY

11	NewsFeed
4	Visits
3	Visitors

### TOP 3 NEWSFEEDS BASED ON VISITORS

3	Visitors to	0	Visitors to	0	Visitors to
	Keep up-to-date with city events and programs. Sign up today!		A number of Welland facilities to remain closed		Welland working on 'final game plan' to reopen farmers market

### QUICK POLLS SUMMARY

5	Quick Polls
764	Contributors
783	Responses

### TOP 3 QUICK POLLS BASED ON CONTRIBUTORS

304	Contributors to	220	Contributors to	199	Contributors to
	Where do you want your tax dollars invested in the 2021 Operating Budget?		Which direction would you prefer the city take in regards to the Forks Road Bridge?		Imagine that a large chunk of the money in your wallet was going to be allocated to one of

## ENGAGEMENT TOOLS SUMMARY

### GUEST BOOKS SUMMARY

2 Guest Books  
7 Contributors  
7 Entries

### TOP 3 GUEST BOOKS BASED ON CONTRIBUTORS

6 Contributors to We're Listening Old	1 Contributors to Forks Road Bridge
---	---

### STORIES SUMMARY

3 Stories  
7 Contributors  
7 Submissions

### TOP 3 STORIES BASED ON CONTRIBUTORS

5 Authors to Tell your story	1 Authors to Tell your story	1 Authors to My COVID-19 Story
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### Q & A SUMMARY

17 Q&As  
55 Contributors  
57 Questions

### TOP 3 Q & A BASED ON CONTRIBUTORS

14 Contributors to Q&A	13 Contributors to We're Listening	7 Contributors to Q&A
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### PLACES SUMMARY

4 Places  
22 Contributors  
88 Pins

### TOP 3 PLACES BASED ON CONTRIBUTORS

2 Contributors to Me on the GO Photos	4 Contributors to Barriers, Gaps and Opportunities	16 Contributors to Tell us Where...
---	---	---

### IDEAS SUMMARY

12 Ideas  
288 Contributors  
1.74 k Contributions

### TOP 3 IDEAS BASED ON CONTRIBUTORS

160 Contributed to Let us Know	68 Contributed to Forks Road Bridge Ideas	29 Contributed to Thoughts and Idea Board
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## INFORMATION WIDGET SUMMARY

<b>40</b>	<b>15</b>	<b>18</b>	<b>7</b>	<b>13</b>
DOCUMENTS	PHOTOS	VIDEOS	FAQS	KEY DATES

### DOCUMENTS

<b>40</b>	Documents
<b>479</b>	Visitors
<b>696</b>	Downloads

### TOP 3 DOCUMENTS BASED ON DOWNLOADS

<b>106</b>	<b>76</b>	<b>73</b>
Downloads	Downloads	Downloads
map.pdf	List of Homes.pdf	Parks, Recreation & Culture Master Plan

### PHOTOS

<b>15</b>	Photos
<b>129</b>	Visitors
<b>173</b>	Views

### TOP 3 PHOTOS BASED ON VIEWS

<b>79</b>	<b>29</b>	<b>17</b>
Views	Views	Views
BUDGET TIMETABLE - approved Oct 13 2020.jpg	Healthy Children	Future Splash Pad

### VIDEOS

<b>18</b>	Videos
<b>107</b>	Visitors
<b>124</b>	Views

### TOP 3 VIDEOS BASED ON VIEWS

<b>21</b>	<b>18</b>	<b>17</b>
Views	Views	Views
Youth Innovations	Recreation Corridor	deleted_video

### FAQS

<b>7</b>	Faqs
<b>202</b>	Visitors
<b>211</b>	Views

### TOP 3 FAQS BASED ON VIEWS

<b>59</b>	<b>38</b>	<b>26</b>
Views	Views	Views
Retail Cannabis Stores in Welland?	Community Trails Strategy	Municipal Class Environmental Assessment Study

### KEY DATES

<b>13</b>	Key Dates
<b>279</b>	Visitors
<b>344</b>	Views

### TOP 3 KEY DATES BASED ON VIEWS

<b>164</b>	<b>55</b>	<b>50</b>
Views	Views	Views
Welland Wards & Councillors Review	Your 2019 Budget Talks	Parks, Recreation and Culture Master Plan

## TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
m.facebook.com	5402
www.welland.ca	2805
www.wellandtribune.ca	931
t.co	835
www.google.com	831
www.facebook.com	713
www.google.ca	502
l.facebook.com	403
android-app	265
www.iheartradio.ca	175
www.stcatharinesstandard.ca	109
www.bing.com	93
lm.facebook.com	81
classroom.google.com	72
00territest.welland.ca	38




**SELECTED PROJECTS - FULL LIST**

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Retail Cannabis Stores in Welland?	2285	1612	515
Chippawa Park Splash Pad	1931	44	14
Welland Winter Lights Tours	1654	486	219
Forks Road Bridge	1362	582	229
Welland Wards & Councillors Review	1225	676	570
WellAnd Recovery- Moving Beyond COVID-19	1222	530	161
Design Your Playgrounds	1221	441	124
Re-creating & Re-imagining your Recreation & Culture Activities	1078	707	670
Your 2021 Budget Talks	941	485	315
Parks, Recreation and Culture Master Plan	905	486	161
Community Trails Strategy	612	348	142
Your 2020 Budget Talks	592	264	203
Sparrow Meadows Park Development	535	252	132
Your 2019 Budget Talks	492	311	26
Welland's Recreation Corridor	479	136	2
Welland Vista Park	422	21	0
Municipal Class Environmental Assessment Study	405	32	1
Economic Development Strategic Plan	335	189	107
We're Listening	309	81	21
Short Term Rentals	276	174	57
Corporate Climate Adaptation Initiative	263	65	56
Cannabis Production Land Use Review	240	140	29
Civic Square Outdoor Plaza	238	18	2
Want the city's e-news delivered to your inbox?	220	24	0
Join Your Channel and the Conversation	217	0	0
Recreational Canoe/Kayak Storage Concept Survey	198	91	85
Youth Innovations	183	78	20
Dain City Inflow and Infiltration Investigation and Remediation Actio...	182	72	52

## SELECTED PROJECTS - FULL LIST

PROJECT TITLE	AWARE	INFORMED	ENGAGED
Happy With Your Recreation & Leisure Programs?	174	48	2
Improve Your City and Enrich Lives: Become a Volunteer	146	20	2
Downtown and Health and Wellness Cluster Incentive Programs (Group 1)	137	46	9
We're Listening Old	134	9	6
Transit Service Revision Proposal	86	12	3
Public Works Service Level Review	69	34	16
Fog & Dye Program	57	9	3
Downtown and Health and Wellness Cluster Incentive Programs (Group 2)	33	6	2
Tree Preservation Survey	4	1	0
Canal Redevelopment Strategy and Action Plan	1	0	0
Fire & Emergency Services	0	0	0

**COUNCIL**  
**CORPORATE SERVICES**  
**FINANCE DIVISION**

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-96

**REPORT FIN-2021-20**  
**JULY 6, 2021**

**SUBJECT:** RFP21-09 DESIGN-BUILD FOR SHAW STREET STORAGE BUILDING

**AUTHOR:** VINCE BEAUDOIN, C.E.T., C.R.S., O.R.O.; MANAGER, PUBLIC WORKS

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

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND approves the award to Stolk Construction Limited for the provision of a Design-Build for the Shaw Street Storage Building in the amount of \$336,697.00, including 15% Engineering and Contingency, plus additional scope items in the amount of \$14,500.00 for a total cost of \$357,378.06 including HST, and further;

THAT Welland City Council directs the City Clerk to prepare all necessary and appropriate by-laws to enter into a contract with Stolk Construction Limited.

**ORIGIN AND BACKGROUND:**

In support of the new sports development at the Flatwater Centre, the City of Welland issued a RFP for a Design-Build for Shaw Street Storage Building.

The Design-Build proponent is required to design a new 60' x 60' prefabricated metal storage building located on Shaw Street in close proximity to the canal and Flatwater Centre. It will be a storage area for water events and recreation program equipment, and storage for the new sports development. Design and planning are to commence immediately after award, with construction to be finalized in September 2021.

**COMMENTS AND ANALYSIS:**

The Design-Build for Shaw Street Storage Building was posted competitively on Biddingo and closed on April 26, 2021. Stolk Construction Limited, Duomax Developments Limited, and Mountainview Construction submitted compliant bids and were in attendance at the mandatory site visit.

Stolk Construction Limited was the highest scoring proponent and has a proven track record of successfully managing construction projects. Stolk's experienced team of qualified foremen and labourers will ensure the project is managed successfully from commencement to completion.

**FINANCIAL CONSIDERATION:**

Project Funding and Costs are summarized as follows:

**Funding:**

Strategic Initiatives Capital Project Account	10-710-17095
---	--------------

**Project Costs:**

Stolk Construction Limited.

Requirement	Bid Price ( excl. HST )
Design-Build for Shaw Street Storage Building	\$292,780.00
15% Engineering & Contingency	\$43,917.00
Subtotal:	<b>\$336,697.00</b>

Additional Scope Requirements.

Requirement	Estimated Cost
Remove and relocate existing storage containers	\$5,000.00
Remove existing perimeter fencing	\$2,000.00
Re-align existing water service	\$2,500.00
Geotechnical investigation	\$5,000.00
Subtotal:	<b>\$14,500.00</b>

Total Estimated Project Costs	Estimated Costs
Stolk Construction Limited	\$336,697.00
Additional Scope Requirements	\$ 14,500.00
Subtotal:	\$351,197.00
City Portion of HST (1.76%)	\$ 6,181.06
<b>TOTAL</b>	<b>\$357,378.06</b>

**OTHER DEPARTMENT IMPLICATIONS:**

Reviewed and supported by Public Works, Parks, and Recreation and Culture.

**SUMMARY AND CONCLUSION:**


THAT THE COUNCIL OF THE CITY OF WELLAND approves the award to Stolk Construction Limited for the provision of a Design-Build for the Shaw Street Storage Building; and further

THAT Welland City Council directs the City Clerk to prepare all necessary and appropriate by-laws to enter into a contract with Stolk Construction Limited.

**ATTACHMENTS:**

None.

**COUNCIL**  
**CORPORATE SERVICES**  
**FINANCE DIVISION**

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-36

**REPORT FIN-2021-22**  
**JULY 6, 2021**

**SUBJECT: RFP21-01 PUBLIC WORKS ASSET MANAGEMENT SOFTWARE**

**AUTHOR: SHERRI-MARIE MILLAR, P.ENG. DIRECTOR OF INFRASTRUCTURE SERVICES/CITY ENGINEER**

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

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND approves the award to Esri Canada Limited for the implementation of Public Works Asset Management Software; and further

THAT Welland City Council directs the City Clerk to prepare all the necessary and appropriate by-laws to enter into an agreement with Esri Canada Limited.

**ORIGIN AND BACKGROUND:**

The City of Welland is seeking a strategic approach for the implementation and comprehension of state of the art Public Works Asset Management Software. The software's functionality will support work orders, service requests, scheduling, mobile tools, water meter database, cemetery data tracking, GIS functioning, MTO, inventory management, and integration with current City software such as Avanti, Diamond, and Outlook.

City assets include (but not limited to);

- Utilities: Water, Wastewater, Storm Water, Sanitary Sewer
  - Water mains, water services, water valves, water sample stations, curb stops, water main casings; sanitary sewer mains, laterals, manholes, oil grit separators; storm sewer mains, laterals, manholes, valves, outfalls, catch basin, and catch basin leads.
- Transportation: Roads & Traffic, Transit, Fleet
  - Rod segments, roadbeds, culverts, streetlights; transit stops and transit routes, sidewalks, vehicle maintenance and replacement, stockroom (inventory), pathways
- Facilities: Parking, Facilities, Parks, Recreation, Fire, Cemetery
  - Fire hydrants, buildings, city parks/trails, waste receptacles, trees, cemetery plots and sections, arenas, and pools.
- Corporate Services: IT, Legal, Finance, HR
  - Computers, desks, equipment, hardware/software, and other standard office assets.

**COMMENTS AND ANALYSIS:**

RFP21-01 Public Works Asset Management Software was posted competitively on Biddingo on February 18, 2021 and closed on March 31, 2021. The City of Welland received seven (7) compliant proposal submissions.

All submissions were evaluated based on their technical and financial proposals. The top ranked proponents were invited for a 90 minute presentation/interview to describe and demonstrate asset management scenarios and work functions that impact City of Welland employee work functions.

From the top ranked proponents, Esri Canada Limited scored the highest overall providing "City Works" software, which includes a managed hosted solution, inventory/barcoding functionality, and Geotab GPS tracking.

**FINANCIAL CONSIDERATION:**

Esri Canada Limited received the highest technical score and submitted a competitive financial proposal for the implementation, support, and annual subscription of Public Works Asset Management Software.

The total Year 1 fee is **\$459,529.40** which includes provisional items Geo tab and Inventory Management Functions as well as a 10% Contingency.

**Year 1 Summary Table Cost (with project contingency)**

Description	Year 1
1. Implementation, Training, Installation, Configuration, Customization, Integrations, Data Conversion, Data Validation, and Go-Live Facilitation	\$265,665.00
2. Software and License Fee (includes Annual Maintenance and Warranty)	\$121,380.00
3. Users fee	\$4,875.00
4. Cityworks Online Canada managed/hosted solution	\$4,875.00
5. Geotab GPS (PROVISIONAL ITEM) (excluding hardware)	\$10,068.00
6. Inventory Management (PROVISIONAL ITEM) (excluding hardware)	\$10,891.00
<b>Year 1 Cost</b>	<b>\$417,754</b>
<b>Contingency (10%)</b>	<b>\$41,775.40</b>
<b>Total Year 1 Cost</b>	<b>\$459,529.40</b>

Public Works Asset Management Software will be funded from the Capital projects: 10-131-19669 (2019), 10-131-20699 (2020), and 10-131-21021 (2021).

**Year 2 & 3 Summary Table Annual Fee's**

Annual Fees (software, licenses, user fee, managed/hosted system, Geo tab, and Inventory management)	Year 2	Year 3
<b>Total Annual Fee (Per Year)</b>	<b>\$162,909.00</b>	<b>\$184,516.00</b>

The Annual fee will be budgeted during the 2022 Budget process.

**OTHER DEPARTMENT IMPLICATIONS:**

The evaluation team comprised of staff from Information Services, Parks Division, Public Works Division, Infrastructure and Development Services, and Corporate Services.

The implementation will be led by Infrastructure and Development Services but will require support from all evaluation team divisions. The implementation timeline and go live date is estimated at 12 months to 16 months.

**SUMMARY AND CONCLUSION:**

THAT THE COUNCIL OF THE CITY OF WELLAND approves the staff recommendation of awarding to Esri Canada Limited for the implementation of Public Works Asset Management Software being the highest ranked proponent from the qualified bids received; and further


THAT Welland City Council directs the City Clerk to prepare all the necessary and appropriate by-laws to enter into an agreement with Esri Canada Limited.

**ATTACHMENTS:**

None.



**COUNCIL**  
**OFFICE OF THE CAO**  
**RECREATION & CULTURE**

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

21-19

**REPORT R&C-2021-17**  
**JULY 6, 2021**

**SUBJECT: CANADA COMMUNITY REVITALIZATION FUND**

**AUTHORS: RICHARD DALTON, MANAGER, RECREATION & CULTURE**  
**and**  
**PETER BOYCE, MANAGER, PARKS DIVISION**

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

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND authorizes staff to apply to the Canada Community Revitalization Fund for funding to complete enhancements at Maple Park, including replacement of the public washroom facility; and further,

THAT COUNCIL approve a transfer of \$50,000 from Capital Surplus to the Maple Park Enhancements Project.

**ORIGIN AND BACKGROUND:**

On March 9, 2021, Council approved staff report RC-2021-05 (appendix I) which recommended submission of a Healthy Communities Grant (HCG) application for \$250,000 to replace public washrooms at Maple Park along with other enhancements of the area. Additionally, Council approved \$50,000 in uncommitted funds from the Maple Park Splash Pad project for re-allocation to washroom replacement & enhancements.

On May 12<sup>th</sup> notice was received that the HCG application was not successful. A second round of funding was available, however; after an analysis of approved projects in round 1 staff have determined the Maple Park Enhancements project was not likely to qualify for funding through this grant stream.

**COMMENTS AND ANALYSIS:**

***RFP***

Staff issued RFP21-06, "Design & Construction of New Building at Maple Park" publically on the City's Bidding website April 21, 2021 with a closing date of May 26, 2021. The City received bid responses from two bidders deemed qualified to perform the Work. Due to the lack of identified funding source for this project, the decision was made to exercise

the rights outlined in section 1.4.6 of the RFP document and cancel the RFP without award.

### ***Canada Community Revitalization Fund***

A new potential funding opportunity has been identified for the Maple Park project: The Canada Community Revitalization Fund (CCRF). The CCRF was announced on June 23 and is open for applications for projects that

- Build new community infrastructure and revitalize existing assets
- Bring people back to public spaces safely as health measures ease
- Create jobs and stimulate local economies
- The program will fund a maximum of 75% of eligible costs for projects.

### ***Increase in Funding Requirement***

The CCRF provides funding awarded on a 75% / 25% split with the recipient. Staff are forecasting total project costs to be \$400,000, of which the City will be required to fund \$100,000.

To fund the City portion of the project of \$100,000 staff recommend Council approve a transfer from Capital Surplus of \$50,000, to go along with previously approved transfer to uncommitted funds from Enhancements at Maple Park of \$50,000.

### **FINANCIAL CONSIDERATIONS:**

Pending Council authorization, and a successful CCRF application, the project budget for Maple Park Enhancements of \$400,000, funded as follows:

- \$300,000 through Canadian Community Revitalization Fund
- \$50,000 of uncommitted funds from Enhancements at Maple Park Project: 10-410-21412
- \$50,000 transfer from Capital Surplus

### **OTHER DEPARTMENT IMPLICATIONS:**

None


### **CONCLUSION**

Staff recommend that Council approve staff to submit an application to the Canada Community Revitalization Fund for Maple Park Washroom & Enhancements project; and Council approve the transfer of \$50,000 from Capital Reserve towards the City-funded portion of the project.

### **ATTACHMENTS:**

Appendix I - RC-2021-06

**SPECIAL COUNCIL**  
**OFFICE OF THE CAO**  
**RECREATION & CULTURE**

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

21-19

**REPORT R&C-2021-05**  
**MARCH 9, 2021**

**SUBJECT: HEALTHY COMMUNITIES GRANT**

**AUTHORS: RICHARD DALTON, MANAGER, RECREATION & CULTURE**  
**and**  
**PETER BOYCE, MANAGER, PARKS DIVISION**

**APPROVING G.M.: STEVE ZORBAS, CPA, CMA, B.Comm, DPA, INTERIM CAO /**  
**GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL**  
**OFFICER / TREASURER**

**RECOMMENDATIONS:**

THAT THE COUNCIL OF THE CITY OF WELLAND accepts for information report R&C-2021-05, Healthy Communities Grant; and further

THAT Welland City Council authorizes staff to submit a Healthy Communities Grant application on behalf of the City of Welland for funding to complete enhancements at Maple Park, including replacement of the public washroom facility, landscaping, and inclusion of "Let's Chat" benches; and further

THAT Welland City Council authorizes staff to allocate surplus funds remaining from the construction of Maple Park Splash Pad to add enhanced landscaping, service upgrades, and installation of hard surface pathways to the proposed new Washroom and storage facility and Chat Bench area.

**ORIGIN AND BACKGROUND:**

Healthy Communities Grant is a Federal funding initiative which will allocate funding to projects which align with at least one of three core community development themes: "safe and vibrant spaces", "improving mobility", and "enhanced digital solutions". Projects to be funded under the Grant Criteria must provide (a) constructive solutions and opportunities in response to the adverse impacts of COVID-19 on the community, (b) be in the public interest & accessible to all residents, and (c) have a grass roots community focus. A maximum of \$250,000 is available through this funding opportunity. Staff are also recommending

**COMMENTS AND ANALYSIS:**

The application to the Healthy Communities Grant is proposed to focus on Maple Park enhancements and include the following components:

- Replacement of existing washrooms with new, accessible washrooms, approx. 12 x 20, including required upgrades to water/sewer infrastructure and hard surface access path
- Replacement of existing storage space utilized by Welland Minor Baseball with a 12 x 20 modular storage space
- Addition of public benches, garbage cans, trees, and landscaping to enhance surrounding space

The existing amenities at Maple Park are over 60 years old and require significant ongoing maintenance to remain in operation. A photos presentation of the current washroom building as well as site map of new Splash Pad is included as Appendix I.

The new washroom facility and enhancement of surrounding space will greatly improve the experience for users of the recently constructed Maple Park splash pad, set to open in 2021. By attracting residents to a spacious, properly resourced park, it encourages healthy outdoor activity and engagement in an area that is naturally conducive to social distancing. The upgrading of the washroom facility to be fully accessible will remove a barrier to participation for persons with disabilities in our community.

The proposed project includes several additional components that are significant:

- Preserved storage space used at the current facility by Welland Minor Baseball
- Inclusion of "Let's Chat" branding on benches as part of Senior Citizens Advisory Committee initiative

The proposed project and Grant application has secured support from the following organizations:

- City of Welland Accessibility Advisory Committee
- City of Welland Senior Citizens Advisory Committee
- Welland Minor Baseball

#### **FINANCIAL CONSIDERATIONS:**

The total project budget will be \$300,000, of which \$250,000 would be funded through the Healthy Communities Grant. The remaining funding of \$50,000 would be committed from the Maple Park Splash Pad Project –10-410-20141.

#### **OTHER DEPARTMENT IMPLICATIONS:**

None



#### **CONCLUSION**

Staff recommend that Council approve a submission to the Healthy Communities Grant for funding to replace the existing washroom facility, storage space, and landscaping enhancements at Maple Park.

#### **ATTACHMENTS:**

Appendix I – Maple Park PPT

**COUNCIL**  
**FIRE AND EMERGENCY SERVICES**

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

**REPORT F&ES-2021-07**  
**DATE: JULY 6, 2021**

21-15

**SUBJECT: FIRE STATION 3 LOCATION**

**AUTHOR AND APPROVING G.M.: ADAM ECKHART MPS, BPSA, ECFO, FIRE CHIEF**

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND approve the City's currently owned land at 924 Prince Charles Drive for the future location of Fire Station #3, and;

THAT Welland City Council allocate \$40,000, to be funded from the Capital Surplus Reserve, for environmental and site assessment purposes.

**ORIGIN AND BACKGROUND:**

City Council has approved a three station model for the Fire Department and work is underway on stations 1 and 2. The current station 3 is currently located at 345 Prince Charles Drive North, constructed in 1955, and last updated in 1997. The garage holds a pumper and boat, and is limited in space. A 2016 building condition assessment determined at that time it needed nearly \$1 million in repairs. New deficiencies have presented itself since this report and the cost for repairs is increasing significantly. The station has reached the end of its useful life.

The City of Welland owns land at 924 Prince Charles Drive North, approximately 1 kilometer North of the current fire station. The lot size is 1,555 square meters (0.38 acres). Fire stations are exempt from the zoning requirements of Zoning By-law 2017-117. The land is free of restrictions. It is currently a vacant park land, without equipment and there is already an adequate water supply to the property that will support a firehall and a large concrete sanitary sewer service is available at the street.

The Niagara Region owns the lot adjacent to 924 Prince Charles Drive. They declined our requests to purchase their land. They wish to hold on to it, potentially for an ambulance base in the future. They also declined the proposal of constructing a joint facility and sharing costs to do so, saying that this is only an option and they aren't committed to the project. The EMS service has declined other offers of sharing facilities with other Fire Departments. EMS left Rose Ave Firehall in 2016, after acquiring commercial space near Woodlawn Rd. and Niagara St.

Constructing new Fire Hall #3 at 924 Prince Charles Drive north will require some architectural changes to the current plans developed for Fire Station 2 (King St.) Station

3 will be the same size footprint and garage layout, with changes to elongate and narrow the building to meet the site limitations for space.

Assumptions from Welland GIS is that the site frontage is approx. 27.3 meters 89' wide and 58 meters 190' deep. This will need to be confirmed through a proper survey. The shape of the lot will require the design of station 3 to differ slightly from Station 2. The quarters will require a narrower and longer area for staff. However, the garage and overall square footage will be the same.

Based upon the current sale prices of land, the estimated cost of approximately \$1 million per acre in the preferred area and there is no other land immediately available in this preferred location. Utilizing lands already owned will result in saving of over \$1 million as lands will not be required to be purchased.

### **COMMENTS AND ANALYSIS:**

The 924 Prince Charles Lot is smaller than preferred. However, with some creative design the firehall and site can be arranged to allow for a three-bay firehall as planned. It will be similar to the new Fire Station 2 on King St., except the footprint of the quarters may need to be adjusted to respect the size of the lot. Building design is normally adjusted to accommodate buildings on the profile of the available land. An approximate site plan is shown on Appendix B and will be refined as part of the detailed design process.

This is the preferred location to support a timely response and it presents an opportunity for updating of the Park land area to the North, (285 Thorold Rd). This will be done as part of the landscape and improvements that will be incorporated into the project design. The project will consider using a portion of the property at 285 Thorold Rd to accent this property, which has a small park and walking path through it. The path provides for pedestrian traffic that services the sidewalks on Thorold Rd. and Prince Charles Drive and has not seen updates in many years.

We continue to look for financial support in the way of new Federal/Provincial Intake grant funding opportunities and other sources. Council approval of locating new Fire Hall Station #3 will allow staff to openly discuss the project, and its location while researching funding opportunities.

Current environmental condition is unknown. The land has been bare and there is no reason to believe that there is any environmental conditions or concerns on the property. Further assessment will be required early in the planning process.

At the final stages we can landscape and add a natural buffer between the residents and the firehall to respect the neighbours and improve the appearance of the Thorold Road Park at the corner of Thorold Rd. and PCD. Additional parking can be added in this Park, finishing it with landscaping and fencing to guide pedestrians away from the fire truck traffic.

**FINANCIAL CONSIDERATION:**

\$40,000 for conducting a Phase 1 and potentially Phase 2 Environmental Site Assessment (ESA).

**OTHER DEPARTMENT IMPLICATIONS:**

The Planning Division was consulted in the preparation of this report and they have no objection to the use of lands for a Firehall. A Firehall is considered a public use and are exempt from the provisions of Zoning By-law 2017-117.

**SUMMARY AND CONCLUSION:**

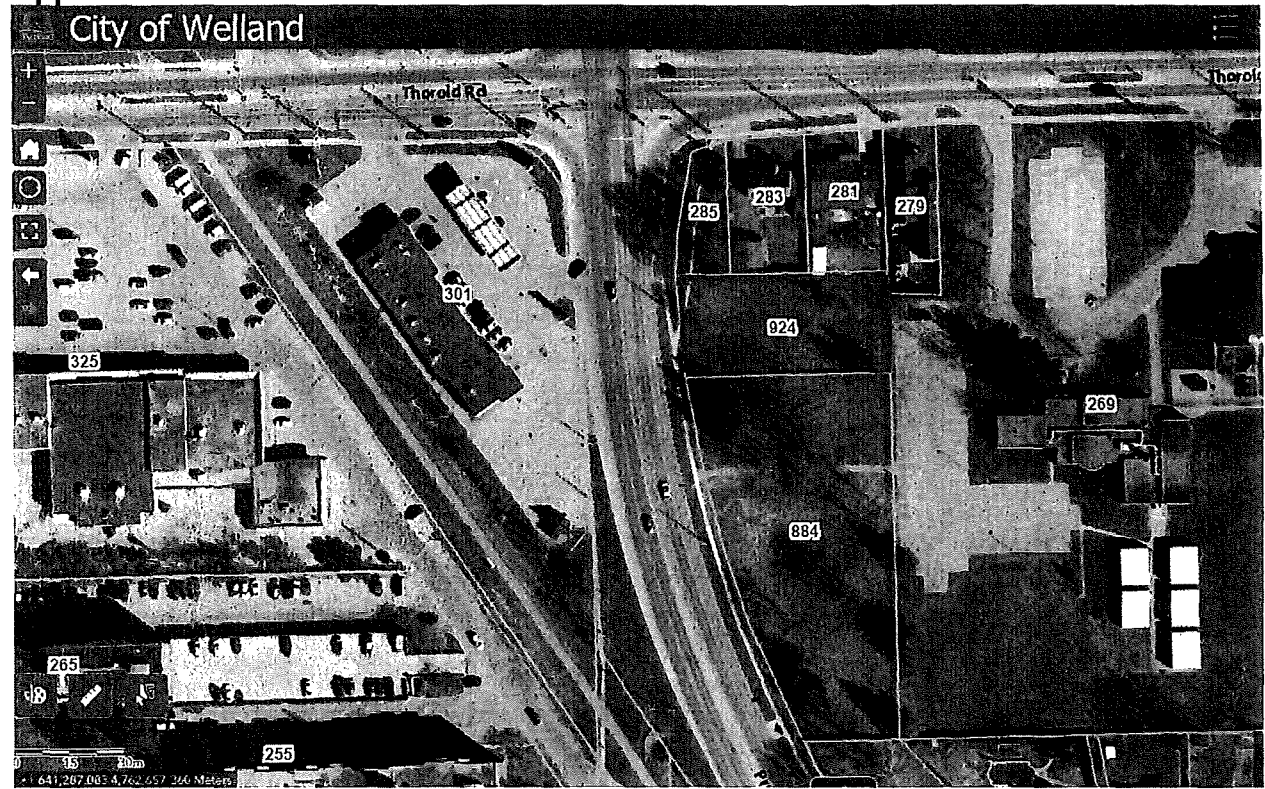
The City currently owns land at 924 Prince Charles Drive. The property is situated in the preferred location and is large enough to support a 3-bay 6,300 square foot fire station that parallels Fire Station 2. Fire Stations are considered a public use and are exempt from Zoning By-Law 2017-117. A Phase 1 and if necessary a Phase 2 ESA is recommended to begin as soon as possible.

**ATTACHMENTS:**

**Appendix A:** Aerial View of 924 Prince Charles Drive

**Appendix B:** proposed site plan of 924 Prince Charles Drive

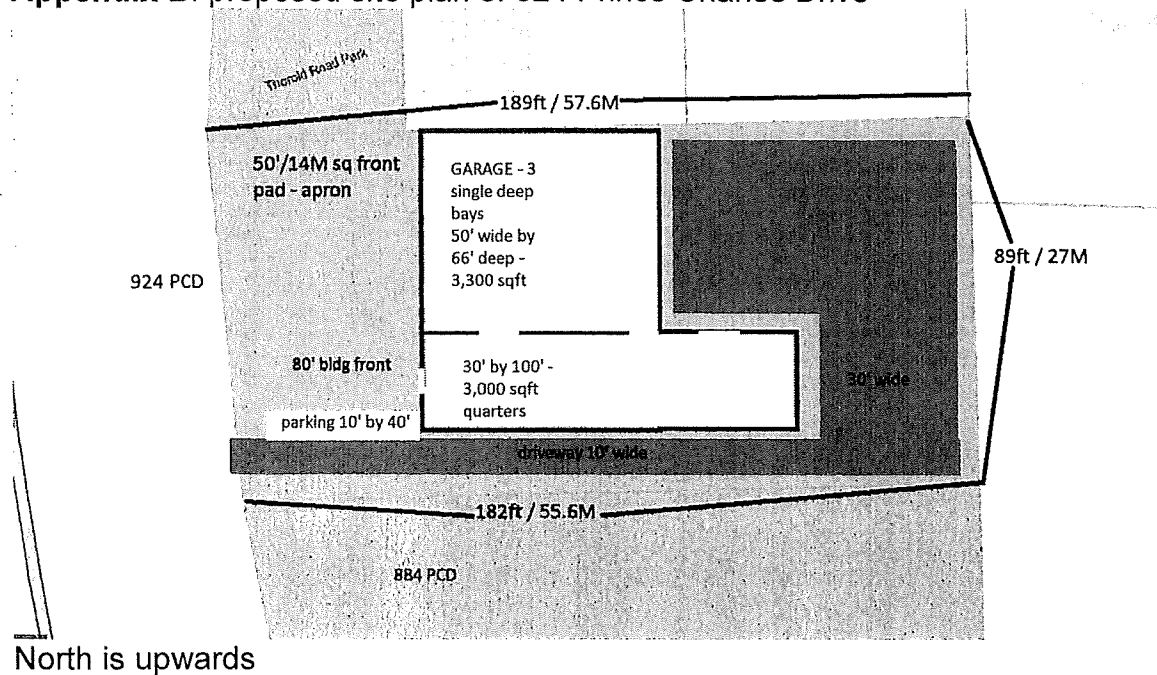
Appendix A: Aerial View of 924 Prince Charles Drive






North is upwards



Appendix B: proposed site plan of 924 Prince Charles Drive



**COUNCIL**  
**FIRE AND EMERGENCY SERVICES**

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

**REPORT F&ES-2021-08**  
**DATE: JULY 6, 2021**

21-15

**SUBJECT: REFRESHMENT VEHICLE FIRE INSPECTIONS**

**AUTHOR AND APPROVING G.M.: ADAM ECKHART MPS, BPSA, ECFO, FIRE CHIEF**

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND authorize the Fire Chief to waive all fees for Fire Safety Inspections for all Refreshment Vehicles in 2021.

**ORIGIN AND BACKGROUND:**

Refreshment Vehicles have been operating in the Community for many years. There are two general categories of refreshment vehicles; without a Suppression System and with a Suppression System. Refreshment Vehicles/Stands often sell foods that were prepared off-site. Food Trucks prepare the food on-site. Both require a business licence issued from the City of Welland, and a Fire Safety Inspection must be completed for each business licence. Fire Inspection costs are in addition to the City's business licence costs and are either \$103.00 for Stands and \$156.00 for Food Trucks.

The Welland Fire and Emergency Services annually inspect approximately 12 of each type of refreshment vehicle for a combined total of roughly 24 inspections. The number of vehicles fluctuates from year to year, and some attend only one-weekend event a year in the Community. It is anticipated that there will be fewer demands for Fire Safety Inspections of refreshment vehicles in 2021.

The impact of COVID-19 has seen fewer requests for licencing and has negatively impacted small businesses. Food Trucks are no exception. With public safety restrictions easing, some community events will likely occur this summer. This is a promising step towards returning to normal. However, public confidence and ongoing restrictions will likely impact attendance at these events and ultimately impact these small businesses.

**COMMENTS AND ANALYSIS:**

Based upon the current trends and restrictions this summer, the department is forecasting fewer requests for inspections at 50% of the usual average of 24 annual requests. There are already fewer requests year to date over a normative year. Most Refreshment Vehicles that operate in the Community are local to Niagara businesses.

The Fire Prevention team will continue to inspect refreshment vehicles as appropriate to ensure that fire safety measures are in place. This may include an inspection of the vehicle at no cost or an administrative review to ensure compliance. Inspection records from a qualified person employed by another Municipal Fire Department within the past six months may also be accepted as an alternative of an inspection by Welland Fire Department staff.

**FINANCIAL CONSIDERATION:**

The estimated decline in fees collected by the Fire Department to be \$1,500 in 2021.

**OTHER DEPARTMENT IMPLICATIONS:**

NIL

**SUMMARY AND CONCLUSION:**

Waiving the fees for Fire Safety Inspections of Refreshment Vehicles will help support local businesses recovering from COVID-19 while ensuring that Fire Safety requirements are met.

**ATTACHMENTS:**

NIL

**COUNCIL**  
**OFFICE OF THE CAO**  
**TRANSIT DIVISION**

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-13

**REPORT TRANS-2021-05**  
**JULY 06, 2021**

**SUBJECT:** SERVICE LEVEL INCREASE FOR SEPTEMBER 2021

**AUTHOR:** EDWARD ZAHRA, TRANSIT MANAGER

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

**RECOMMENDATIONS:**

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information report TRANS-2021-05 – Service Level Increase for September 2021; and further

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

**ORIGIN AND BACKGROUND:**

As the province continues to lift restrictions through it's phased reopening, it is expected that transit will see an increase in ridership from now through until the end of this year. In addition, post-secondary education is planned to resume 'in-person' learning for the September semester. To meet the projected ridership increase, service levels are required to increase from the current model to 'pre-covid' status. Lastly, the Fall Board Period will include the previously approved Holiday service, apart from Christmas and New Year's Day.

**COMMENTS AND ANALYSIS:**

Many Transit properties across the province have already begun increasing their levels of service to meet the ridership increases. With a majority of the ridership for Welland Transit being derived from post-secondary students, the proposed is to implement a service increase for our Fall Board Period which commences September 5<sup>th</sup>, 2021.

Currently, Welland Transit is offering a reduced service based off a modified Sunday schedule. This constitutes for hourly service commencing at 6:30 AM, through until 10:00 PM. Effective September 5<sup>th</sup>, all municipal routes will return to 30-minute service from 6:30 AM, through until 6:30 PM, and 60-minute service from 6:30 PM until 11:00 PM.

**FINANCIAL CONSIDERATION:**

Increased costs associated to the proposed service level increase have already been accounted for through the 2021 Operating budget. The potential increase service will have increased revenue by way of fares; to offset the added expenses.

**OTHER DEPARTMENT IMPLICATIONS:**

There are no foreseeable impacts to other departments.

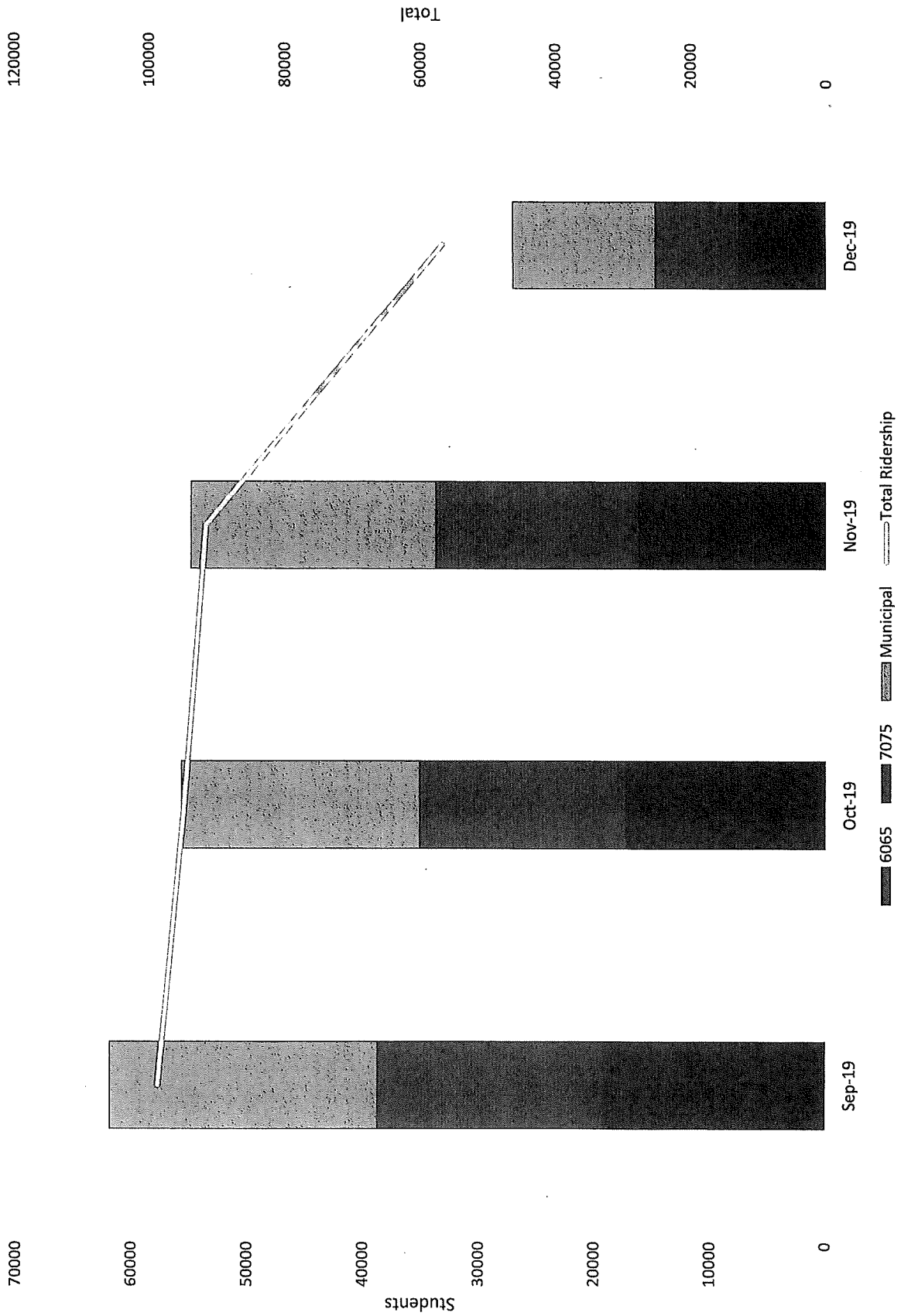
**SUMMARY AND CONCLUSION:**

In conclusion, increasing transit service levels is a critical component in returning the city of Welland to pre-COVID practices. As businesses and events reopen, local traffic will continue to increase, thus forcing the requirement to provide transportation to the residents of the City of Welland. An increase in service reduces the pressures placed on our specialized service as our frequency increase prevents some known barriers.

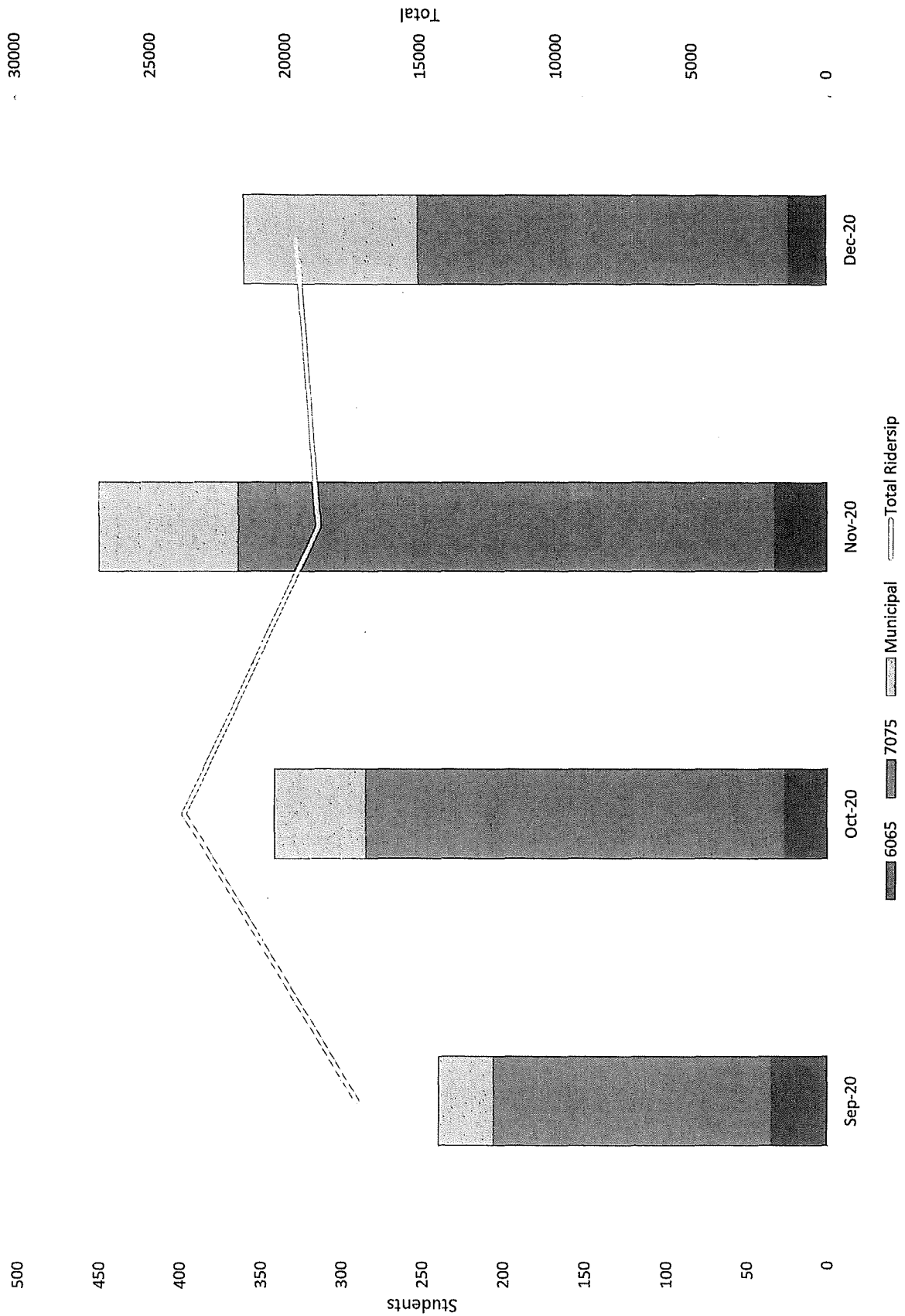
**ATTACHMENTS:**

1. Appendix A – 2019 Student Ridership (Sept. – Dec. 2019)
2. Appendix B – 2020 Student Ridership (Sept. – Dec. 2020)

2019 Student Ridership



2020 Student Ridership



**COUNCIL**

**DEVELOPMENT AND PLANNING SERVICES**

**TRAFFIC/PLANNING DIVISION**

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

21-22

**REPORT TRAF-2021-32  
JULY 06, 2021**

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

**AUTHOR: MARK SLADE  
TRAFFIC TECHNOLOGIST**

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

**APPROVING G.M.: 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-2021-31** 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:

DELETE the following from Schedule "V" – Parking Prohibitions (Specified Places with Signs):

COLUMN 1 HIGHWAY	COLUMN 2 SIDE	COLUMN 3		COLUMN 4 PERIOD (TIMES/DAYS)
		FROM	TO	
Park Street	North Side	King Street	Kent Street	AT NO TIME

**ORIGIN AND BACKGROUND:**

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

Schedule V – Parking Prohibitions (Specified Places with Signs)

Staff received a petition from the residents who reside on Park Street between King Street and Kent Street requesting parking restrictions be removed from the



north side of this street. Staff recommend restrictions be removed and an amendment is required to update the by-law.

**COMMENTS AND ANALYSIS:**

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

**FINANCIAL CONSIDERATION:**

Sign removals 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:**

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:**

Appendix I – Petition from residents

Appendix II – Map of Study Area

Appendix I

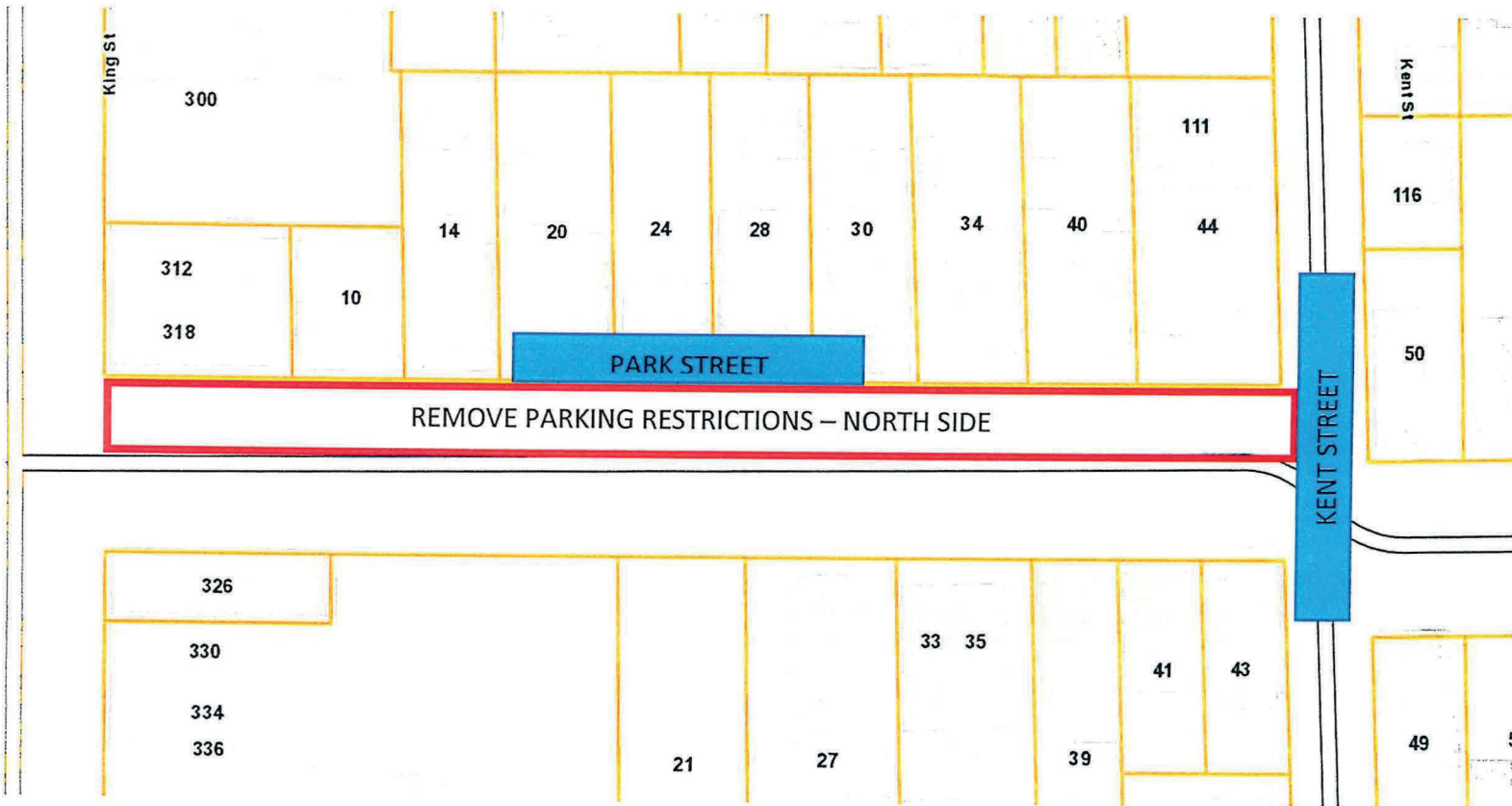
Petition for parking on the north side of Park St. from King St. to Kent St.

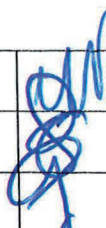
Address	Property Owner	Phone Number	Signature
10 Park St.	Nick Albano	[REDACTED]	[Signature]
14-16 Park St.	D GENDRES	[REDACTED]	[Signature]
20 Park St.	See attached document		
24 Park St.	R# NO		
28 Park St.	NO ANSWER		
30 Park St.	Roy Napper	[REDACTED]	U.N.
34 Park St.	D GENDRES	[REDACTED]	[Signature]
40 Park St.	Kyle Burton	Kyle Burton	[REDACTED]
40 Park St.	346 King	Greg Caruth	[REDACTED]
2700 Park St.	NO		
33-35 Park St.	Briar Rose Co-Operative Homes Inc	[REDACTED]	[Signature]
39 Park St.	cheryl [Signature]	[REDACTED]	[Signature]
41 Park St.	See attached document		
43 Park St.	Mike Mucciante	[REDACTED]	Mike Mucciante
44 Park St.	Martha Lugardis	[REDACTED]	Martha Lugardis



Petition 12 out of 17 = 65%

Appendix II  
STUDY AREA



APPROVALS	
DIRECTOR	
CFO	
CAO	

COUNCILPLANNING AND DEVELOPMENT SERVICES

21-86

REPORT P&B-2021-33  
JULY 6, 2021

**SUBJECT:** APPLICATION FOR ZONING BY-LAW AMENDMENT  
(FILE NO. 2021-04) MADE BY WELLAND APARTMENTS  
INC. FOR LANDS LOCATED ON THE NORTH SIDE OF  
LINCOLN STREET, WEST OF ELMWOOD AVENUE, AND  
EAST OF RIVERSIDE DRIVE, LEGALLY DESCRIBED AS  
PART LOT 28, CONCESSION 5, CITY OF WELLAND,  
MUNICIPALLY KNOWN AS 50 LINCOLN STREET

**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 application for Zoning By-law Amendment to Zoning By-law 2017-117 for lands on the north side of Lincoln Street, west of Elmwood Avenue, and east of Riverside Drive, legally described as Part Lot 28, Concession 5, City of Welland, municipally known as 50 Lincoln Street from Community Institutional – INS1 to Site Specific Community Institutional – INS1.

ORIGIN AND BACKGROUND

Application for Zoning By-law Amendment was submitted on April 14, 2021. The application was deemed completed on April 27, 2021.

COMMENTS AND ANALYSIS:The Proposal

The purpose of the application for Zoning By-law Amendment is to rezone the lands from Community Institutional – INS1 to Site Specific Community Institutional - INS1. The application proposes site specific amendments to the Zoning By-law

to permit a front yard setback of 2.5 metres; a side yard setback of 3 metres; a reduced snow storage area of 28 square metres; and, a reduction of bicycle drive aisle to 0.6 metres.

The purpose of the application for Zoning By-law Amendment is to facilitate the construction of a four-storey apartment building with 54 units.

### The Site

The lands currently include a former place of worship and parking lot. The building was severely damaged in a recent fire and is no longer in use. The building will be demolished to facilitate the construction of this apartment building.

### Surrounding Land Uses

The lands to the east, south and north are developed with residential and commercial uses, including a mix of single-detached, townhouses and apartment buildings. The lands to the west are developed with institutional and commercial uses, including a banquet hall, car dealership, and parking lot.

### Developments and Agency Comments Received

- |  |  |
|--|--|
| Welland Hydro-Electric System Corporation (May 18, 2021) | <ul style="list-style-type: none"> <li>- Welland Hydro Electric System Corporation (WHESC) does not object to the proposed application.</li> <li>- The applicant shall contact WHESC's Engineering Department to determine servicing details and requirements by emailing <a href="mailto:Engineering@wellandhydro.com">Engineering@wellandhydro.com</a></li> <li>- If existing WHESC infrastructure is required to be relocated or temporary Hydro service is required, all costs are the responsibility of the applicant.</li> <li>- 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.</li> <li>- The proposed development must meet the clearance requirements</li> </ul> |
|--|--|

Region of Niagara Planning and  
Development Services (June 8, 2021)

- of Section 3.1.19.1 "Clearance to Buildings" of the Ontario Building Code.
- WHESC reserves the right to amend or remove development conditions.
  - Regional staff note that the Zoning By-law Amendment application will facilitate the development of a four-storey apartment building with 54 units on a parcel of land that previously contained a Church. This development will contribute to the variety of housing options in the neighbourhood and will count towards achieving the City's annual residential intensification target, as set by the ROP. As such, the application meets the intent of Provincial and Regional policy by making efficient use of urban serviced land and existing infrastructure.
  - Although the principle residential use of the site is supported, matters related to noise mitigation, urban design, servicing and transportation requirements will need to be addressed through the future *Planning Act* application (Site Plan) in which Regional staff offers the following comments.
  - An *Environmental Noise Impact Study* was submitted in support of the application. The report concluded that the calculated daytime road noise levels at the

plane of window exceed the Ministry's Outdoor Sound Level Criteria. However, there are no outdoor amenity spaces or standard balconies for this development, no noise mitigations are required for any residential units within the site development. Calculated nighttime road noise levels at the plane of window exceed Ministry's Indoor Sound Level Criteria. As such, specific building components (walls, windows, doors, etc.) are required. Further, ventilation and warning clause requirements for all residential units are required for this development in order to satisfy the Ministry's criterion for noise control.

- Regional staff are satisfied that the mitigation measures outlined in the noise study can be incorporated through appropriate conditions through the future Site Plan Agreement.
- Regional Urban Design staff note that at the future Site Plan Agreement stage, additional information will be required for review. This includes the submission of the site plan, a landscape plan and streetscape information plus building elevations for any facades visible from the Regional Road.
- Regarding the streetscape along Regional Road (Lincoln Street), the Landscape Plan should include the following streetscape

information: deciduous street trees in a sodded boulevard, where they will not conflict with existing or proposed utilities, services and drainage features. If street trees cannot be accommodated, then an enhanced landscape treatment will be required on private lands. This includes deciduous trees plus planting beds consisting of shrubs and perennials. Contact the Region for a standard tree list and specifications before preparing the Landscape Plan. A pedestrian connection from the municipal sidewalk to the buildings main entrance is requested.

- Relating to interface with the Regional Road (Lincoln Street), it is recommended that an active entrance is provided fronting onto Lincoln Street.
- It is best practice to situate the building so that it is setback from the street at a similar distance as the existing built form along the street. The site design should also demonstrate an appropriate setback and transition in height between the proposed 4 storey building and the abutting buildings.
- The subject property has frontage along Regional Road 29 (Lincoln Street). This section of road has a substandard road allowance. The designated road allowance is 26.2 metres as identified in the Regional Official



Plan. Therefore, through the future Site Plan Application, the applicant is required to gratuitously grant the following widening to the Region:

- o A 3.05 metre widening along the frontage of Regional Road 29 (Lincoln Street). Below is the process that will need to be followed to transfer the lands to the Region when the appropriate time arises.
- The requested road widening is to be conveyed free and clear of any mortgages, liens or other encumbrances, and is 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 is registered, the Region will clear the applicable condition.
- The submitted site plan reflects the proposed entrance in the same location as the existing entrance. Regional engineering staff to provide comments once engineering plans are submitted

during the Site Plan Agreement application process. Staff will require confirmation on the distance from the entrance to the pole, and if the existing entrance location is not going to be used, then the apron will need to be removed and the boulevard restored to Regional standards.

- Prior to any construction 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 20 metres of the centreline of Lincoln Street will require a Regional Sign permit.
- The Region will require stormwater runoff from paved areas be captured and treated to a Normal standard prior to discharge to the existing storm sewer to ensure that Lincoln Street (Regional Road 29) is not negatively impacted as a result of the proposed development. The Region will require post-to-pre flow control for all design storms (2-year up to and including the 100-year storm) prior to discharge onto Lincoln Street.
- A stormwater management report is required to be submitted to the Region indicating in detail how the above noted

requirements will be achieved. The report should include the necessary information with respect to the inspection and maintenance requirements. Prior to construction, detailed grading, storm servicing and construction sediment control drawings will also be required.

- 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 subject to applicable requirements and limits.
- At this time it is unclear what the intent is for waste collection to service this site. It is noted that if the site is unable to meet the collection limits, that waste collection is the responsibility of the owner through a private contractor and not the Niagara Region. Notwithstanding the above comments the site remains eligible for unlimited curbside recycling and green bin collection.
- Survey evidence adjacent to Regional road allowances is not to be damaged or removed during the development of the property. Any agreements entered into for this development should include a clause that requires the applicant 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 aforementioned comments, Regional Planning and Development Services staff would offer no objections, in principle, to the Zoning By-law Amendment application as the proposed development is considered to align with the intent and direction of Regional and Provincial policy.

A Virtual Public Information Meeting was held on May 27, 2021 to gain public input regarding the proposed application. Approximately twelve (12) members of the public participated in the meeting, in addition to the Agent. The following comments and concerns were raised at the Public Information Meeting:

- Parking concerns with the number of units proposed and on-street parking along Lincoln Street;
- Traffic concerns along Lincoln Street;
- Shadow impact and lack of wind to neighbours along Elmwood Avenue;
- Why the building was proposed on the east side of the lot rather than the west side;
- Whether the footprint of the building will be the same as the former church;
- If the building could be 2-3 storeys high rather than four; and
- Questions regarding any proposed fencing.

At the time of writing this report three (3) letters from adjacent landowners have been received. A petition was also submitted that included thirty-four (34) signatures in opposition to the application for Zoning By-law Amendment. In addition to the comments made at the Public Information Meeting, the following comments and concerns were raised:

- Questions relating to any proposed fencing;
- Parking concerns related to the number of units proposed and potential parking conflicts on adjacent streets; and
- Snow clearing concerns due to a potential increase in on-street parking.

The Statutory Public Meeting under the Planning Act was held virtually on June 15, 2021. A total of three (3) people spoke with one (1) in opposition to the application. Their comments were consistent with the written submissions. Comments and concerns presented at the Statutory Public Meeting included:

- Height of the proposed building and potential conflicts related to privacy due to overlook;
- Parking off-site on adjacent streets and snow clearing efforts being hindered as a result of additional street parking; and,
- Ensuring the proposed development adequately addressed light pollution caused by the building and vehicles on-site

#### 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 land uses and patterns shall be based on densities and a mix of lands 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 Transit Route 501 has a stop to the southeast of the property on Elmview Avenue and the lands are within walking distance to Elmview Park and Waterview Park, providing recreational opportunities for residents.

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, including additional residential units and redevelopment. 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 diversity dwelling types in the area (apartment building), which will provide a range of studio, one-bedroom and two-bedroom units in the building. The subject lands are also within an area of mixed use development with a variety of forms of residential dwellings, commercial and institutional uses.

The subject lands are within an area with existing municipal services, are adjacent to a Welland Transit line, are within walking distance to municipal parks and commercial businesses. The proposal will redevelop 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 municipal 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 PPS also 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 with a mix of uses and densities, with commercial and institutional uses to the west and east, single-detached residential uses to the north, west, south and east, townhomes to the south and apartment buildings to the east. As previously identified, the lands are within an area that is serviced with municipal transit and walking distance to municipal parks and commercial uses. The lands have access to municipal services with capacity to accommodate the proposed development. The project will assist the City in achieving the identified intensification target of 40%. 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.

The development will add to the diversity and variety of housing stock in the area, which will provide housing for a greater range of people with varying income levels. The proposal will assist in creating a complete community, which provides for a range of housing types, is transit supportive, and encourages active transportation. The proposed application and proposed development is consistent with the requirements in the P2G.

#### 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 Zoning By-law Amendment will allow for the development of the property with a four-storey residential building which is within walking distance of transit stops, businesses, and parks. The subject lands front onto a Regional Road; as such, the property will be subject to noise mitigation, urban design, stormwater management, servicing and regional permits, 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 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 medium-density and low-density residential areas. The area also includes commercial and institutional uses that are predominantly located on Lincoln Street. The proposed building is considered to be consistent with the permitted height for the surrounding lands.
- Lot pattern and configuration;
- The proposed development is considered to be compatible with the surrounding neighbourhood.
- Accessibility;
- The proposed development is located on an existing lot. Site specific amendments have been requested to address the zone provisions.
- Parking requirements;
- The building is 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.
- The City's minimum parking standards are one space per unit; or, 0.3 spaces per unit for those less than 50 square

metres. The required parking stalls based on the number of units, amounts to 40. The proposed development has provided 58 parking stalls as per the submitted plans with the application.

- Potential for additional traffic and traffic maneuverability;
- Traffic will access the site from an existing entrance, which has access onto Lincoln Street. It is noted that the previous use (place of worship) successfully functioned with a significant number of vehicles entering the property on a weekly basis.
- Lincoln Street is a Regional road, and no Traffic Impact Study was required as a result of this application.
- Welland City Transit line 501 runs to the south and east of the property along Elmview Avenue. The transit stop along Elmview Avenue is within immediate walking distance of the subject lands
- There are no natural or built heritage features that have been identified on this property.
- There is capacity in the existing infrastructure to accommodate the proposed development.
- The proposed development will assist the City in achieving the target of 40% of all new residential development being
- The potential for transit ridership;
- Natural (including natural hazards) and built heritage conservation/protection;
- The available capacity of municipal infrastructure;
- Residential intensification targets identified in this plan.



within the Built-Up Area. That intensification goal will be increased to 50% at the time of the next Comprehensive Review, and the proposed development of this site will contribute to achieving that goal.

The proposed 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 Community Institutional – INS1 in the City of Welland Zoning By-law. The lands are developed with a place of worship which has ceased operation due to a fire. The application has been made to amend the Zone to Site Specific Community Institutional – INS1 to allow for the construction of an apartment building. The application will facilitate the construction of a four-storey building with 58 residential units. If the building proposed had been for a retirement home or a care facility, no permissions would have been required for the use. The current zoning permits a height of up to four storeys for permitted uses.

The application proposes to permit a front yard setback of 2.5 metres, a side yard setback of 3 metres; a reduced snow storage area of 28 square metres; and, a reduction of bicycle drive aisle to 0.6 metres.

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

#### Public Comments

Comments were received from members of the public regarding the proposed application. Responses to the issues are below:

#### Parking

A main concern raised by neighbouring residents was the potential for off-site parking to be present on adjacent streets. The concern from area residents is that adequate parking has not been provided on site, which will result in cars parking on surrounding residential streets. The City's Zoning By-law requires one space per unit; or, 0.3 spaces for units less than 50 square metres. The proposal has been made for 22 of the units to be less than 50 square metres and the remaining 32 units will be greater than 50 square metres in size. The calculated required parking for the proposed development totals 40 parking spaces, therefore, the provided parking exceeds the zoning requirements. In addition to this, on-street parking is permitted on several streets in the area, and is available to all residents

in compliance with the City's Parking By-law. On-street parking is not reserved for only residents who reside on the street. Staff feel that the proposed parking is appropriate for the site, as well as meets and exceeds the City's minimum requirements.

#### Compatibility

Concerns have been raised regarding the compatibility of the proposed building with the neighbouring single detached residential dwellings. It is noted that several properties in the vicinity of 50 Lincoln Street are zoned Residential Medium Density (RM) and there are two residential apartment buildings in the immediate neighbourhood, including a two storey apartment building immediately to the west. Although these lands have not been developed to the full extent of the provisions in the RM Zone, the proposed four-storey building is not out of character with the intended development of the surrounding area. The RM Zoning permits a height of 6 storeys.

#### Height

Residents have voiced concern related to privacy concerns and the proposed height of the building to be constructed. It is noted that the proposed design does not include any amenity spaces in the form of balconies, etc. in the units. Additionally, the application for Zoning By-law Amendment is not seeking to adjust the maximum allowable height on the property. It is expected that the proposed building is to be built within the Community Institutional – INS1 Zoning requirements as it relates to height. The maximum height is 4 storeys.

#### Light Pollution

Concerns regarding the potential for light pollution to affect adjacent neighbours adversely; specifically, from the parking area and lower floor unit windows, has been raised. The Owner has subsequently proposed to mitigate light transferal between parcels in the following ways:

- To install opaque blinds at all exterior windows during construction.
- To provide a 1.8 metre wooden fence surrounding the east, north and west perimeter.
  - Additionally, to plant twelve (12) trees in the landscaped setback along the east property line. Eight (8) trees are also proposed for the west property line.
- The properties fence is to be a secondary fence installed in most perimeter locations. The locations where overlapping fencing exists will be along the north and northeast property boundaries and southwest property boundary (adjacent to the single-detached dwellings).

The Owner has noted that through consultation with the adjacent property owner of the apartment building (8 units) to the southeast, a request for no fence to be erected along their property line has been submitted.

With reference to Appendix IV, the applicant has provided some additional materials to be considered as it relates to this matter, which has been attached to this report. It is the opinion of staff that the above mitigation measures are satisfactory and sufficient to address any concerns related to light pollution.

**FINANCIAL CONSIDERATION:**

All costs associated with the development of this property will be the responsibility of the owner.

**OTHER DEPARTMENT IMPLICATIONS:**

Other City Departments have been circulated the application for review and comment. Any comments received, have been included in the Recommendation Report.

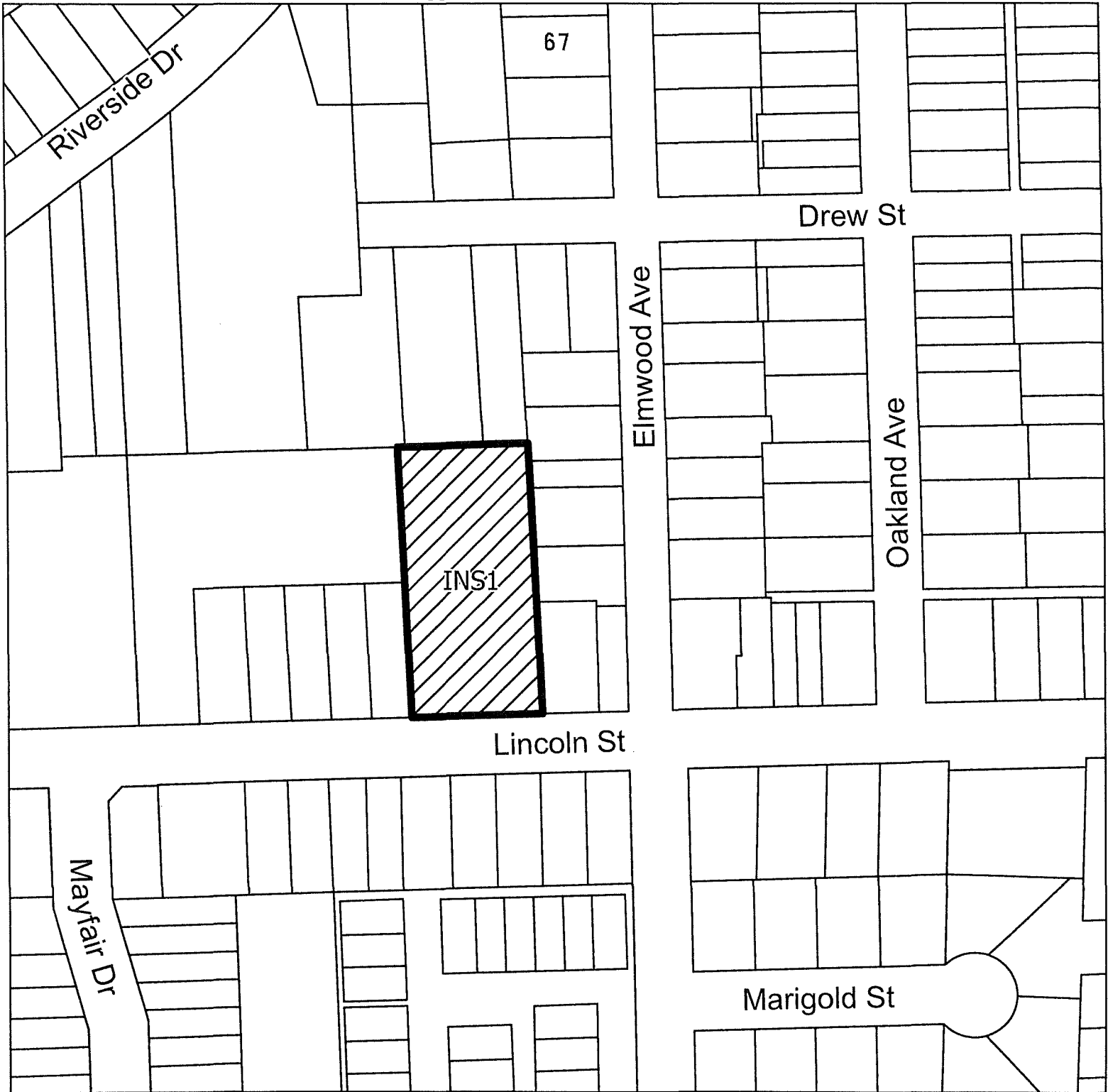
**SUMMARY AND CONCLUSION:**

The proposed application for Zoning By-law Amendment to rezone the property to Site Specific Community Institutional – INS1 to facilitate the construction of a four-storey 54-unit apartment building represents good planning because:

1. It is consistent with Provincial, Regional and local policies which encourage infill and intensification within the identified Built-Up Area;
2. Uses existing municipal infrastructure and does not require the expansion of these services;
3. Is transit supportive; and,
4. Will assist the City in achieving the yearly intensification target.

**ATTACHMENTS:**

- |              |   |   |
|--------------|---|---|
| Appendix I   | - | Key Map   |
| Appendix II  | - | Aerial Photo of Subject Lands                     |
| Appendix III | - | Preliminary Site Plan                             |
| Appendix IV  | - | Light Pollution Memo (via NPG Planning Solutions) |
| Appendix V   | - | Correspondence received                           |



# KEY MAP

## 50 Lincoln Street



 **SUBJECT LANDS**



*Development &  
Building Services*  
Planning Division



# AERIAL PHOTO OF THE SUBJECT LANDS

2021-04



 **SUBJECT LANDS**



*Development &  
Building Services*  
Planning Division





June 24, 2021

Grant Munday  
Director of Planning  
The City of Welland  
Planning Division  
60 East Main Street  
Welland, Ontario L3B 3X4

**Re: Council Interest in 50 Lincoln West Apartment's Boundary Fence**

Dear Mr. Munday,

At the Council meeting of June 15, 2021 regarding P&B-2021-27, there was Council discussion related to the proposed fencing treatment for the apartment project at 50 Lincoln Street West. A query was raised by a Council member and supported by other members regarding the concept for the perimeter fence at the subject site. By way of this letter, please accept the following context points for this matter.

The interest raised was related to the potential of light pollution from the parking area and lower floor unit windows emanating light to neighbouring parcels. The Developer is proposing to mitigate light transferal between parcels in the following ways:

- While not enforceable at the Zoning Bylaw Amendment phase, the Developer has committed to installing opaque blinds at all exterior windows during construction and has indicated the successful use of this approach at their other apartment property at 149 Main St W Hamilton.
- The perimeter fence as proposed is to be a 1.8 m high wooden fence surrounding the east, north and west perimeter.
- In addition to the fence, twelve trees (mix of Silhouette Sweetgum, White Oak and Green Pillar Oak) are proposed to be planted in the landscaped setback along the east property line. Additionally, eight trees consisting of the same mix as proposed for the east property line are planned for the west property line as well.
- The project's fence will be a secondary fence installed in most perimeter locations. The locations where "double fences" will exist is along the north and northeast property boundaries and southwest property boundary (adjacent to the single-family residences).

Please note that in conversations between neighbours, the property owner of the 8-plex multi-family development to the southeast has requested there be no fence along their property line. Our client wishes for this to be considered through the Zoning Amendment process and Site Plan Control process.

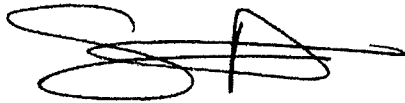
To illustrate the points above, included as attachments to this letter are three items:

1. The project Site Plan including information the church footprint, surrounding lot lines and adjacent structure locations for some neighbouring lots,
2. The Landscaping Plan showing the perimeter landscaping, the fence location and the proposed construction material and design of the fence,
3. Site pictures of existing property fences. These are included to illustrate there are existing fences around the neighbouring properties and that the fence proposed for the subject development will be a secondary fence around the perimeter.

Based on; a) the double fencing approach for areas adjacent to residential uses, b) the landscaping plan proposed, and c) the architectural measures proposed (opaque blinds), light transfer from parking area car lights and ground floor unit windows are being mitigated with appropriate and suitable design measures.

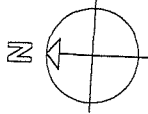
If you have any questions related to this matter, please reach out to me for clarity. Additionally, accept this correspondence on behalf of Welland Apartments Inc and include it in the Council package information as desired.

Sincerely,

A handwritten signature in black ink, appearing to be 'Cory Armfelt', written over a horizontal line.

Cory Armfelt, MCIP, RPP  
Development Principal  
NPG Planning Solutions  
E: [carmfelt@npgsolutions.ca](mailto:carmfelt@npgsolutions.ca)  
T: 403-942-4291

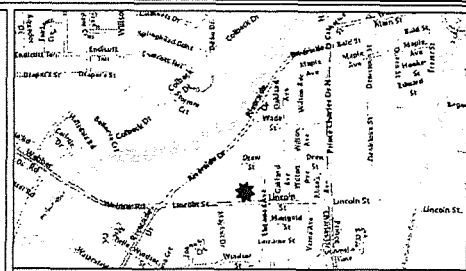
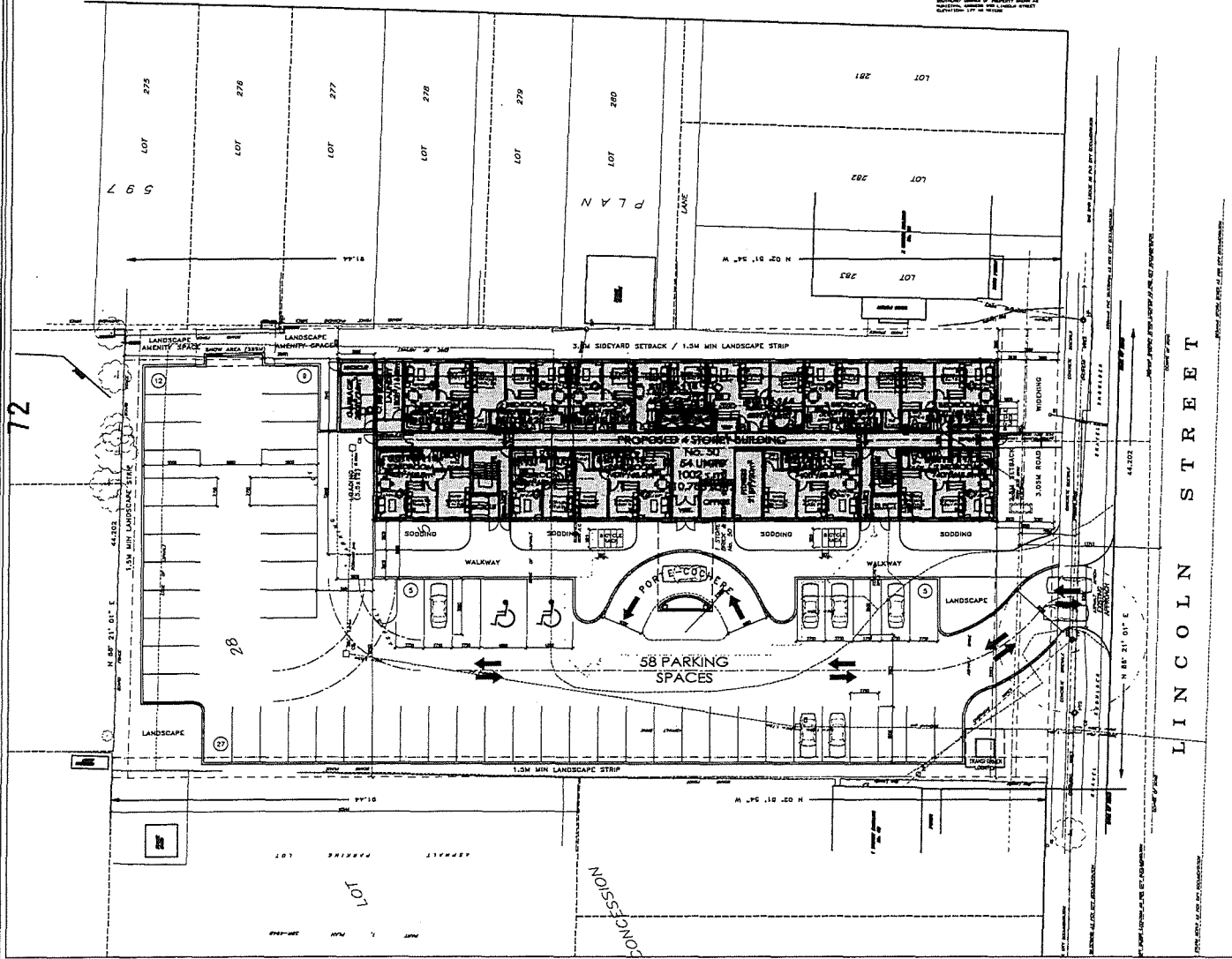




ELMWOOD AVENUE

TOPOGRAPHIC OF  
PART OF LOT 28, CONCESSION 5  
(GEOGRAPHIC TOWNSHIP OF CROWLAND)

CITY OF WELLAND  
REGIONAL MUNICIPALITY OF NIAGARA  
LOCAL ORDER NO. 2011-01-001  
DATE: 2011-01-01



**KEY PLAN**  
**SITE STATISTICS**

EXISTING ZONING: "IN1"  
INSTITUTIONAL ZONE

SITE STATISTICS	AREA (SQ.M)
SITE AREA	4040.9 SQ.M. (100%)
BUILDING COVERAGE:	1002 SQ.M. (25%)
HARDSCAPE AREA PROPOSED:	2160 SQ.M. (54%)
LANDSCAPE AREA PROPOSED:	879 SQ.M. (21%)
LOT WIDTH: (LINCOLN STREET)	44.2 METERS

**BUILDING STATISTICS**

BASEMENT TOTAL AREA:	NONE
GROUND FLOOR TOTAL AREA:	1002 SQ.M.
- COMMON FLOOR AREA (GROUP C):	976 SQ.M.
2ND TO 4TH FLOORS AREAS (GROUP C):	- SQ.M. EACH
- OF WHICH IS COMMON	- SQ.M. EACH

GROSS FLOOR AREA:	3930 SQ.M. (42,302 SF)
BUILDING HEIGHT:	-M (4 STOREYS)
MAXIMUM BUILDING HEIGHT:	20 METERS
BUILDING HEIGHT ABOVE SEA LEVEL:	+/- m

BUILDING FORM:	PROVIDED	REQUIRED
MIN. WIDTH OF GROUND FLR. FACADE:	- %	- %
SUITES		
1 BED STUDIO	3	6
1 BEDROOM	19	38
2 BEDROOMS	32	128
TOTAL:	54	172

YARD SETBACKS:	PROVIDED	REQUIRED
MIN. FRONT YARD (SOUTH)	5.55 METERS	- M
MIN. SIDE YARD (EAST)	3.00 METERS	- M
MIN. SIDE YARD (WEST)	25.2 METERS	- M
MIN. REAR YARD (NORTH)	20.9 METERS	- M

PARKING	RATIO	PROVIDED	REQUIRED
RESIDENTIAL	UNITS MORE THAN 50 SQ.M. 13-50 UNITS	32	40
		24	
- NUMBER OF WHICH ARE BARRIER FREE		2	-
		0	0

OTHER	RATIO	PROVIDED	REQUIRED
LOADING	-	1	-
BICYCLE SHORT		12	-
BICYCLE LONG	0.25 PER DWELLING UNIT	5	-

**1 SITE PLAN**  
SCALE: 1:200

ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED. THIS ARE FINISH TO FOUNDATION UNLESS OTHERWISE NOTED.

NOT TO BE USED FOR CONSTRUCTION

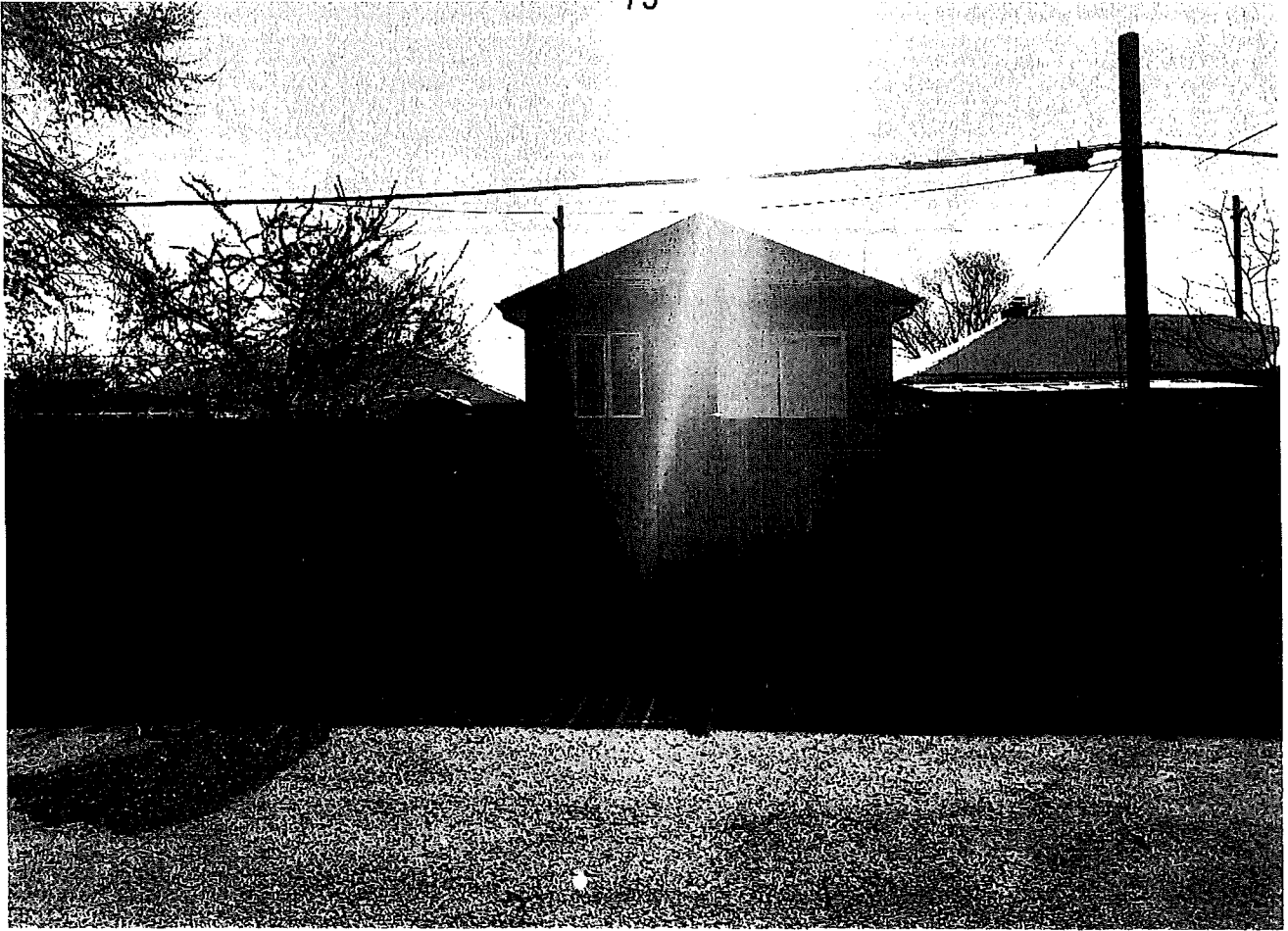
**LINTACK ARCHITECTS**  
INCORPORATED  
100 BAYVIEW AVENUE, SUITE 1000, SCARBOROUGH, ONTARIO M1H 2W4  
TEL: (416) 291-1111  
WWW.LINTACKARCHITECTS.COM

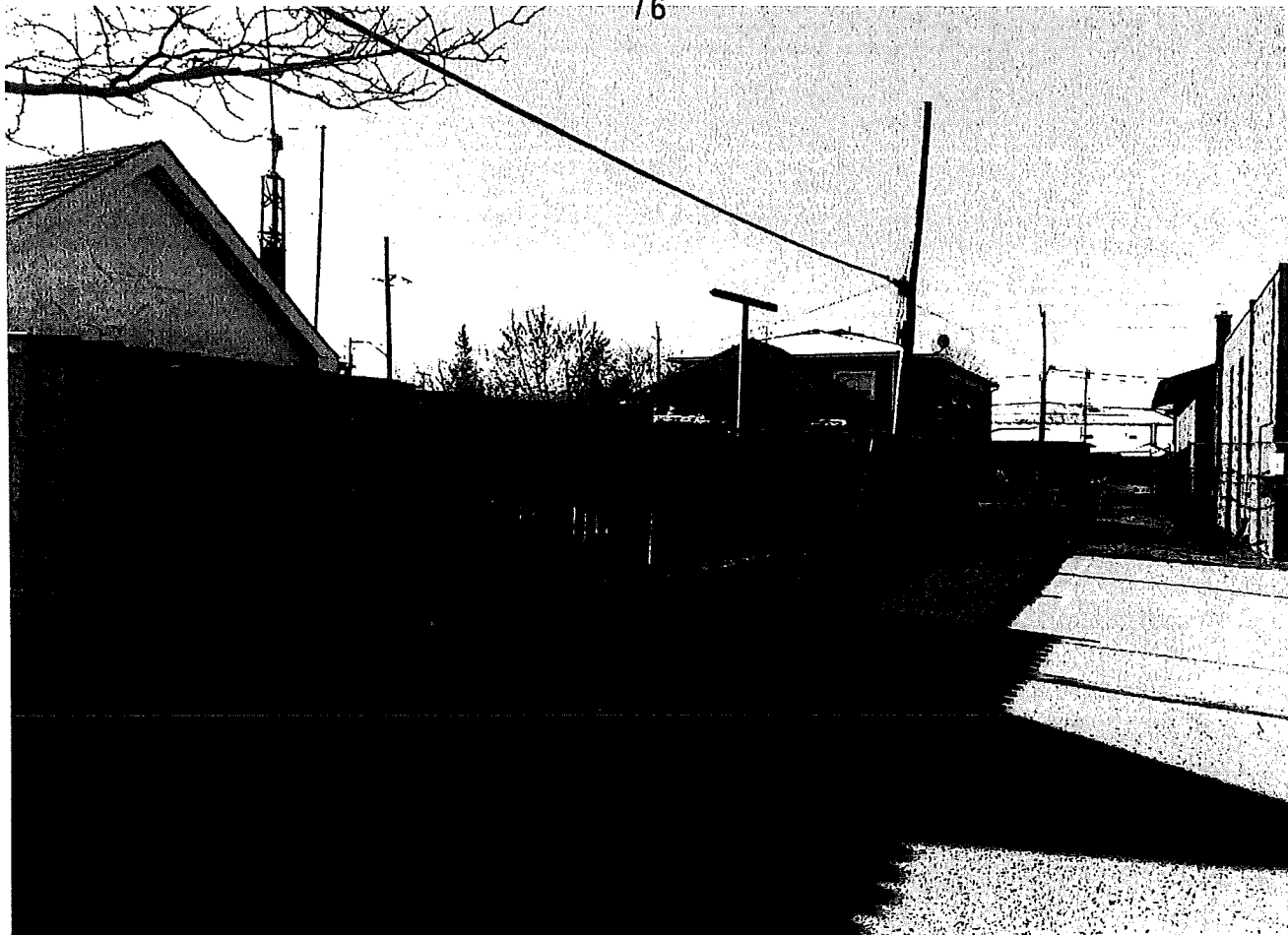
PROPOSED DEVELOPMENT:  
**50 LINCOLN ST. APARTMENTS**  
50 LINCOLN STREET  
WELLAND, ONTARIO

job no. 21.011  
dwg. file A1.1\_SITE...  
dwn. by  
scale AS NOTED  
date MARCH 2021  
dwg. title  
**SITE PLAN**  
DA-21  
dwg. A1









**Rachelle Larocque**

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**From:** Ali Mansour  
**Sent:** May 27, 2021 8:46 PM  
**To:** Rachelle Larocque  
**Subject:** RE: Public Information Meeting Link - 50 Lincoln Street

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Hi Rachelle;

I had some technical issues with my Zoom App. I did attend the meeting using my phone and started at 5:58 PM therefore I captured the all meeting speakers tried to speak but I guess you had me muted. After a while than I was able to sign in on zoom. But when I raised my hand stated the issues again I can hear you but you could not.

Wanted to voice my concerns as follow:

1. The parking counts versus the average amount of vehicles that technically will arise by the amount of units on such site will exceed the 100 vehicles among the household and visitors in which's will cause the neighborhood streets to be used for parking. This will cause issues as the kids in the neighborhood will be unsafe for them to play street ball.
2. The second concern is that during winter we will have issue with the city snow removal as cars parked on the street the snow will not be cleaned properly and will cause hazards
3. 9 meter tall building will block the sun I have 20 fruit trees that require plenty of sun.
4. The amount of vehicles will cause heavy traffic on regular basis and parking on Lincoln will pose hazards to the Elmwood on going into Lincoln.

Thank you for allowing me to voice my opinion on the matter.

Best

**Smith + Andersen**

**Ali Mansour** B.A., B.Tech., LEED Green Associate  
Senior Field Representative  
d 416 572 8499 m 416 797 0141

---

**From:** Rachelle Larocque <rachelle.larocque@welland.ca>  
**Sent:** Wednesday, May 26, 2021 10:32 AM  
**To:** Rachelle Larocque <rachelle.larocque@welland.ca>  
**Subject:** Public Information Meeting Link - 50 Lincoln Street

**CAUTION: EXTERNAL SENDER**  
Good morning,

Below is the link for the Public Information meeting scheduled for tomorrow night (May 27<sup>th</sup>) at 6pm.

Rachelle Larocque is inviting you to a scheduled Zoom meeting.

Topic: Public Information Meeting

Time: May 27, 2021 06:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://zoom.us/j/97598193104?pwd=SmtaQ0l1ZFdwU1sdzJsTGRiaEIOdz09>

Meeting ID: 975 9819 3104

Passcode: 912665

One tap mobile

+16699006833,,97598193104# US (San Jose)

+19294362866,,97598193104# US (New York)

Dial by your location

+1 669 900 6833 US (San Jose)

+1 929 436 2866 US (New York)

+1 253 215 8782 US (Tacoma)

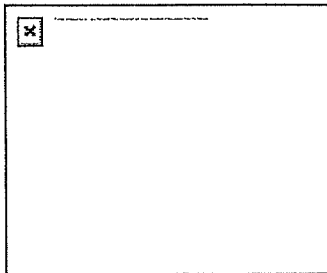
+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 346 248 7799 US (Houston)

Meeting ID: 975 9819 3104

Find your local number: <https://zoom.us/u/acyEzra83>



**Rachelle Larocque, BES, M.Sc., MCIP, RPP**

Manager of Planning

Development and Building Services

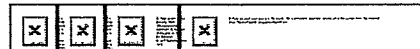
Corporation of the City of Welland

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](http://www.welland.ca)**



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**Rachelle Larocque**

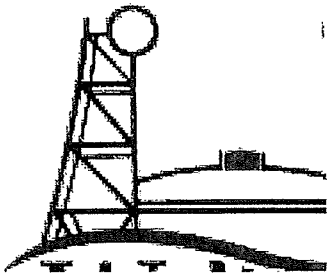
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**From:** Tara Stephens  
**Sent:** June 4, 2021 9:00 AM  
**To:** Grant Munday; Rachelle Larocque  
**Cc:** Laura Bubanko  
**Subject:** FW: Application to Amend Zoning By-law 2017-117

Hi Grant/Rachelle:

Are you able to provide a response to the email below?

Thank you.



**Tara Stephens**  
 City Clerk  
 Clerk's Division  
 Corporate Services  
 Corporation of the City of Welland  
 60 East Main Street, Welland, Ontario L3B 3X4  
**Phone:** (905)735-1700 Ext. 2159 **Fax:** (905)732-1919  
[www.welland.ca](http://www.welland.ca)



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**From:** Carlo E  
**Sent:** June-03-21 12:33 PM  
**To:** clerk <clerk@welland.ca>  
**Subject:** Application to Amend Zoning By-law 2017-117

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A question from Carlo Esposito representing Casa Dante which is located on the western boundary of the proposed development.

The fence that forms the boundary line between the parking lot at Casa Dante and the proposed development has a gap in the fencing. At one time, it allowed vehicles to travel between the two properties to share parking.

Are the developers going to put up permanent fencing along that gap? If so, when (before construction or after construction)?

Will temporarily fencing be in place until a permanent fence is installed?

Carlo Esposito.

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**From:** James Mitton  
**To:** Rachelle Larocque  
**Cc:** [REDACTED]  
**Subject:** 50 Lincoln Street Welland Ontario  
**Date:** June 9, 2021 1:18:10 PM

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Rachelle et el,

As President of Sevton International Holdings and in consultation from my partners at Sevton and as to regards of the new building project as set forth on our call on May 27th at 50 Lincoln in Welland Ontario.

I would like this email to serve as our declaration that we have no issues with the building, its design, its location or anything that was laid out on the call or in material provided by Mr. Azim to us.

We would like to be updated on any changes that the city or Mr Azim has to its current design.

We wish Mr. Azim and his partners best of luck and we look forward to seeing the finished product upon completion.

If you have any questions or comments please let me know.

Best Regards,  
James Mitton

James Mitton - B.A, Bsc, MBA | President | Sevton International Holdings

[REDACTED] | [www.sevton.ca](http://www.sevton.ca)

Finding the Right Place at the Right Time for the Right You

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**Irene McDonald**

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**From:** Grant Munday  
**Sent:** June 30, 2021 10:09 AM  
**To:** Tara Stephens; Rachele Larocque; Taylor Meadows; Irene McDonald  
**Subject:** FW: Contact the City of Welland [#2898]

Irene,

Additional comment below for 50 Lincoln Street, please add to the recommendation report for July 6, 2021.

Sincerely,



**Grant Munday**  
Director of Planning and Development Services  
Planning and Development Services  
Corporation of the City of Welland  
60 East Main Street, Welland, Ontario L3B 3X4  
**Phone:** (905)735-1700 Ext. 2240 **Fax:** (905)735-8772  
[www.welland.ca](http://www.welland.ca)



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**From:** Theresa Ettore <theresa.ettore@welland.ca>  
**Sent:** June 30, 2021 9:49 AM  
**To:** Grant Munday <grant.munday@welland.ca>  
**Subject:** FW: Contact the City of Welland [#2898]

Hi Grant,

Passing along the email below...

Have a great day.



**Theresa Ettore**  
Executive Assistant to the Mayor  
Office of the Mayor  
Corporation of the City of Welland  
60 East Main Street, Welland, Ontario L3B 3X4  
**Phone:** (905)735-1700 Ext. 2101 **Fax:** (905)735-1543

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**From:** City of Welland - Contact Us <[no-reply@wufoo.com](mailto:no-reply@wufoo.com)>

**Sent:** June 17, 2021 8:09 PM

**To:** mayor <[mayor@welland.ca](mailto:mayor@welland.ca)>

**Subject:** Contact the City of Welland [#2898]

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Choose an appropriate department to receive this email: Mayor's Office

Name \* Dee Lessard

Address Line 1 50 Elmwood Ave.

City / Province / Welland

Country

Postal Code L3C 2E1

Phone Number (905) 733-8279

Email \*

How would you like correspondence? • email

Account Number

Lincoln St. (former church site)

or Address this

inquiry pertains

to

Comments: \*

Dear Mayor

I have some concerns about the proposed apartment building at the Lincoln St site.

Firstly is the parking situation. There is not enough spots for each resident to have one space and the overflow will likely spill onto Elmwood Ave. As was presented in the Zoom meeting, the city would then be responsible for ticketing the illegally parked vehicle, which the developers have created themselves. Should they not be the ones to be responsible to ensure enough parking in there plan.

The now 8 plex, located on Lincoln St. at the north corner, has a parking problem and the overflow does end up on Elmwood Ave.

the snow removal does not seem very well thought out. As a resident who lives on the east side of the proposed site, I have watched how the weight of the snow has toppled the fence on the north side of the lot when the lot was plowed in some of the previously snowy winters. How will the excess snow be dealt with? Where will it end up?

I am absolutely opposed to paying for any fencing that borders my property.




I am opposed to the building as presented in the Zoom meeting, but am open to hearing about a much smaller project to better suit the current neighborhood.

Sincerely

Dee Lessard

50 Elmwood Ave.



APPROVALS	
DIRECTOR	
CFO	
CAO	

21-87

**COUNCIL**  
**DEVELOPMENT AND BUILDING SERVICES**  
**PLANNING DIVISION**

REPORT P&B-2021-34  
JULY 06, 2021

**SUBJECT: APPLICATION FOR DRAFT PLAN OF SUBDIVISION (26T-14-21003) MADE BY UPPER CANADA CONSULTANTS ON BEHALF OF 800460 ONTARIO LTD. FOR LANDS LOCATED ON THE EAST SIDE OF HANSLER ROAD, NORTH OF TOWPATH ROAD, SOUTH OF THE URBAN BOUNDARY BETWEEN CITY OF WELLAND AND CITY OF THOROLD, LEGALLY DESCRIBED AS PART OF TOWNSHIP LOT 223, PART 1, PLAN 59R-13525, GEOGRAPHIC TOWNSHIP OF THOROLD, NOW IN THE CITY OF WELLAND, REGIONAL MUNICIPALITY OF NIAGARA, MUNICIPALLY KNOWN AS 1110 HANSLER ROAD**

**AUTHOR: TAYLOR MEADOWS, BURPI  
DEVELOPMENT PLANNER**

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

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

---

**RECOMMENDATION:**

THAT THE COUNCIL OF THE CITY OF WELLAND approves a Plan of Subdivision for lands on the east side of Hansler Road, north of Towpath Road, south of the urban boundary between City of Welland and City of Thorold, more specifically described as Part of Township Lot 223, Part 1, Plan 59R-13525, Geographic Township of Thorold, Now in the City of Welland, Regional Municipality of Niagara, Municipally known as 1110 Hansler Road, for the development of four (4) blocks for residential development and one (1) block for future residential development, subject to the following conditions:

1. That the Owner enter into a Subdivision Agreement with the City of Welland that is to be registered on title.

2. That no grading or onsite works be commenced prior to the registration of a subdivision agreement on the property.
3. All construction must be in accordance with the City of Wellend Municipal Standards as amended.
4. That all necessary easements required for utility purposes be granted to the appropriate Authority, free and clear of all encumbrances.
5. That a subsurface Geotechnical report prepared by a qualified geotechnical engineer is provided at the time of a building permit application submission.
6. That the Owner pay 5% cash-in-lieu of parkland dedication in accordance with City policy, or in accordance with any subsequent community benefits charges.
7. That the Subdivision Agreement include the following clause:

*“Should deeply buried archaeological remains/resources be found during construction activities, all activities impacting archaeological resources must cease immediately, and the proponent must notify the Archaeology Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries (416-212-8886) and contact a licensed archaeologist 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, the Ministry of Heritage, Sport, Tourism and Culture and Industries 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.”*

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, Conservation and Parks (MECP) documents entitled Stormwater



Management Planning and Design Manual March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to Niagara Region Planning and Development Services 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 design document for the stormwater management facility required to service this development and obtain the necessary MECP Environmental Compliance Approval (ECA);
  - c) Detailed erosion and sedimentation control plans.
9. That the Subdivision Agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved plan(s) required in accordance with the Condition above.
  10. That the owner provides a written acknowledgment to Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by 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 Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the Subdivision 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 the new sanitary and storm sewers required to service this development and obtain the necessary Ministry of the Environment Compliance Approval under the Transfer of Review Program.
  13. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings and notes required in relation to the crossing of the Regional infrastructure.
  14. That the owner/developer shall comply with Niagara Region's Corporate Policy for Waste Collection and complete the Application for

- Commencement of Collection prior to Regional curbside waste collection services commencing.
15. A grading plan is to be prepared by a qualified professional to the satisfaction of the NPCA showing the total limit of development and site alteration.
  16. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to outletting any storm water into the Towpath drain. In support of the Work Permit application, the following information will be required:
    - a. A grading plan prepared by a qualified professional to the satisfaction of the NPCA showing the total limit of development and site alteration.
    - b. Confirmation from a qualified professional that there will be no negative impact of the stormwater being discharged into the Towpath Drain.
    - c. An erosion and sediment control plan prepared by a qualified professional to the satisfaction of the NPCA.
  17. That conditions 1 to 3 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.
  18. If existing Welland Hydro-Electric System Corporation's infrastructure is required to be relocated or temporary Hydro service is required, all costs are the responsibility of the applicant.
  19. If easement(s) are required by Welland Hydro-Electric System Corporation (WHESC) to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements
  20. 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.
- 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.
21. The Developer shall submit the full engineering design drawings to the City of Welland's Engineering Division for review and approval.
22. The Developer shall prepare a storm water management report and submit a copy for review and approval.
23. The Developer shall review the sanitary sewer options, and prepare a functional servicing report to confirm available capacity in the existing infrastructure fronting the development.
24. The water services South of St. Lawrence Drive shall connect to the existing municipal water main within the easement, located along the

existing residential lot frontages on the West side of Hansler Road. The Developer will be responsible to extend the water main to service the properties North of St. Lawrence Drive. Or, an alternative as approved by the City of Welland.

25. The Developer shall be responsible for all costs associated with the development, including reinstatements to existing condition or better.
26. 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.
27. The Developer shall complete applicable home condition surveys in the area prior to the commencement of construction.
28. 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.
29. Applicable securities shall be submitted to the City in accordance with the Subdivision agreement.
30. The Engineering Division reserves the right to include additional requirements following the review of the engineering design submission.
31. That prior to granting approval for the Final Plan of Subdivision, City of Welland Planning Division will require written notice from the following upon their respective Conditions of Draft Plan Approval have been met satisfactorily:
  - Region of Niagara Conditions: 7, 8, 9, 10, 11, 12, 13, 14
  - Niagara Peninsula Conservation Authority Conditions: 15, 16, 17
  - Welland Hydro-Electric System Corporation: 18, 19
  - Canada Post Corporation: 20
32. 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 Plan Approval shall lapse. If the Owner wishes to request extension to Draft Plan Approval, a written request with reasons why the extension is required, 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.

## **ORGIN AND BACKGROUND**

Application for Approval of a Draft Plan of Subdivision for lands on the east side of Hansler Road, north of Towpath Road, and south of the Urban Boundary between City of Welland and City of Thorold was received on April 1, 2021 and was deemed complete on April 19, 2021.

The purpose of the application for Draft Plan of Subdivision is to facilitate the development and creation of five (5) blocks for residential development. Four (4) of the blocks will be for the construction of townhomes fronting onto Hansler Road, and the remaining block will be developed in the future as a condominium development.

### **COMMENTS AND ANALYSIS:**

#### **The Proposal**

The Application has been submitted to create five (5) blocks for residential purposes. Four (4) of the blocks will be for the construction of townhomes. One (1) block will be developed in the future as a condominium development.

#### **The Site**

The lands are located on the east side of Hansler Road, north of Towpath Road and south of the Urban Boundary between City of Welland and City of Thorold. The lands are within the Urban Boundary of the City of Welland

#### **Surrounding Uses**

The land uses to the north and west are residential, being a mix of townhouse and single-detached dwellings. The lands to the south and east include open space and potential future residential development.

#### **Development and Agency Comments**

Welland Hydro (May 11, 2021)

- Welland Hydro does not object to the proposed application.
- The applicant shall contact Welland Hydro's Engineering Department to determine servicing details and requirements by emailing [Engineering@wellandhydro.com](mailto:Engineering@wellandhydro.com)
- If existing Welland Hydro 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 Welland Hydro to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements.

District School Board of  
Niagara (DBSN) (May  
21, 2021)

- The proposed development must meet the clearance requirements of section 3.1.19.1 "Clearance to Buildings" of the Ontario Building Code.
- Welland Hydro reserves the right to amend or remove development conditions.
- DBSN planning staff offers no objections to the application.
- Board staff request that, as a condition of approval, sidewalks be constructed within the subdivision to facilitate student travel to the school/bus stop locations.
- At this time, future students from this area would attend Quaker Road PS (Gr. JK-8), and Welland Centennial Secondary School (Gr. 9-12).

Niagara Peninsula  
Conservation Authority  
(NPCA) (June 9, 2021)

- The subject lands contain the Seaway Wetland Complex, which is a Locally Significant Wetland.
- The proposed block is not impacted by NPCA regulated features, however adjacent to the southeast property line bordering Towpath Road is a mapped floodplain, part of the Towpath Drain – a regulated watercourse. The Towpath Drain has a 15m buffer on either side of the watercourse, the buffer is located outside of the lot fabric adjacent to the southeast property line.
- The NPCA notes that there is an outlet proposed to drain into the Towpath Drain, there is no objections to this design, however a work permit from the NPCA will be required to undertake these works.
- NPCA staff have no objections to the application as it relates to NPCA policies, subject to the recommended Conditions of Draft Plan Approval.

Region of Niagara  
Planning and  
Development Services  
(May 21, 2021)

- Regional staff reviewed the submitted materials, and offer comments from a Provincial and Regional perspective:
- The Provincial Policy Statement, 2020 (PPS) designates the subject lands as within a Settlement Area.
- The subject lands are also located within the Welland Urban Area as designated in the Regional Official Plan (ROP).
- The proposal contemplates 23 street-townhouse and 43 block-townhouse dwellings. The ROP encourages the provision of a mix of housing types in the Urban Area and therefore, Regional staff would prefer if the proposed development provided a mix of unit types.
- If approved, the proposal will optimize the use of urban land, which will contribute to the City of Welland's 40 percent residential intensification target. Regional staff is generally supportive of the application as it is consistent with the PPS, Growth Plan and ROP.
- Regional staff reviewed the Stage 1-2 Archaeological Assessment prepared by AMICK Consultants Limited (dated 2020) under Ontario Archaeology License P058. The Stage 1 background research indicated that the subject lands exhibited potential for the identification of archaeological resources. The Stage 1 research also identified that the study area was completely disturbed and lacked the presence of topsoil. The Stage 2 assessment did not result in the identification or documentation of any archaeological resources. Therefore, the report concluded that no further archaeological assessment was warranted for the study area. The Ministry of Heritage, Sport, Tourism, and Culture Industries accepted the information contained in the report and acknowledged entering the

report into the Ontario Public Register of Archaeological Reports.

- Regional staff recommends the inclusion of a standard warning clause in the subdivision agreement relating to deeply buried archaeological materials that may be encountered during grading and construction activities.
- The PPS requires that contaminated sites be remediated as necessary to ensure there will be no adverse effects to the proposed use.
- A Phase One and Phase Two Environmental Site Assessment (ESA) were prepared. Based on findings of the studies, a potentially contaminating activity (PCA) was identified – plastics, including, fiberglass, manufacturing and processing. This resulted in an area of potential environmental concern (APEC) on the subject property. The Phase Two ESA identified no exceedances of contaminants of potential concern in the soil or ground water samples.
- Regional staff received an acknowledgement letter from the Ministry of the Environment, Conservation and Parks (MECP) confirming that a Record of Site Condition (RSC) had been filed in the Brownfields Environmental Site Registry for the subject property. The RSC confirms that the subject lands meet the applicable site condition standards for the proposed residential use.
- Regional staff reviewed the Stormwater Management Brief Hansler Village prepared by Upper Canada Consultants (dated March 2021). Regional staff offer the following comments:
  - o The brief, which is based on hydrologic modelling analyses, concludes that there is no need to control post-development peak flow. Regional staff note that the analysis is based on the



flow points on Towpath Road ditch (Towpath Drain). Regional staff request that the applicant provide a Storm Servicing Plan demonstrating how minor and major flows from the proposed development will be accommodated. The report should justify how the existing storm sewer/Hansler Road will not be negatively affected as a result of the proposed development.

- o Regional staff note that the stormwater quality treatment shall meet a Normal standard, i.e. 70% TSS removal. Based on the submitted draft plan, it appears that the residential lots of Blocks 1-4 will have frontage on Hansler Road. Regional staff request that the applicant confirm if there will be water treatment for Blocks 1-4. Further, Regional staff note that the size of the proposed oil/grit separator (OGS) may need to offset the uncontrolled flows.
- Regional staff reviewed the Functional Servicing Report prepared by Upper Canada Consultants (dated March 2021). The report indicates that all servicing will come from local services and no connections are proposed to Regional infrastructure. Although the development does not propose any connections to Regional infrastructure, it will require the crossing of the Region's 675mm dia. sanitary sewer and 450mm dia. water main. As a result, future engineering submissions shall include detailed drawings for the crossing of the Region's infrastructure for review and approval by Regional Water and Wastewater Engineering Staff.
  - o Regional staff request that the following note be included within the submitted plans: "Adian Rittner, Area 2 Water

Operations Manager (Phone: 905-658-4577 ext. 5851), and Tim Peyton, Area 2 Water Maintenance Manager (Phone: 905-658-5681 ext. 5856), should be contacted 72 hours prior to any works near the Regional infrastructure.”

- Regional staff also note that site servicing is under the jurisdiction of the City of Welland and the proposed development will require the construction of new sanitary services. As a condition of draft plan approval, the Region must review and approve any new and extended sanitary sewer services 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 Regional Planning and Development Services staff for review and approval.
- The Region provides curbside waste and recycling collection for developments that meet the requirements of the 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 collection day, and that the following limits are not exceeded:
  - o No limit for blue/grey containers (collected weekly);
  - o No limit for green (organic) containers (collected weekly); and,
  - o A 2 garbage containers per unit limit (collected bi-weekly).
  - o Collection will be at the curbside only.
- In order for the Region to provide waste collection services, the developer/owner shall comply with the Region’s Corporate Waste Collection Policy.
- To ensure that waste collection can be provided for the condominium blocks proposed

for Block 5, Regional staff ask that the applicant submit detailed road designs with future submissions. Note, Regional trucks cannot reverse more than 15 metres and if applicable, appropriate turnarounds will be required. Regional staff to provide detailed comments with respect to waste collection once the aforementioned drawings/information are received.

- Regional Planning and Development Services staff supports the proposed development, in principle, as the application is consistent with the PPS and conforms to the policies of the Growth Plan and ROP. Regional staff offer no objections to the Draft Plan of Subdivision, subject to the discussion above and conditions.
- Staff have reviewed the information submitted and while the final decision on issuance of a building permit will be based on the information submitted with the building permit application to this office, we wish to offer the following comments:
  - o 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.
  - o A Subsurface Geotechnical Report prepared by a qualified geotechnical engineering will be required at the time of building permit application submission.
  - o Phase 1 Environmental Site Assessment Report prepared by Wood Environmental and Infrastructure Solutions and dated April 3, 2020 recommends that Phase 2 be carried out to address the contaminants

City of Welland  
Development and  
Building Services –  
Building Division (June  
7, 2021)

discovered during the Phase 1 assessment.

- 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.

Canada Post  
Corporation (June 30,  
2021)

- This development will receive mail service to centralized mail facilities provided through our Community Mailbox program.
- Conditions to be added for Canada Post Corporation's purposes are included in the conditions of approval, located at the beginning of this report
- 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.

### **Public Comments Received**

The Application was circulated to City Divisions, as well as outside agencies and member of the public in accordance with the requirements of the Planning Act. A Public Information Meeting was held on May 20<sup>th</sup>, 2021. One (1) member of the public participated in the Public Information Meeting, in addition to the Agent. The following comments and concerns were raised:

- Concerns related to proposed parking arrangements and depth of street townhouse driveways;

- Concern of an increased presence of parked cars on Hansler Road and potential disruptions to traffic;
- Potential for drainage issues and design of stormwater management for the new development. Confirmation that the City of Welland ensures design of stormwater management is satisfactory; and,
- Design of the proposed townhouses fronting onto Hansler and their compatibility with the existing neighbourhood

The Statutory Public Meeting under the Planning Act was held on June 1, 2021.

One (1) letter from the public was received regarding the application, the letter provided the following comments:

- Concerns related to the provision of sidewalks and the location of any future sidewalk connections; and,
- Connection into the proposed condominium development and possible future connections from adjacent municipal roads

### **Planning Analysis**

#### **Provincial Policy**

Section 51(24) of the *Planning Act* requires that all proposals for Plans of Subdivision regard must be had for to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

The effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;

- The property has historically been used as part of the industrial use to the north located in Thorold (formerly Fantom Industries). The industrial use has ceased and the lands in Thorold and Welland are proposed for development. No significant ecological systems exist on the property.
- The lands are not currently zoned or designated for agricultural uses
- There are no natural resources on this property
- The property was subject to a Stage 1-2 Archaeological Property Assessment. As a result of the Stage 2 Property Assessment of the study area, no

archeological resources were encountered. The lands were most recently considered to be vacant and unused.

- The proposal does not include any information regarding energy and water conservation methods that will be implemented at the time of construction. The construction of the homes will be required to meet the Ontario Building Code which contains energy efficiency requirements.
- The property is within the City's Urban Area and can be supplied with municipal infrastructure. There are no capacity issues that will be created as a result of this development.
- The property will be serviced by regional waste collection for the lots fronting onto Hansler Road. The future condominium development may also be entitled to regional waste collection once detailed road designs are approved by Niagara Region.
- The property is within the Urban Boundary and will not require an expansion to the Urban Area.
- The development is not designed to accessibility standards, but it will be the responsibility of the individual property owners to incorporate any accessibility measures into the house designs.
- District School Board of Niagara (DSBN) planning staff offer no objections to the application. Future students can be

accommodated at existing educational facilities.

- The proposed development does not include any affordable housing units; however, each dwelling could contain an accessory dwelling unit, which would provide additional affordable housing units in the City. Street townhomes are proposed for the entire development; as such, the property will contribute to a diversity of housing stock for the City.
- As the development is entirely residential, there are no employment opportunities that will be created. The City's Zoning By-law does permit home occupations, and therefore, there may be home based businesses that will be established in the neighbourhood. Additionally, work-from-home opportunities may be utilized.
- Development of the lands will lead to an increase in tax revenues to the City, which will contribute to the overall financial benefit of the City. The development will not require the expansion of municipal services beyond where they are currently available.
- All relevant agencies have been circulated the application and their comments have been included, where appropriate.
- One neighbour offered several comments related to the application. Comments were

considered via public information meetings to satisfy all inquiries.

- No known risks to public health and safety have been identified. The property has been subject to Phase 1 and Phase 2 Environmental Site Assessment (RSC) and determined to be suitable for development.
- The property is within the City's serviced urban boundary. The development of these lands will utilize undeveloped lands within the City's urban boundary and represent an infilling opportunity.
- The subject lands are not on a transit line at this time; however, the TransCab service is available in this area. The closest transit route is along Niagara Street at Quaker Road, which the TransCab service would connect users. Sidewalks are planned to be installed on Hansler Road at some time in the future.
- The proposal has been made for the creation of five (5) residential blocks. The existing neighbourhood is a mixture of single detached dwellings, as well as townhouse dwellings. The proposed residential development will be consistent with the character of the existing neighbourhood.
- The subject lands are accessible by the municipal road network and can connect to municipal infrastructure. The lands are within the Urban Boundary of the

Whether the proposed subdivision is premature or in the public interest;



City of Welland and are designated as Low Density Residential. The development of these lands is appropriate, and the required studies have been completed to ensure that there will be no negative impacts on natural or cultural heritage features.

Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

- The proposed Plan of Subdivision is consistent with the surrounding Plans of Subdivision. The development meets the intent and purpose of the Official Plan.

The suitability of the land for the purposes for which it is to be subdivided;

- The lands are within the Urban Boundary, have access to municipal services. The developable area of the proposed lots are outside of any environmental or culturally constrained areas.

The number, width, location and proposed grades and elevation of the highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and adequacy of them;

- The lands are accessed directly from Hansler Road via Towpath Road to the south and Merritt Road (HWY 37) to the north. Merritt Road is a regionally maintained road, Hansler Road and Towpath Road are City maintained road. All roads can accommodate the traffic that will be created by five (5) blocks of residential development. Additionally, the future condominium development will include a private road to be maintained by the condominium corporation. The condominium development will gain access via a connection to Hansler Road.

The dimensions and shapes of the proposed lots;

- The proposed lots fronting onto Hansler Road all have a minimum frontage of 6.00 metres and are rectangular in shape. The future condominium development will feature lots of similar size and shape. The lots meet the minimum size and frontage requirements in the City's Zoning By-law.

The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;  
Conservation of natural resources and flood control;

- No restrictions are proposed for the land to be subdivided or the buildings proposed to be erected on it.
- No known natural resources exist on the property. A Stormwater Management Brief and Plan has been prepared. No quantity control is determined to be necessary for the development.

The adequacy of utilities and municipal services;

- There is capacity in the existing municipal infrastructure to accommodate this development.

The adequacy of school sites;

- The school sites within the City can accommodate the additional students.

The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

- The development is proposed on an opened and existing municipal road. No new roadways will be created through the development of this subdivision that will become the responsibility of the public. The future condominium development will own and maintain any proposed private streets.

The extent to which the plan's design optimizes the available

- Energy conservation measures have not been outlined in the plan

supply, means of supplying, efficient use and conservation of energy; and,

that has been submitted. However, the townhouse construction will be required to meet the Ontario Building Code which contain energy efficiency requirements.

The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act.

- The proposed street townhomes with frontage on Hansler Road are subject to Site Plan Control according to the City's By-law. As the lands will be part of an approved plan of subdivision, staff will use the Site Plan Exemption process for these lots

The Provincial Policy Statement (PPS) provides the general guidance for planning matters, and all decisions must be consistent with the policies in the PPS. The PPS encourages the creation of healthy, livable and safe communities, and identifies that settlement areas should be the focus of growth and development. The subject lands are within the settlement boundary of the City of Welland.

The PPS encourages the land uses in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for the infrastructure and public service facilities which are planned and available; minimize negative impacts to air quality and climate change; prepare for the impacts of a changing climate; support active transportation; are transit-supportive where transit exists or is planned; and, are freight-supportive. The proposed plan of subdivision efficiently uses undeveloped lands within the City's Urban Boundary which have access to water, sewer and roads. Linkages to the existing sidewalk network will be created to promote walking.

The proposed development meets the intent of the policies of the PPS to accommodate intensification and infilling throughout the settlement area, and to provide a range of housing options. The proposed development is an opportunity for infilling within the urban boundary. The proposed dwellings are compatible in form with the neighbouring residential area, as well as in density.

The PPS also requires that cultural heritage and archaeological resources be conserved, and development and site alteration shall not be permitted on lands containing cultural heritage or archaeological resources. The applicant has undertaken a Stage 1 and a Stage 2 Archaeological investigation due to the potential for archaeological and cultural heritage resources on the property. No archaeological resources were encountered as a result of the Stage 1-2 Archaeological Assessment.

The Places to Grow Plan for the Greater Golden Horseshoe (P2G) is another policy document under Section 2 of the Planning Act which must be considered when reviewing development applications. The subject lands are considered to be within the Built-Up Area of the P2G. The P2G promotes the creation of a complete community, where residents can access services and uses that are required to support their everyday needs, as well as to promote active transportation and a mix of uses.

Section 2.2.2 Delineated Built-Up Areas of the P2G considers how growth is to be managed and organized. The applicable policies related to this Section are considered below:

2.2.2.1 By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:

a) a minimum of 50 per cent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area;

2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

a) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;

b) identify the appropriate type and scale of development in strategic

- Niagara Region is currently completing a municipal comprehensive review. The lands are to continue to be designed 'Urban Area'.
- The proposed development will support and satisfy the meeting of minimum targets for intensification within the City's delineated Built-Up Area.
- The subject lands are within the City's Built-Up Area. Development on-site is considered intensification and contributes to the City's intensification target.
- The subject lands are within an intensification area in the City's Official Plan. Public service facilitates and infrastructure currently exist in the area. The proposed subdivision is an efficient use of these items.
- The subject lands are consistent with the type, scale and organization of development as

growth areas and transition of built form to adjacent areas;

c) encourage intensification generally throughout the delineated built-up area;

d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;

e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and

f) be implemented through Official Plan policies and designations, updated zoning and other supporting documents.

identified in the City's Official Plan. The general purpose and intent of policy documents is satisfied through the proposed development.

- The lands are identified as being within the Built-Up Area as per local and regional Official Plans.
- The proposed development satisfies the current zoning. The proposed building typologies are consistent with adjacent areas. The overall development will support the creation of a complete community.
- Public service facilities and infrastructure currently exist in the area. The proposed subdivision is an efficient use of these items.
- The proposed development is consistent with Official Plan policies and meets intent of the Zoning By-law.

The subject lands are within the Urban Area of the City of Welland and have access to existing municipal services. These lands, as identified by the P2G are to be the focus of growth and development for municipalities. The proposed Draft Plan of Subdivision meets the intent and purpose of the P2G.

*Region of Niagara Official Plan*

The subject lands are identified as being within the Urban Area of Welland in the Region's Official Plan (ROP), as well as being identified as within the Built-Up Area. The ROP allows for a range of residential uses, as well as a range of densities within the urban area. The ROP also promotes development which takes advantage of existing municipal services, and is done in a sequential, orderly, and contiguous manner. The subject lands are adjacent to an existing residential neighbourhood. The development of these lands is a logical

progression of development in the immediate area and can utilize services that currently are in place.

The proposed development of this property is consistent with the policies in the Region's Official Plan, and as such, can be supported.

City of Welland Official Plan

The subject lands are designated in the City's Official Plan (OP) as Medium Density Residential and identified as an Intensification Area. The Medium Density Residential designation permitted uses include: triplex, four-plex, townhouse, stacked townhouse, and low-rise apartment housing with a minimum density of 25 units per hectare and a maximum of 60 units per hectare. Based on the number of lots proposed, the proposed density of the development is 28.24 units per hectare. As such, the proposal meets the minimum density requirements in the City's Official Plan.

The OP requires that new development in existing neighbourhoods shall improve upon the existing built form and character. The proposed lots will be a similar size and shape as adjacent existing lots to the west. The existing neighbourhood is a mix of single detached and townhouse units. The built form of the lots is anticipated to be townhouse units. The City's Subdivision Agreements include clauses regarding urban design standards, limiting the frequency that units can be repeated in a development. As such, staff are satisfied that the proposal meets the intent of this policy.

The lands have been identified as an Intensification Area in the City's Official Plan. Intensification areas have been identified due to their location near services (commercial, institutional, recreation) within the City. The proximity to commercial services to the south east, Welland Sports Complex, and the Seaway Trans-Cab have made the subject lands a key area for intensification. The proposed development is consistent with the intent of the policies to intensify the development on the subject lands.

The City's Official Plan includes a list of criteria that should be examined when reviewing applications for development in existing neighbourhoods. The criteria that should be examined when reviewing infilling applications are listed below with an assessment of their achievement:

Land use and neighbourhood character compatibility;

- The surrounding neighbourhood includes existing residential uses and lands for future residential development. Townhouse dwellings are located directly to the west of the property. The neighbourhood to the north is within the City of Thorold's jurisdiction and consists of a mix of single-detached and townhomes. The proposal will create lots that

are to be developed with townhouse dwellings.

Lot pattern and configuration;

- The proposed lots are consistent in size with the existing residential lots fronting onto Hansler Road.

Accessibility;

- 23 Townhomes will front onto Hansler Road. The future condominium development will be accessed via a private street that connects to Hansler Road. Any additional accessibility measures will be at the discretion of the individual home owners.

Parking requirements;

- The Zoning By-law requires that one parking space be provided for every dwelling unit, which must be on the same lot. The future condominium development will be subject to further planning approvals to ensure an adequate supply of parking is provided.
- The proposed lots are able to meet the required parking requirements.

The potential for additional traffic and traffic maneuverability;

- The proposed creation of 23 new residential lots (four blocks) fronting onto Hansler Road is not expected to adversely impact traffic movement in the area. The future condominium development will be accessed and fronting onto a private street. Design of the private street will be finalized via Site Plan Control.

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 bus route (Route 508/509).

Natural (including natural hazards) and built heritage conservation/protection;

- The subject lands do not include any natural hazards or built heritage.

The available capacity of municipal infrastructure; and

- It is assumed that there is capacity in the existing system to service the proposed lots. As a condition of approval, the City's Engineering Division has requested that a Functional Servicing Report be prepared and approved to confirm capacity.

Residential intensification targets in this Plan

- The City has targeted that 40% of all new residential development within the City will be created via intensification. This proposed development contributes to the target.

Based on the review of the City's Official Plan, the proposed Plan of Subdivision is consistent with the policies therein.

*City of Welland Zoning By-law 2017-117*

The subject lands are zoned Residential Medium Density – RM in the City of Welland's Zoning By-law. The RM Zone permits townhomes, apartments, multiple dwellings, etc. The proposed lots meet the minimum area and frontage requirements for lots in this Zone. Any new dwellings will be required to meet the minimum setback and coverage requirements. The property successfully obtained a minor variance to permit a minimum lot frontage of 13 metres instead of the required 30 metres for a future block townhouse development (condominium). It is noted, that the 13 metre frontage will be used to facilitate a private street into the future condominium development (Block 5 on the Plan).

The proposed development is considered to meet the general intent and purpose of the City's Zoning By-law 2017-117.

**Public Comments**

Several comments were received at the Public Open House from one (1) adjacent landowner. Concerns raised included potential parking conflicts and traffic issues, construction of sidewalks on Hansler Road, and street layout of the future condominium development. These comments have been addressed in this report.

The proposed development is expected to provide the required parking for each unit as per the requirements in the City's Zoning By-law 2017-117. Sidewalks on Hansler Road have been identified as an item to address and the City anticipates construction to occur in the future. The future condominium development's private street layout will be organized to be aligned with St. Lawrence Drive to the west.

**FINANCIAL CONSIDERATION:**



Any costs associated with the development of these parcels will be the responsibility of the owner.

**OTHER DEPARTMENT IMPLICATIONS:**

Other agencies and divisions have been circulated the file for review and comment. Where appropriate, their comments and conditions have been included as part of this report.

**SUMMARY AND CONCLUSION:**

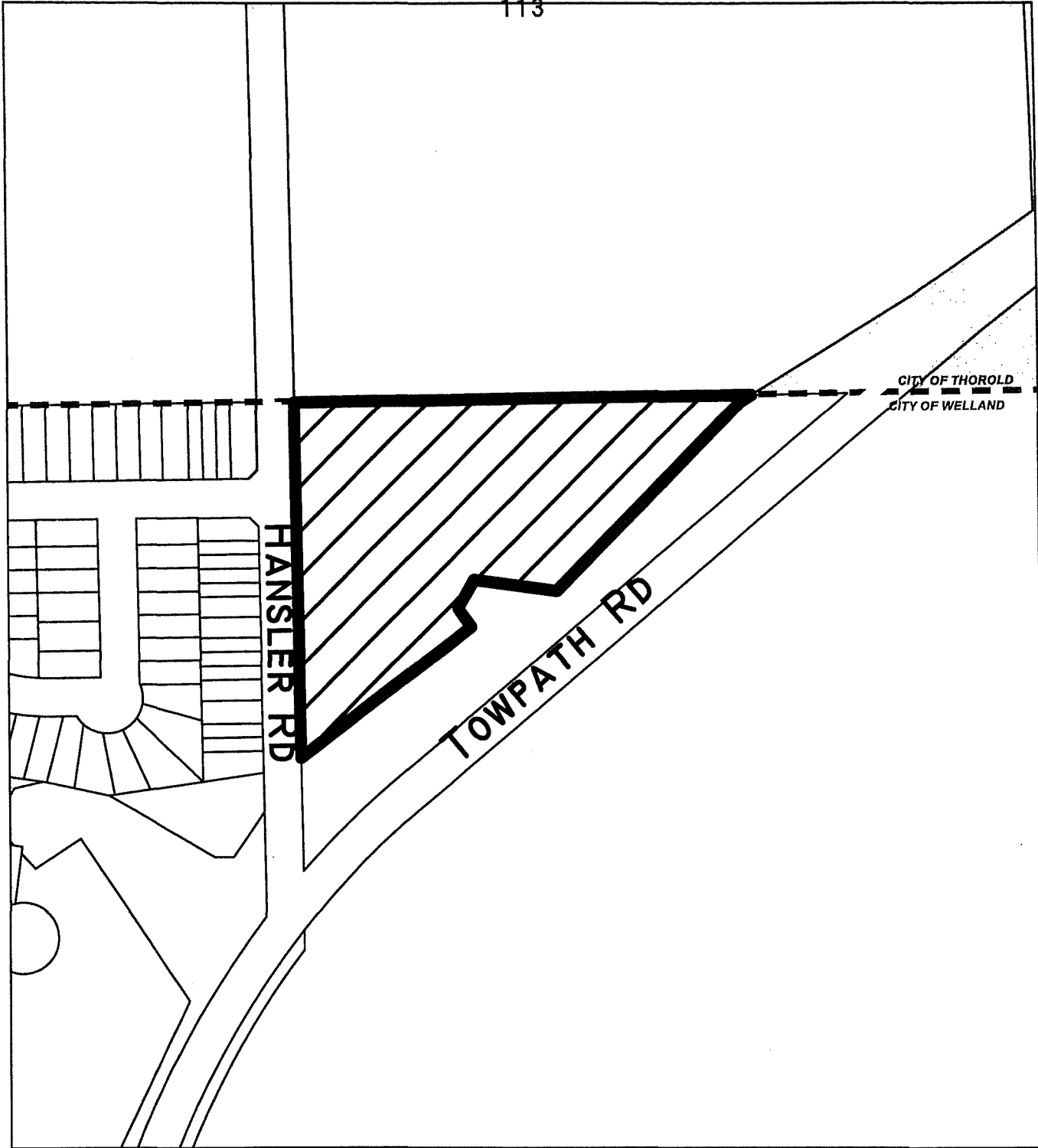
The proposed application for Draft Plan of Subdivision to develop the lands with four (4) blocks for residential (townhomes) purposes and one (1) block for a future condominium (townhomes), represents good planning because:

1. It is consistent with Provincial, Regional, and City policies regarding intensification and efficient use of land and resources within the Urban Area.
2. Provides a varied building typology that contributes to the City's diverse housing stock and supply.
3. Represents an organized and logical development while being compatible to neighbouring areas.

Staff recommend the Application for Draft Plan of Subdivision be approved, subject to the conditions contained in the Recommendations section of this report.

**ATTACHMENTS:**

- |              |   |                           |
|--------------|---|---------------------------|
| Appendix I   | - | Key map                   |
| Appendix II  | - | Draft Plan of Subdivision |
| Appendix III | - | Correspondence            |



# LOCATION MAP

1110 Hansler Road



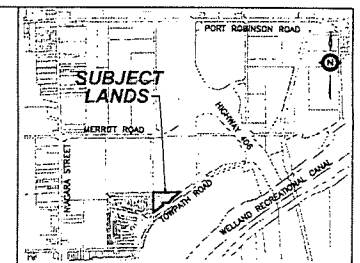
**SUBJECT LANDS**



*Infrastructure and  
Development Services*  
Planning Division

# HANSLER VILLAGE SUBDIVISION

## CITY OF WELLAND



**KEY PLAN**  
N.T.S.

**DRAFT PLAN OF SUBDIVISION**

**LEGAL DESCRIPTION**

PART OF TOWNSHIP LOT 223,  
PART 1, PLAN 598-13525,  
GEOGRAPHIC TOWNSHIP OF THOROLD  
NOW IN THE  
CITY OF WELLAND  
REGIONAL MUNICIPALITY OF NIAGARA

**OWNER'S CERTIFICATE**

BEING THE REGISTERED OWNER, I HEREBY  
AUTHORIZE UPPER CANADA CONSULTANTS TO  
PREPARE AND SUBMIT THIS DRAFT PLAN OF  
SUBDIVISION TO THE CITY OF WELLAND FOR  
APPROVAL.

800460 ONTARIO LIMITED JANUARY 27, 2021  
DATE

**SURVEYOR'S CERTIFICATE**

I HEREBY CERTIFY THAT THE BOUNDARIES OF  
THE LANDS TO BE SUBDIVIDED ARE  
CORRECTLY SHOWN.

*J.D. Daniels* Jan 27 2021  
J.D. DANIELS (SURVEYOR) DATE  
File 20-16-1386

**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) MUNICIPAL WATER
- i) SEE PLAN
- j) SEE PLAN
- k) FULL SERVICE
- l) SEE PLAN

**LAND USE SCHEDULE**

LAND USE	LOT/BLOCK	# OF UNITS	AREA(ha)	AREA(%)
STRRET TOWN RESIDENTIAL	BLOCK 1-4	23	6514	31.98
BLOCK TOWNHOUSE	BLOCK 5	43	1,823	79.01
TOTAL		66	2,337	100.00

DEVELOPABLE AREA = 2.337  
DEVELOPABLE DENSITY = 28.24 units/ha

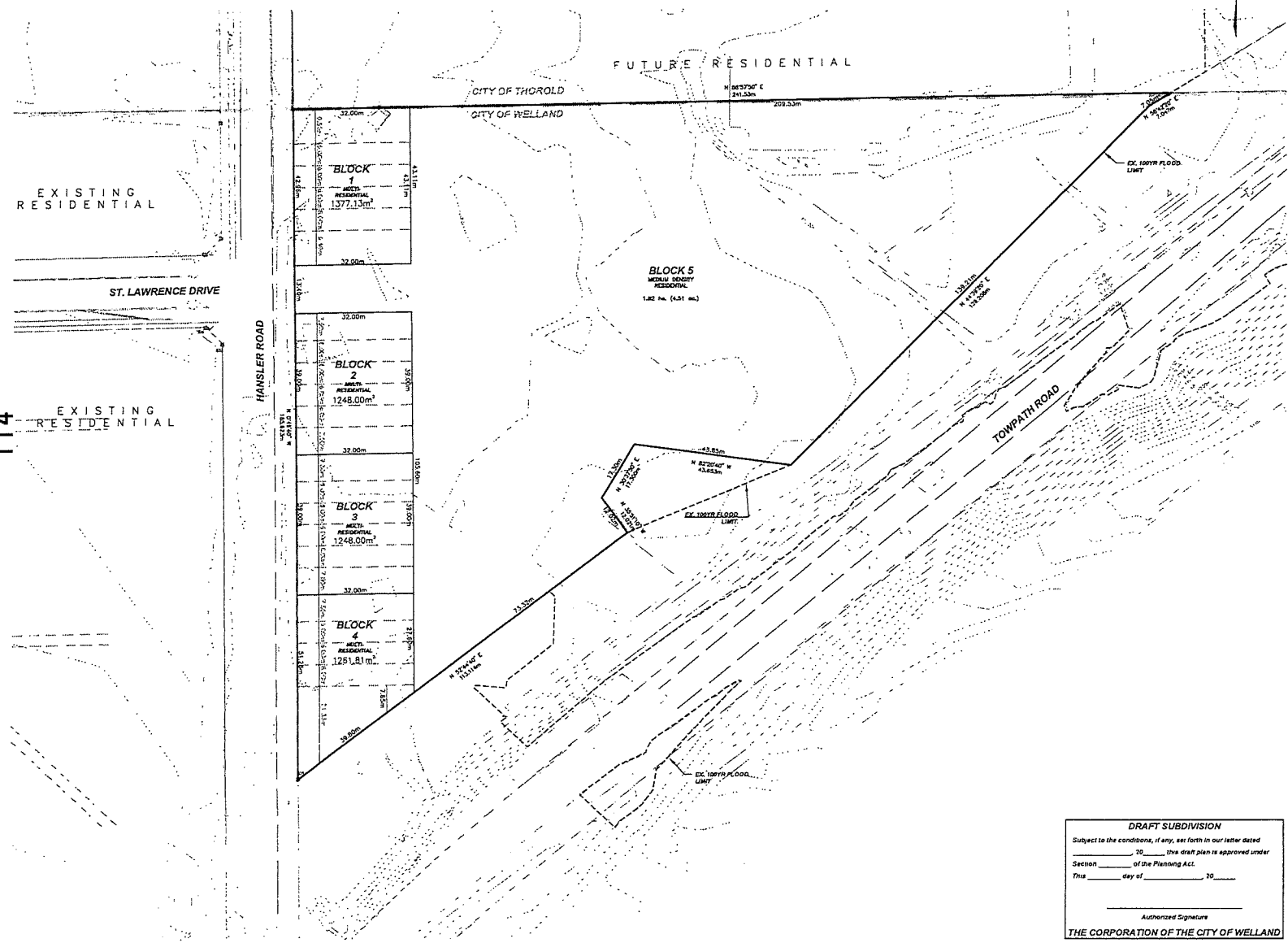
REV	ISSUED FOR APPLICATION	2021-03-30	M.K.
NO.	REVISION	DATE	BY



DRAWING TITLE	DRAFTING	M.K.
<b>HANSLER VILLAGE DRAFT PLAN OF SUBDIVISION</b>	DATE	MARCH 8, 2021
	PRINTED	APRIL 22, 2021
	SCALE	1:500
	DWG. No.	REV
	20122-DP	0

**DRAFT SUBDIVISION**  
Subject to the conditions, if any, set forth in our letter dated  
\_\_\_\_\_ 20\_\_\_\_, this draft plan is approved under  
Section \_\_\_\_\_ of the Planning Act.  
This \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_.

\_\_\_\_\_  
Authorized Signature  
THE CORPORATION OF THE CITY OF WELLAND



Appendix II

114

**Taylor Meadows**

---

**From:** Christine Rossetto  
**Sent:** May 5, 2021 2:32 PM  
**To:** Rachelle Larocque  
**Cc:** Taylor Meadows; Nicolas Aiello  
**Subject:** FW: File A15/2021. AND. Draft Plan of Subdivision App. File No 26T-14-21003

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

FYI – see comments below for this file.



**Christine Rossetto**  
 Planning Assistant  
 Planning Division  
 Infrastructure and Development Services  
 Corporation of the City of Welland  
 60 East Main Street, Welland, Ontario L3B 3X4  
 Phone: (905)735-1700 Ext. 2258 Fax: (905)735-8772  
[www.welland.ca](http://www.welland.ca)



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**From:** R - P McKeown  
**Sent:** May 5, 2021 12:57 PM  
**To:** cofa <cofa@welland.ca>  
**Subject:** File A15/2021. AND. Draft Plan of Subdivision App. File No 26T-14-21003

**WARNING:** This email originated from an external sender. eMail from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

ATTN: Christine Rossetto - Committee of Adjustment

Include me as participant,

forward ZOOM connection info for Wednesday, May 12th, 5:00pm meeting

And ZOOM connection info for File 26T-14-21003 (date to be determined)

Contact Info:

Name: Patricia Mckeown

Phone 289-273-3059

Address: 1053 Hansler Road

Email:

File A15/2021 - AND - File 26T-14-21003 Draft  
Plan of Subdivision

Not in any particular order, but if these TWO committees could address my concerns, as a resident across the

Street from this proposed development, I WOULD APPRECIATE A RESPONSE... (via email, phone, addressed at committee, etc.)

Land Use Schedule as noted File A15/2021 --- Number of Units does NOT add up correctly...

If Block 1, 2, & 3 add up to 18, however, Block 4 notes four(4) units = total should read 22 not 23

Hansler Road - street width

Set back, will residential driveways of the proposed street town residential units be double length

to accommodate TWO (2) vehicles?

Otherwise Hansler Road will look like the west side of the top of St. Lawrence Drive where the

street town residents park their 2nd family vehicle on the street 80% of the day.

Which narrows the width of the roadway for travelling motorists & cyclists.

Are pedestrian sidewalks proposed for EITHER side of Hansler Road.

Of concern again would be the length of residential driveways of the new homes (or existing homes on west side of Hansler) particularly if the sidewalk includes

a boulevard scenario.

In the original plan proposal dating back to 2007 for usage of these lands, the developer revealed

to me they proposed "ONE-LEVEL" street town homes similar to the units on my side of Hansler Road,

What is proposed for these street town residential units - one storey - or two storey units????

-

-

St. Lawrence Drive

Will this roadway continue across Hansler and into the new "Hansler Village Subdivision"?

Hansler Village Subdivision

Are there plans for a second subdivision "exit/entry"

roadway "onto-or-from" Towpath Road?

---

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**I Matter  
At DSBN**

DISTRICT SCHOOL BOARD OF NIAGARA

191 Carlton St. ▪ St. Catharines, ON ▪ L2R 7P4 ▪ 905-641-1550 ▪ dsbn.org

May 21, 2021

Taylor Meadows, BURPI  
Development Planner  
Development and Building Services  
City of Welland  
60 East Main Street, Welland ON, L3B 3X4

**Re:** Application for Draft Plan of Subdivision Approval (File No. 26T-14-21003)  
1110 Hansler Rd

Dear Mr. Meadows,

Thank you for circulating the District School Board of Niagara (DSBN) the above noted application for Draft Plan of Subdivision for lands known as 1110 Hansler Road. The application proposes the subdivision of 2.33 hectares of land into five (5) blocks for residential development. Four (4) of the blocks will be for the construction of 23 townhomes, and the remaining block will be developed in the future as a condominium consisting of 43 block townhouse units.

DSBN planning staff has completed its review and has no objections to the applications. Board staff request that, as a condition of approval, sidewalks be constructed within the subdivision to facilitate student travel to the school/bus stop locations. At this time, future students from this area would attend Quaker Rd PS (Gr. JK-8), and Welland Centennial Secondary School (Gr. 9-12).

If you have any questions, feel free to contact me at ext. 54225.

Yours truly,

A handwritten signature in cursive script that reads 'Sue Mabee'.

Sue Mabee, MCIP, RPP  
Supervisor of Planning Services





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

June 09, 2021

Our File No.: PLSUB202100591

BY E-MAIL ONLY

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

Attention: Rachelle Larocque, BES, M.Sc., MCIP, RPP

**Subject: Application for Plan of Subdivision, (File No. 26T-14-21003)**  
Hansler Village, Draft Plan of Subdivision  
1110 HANSLER RD  
**ARN 271901000110150**

---

The NPCA has received an application for a Draft Plan of Subdivision, "Hansler Village." The applicant has provided the following documents in support of the application relevant to the NPCA: "Stormwater Management Brief," completed by Upper Canada Consultants, March 2021, "Planning Letter – Re: Applications for Draft Plan of Subdivision and Minor Variance," completed by Upper Canada Consultants dated April 1<sup>st</sup>, 2021, "Hansler Village Draft Plan of Subdivision," Dwg. No. 202122-DP, completed by Upper Canada Consultants printed April 22, 2021, "Functional Servicing Report," Completed by Upper Canada Consultants dated March 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 the Seaway Wetland Complex, which is a Locally Significant Wetland.

The proposed block is not impacted by NPCA regulated features, however adjacent to the southeast property line bordering Towpath Road is a mapped floodplain, part of the Towpath Drain - a regulated watercourse. The Towpath Drain has a 15m buffer on either side of the watercourse, the buffer is located outside of the lot fabric adjacent to the southeast property line.

The NPCA notes that there is an outlet proposed to drain into the Towpath Drain, there is no objections to this design, however a work permit from the NPCA will be required to undertake these works.

Based on the review of the above mentioned studies, NPCA staff have no objections to the application as it relates to NPCA policies, subject to the recommended Conditions of Draft Plan Approval.

**Conditions of Draft Plan Approval**

1. A grading plan prepared by a qualified professional to the satisfaction of the NPCA showing the total limit of development and site alteration.
2. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to outletting any storm water into the Towpath drain. In support of the Work Permit application, the following information will be required:
  - a. A grading plan prepared by a qualified professional to the satisfaction of the NPCA showing the total limit of development and site alteration.
  - b. Confirmation from a qualified professional that there will be no negative impact of the stormwater being discharged into the Towpath Drain.
  - c. An erosion and sediment control plan prepared by a qualified professional to the satisfaction of the NPCA.
3. That conditions 1 to 3 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.

I hope this information is helpful. Please provide a copy of any staff reports for Committee/Council consideration. If you have any questions, please let me know.

Sincerely,



Jessica Abrahamse, M.E.S.  
Watershed Planner, NPCA

cc: Mr. William Heikoop MCIP, RPP, Upper Canada Consultants (email only)  
cc: Ms. Lindsay Earl, MCIP, RPP, Region of Niagara (email only)

**Planning and Development Services**

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

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**Via Email Only**

May 21, 2021

File No.: D.11.11.SD-21-0017

Ms. Rachelle Larocque, MCIP, RPP  
Manager of Planning  
Development and Building Services  
Corporation of the City of Welland  
60 East Main Street  
Welland, ON L3B 3X4

Dear Ms. Larocque:

**Re: Provincial and Regional Comments  
Draft Plan of Subdivision  
City File No.: 26T-14-21003  
Address: 1110 Hansler Road  
Owner: 800460 Ontario Ltd.  
Agent: William Heikoop, Upper Canada Consultants  
City of Welland**

---

Regional Planning and Development Services staff reviewed the above noted Draft Plan of Subdivision submitted by Upper Canada Consultants on behalf of 800460 Ontario Ltd. The Draft Plan of Subdivision proposes the creation of four blocks of street-townhouse dwellings (Blocks 1-4) and one block of block townhouse dwellings (Block 5) on the subject lands municipally known as 1110 Hansler Road in the City of Welland. As shown on the Draft Plan of Subdivision, the applicant is proposing a private road connection from Hansler Road to provide street access for the block townhouse dwellings on Block 5, which will be developed through a future plan of condominium. In total, the development proposes 66 dwellings for the  $\pm 2.337$  hectare ( $\pm 5.77$  acre) parcel, resulting in a density of 28.24 units per hectare. The applicant also filed a minor variance application concurrently with the Draft Plan of Subdivision application to permit a deficient 13 metre frontage on Hansler Road.

The subject lands will be part of the proposed Hansler Village Subdivision, which includes lands to the north in the City of Thorold (Part of Lot 223 – Hansler Heights Subdivision Phase 2). Regional staff notes that the applicant is in the process of obtaining Draft Plan of Subdivision approval from the City of Thorold and completing appropriate studies for the site.

D.11.11.SD-21-0017  
May 21, 2021

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A pre-consultation meeting was held for the proposed development on March 4, 2021 with staff from the Region, City, and Niagara Peninsula Conservation Authority in attendance. At the meeting, Regional staff requested the following studies as part of the submitted application: a Stormwater Management Brief, Stage 1-2 Archaeological Assessment, Phase 1-2 Environmental Site Assessments (ESA) with a Record of Site Condition (RSC), and a Planning Justification Report.

Regional staff reviewed the submitted materials, including the above noted studies, and offer the following comments from a Provincial and Regional perspective to assist the City in its consideration of the application.

### **Provincial and Regional Policies**

The Provincial Policy Statement, 2020 (PPS) designates the subject lands as within a Settlement Area. The PPS directs growth to these areas and encourages the efficient use of land, resources, infrastructure, and public service facilities that are planned or available. A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan) identifies the subject lands as within the Delineated Built-Up Area; an area intended to be the focus for intensification, investment, and population growth. The policies of the Growth Plan also promote the development of complete communities with a diverse range of housing types, access to multimodal and active transportation networks, and connections to transit and other public amenities.

The subject lands are also located within the Welland Urban Area as designated in the Regional Official Plan (ROP). A full range of residential, commercial and industrial uses are generally permitted within the Urban Area, subject to the availability of adequate municipal services and infrastructure. In alignment with Provincial policy direction, the policies of the ROP promote higher density development in Urban Areas and place an emphasis on intensification and infill as the preferred form of development. Further, the ROP supports development that contributes to a range of housing types, including housing that is affordable, accessible, and suited to the needs of different households and income groups in Niagara.

The proposal contemplates 23 street-townhouse and 43 block townhouse dwellings. The ROP encourages the provision of a mix of housing types in the Urban Area and therefore, Regional staff would prefer if the proposed development provided a mix of unit types. If approved, the proposal will optimize the use of urban land and facilitate the development of 66 residential units, which will contribute to the City of Welland's 40 percent residential intensification target. Regional staff is generally supportive of the application as it is consistent with the PPS and conforms to the policies of the Growth Plan and ROP.

### **Archaeological Resources**

Regional staff reviewed the Stage 1-2 Archaeological Assessment prepared by AMICK Consultants Limited (dated 2020) under Ontario Archaeology License P058. The Stage 1 background research indicated that the subject lands exhibited potential for the

D.11.11.SD-21-0017  
May 21, 2021

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identification of archaeological resources based on the property's proximity to registered archaeological sites of pre and post-contact origins, a source of potable water, a historical roadway, and a documented historic settlement. The Stage 1 research also identified that the study area was completely disturbed and lacked the presence of topsoil. Despite this finding, the consultants conducted a Stage 2 property assessment on September 15, 2020, consisting of a test pit survey at 20 metre intervals. The Stage 2 assessment did not result in the identification or documentation of any archaeological resources. Therefore, the report concluded that no further archaeological assessment was warranted for the study area. In a letter dated February 8, 2021, the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) accepted the information contained in the report and acknowledged entering the report into the Ontario Public Register of Archaeological Reports.

Recognizing that no archaeological survey, regardless of its intensity, can entirely negate the possibility of discovering deeply buried archaeological materials, Regional staff also recommends the inclusion of a standard warning clause in the subdivision agreement relating to deeply buried archaeological materials that may be encountered during grading and construction activities. Regional staff included a condition of draft plan approval for the clause in the attached Appendix.

### **Land Use Compatibility**

The PPS requires that contaminated sites be remediated as necessary to ensure there will be no adverse effects to the proposed use. A Phase One Environmental Site Assessment (ESA; dated February 15, 2016 ) and Phase Two ESA (dated and January 20, 2017) were prepared by Amec Foster Wheeler Americas Limited to address potential contamination associated with previous land use activities for the subject property. Based on the findings of the studies, a potentially contaminating activity (PCA) was identified – Plastics, including fiberglass, manufacturing and processing. This resulted in an area of potential environmental concern (APEC) on the subject property and the completion of a Phase Two ESA. The Phase Two ESA identified no exceedances of contaminants of potential concern in the soil or ground water samples.

Regional staff received an acknowledgement letter (dated April 13, 2017) from the Ministry of the Environment, Conservation and Parks (MECP) confirming that a Record of Site Condition (RSC) had been filed in the Brownfields Environmental Site Registry for the subject property. The RSC confirms that the subject lands meet the applicable site condition standards for the proposed residential use. Regional staff have no further concerns with potential site contamination.

### **Stormwater Management**

Regional staff reviewed the Stormwater Management Brief Hansler Village prepared by Upper Canada Consultants (dated March 2021). Based on the review, Regional staff offer the following comments:

- The brief, which is based on hydrologic modelling analyses, concludes that there is no need to control post-development peak flow. Regional staff note that the

analysis is based on the flow points on Towpath Road ditch (Towpath Drain). Given this, Regional staff request that the applicant provide a Storm Servicing Plan demonstrating how minor and major flows from the proposed development will be accommodated. The report should justify how the existing storm sewer/Hansler Road will not be negatively affected as a result of the proposed development.

- Regional staff note that stormwater quality treatment shall meet a Normal standard, i.e. 70% TSS removal. Based on the submitted draft plan, it appears that the residential lots of Blocks 1-4 will have frontage on Hansler Road. Regional staff request that the applicant confirm if there will be water treatment for Blocks 1-4. Further, Regional staff note that the size of the proposed oil/grit separator (OGS) may need to offset the uncontrolled flows.

Regional staff included appropriate conditions for stormwater management in the attached Appendix.

### **Site Servicing**

Regional staff reviewed the Functional Servicing Report prepared by Upper Canada Consultants (dated March 2021). The report indicates that all servicing for this site will come from local services and no connections will be made to the Region's infrastructure. Although the development does not propose any connections to Regional infrastructure, it will require the crossing of the Region's 675mm dia. sanitary sewer and 450mm dia. water main. As a result, future engineering submissions shall include detailed drawings for the crossing of the Region's infrastructure for review and approval by Regional Water and Wastewater Engineering Staff.

Regional staff request that the following note be included within the submitted plans:  
"Adrian Rittner, Area 2 Water Operations Manager (Phone: 905-658-4577 ext. 5851), and Tim Peyton, Area 2 Water Maintenance Manager (Phone: 905-658-5681 ext. 5856), should be contacted 72 hours prior to any works near the Regional infrastructure."

Regional staff also note that site servicing is under the jurisdiction of the City of Welland and the proposed development will require the construction of new sanitary services. As a condition of draft plan approval, the Region must review and approve any new and extended sanitary sewer services 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 Regional Planning and Development Services staff for review and approval. As such, appropriate conditions have been included in the attached Appendix in this regard.

D.11.11.SD-21-0017  
May 21, 2021

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## Waste Collection

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

- No limit for blue/grey containers (collected weekly);
- No limit for green (organic) containers (collected weekly); and,
- A 2 garbage containers per unit limit (collected bi-weekly).
- Collection will be at the curbside only.

Region staff note that in order for the Region to provide waste collection services, the developer/owner shall comply with the Region's Corporate Waste Collection Policy. The policy can be found at the following link: [www.niagararegion.ca/waste](http://www.niagararegion.ca/waste)

At the time of reviewing this application, detailed road designs were not submitted for Block 5. To ensure that waste collection can be provided for the condominium blocks proposed for Block 5, Regional staff ask that the applicant submit detailed road designs with future submissions. Please note that Regional trucks cannot reverse more than 15 metres and if applicable, appropriate turnarounds will be required. Regional staff will provide detailed comments with respect to waste collection once the above mentioned drawings are received. Regional staff included a condition in the attached Appendix with respect to waste collection.

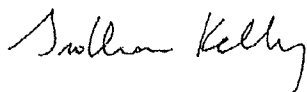
## Conclusion

Based on the discussion above, Regional Planning and Development Services staff supports the proposed development of 1110 Hansler Road in principle, as the application is consistent with the PPS and conforms to the policies of the Growth Plan and ROP. As such, Regional staff offer no objections to the Draft Plan of Subdivision or the concurrent minor variance application subject to the discussion above and the conditions outlined in the attached Appendix.

Should you have any questions or wish to discuss these comments, please contact the undersigned at [siobhan.kelly@niagararegion.ca](mailto:siobhan.kelly@niagararegion.ca) or Lindsay Earl, MCIP, RPP, Senior Development Planner at [lindsay.earl@niagararegion.ca](mailto:lindsay.earl@niagararegion.ca).

Please send notice of Council's decision on this application.

Kind regards,



Siobhan Kelly  
Development Planning Student

D.11.11.SD-21-0017

May 21, 2021

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Attach: Appendix I – Regional Conditions of Draft Plan of Subdivision

cc: Lindsay Earl, MCIP, RPP, Senior Development Planner, Niagara Region  
Pat Busnello, MCIP, RPP, Manager, Development Planning, Niagara Region  
Susan Dunsmore, Manager, Development Engineering, Niagara Region  
Matteo Ramundo, Development Approvals Technician, Niagara Region



**Appendix I**  
**Regional Conditions of Draft Plan of Subdivision Approval**  
**Hansler Village, 1110 Hansler Road, City of Welland**

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1. That the Subdivision Agreement include the following clause:

*“Should deeply buried archaeological remains/resources be found during construction activities, all activities impacting archaeological resources must cease immediately, and the proponent must notify the Archaeology Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries (416-212-8886) and contact a licensed archaeologist 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, the Ministry of Heritage, Sport, Tourism and Culture and Industries 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.”*

2. 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, Conservation and Parks (MECP) documents entitled Stormwater Management Planning and Design Manual March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to Niagara Region Planning and Development Services 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 design document for the stormwater management facility required to service this development and obtain the necessary MECP Environmental Compliance Approval (ECA);
  - c) Detailed erosion and sedimentation control plans.
3. That the Subdivision Agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved plan(s) required in accordance with the Condition above.
4. That the owner provides a written acknowledgement to Niagara Region Planning and Development Services Department stating that draft approval of this

subdivision does not include a commitment of servicing allocation by 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.

5. That the owner provides a written undertaking to Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the Subdivision Agreement between the owner and the City.
6. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings [with calculations] for the new sanitary and storm sewers required to service this development and obtain the necessary Ministry of the Environment Compliance Approval under the Transfer of Review Program.
7. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings and notes required in relation to the crossing of the Regional infrastructure.
8. That the owner/developer shall comply with Niagara Region's Corporate Policy for Waste Collection and complete the Application for Commencement of Collection prior to Regional curbside waste collection services commencing.

### **Clearance of Conditions**

Prior to granting final 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.

### **Subdivision Agreement**

Prior to final approval for registration, a copy of the executed Subdivision Agreement for the proposed development should be submitted to Niagara Region for verification that the appropriate clauses have been included. Niagara Region recommends that a copy of the draft agreement be provided in order to allow for the incorporation of any necessary revisions prior to execution.

**Note:** Clearance requests shall be submitted to the Region in accordance with the Memorandum of Understanding, which stipulates that requests for formal clearance of conditions are to be received and circulated to the Region by the local municipality. The local municipality is also responsible for circulating a copy of the draft agreement, and the Region is unable to provide a final clearance letter until the draft agreement is received. The Region is committed to reviewing submissions related to individual conditions prior to receiving the formal request for clearance. In this regard, studies and reports (one hard copy and a PDF digital copy) can be sent directly to the Region with a copy provided to the local municipality.



130

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

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

JUNE 30, 2021

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

Re: 1110 Hansler Road Draft Plan of Subdivision

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](mailto:Andrew.Carrigan@canadapost.ca)

# Welland Hydro

ELECTRIC SYSTEM CORP.

May 11, 2021

Taylor Meadows,  
Development Planner  
City of Welland  
60 East Main Street  
Welland, ON L3B 3X4

Dear Development Planner,

**RE: Application for Draft Plan of Subdivision Approval (File No. 26T-14-21003)**

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](mailto:Engineering@wellandhydro.com).

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

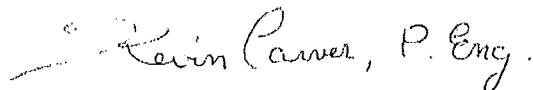
If easement(s) are required by WHESC to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements.

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

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 1110 Hansler Road:

1. The Developer shall submit the full engineering design drawings to the City of Welland's Engineering Division for review and approval.
2. The Developer shall prepare a storm water management report and submit a copy for review and approval.
3. The Developer shall review the sanitary sewer options, and prepare a functional servicing report to confirm available capacity in the existing infrastructure fronting the development.
4. The water services South of St. Lawrence Drive shall connect to the existing municipal water main within the easement, located along the existing residential lot frontages on the West side of Hansler Road. The Developer will be responsible to extend the water main to service the properties North of St. Lawrence Drive.
5. The Developer shall be responsible for all costs associated with the installation of the sidewalk link fronting the development to St. Lawrence Drive.
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 complete applicable home condition surveys in the area 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 Subdivision agreement.
11. The Engineering Division reserves the right to include additional requirements following the review of the engineering design submission.



**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](mailto:devserv@welland.ca) | [www.welland.ca](http://www.welland.ca)

July 2, 2021

**TO:** Taylor Meadows, BURPI  
Development Planner

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

**SUBJECT:** Application for Draft Plan of Subdivision Approval- 1110 Hansler 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.
- Phase 1 Environmental Site Assessment Report prepared by Wood Environmental and Infrastructure Solutions and dated April 3, 2020 recommends that Phase 2 be carried out to address the contaminants discovered during the Phase 1 assessment.
- 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.


135

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RE:

July 2, 2021



APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

**COUNCIL****PLANNING AND DEVELOPMENT SERVICES**

06-75

**REPORT P&B-2021-36**  
**July 6, 2021**

**SUBJECT:           AWARDING OF A REVISED CONTRACT FOR A NEW  
DEVELOPMENT CHARGES STUDY AND BY-LAW AND  
COMMUNITY BENEFITS CHARGE STRATEGY AND BY-  
LAW**

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

**RECOMMENDATIONS:**

1. THAT THE COUNCIL OF THE CITY OF WELLAND accepts the submission from DFA Infrastructure International Incorporated in the amount of \$35,000.00 plus HST for preparing a New Development Charges Background Study and By-law and a Community Benefit Charge (CBC) Strategy and By-law;
2. THAT Welland City Council directs staff to prepare the necessary By-law and Agreement to enter into a contract with DFA Infrastructure International Incorporated Welland City Council Recommendation; and
3. THAT Welland City Council authorizes the Director of Planning and Development to sign and execute the Agreement.

**ORIGIN AND BACKGROUND:**

As Council is aware the Province of Ontario (Province) passed Bill 108 – More Homes More Choice Act on June 6, 2019 which has made a number of significant changes to various Acts. Significant changes have since been made to the Development Charges (DC) Act which require the City to now replace it's existing Development Charges (DC) By-law 2019-83.

On March 3, 2020, City Council approved retaining DFA Infrastructure International Incorporated (DFA) to complete a Community Benefits (CBC) Strategy and By-law and necessary updates to the DC By-law 2019-83. The approved cost was \$25,000 plus HST. Staff have held off initiation of this project as further amendments to the DC Act were forthcoming. In parallel to this, the City has

experienced significant and sustained growth above its current projections. Staff requested that DFA submit a revised quote to conduct a New DC Background Study and By-law including a CBC Strategy and By-law.

### **COMMENTS AND ANALYSIS:**

Attached as Appendix I is the revised proposal submitted by DFA Infrastructure Incorporated (DFA). The revised cost is \$35,000.00 plus HST. Staff are satisfied by the excellent work of this firm and their very competitive pricing. While the value of the project will be greater than \$25,000.00 staff decided not to seek additional quotes in this particular situation, for the following reasons:

- DFA was approved by the City to complete a similar project on March 3, 2020;
- DFA completed the recent City of Welland DC Background Study and DC By-law which will help form a significant basis for developing a new DC Background Study and By-law;
- DFA is qualified to undertake this work and has been involved with the Provincial consultation regarding Bill 108 and the new Development Charges Act;
- Many municipalities in Ontario will be looking to have qualified firms undertake this type of work in 2021; and
- The work is very time sensitive and securing consultant immediately will ensure a CBC Strategy and By-law will be in place by January 1, 2021;

### **FINANCIAL CONSIDERATIONS:**

Appendix I is a copy of the proposal submitted by DFA to complete the proposed project.

Item	Budgeted Amount	Quote	Balance
DC Study, By-law & CBC Strategy & By-law	\$50,000.00	\$35,000.00+\$616.00 non-recoverable HST = \$35,616.00	\$14,384.00

### **OTHER DEPARTMENT IMPLICATIONS:**

Legal Division will prepare the necessary legal documents. An Interdepartmental working group comprised of staff from Finance, Engineering, Public Works, Parks and Recreation, Fire, Library will be involved in various stages of the process.

**SUMMARY AND CONCLUSION:**

Creating a new DC Background Study and By-law and a new CBC Strategy and By-law is a critical project for the City. This is so that the City's DC By-law is consistent with the DC Act. It will also give the Municipality and opportunity to revisit current population and dwelling unit forecasts and quantifying the respective City capital needs and improvements that will be necessary to support this growth. This will ensure that the capital needs that result from growth are funded by growth rather than the existing tax base. Staff requested a quote from DFA to complete this work for a number of reasons as outlined in this report. In particular, given the timely nature of this work, exceptional pricing, and because they recently completed the background study and by-law for the City's Development Charge.

For the reasons contained in this report, Staff are recommending Council awards the contract to DFA to complete a new DC Background Study and By-law and a CBC Strategy and By-law.

**ATTACHMENTS:**

Appendix I – Proposal Submitted by DFA Infrastructure Incorporated



## DFA Infrastructure International Inc.

33 Raymond Street St. Catharines Ontario Canada L2R 2T3

Telephone: (905) 938 -0965 Fax: (905) 937-6568

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May 11, 2021

Grant Munday  
Manager of Development Approvals  
Planning Division  
Infrastructure and Development Services  
Corporation of the City of Welland  
60 East Main Street  
Welland ON L3B 3X4

Dear Mr. Munday:

**Re: Proposal for Updating Development Charges (DC) Background Study & By-law and  
Preparing a Community Benefit Charge (CBC) Strategy and By-law**

We are pleased to submit this revised proposal to prepare a new Development Charges (DC) Study and By-law and a Community Benefit Charge (CBC) Strategy & By-Law for the City of Welland (City). Our previous proposal focused on the CBC with updates to the DC by-law. However, there have been significant regulatory updates since then and the effort is now focused on the DCs with possibly preparing a CBC as described below. DFA Infrastructure International Inc. (DFA) is familiar with the City of Welland's (City) DC By-law having prepared the DC Background Study and By-law for the City in 2019.

### 1 Background

Changes have been made to the Development Charges Act (DCA) and the Planning Act (PA) and their respective regulations through the following:

- The ***More Homes More Choice Act, 2019*** (Bill 108) was enacted on June 6 2019. This is an Act to amend various statutes with respect to housing, other development and various other matters
- The ***COVID-19 Support and Protection Act, 2020*** (C19SP Act) was enacted on April 14 2020. It is an Act to amend various Acts to address the corona virus (COVID-19)
- The ***COVID-19 Economic Recovery Act, 2020*** (C19ER Act) was enacted on September 18 2020. It is an Act to amend various statutes in response to COVID-19 and to enact, amend and repeal various statutes.
- The ***O.Reg,509/20 Community Benefits Charge and Parkland*** (C19ER Act) made September 18 2020 under the Planning Act

The key changes include:

- 
- Additional services now eligible under the DCA along with the "soft" services that were initially proposed to be removed from the DCA and instead placed under a CBC but reinstated under the DCA.
  - Exemption of secondary units from DCs.
  - Removal of the 10% statutory deduction for all DC eligible services
  - Freezing the amount of the DC at the time of development application.
  - Allowing rental and institutional developments to pay the DCs over six (6) years and non-profit over twenty (20) years
  - Allowing municipalities to charge interest for the period between the application and the building permit dates and also for developments that use the annual payment plan.
  - A requirement to update existing DC by-laws by September 18, 2022 at the latest
  - Allowing municipalities to establish a CBC that may include the same services eligible under the DCA but not the same cost items for those services. The CBC would apply only to high density development with five (5) or more storeys or ten (10) or more units.

Further details on the changes are provided in the attachment dated October 23, 2020.

## 2 Work Plan

Our work plan is sensitive to the City's needs and regulatory timelines. It will allow us to prepare the DC Background Study and CBC Strategy in collaboration with the City, undertake a stakeholder consultation process and prepare the respective By-Laws to reflect the proposed new polices and DCs and CBCs. Our work will be based on municipal best practice while meeting the unique needs and objectives of the City. We will also ensure that the recent changes to the DCA, the Planning Act and regulations by the Province, and the City's objectives, are fully considered in preparing the DC Background Study and CBC Strategy. The study period for both is the 10-year period 2021 to 2030 (inclusive) using 2021 as the baseline year. For some services such as water, stormwater, roads (engineered services) and fire the study period may extend beyond 2030. We will give consideration to the City's Official Plan and previous and current growth projections for the City, roads needs analyses, master servicing plans (completed or in progress) and other relevant documents in identifying the appropriate planning periods for the respective services.

### 2.1.1 Task 1: Project Initiation

A Project Initiation meeting with the City to discuss the items noted below. This meeting will be held as soon as we receive approval to proceed.

#### 2.1.1.1 Discussion Items

The discussion items will include the following as a minimum:

- Review the key objectives defined by the City for the DC and CBC studies and confirm that our interpretation of these objectives is consistent with the City's views.
- Review the recent changes and implications to the DCA, O.Reg.82/98, the Planning Act and the new O.Reg.509/20 resulting from the COVID-19 Economic Recovery Act, 2020 that became law

on September 18, 2020. Appendix A will form the basis for this discussion

- ***Discuss and confirm the services to be included in the DC Background Study and CBC Strategy and respective By-Laws.*** This would include consideration of the services contained the DCA Section 2(4) as noted under item 1.1 in Appendix A for the DCs except for those the City does not offer (ambulance, EMS and long-term care services). The CBC would include parkland dedication fees and other costs not eligible or not included under the DCs e.g. vehicles with useful life of less than 7 years, administration offices required due to growth, etc. ***The fact that CBCs apply to high density developments only and relevance of this to the City's development outlook will be discussed.*** This discussion will help to inform how the CBC would be calculated and the related policies developed.
- Discuss the need for separate DC and CBC By-laws for a clearer delineation between the two (2) types of charges. ***We recommend having separate reports and by-laws for clarity.***
- Identify, discuss and obtain any additional background materials and information including but not limited to major servicing plans, needs studies, and growth forecasts, and any other reports, plans and information that may become available that would be required to prepare the DC Background Study and the CBC Strategy. We would anticipate that much of the needed information would be made available at or before the meeting recognizing that some information is already available on the City's website.
- Discuss policies to be reviewed and analyzed including but not limited to:
  - area specific charges;
  - affordable housing;
  - strategic plan vision;
  - discounting of DCs and CBCs ;
  - discretionary exemptions; and
  - cost recovery policies and strategies including compatibility with Niagara Region's recent policy on the collection of DCs.
- Review the proposed methodology and schedule for project completion, stakeholder consultation process and requirements of the DCA,O.Reg.82/98, the Planning Act and O.Reg.509/20. We will ensure this assignment will be given top priority to meet agreed-to timelines.

#### 2.1.1.2 Information Needs

This Section identifies material and background information that is expected to be provided by the City before or at the Project Initiation meeting, or shortly thereafter. In order to expedite the gathering of information we have provided below is a preliminary list of materials and background information that will be required from the City at the commencement of the project. We will download information and reports that are available on the City's and County's websites:

- The City's Official Plan

- Most recent growth information and assumptions including building permit activity, new development applications in progress etc.
- Current and historical asset details for each service area for the previous 10 years (facility square metres, number of vehicles, etc.). We will provide appropriate tables to make this process easier for the City.
- Replacement values of capital assets to be considered in the historical service level calculation
- Current debt and debt repayment schedules, debt management policy, reserve fund policies
- Current DC Reserve fund balances and continuity schedules
- Development Charge Credits (if any)
- Front ending agreements (if any)
- Policy on local services
- List of any current development related issues
- Master Servicing Plans (completed or in progress) including but not limited to major servicing plans, needs studies, and growth forecasts, and any other reports and plans that may become available that would be required to prepare the DC Study.
- The City's 2021 operating and capital budgets and 10 year forecast
- A list of open capital projects that to be funded in part by development charges or possibly the CBC.
- The latest DC Treasure's Statement

### 2.1.2 Task 2: Review of Background Information

This task will involve collecting any additional data not provided at the Project Initiation Meeting. We will work closely with the City in collecting any additional data required for the policy review and calculation of DCs and CBCs. We will review all data collected for development of baseline information required to undertake all tasks outlined in this proposal. We will identify any data gaps, seek clarifications where necessary and further refine the data collected based on discussions with staff. We will work closely with staff to ensure any outstanding information is received as soon as possible.

### 2.1.3 Task 3: Growth Forecast

DFA will review and update population, household and employment and building space forecasts to 2041 (build-out) for use in the background study based on the City's most recent growth information. These updated forecasts will extend for a term sufficient to support cost estimates for all eligible services and respective growth-related capital costs and will comply with the City's Official Plan. Discussion with staff will be used to assess growth trends and develop the projections. The longer forecast to 2041 will be utilized for the engineered services development charges. Forecasts to 2030 will be used for other services such as library services and parks and recreation.

The residential development charges will be based on net population, dwelling unit growth estimates

and population growth in new units. Appropriate person-per-household factors will be reviewed and updated for each of the classes of residential units (low density, medium density and high density).

The amount of the new gross floor area (GFA) of industrial commercial and institutional (ICI) building space to be developed in the City over the forecast period will be determined based on a review and update of the projected increase in the employment population and the anticipated amount of new building space required to accommodate the increase. Employee density assumptions for the various types of ICI categories and non-residential uses will be developed using information from Statistics Canada, historical employee density trends, historical assumptions and through discussions with the staff. Our growth forecasts will be presented for review by the City prior to finalization and use in the development charges and CBC calculations.

#### 2.1.4 Task 4: Policy Review

Based on discussions with staff and review of relevant information we will review and develop policies to align with the City's objectives including, but not limited to:

- extent of land area to which the development charges by-law will apply;
- non-statutory exemptions from development charges, such as:
  - ✓ new or expanding industrial or commercial development;
  - ✓ farm buildings and structures;
  - ✓ development or redevelopment in downtown core areas;
  - ✓ development or redevelopment in Community Improvement Areas e.g. infilling; and
  - ✓ affordable housing;
- timing of collection of the applicable charges considering the opportunity for some types of developments to pay in installments;
- method of collection and reporting of the applicable charges;
- the services for which development charges shall be imposed;
- promoting infilling and potential cost to taxpayers;
- single versus multiple by-laws to address specific areas;
- phasing in of development charges (if necessary); and
- indexing of development charges based on the prescribed index.

***Note that recent changes to the DCA allows for some DCs to be paid in annual instalments over several years depending on the type of development. In these cases interest may be charged by the City.*** This and other changes will be considered in developing appropriate policies. A summary table will be prepared on policy options including implementation and administrative implications and challenges. This will be prepared very early in the process for discussion and feedback. Appropriate policies will be



included in the draft by-laws for stakeholder review prior to finalization of the by-laws

## 2.1.5 Task 5: Development Charge (DC) Calculations

***This section describes our methodology to calculate the development charges.***

### 2.1.5.1 Task 5.1: Assessment of Existing Service Standards

To ensure that municipalities do not improve their existing levels of service through capital improvements funded by developer contributions, the DCA provides protection under (s.5 (1)4.). The City is limited to imposing Development Charges on specific services which will not allow growth to pay for service beyond the average level of service that was provided in the previous 10 years. The historical 10-year average service levels are a critical step in the development charge calculation. As such we will review the existing service levels over the past 10 years to determine the average eligible service standard that the DCA permits in the calculation of D.C. eligible costs.

We will require the City's input in providing the most accurate asset inventory over the previous 10 years for each service as well as current asset replacement cost. This information will typically come from the City's Tangible Capital Asset Inventory data base or Asset Management Plans. Alternatively, we will index previous costs to current dollars in the absence of reliable replacement cost information. These will be used in our calculation of historical service levels which will be measured in \$/capita.

S.s4(3) of Ontario Regulation 82/98 provides for an exception such that where existing service standards are lower than those provided by another Act, the standard of service provided under the other Act prevails. This affects the design of most engineered infrastructure such as water, wastewater and stormwater. Current design standards (rather than historical service levels) are accepted as the basis for all future works and calculating the development charges. Transit is also no longer subject to the historical service level cap.

O.Reg 82/98(s.4) states that "Both the quantity and quality of a service shall be taken into account in determining the average level of service". Quantity will be determined by the number and size of the capital assets used to provide services. Based on the type of asset this will be measured in "square metres per capita" for facilities, number of units per capita for fleet, etc. Quality will be determined by the monetary value of the capital asset (e.g. in the case of a facility, cost would be shown in dollars per square metre). Current replacement costs will be used to compute the quality standard (as required by regulation).

These two measures will be multiplied together to arrive at a historical service level for each of the previous 10 years. These service levels will be measured in a \$ *per capita* and averaged to give the 10-year average historical service levels as required under the Act. Depending on the service, either the residential population, or residential and employment population will apply in these calculations. Generally, if the service benefits both residential and employment population then both populations will be used in the calculation.

The 10-year historical service level will be multiplied by the projected population growth to arrive at the historical service level cap for each service. This approach helps ensure that growth related capital charged to new growth reflects not only the quantity (number and size) but also the quality (value or cost).

#### 2.1.5.2 Task 5.2: Net Growth-Related Capital Costs to be Recovered

In this step the net growth-related capital costs to be recovered from future development will be determined. This requires a number of activities which starts with identifying capital works that are required to service future development.

##### 2.1.5.2.1 Establish Growth Related Capital Forecast

A growth-related capital forecast must be prepared as part of the study. This step is required under s.5 (1)2. of the Act. The types of expenditures that are eligible for inclusion in the cost of capital needs are specified in s.5 (3) of the Act, being:

1. *Costs to acquire land or an interest in land, including a leasehold interest*
2. *Costs to improve land*
3. *Costs to acquire, lease, construct or improve buildings and structures*
4. *Costs to acquire, lease, construct or improve facilities including:*
  - I. *Rolling stock with an estimated useful life of seven years or more*
  - II. *Furniture and equipment, other than computer equipment*
  - III. *Materials acquired for circulation, reference or information purpose by a library board as defined in the Public Libraries Act*
5. *Costs to undertake studies in connection with any of the matters referred to in items 1 to 4.*
6. *Costs of the development charges background study.*
7. *Interest on money borrowed to pay for costs described in items 1 to 4.*

This part of the engagement will involve our engineering as well as the finance expertise on the team. Working with the City, growth-related capital projects will be identified by reviewing the City's capital budgets, major servicing plans, needs studies and any other reports and plans that may become available, as well as consultation with each of the operating departments, as required. For services such as water, wastewater, roads and fire the DCA allows the City to select an appropriate planning period given the nature of services being delivered. We will give consideration to the City's servicing plans in recommending the appropriate planning period time horizon for these services. Other services such as studies, parks and recreation will be determined over 10 years. We will discuss and confirm with staff the planning period to use for all services.

#### 2.1.5.2.2 Deductions

The DCA, 1997 requires deductions be made to projects contained in the growth-related capital forecasts. These deductions relate to:

- Uncommitted excess capacity;
- Benefit to existing development;
- Anticipated grants, subsidies and other contributions; and

***Note that the requirement for a 10% reduction for certain services has been removed from the DCA under the COVID-19 Economic Recovery Act, 2020.***

#### ***Uncommitted Excess Capacity***

Paragraph 5 of s.s.5 (1) of the DCA requires a deduction from the increase in the need for service attributable to the anticipated development that can be met using the City's "excess capacity", other than excess capacity which is "committed", i.e. where Council has indicated a clear intention that it would be paid for by DCs or other similar charges, before or at the time the capacity was created (s.5 of O.Reg. 82/98).

While "Excess capacity" is undefined in the Act, uncommitted excess is deemed to be capacity which exists within systems that is available to service future growth and therefore will reduce the need for creation of new capacity. The deduction of "excess capacity" from the future increase in the need for service would typically occur as part of the conceptual planning and feasibility work associated with justifying and sizing new facilities. DFA will however work with staff to review each project to determine where excess capacity is uncommitted and the amount that is to be deducted in determining net capital costs.

#### ***Benefit to Existing Development***

The development charge rate calculation cannot include an increase in need which benefits existing development (s.5 (1)6.). Not all capital expenditures result in a benefit to growth alone. Because some of the existing population may benefit from these expenditures, each project must be examined individually and a determination made on the "benefit to existing". Once the amount has been determined, only the benefit to growth is eligible for funding through development charges.

Based on existing service standards and in consultation with the City, the benefit to existing development, on a project-by-project basis, will be determined. DFA will also prepare a master spreadsheet that will provide all assumptions and calculations on the determination of the benefit to existing deduction which the City will be able to use in the calculation of local charges to be collected from benefitting landowners.

#### ***Grants, Subsidies and Other Contributions***

The rate calculation must exclude anticipated capital grants, subsidies or other contributions. Where applicable, these contributions will be identified and accounted for in the rate calculations.

#### ***Legislated 10% Discount No Longer Applicable***

For certain service categories – namely general government, library services and parks and recreation a

10% deduction from the costs otherwise determined to be eligible for inclusion in development charge rate calculations used to be mandated (s.5 (1)8.). ***However this requirement has been removed from the DCA and is not longer applicable.***

#### 2.1.5.2.3 Adjustments

The determination of growth-related net capital cost must also take into account a number of other factors that require adjustments be made to the costs that are eligible for recovery from development charges. These include:

##### ***Post Period***

Where capacity is built for any service which can accommodate growth beyond the planning period the costs associated with this capacity cannot be recovered through the “in period” development. Such costs are recognized as “Post Period” and will be recovered through future updates to the by-law. Post period benefits for capital projects will be determined based on service level standards and engineering standards on a project-by-project basis.

Also included in the Post Period adjustment are growth-related net capital costs for services that are subject to the restriction of the service level cap. The net growth-related capital costs that exceed the service level cap are deemed ineligible for recovery from the current DC calculation, and therefore brought forward to the next DC review. ***Technically these costs could be included under the CBC because they cannot be included under this round of the DC by-law. However due to the limited application of the CBC to high density development and relatively low chance of full recovery we would recommend including these post period costs in the next update of the DC By-law where they can be fully recovered.***

Where post period capacity is identified and service level cap restrictions are calculated, adjustments will be made to the net growth-related capital costs to be recovered.

##### ***Credits***

Existing DC credits, if any, will be considered in the calculation of DC Rate. We will work with staff to assess on a service by service basis the extent to which DC credits exist and make any necessary adjustments to growth-related net capital costs to be recovered.

##### ***Reserve Balances***

Uncommitted DC reserve fund balances must be applied to reduce the growth-related net capital costs to be recovered. We will review all DC reserves and growth related capital projects currently approved to determine the level of adjustment to be made on a project by project and service by service basis.

##### ***Debt***

Any unfunded reserve balances and debt previously issued for funding growth-related capital will be considered in the determination growth-related net capital cost on a service by service basis.

#### 2.1.5.3 Task 5.3: Calculate Development Charges

The next step in the process is the calculation of preliminary development charges. This step will involve

allocating the growth-related net capital costs to be recovered from residential and non-residential development types, then dividing those costs by growth anticipated over the forecast period.

#### 2.1.5.3.1 Allocation of Net Growth-Related Capital Cost to Development Type

This task will allocate the net growth-related capital costs between residential and non-residential development. This allocation will be made for each service based on consideration of factors such as:

- Projected changes in residential population vs. employment population over the planning periods.
- Residential vs. non-residential assessment.
- Anticipated demand for the various services by each sector.
- Allocation options will be examined and a recommendation will be made.

Non-residential growth related net capital costs will be further allocated between commercial, industrial and other non-residential development types as identified in this study based on their respective percentage of employment related growth.

#### 2.1.5.3.2 Calculation of Unadjusted Charge

The next step in this task is the calculation of the preliminary (unadjusted) residential and non-residential development charges. The residential development charge calculation will be determined for each service by dividing the DC-eligible costs allocated to residential development by the net population growth as determined over each forecast period, thereby providing a “cost per capita”. This cost per capita will then be multiplied by the average occupancy (persons per unit) for low, medium and high density buildings to derive the development charge by residential unit type. Similar calculations will be completed for non-residential development types (commercial, industrial, etc.), however the DC-eligible cost allocated to non-residential development types will be divided by the forecast growth in gross floor area to provide the non-residential development types charges on a cost per square metre basis.

#### 2.1.5.3.3 Cash Flow Analysis & Adjusted DC Rates

A number of interrelated financial factors are at work which impacts the final DC rate calculation. These include:

- Assumptions with respect to the timing of DC collections over a period of years;
- Projected expenditures that are incurred over a period of years, which are subject to inflationary increases;
- Development Charges indexing ; and
- Development charges reserve fund interest or financing charges.

The final determination of development charges results from adjustments made to the growth-related net capital costs for each service and sector resulting from a cash flow analysis, taking into consideration the timing of projects and receipt of development charges. Interest earnings and borrowing costs will also be accounted for in the calculation allowed under the DC Act. These cash flow calculations will be undertaken for residential and non-residential (commercial, industrial, etc.) rates and will establish

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appropriate and supportable per-capita development charges for residential development (which will be converted into per residential unit charges by applying persons-per-household factors), and a cost per square metre of gross floor area for employment related development.

#### 2.1.5.4 Task 5.4: DC Comparison

DFA will provide a comparison of the proposed DC charges against the current charges and those in other municipalities for the City's information as part of considering the new charges. We will work with staff to identify appropriate municipalities for the comparison.

#### 2.1.5.5 Task 5.5: Long-Term Capital & Operating Costs and Asset Management Implications

In accordance with the Development Charges Act, an examination of the long-term operating and capital costs for each service to which development charge by-law applies will be undertaken. The incremental operating costs for each service directly associated with the growth capital program will be based on the latest available Financial Information Return, the 2021 Operating Budget and direct discussions with staff. We will also analyse, and discuss the capital cost impact of the non-DC recoverable components of the growth capital projects such as benefit to existing and any funding shortfalls created by service level cap restrictions.

In addition to the examination of long-term operating and capital costs, municipalities are required to complete an Asset Management Plan before the passing of a development charges by-law. To demonstrate that all assets proposed to be funded under the development charges by-law are financially sustainable over their full life cycle, an asset replacement annuity will be calculated for each asset proposed to be funded under the development charge by-law. The information contained in the City's asset management plan will also be considered for consistency in assumptions (e.g. asset life expectancy, etc.)

O. Reg 82/98, Section 8(3) sets out the requirements for asset management related to Transit. We will review the latest asset management plan for Transit (if applicable in the City's case) to ensure consistency with these requirements as part of the Study process.

#### 2.1.6 Task 6: Community Benefit Charge (CBC) Calculations

Municipalities can impose a CBC against land under a new CBC by-law for capital costs related to "facilities, services or matters" needed to accommodate development. ***The Community Benefit Charge (CBC) will be calculated in the same manner as the DCs as described under Task 4 (with a few differences) to arrive at a cost per residential unit and cost per square meter for non-residential development. A comparison with CBCs in other municipalities will also be done.***

The growth portion of the cost under each eligible service will be identified and used for the calculation. There is no requirement for service level calculations. The actual CBC that will apply for each development will be the sum of the *calculated charge per residential unit multiplied by the number of residential units and the non-residential charge times the square meters.*

Using the same methodology as the DC calculation is consistent with the requirements of O.Reg.509/20 which states:

*"A community benefits charge strategy prepared under subsection 37 (9) of the Act shall,*

*(a) include estimates of the anticipated amount, type and location of development and redevelopment with respect to which community benefits charges will be imposed;*

*(b) include estimates of the increase in the need for facilities, services and matters attributable to the anticipated development and redevelopment to which the community benefits charge by-law would relate;*

*(c) identify the excess capacity that exists in relation to the facilities, services and matters referred to in clause (b);*

*(d) include estimates of the extent to which an increase in a facility, service or matter referred to in clause (b) would benefit existing development;*

*(e) include estimates of the capital costs necessary to provide the facilities, services and matters referred to in clause (b); and*

*(f) identify any capital grants, subsidies and other contributions made to the municipality or that the council of the municipality anticipates will be made in respect of the capital costs referred to in clause (e).*

***The maximum allowable CBC will be 4% of the land value as of the date prior to the date the first building permit is issued.***

### 2.1.7 Task 7: DC Background Study & CBC Strategy Reports & By-Laws

Separate DC Background Study and CBC Strategy will be prepared in a concise format to facilitate easy reading and include related appendices including the respective by-laws. The contents will generally follow the order of the tasks noted in our work plan and meet all legislative and regulatory requirements. The by-laws will stipulate all policies and regulatory requirements along with the proposed charges for the five (5) year period beginning January 1, 2022. The draft reports and by-laws will be reviewed with staff and adjusted based on comments received, prior to presentation to Council and public release.

As required by legislation, the Draft documents and By-laws must be made available to the public at least 60 days before the by-law is approved by Council. We propose to have the first Draft presented to Council for comment on September 21, 2021 and approval to release for public review by October 8, 2021 subject to any changes requested by Council. This will facilitate the statutory public meeting on December 7 (with 2 weeks' notice) and meeting with developers between October 11 and 15, 2021. The final by-laws are targeted for approval at the December 7, 2021 Council meeting which would meet the 60-day lead time requirement for public notice and allow implementation on January 1, 2022.

Using all the information gathered throughout the review process and analysis undertaken, including input and feedback from the stakeholder consultation process, the Draft Background Study and DC By-law and the Draft CBC Strategy and By-Law would be updated.

Prior to preparing the final documents, we will review the stakeholder input, policy decisions with staff and obtain feedback and make any necessary changes. It should be noted that we will provide staff opportunities to seek clarification and provide input throughout the review process while the report is in its draft form.

***The final DC Background Study & By-law and CBC Strategy & By-law will reflect the respective legislative and regulatory requirements, the City policies and input received through the consultation process.***

### **Documents**

The following will be submitted to the City in electronic format:

- Copies of the Draft and Final Development Charges Background Study and Development Charges By-law and CBC Strategy and By-Law;
- Presentation materials for public meeting;
- Presentation materials for the Council meetings;
- Preparation of draft newspaper ad for public meeting;
- Preparation of a draft Development Charges and CBC information pamphlet;
- Summary table on policies; and
- Stakeholder Consultation Report.

#### 2.1.8 Task 8: Prepare DC & CBC Pamphlet

Concurrent with preparing the draft background study and by-law, we will prepare a pamphlet to concisely describe and present in simple terms the key aspects of the development charges, CBC and related polices. This pamphlet will be prepared to meet the requirements of O.Reg. 82/98 S.14 and O.Reg 509/20.

#### 2.1.9 Task 9: Stakeholder Consultation/ Meetings

Under this task we will undertake an approach to stakeholder consultation that exceeds the statutory requirements of the DCA, O.Reg.82/98 and the new O.Reg.509/20 related to public consultation and feedback. We will attend Council and stakeholder meetings and assist in providing research and comparative data analysis. ***Note that these meetings will be facilitated online using GoTo Meetings (or other platform used by the City) to comply with the Covid-19 pandemic physical distancing restrictions as we have successfully done with other clients.*** We anticipate that we will attend:

- Two (2) Council meeting to inform Council of the process, discuss policy issues and present the draft DCs and CBCs for the respective services and receive feedback from Council. We propose that this be held prior to formally releasing the information for public review so that adjustments can be made to the respective draft documents and by-laws before public release.
- One (1) External Stakeholder Meetings to include members of the business and development



community to obtain feedback on the draft DC Background Study, draft CBC Strategy and the respective draft by-laws.

- One (1) Public Meeting as required under the DCA to be held with the Council meeting on December 7 2021. Note that O.Reg. 509/20 also requires notices and lead times consistent with the DCA.
- One (1) Council Meeting on December 7, 2021. The meeting will be to present the final DC Background Study and By-law and the final CBC Strategy and By-law with the final charges for approval by Council

We will present at and participate with the City in all meetings related to the development charge background study and by-law and the CBC Strategy and by-law. *In addition to these meetings we will maintain ongoing liaison with the Town throughout the process via email, telephone or GoTo Meetings as required.*

### 3 Project Team

Our proposed team includes Derek Ali and John Murphy both of whom were involved with preparing the City's 2019 DC Background Study and By-law.

**Mr. Derek Ali, MBA, P.Eng. - President DFA**

**Role: Project Manager**

Derek is a Professional Engineer and a Master of Business Administration (MBA). He has over 33 years of professional experience in Canada and overseas with a strong track record in the key areas required for this project, including public works services, capital planning, program financing, rate setting, operations, engineering, policy development and facilitation. Between 1988 and 2003, he held senior positions in the public sector including Assistant Superintendent of Public Works, GNWT, Inuvik and subsequently Associate Director of Water & Wastewater, Niagara Region, ON. Since 2003, as the President of DFA, he has provided a full range of professional management services to our clients.

Relevant services include development charge studies, water and wastewater and stormwater rate studies, O.Reg. 453/07 water & wastewater financial plans, asset management plans, water supply agreements, capital planning, operational reviews, organizational restructuring, change management and public consultation. He is very experienced in both the technical and financial aspects of municipal services delivery, workshop facilitation, public outreach, working with municipal Councils, issue identification and resolution, development of decision-making information and delivering presentations to a variety of audiences. He has also provided expert testimony before the Manitoba Public Utilities Board. Derek has a detailed understanding of development charges and related issues. He will lead the work on all tasks. Derek will also be available to provide expert witness testimony for the Local Planning Appeal Tribunal (LPAT) if a hearing is required.

**John Murphy, CPA, CMA, AMCT - Municipal Finance Specialist, DFA**

**Role: DC Rate Calculations & Analysis**

John holds a Bachelor of Business Economics Degree from Brock University and is a Chartered Professional Accountant and an Accredited Municipal Clerk Treasurer. John has a strong background in and exceptional knowledge of all aspects of municipal finance which he will bring to this assignment. He has over 24 years of municipal finance experience at upper tier, single tier and lower tier municipalities in Ontario. These include Niagara Region, City of Toronto and City of Mississauga. John brings extensive experience in development charges including policy development, municipal financial policy development and administration, financial analysis & reporting, long-term financial planning, budgeting, municipal tax levy calculations, infrastructure financing, water, wastewater and stormwater rate setting, stakeholder facilitation, asset management planning and senior management liaison. He has a comprehensive understanding of the requirements of the Development Charge Act 1997 and O.Reg.82/98 and has prepared many DC studies. He has also prepared and presented our studies and recommendations to municipal councils. John will work in tandem with Derek on all aspects of the studies. He will undertake all DC charge calculations and impact analyses and provide expert advice on the financial implications of policies.

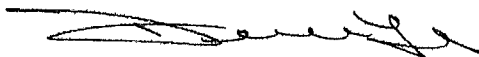
## 4 Proposed Fee

Our fee to undertake the work is estimated to be **\$35,000 plus HST**. Additional fees may apply for legal and professional land appraisal costs if necessary for establishing the CBCs if these are deemed to be necessary as part of the CBC development and approved by the City.

We intend to work closely with staff to meet the unique needs of the City. We are fully committed to successfully completing the work and you have our assurance that this project will be given our full attention. We look forward to the opportunity to continue to work with you and your team on this assignment. Please do not hesitate to call if you have any questions.

Respectfully Submitted by,

**DFA Infrastructure International Inc.**



Derek Ali, MBA, P.Eng.  
President



# DFA Infrastructure International Inc.

33 Raymond Street St. Catharines Ontario Canada L2R 2T3  
Telephone: (905) 938 -0965 Fax: (905) 937-6568

October 23, 2020

**Re: COVID-19 Economic Recovery Act, 2020, S.O. 2020, c. 18 - Bill 197**  
**Key Changes to the Development Charges Act and the Planning Act**

Changes have been made to the Development Charges Act (DCA) and the Planning Act (PA) and their respective regulations through the following:

- The **More Homes More Choice Act, 2019** (Bill 108) was enacted on June 6 2019. This is an Act to amend various statutes with respect to housing, other development and various other matters
- The **COVID-19 Support and Protection Act, 2020** (C19SP Act) was enacted on April 14 2020. It is an Act to amend various Acts to address the corona virus (COVID-19)
- The **COVID-19 Economic Recovery Act, 2020** (C19ER Act) was enacted on September 18 2020. It is an Act to amend various statutes in response to COVID-19 and to enact, amend and repeal various statutes.
- The **O.Reg,509/20 Community Benefits Charge and Parkland** (C19ER Act) made September 18 2020 under the Planning Act

The following tables highlight the main changes along with DFA's preliminary thoughts/ comments.

**1. Changes to Development Charges Act (Schedule 3 of the C19ER Act)**

Item	Preliminary Comments
1.1. <u>New list of Eligible Services</u>  1. Water supply services, including distribution and treatment services. 2. Waste water services, including sewers and treatment services. 3. Storm water drainage and control services.	<ul style="list-style-type: none"> <li>• <i>More services are now eligible under the DCA. These may be added to future DC by-laws potentially increasing DC revenues for municipalities that deliver these services</i></li> </ul>

<p>4. Services related to a highway as defined in subsection 1 (1) of the Municipal Act, 2001 or subsection 3 (1) of the City of Toronto Act, 2006, as the case may be.</p> <p>5. Electrical power services.</p> <p>6. Toronto-York subway extension, as defined in subsection 5.1 (1).</p> <p>7. Transit services other than the Toronto-York subway extension.</p> <p>8. Waste diversion services.</p> <p>9. Policing services.</p> <p>10. Fire protection services.</p> <p>11. Ambulance services.</p> <p>12. Services provided by a board within the meaning of the Public Libraries Act.</p> <p>13. Services related to long-term care.</p> <p>14. Parks and recreation services, but not the acquisition of land for parks.</p> <p>15. Services related to public health.</p> <p>16. Child care and early years programs and services within the meaning of Part VI of the Child Care and Early Years Act, 2014 and any related services.</p> <p>17. Housing services.</p> <p>18. Services related to proceedings under the Provincial Offences Act, including by-law enforcement services and municipally administered court services.</p> <p>19. Services related to emergency preparedness.</p> <p>20. Services related to airports, but only in the Regional Municipality of Waterloo.</p> <p>21. Additional services as prescribed. 2020, c. 18, Sched. 3, s. 1 (2).</p> <p>Transit is an "Additional prescribed service" which is eligible under the DCA</p>	<ul style="list-style-type: none"> <li>• "Soft Services" such as parks and recreation, libraries, etc. were removed from the DCA by Bill 108 but are now back under the DCA as eligible services as a result of the Covid Act.</li> <li>• Transit is a prescribed service that can be included in a DC by-law</li> <li>• Any 2 or more of the eligible services may be combined into a "class" of services under the DC by-law</li> <li>• Studies related to the eligible services may be combined into a separate class under the DC by-law</li> <li>• Classes as defined in a DC by-law must be treated as a single services regarding establishing reserves, using reserve funds and dealing with credits</li> </ul>
<p>1.2. <u>Development charge — relationship to community benefits charge</u></p> <p>The following section of the DCA describes how the DC By-law and a Community Benefits Charge (CBC) By-Law may relate to each other:</p> <p><i>"(4.1) For greater certainty, nothing in this Act prevents a community benefits charge under section 37 of the Planning Act from being imposed with respect to the services listed in subsection (4), provided that the capital costs that are intended to be funded by the community benefits charge are</i></p>	<ul style="list-style-type: none"> <li>• The services eligible under the DCA are also eligible under the PA as part of a CBC. However the costs must be for capital amounts that are different from those included under the DC by-law.</li> <li>• Municipalities may now choose to include those costs that are not eligible under the DCA, as part of the CBC By-law. These could include:</li> </ul>

<p><i>not capital costs that are intended to be funded under a development charge by-law. 2020, c. 18"</i></p>	<ul style="list-style-type: none"> <li>- vehicles with life expectancies of 7 years or less</li> <li>- DC post period costs (i.e. costs beyond the 10-year DC Study period) and</li> <li>- costs that exceed the historical service levels</li> </ul> <p>However municipalities should consider the following in making this decision:</p> <ul style="list-style-type: none"> <li>- including post period costs under a CBC By-law would void its ability to include those costs under the next round of the DC By-law as is currently done</li> <li>- The CBC may only be applied to developments that are 10 or more units and/or 5 storeys or more i.e. the application of the CBC is limited to high density developments. Therefore municipalities must consider the type of developments expected to be built in deciding whether to continue to keep those costs under the DC by-law or include them in the CBC By-law, to maximize revenue</li> </ul>
<p>1.3. <u>Second dwellings in New Units are Exempt</u></p> <ul style="list-style-type: none"> <li>• Second units in or ancillary to new single family, semi- detached or row/ townhouses are exempt from DCs</li> <li>• The second unit may be equal in size to the main unit.</li> </ul>	<ul style="list-style-type: none"> <li>• Developments may now have additional units but pay DCs for 1 unit - potential loss of DC revenue for properties with 2 units, all else being equal.</li> <li>• Consideration could be given using higher occupancy rates (provided they are defensible) and therefore higher DCs for these types of units, when calculating the DCs</li> </ul>
<p>1.4. <u>Additional dwellings in Existing Units are Exempt as follows:</u></p> <ul style="list-style-type: none"> <li>• Existing Single Family Dwellings - up to 2 units may be added (max. size of both new units must not exceed floor area of original unit)</li> <li>• Existing Semi- Detached or Row Dwellings - 1 unit may be added (Max size must be not exceed size of original unit)</li> <li>• Existing residential rental buildings - greater of 1 unit or 1% of existing units</li> </ul>	<ul style="list-style-type: none"> <li>• Many municipalities already exempt secondary and ancillary units at existing buildings in their by-laws</li> <li>• This exemption would potentially increase population density in a given geographical area thereby placing additional demand on services in</li> </ul>

<p>may be added ( no floor area restriction)</p> <ul style="list-style-type: none"> <li>Other existing residential buildings - 1 unit may be added (Max size must be not exceed size of original unit)</li> </ul>	<p><i>that area (depending on the percentage of property owners that would add units to their existing properties). However the cost to expand the service capacity to meet demand would be unrecoverable under the DC. The cost may potentially be recoverable from high density properties under a CBC depending on the number of new units to be added.</i></p>
<p>1.5. <u>10% Statutory Deduction</u></p> <ul style="list-style-type: none"> <li>This deduction is no longer required</li> </ul>	<ul style="list-style-type: none"> <li><i>Potentially higher DC revenue for all eligible services all else being equal when compared to the previous requirement for 10% of the project costs to be deducted</i></li> </ul>
<p>1.6. <u>Transition: Specified Date</u></p> <ul style="list-style-type: none"> <li>The DCA states that:  <i>9.1 (1) In this section, "specified date" means the day that is two years after the day subsection 1 (2) of Schedule 3 to the COVID-19 Economic Recovery Act, 2020 comes into force</i></li> </ul>	<ul style="list-style-type: none"> <li><i>The "prescribed date" referred to in Bill 108 is now referred to as the "specified date" in the DCA</i></li> <li><i>The "specified date" is identified as September 18, 2022 i.e. 2 years after the COVID-19 Economic Recovery Act, 2020 came into force which was Sep 18, 2020</i></li> </ul>
<p>1.7. <u>Transition: Current DC By-Law Expires Before Specified Date</u></p> <ul style="list-style-type: none"> <li>The DCA states that:  <i>a development charge by-law that would expire on or after May 2, 2019 and before the specified date remains in force as it relates to any service other than the services described in paragraphs 1 to 10 of subsection 2 (4) until the earliest of,</i>  <i>(a) the day it is repealed;</i>  <i>(b) the day the municipality passes a community benefits charge by-law under subsection 37 (2) of the Planning Act; and</i>  <i>(c) the specified date.</i></li> </ul>	<ul style="list-style-type: none"> <li><i>Existing by-laws that contain services 11 to 21 listed above would remain in force for those services until September 18, 2022 provided that the by-law is not repealed or a CBC is established for those services. This suggests that a new by-law could be made for services 1-10 while the existing bylaw remains in effect for services 11-21.</i></li> </ul>

157

<p><b>1.8. <u>Transition: Current DC By-Law Expires On or After Specified Date</u></b></p> <ul style="list-style-type: none"> <li>The DCA states that:                     <p>(3) If a development charge by-law would expire on or after the specified date, the following rules apply in respect of the by-law as it relates to any service other than the services described in paragraphs 1 to 20 of subsection 2 (4):</p> <ol style="list-style-type: none"> <li>Despite subsection 2 (4), the by-law continues to apply, even as it relates to the service, until the earliest of the days described in paragraph 2.</li> <li>The days referred to in paragraph 1 are the following:                             <ol style="list-style-type: none"> <li>The day the by-law is repealed.</li> <li>In the case of a development charge by-law of a local municipality, the earlier of,                                     <ol style="list-style-type: none"> <li>the day the municipality passes a community benefits charge by-law under subsection 37 (2) of the Planning Act; or</li> <li>the specified date.</li> </ol> </li> <li>In the case of a development charge by-law of an upper-tier municipality, the specified date.</li> </ol> </li> <li>The by-law is deemed to have expired, as it relates to the service, on the earliest of the dates mentioned in paragraph 2.</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>Existing by-laws that contain services not included in the 21 services listed above would continue to apply for those services until September 18, 2022 provided that the by-law is not repealed or a CBC is established for those services at an earlier date. The CBC applies only to local municipalities not upper tier.</li> </ul>
<p><b>1.9. <u>Transition: Current DC By-Law Expiry Date Extended</u></b></p> <ul style="list-style-type: none"> <li>The DCA states:                     <p>9.2 (1) In this section, "specified date" means the date that is six months after the day that the emergency declared by Order in Council 518/2020 (Ontario Regulation 50/20) on March 17, 2020 pursuant to section 7.0.1 of the Emergency Management and Civil Protection Act is terminated or disallowed.</p> <p>(2) Despite subsection 9 (1),</p> <p>(a) a development charge by-law that expired on or after March 17, 2020 and</p> </li> </ul>	<ul style="list-style-type: none"> <li>For by-laws that expire between May 2, 2019 and the date the "emergency" due to the pandemic is declared to be over, the expiry date will be considered extended by 6 months from the date the emergency is over. This is provided that the by-law is not repealed.</li> <li>For by-laws that expire between the date the declaration of the "emergency" due to the pandemic is over and September 18, 2022, the expiry date will be September 18, 2022. This is provided that the by-</li> </ul>

<p><i>before the day section 1 of Schedule 1 to the Coronavirus (COVID-19) Support and Protection Act, 2020 comes into force is deemed not to have expired and shall remain in force until the earlier of the day the by-law is repealed and the specified date; and</i></p> <p><i>(b) a development charge by-law that expires on or after the day section 1 of Schedule 1 to the Coronavirus (COVID-19) Support and Protection Act, 2020 comes into force and before the specified date shall remain in force until the earlier of the day the by-law is repealed and the specified date.</i></p>	<p><i>law is not repealed</i></p>
<p>1.10. <u>When the DC Amount is determined</u></p> <ul style="list-style-type: none"> <li>• The date the amount is determined is in the following order of precedence:             <ul style="list-style-type: none"> <li>✓ Application for development approval under sub section 41(4) of planning act</li> <li>✓ An amendment to by-law made under section 34 of Planning Act</li> <li>✓ Date building permit is issued (i.e. existing section 26)</li> </ul> </li> <li>• The municipality may charge interest (at a prescribed rate) on the amount determined under the first 2 dates above, for the period until the development permit is issued.</li> <li>• Agreements take precedence. However for developments noted in 1.11 below the 6 year instalment applies to agreements.</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Time gap between when DC amount is determined and when it is collected Expiry of the by-law does not affect amount.</i></li> <li>• <i>Municipalities may charge interest for the period that begins when the charge is actually determined and ends when the amount is paid.</i></li> <li>• <i>The interest rate is at the discretion of the municipality - it is not prescribed in the regulations</i></li> <li>• <i>Higher level of administration:</i> <ul style="list-style-type: none"> <li>✓ <i>need to keep track of amounts and dates that the amounts are determined and payments made by developers</i></li> <li>✓ <i>Track each developer's amount separately to calculate interest</i></li> </ul> </li> </ul>
<p>1.11. <u>Timing of DC Payment by Developers</u></p> <ul style="list-style-type: none"> <li>• DCs would be payable in six (6) instalments beginning on the date the permit is issued under the CBC or the date of occupancy (the earlier of these dates) and annually thereafter (on the anniversary date) for the following types of</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Non-profits are typically exempt from payment of DCs so there is no impact due to the 20-year payment plan.</i></li> <li>• <i>Cash flows affected due to payment over 5 years for other 2 types of development.</i></li> </ul>



<p>development:</p> <ul style="list-style-type: none"><li>✓ Rental housing (except non-profit)</li><li>✓ Institutional</li></ul> <p>Non-Profit Organizations would pay over 20 years</p> <ul style="list-style-type: none"><li>• The annual instalments would be based on the original by-law amount even if it has since expired.</li><li>• Can charge interest on instalments at a rate to be prescribed by regulation</li><li>• Outstanding payments including interest become immediately payable if the owner fails to notify the municipality of occupancy within 5 days or if the development type changes.</li><li>• An agreement made under section 27 would take precedence over the above payment arrangements.</li></ul>	<ul style="list-style-type: none"><li>• <i>Municipalities may charge interest to offset the cost of the deferred payments resulting from the annual instalments.</i></li><li>• <i>The interest rate is at the discretion of the municipality - it is not prescribed in the regulations</i></li><li>• <i>Higher level of administration:</i><ul style="list-style-type: none"><li>✓ <i>need to keep track of payments for each development</i></li><li>✓ <i>monitor if development changes</i></li><li>✓ <i>Higher administration fees</i></li></ul></li><li>• <i>Risk of non-payment of future instalments if developer dissolves</i></li><li>• <i>The DCA and O.Reg 82/98 are not explicit on financial security that may be requested by municipalities as part of the instalment plan. This suggests that municipalities may ask for security e.g. letters of credit etc. However, it may act against the intent of the instalment plan as developer may choose to pay up front instead of providing financial security.</i></li><li>• <i>Greater burden on tax base for cash flows</i></li><li>• <i>May require use of debt to finance large projects ( to be repaid by DCs) and higher DCs as a result (interest charges)</i></li></ul>
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<p>1.12. <u>Community Benefits Charges (under new Section 37 of Planning Act)</u></p> <ul style="list-style-type: none"> <li>• Municipalities can impose charges against land under a new “community benefits charge” by-law for capital costs related to “facilities, services or matters” needed to accommodate development.</li> <li>• Only 1 by-law can be in effect at a time</li> <li>• Maximum amount of charge will be 4 % of the appraised value of the land to be developed (O.Reg.509/20). The appraisal date is day before the building permit is issued.</li> <li>• Municipality must keep a list of at least 3 appraisers</li> <li>• This charge is for services other than those under the revised DCA i.e. no hard services</li> <li>• Some developments may be exempt by regulation</li> <li>• Some “facilities, services or matters: may be exempt by regulation</li> <li>• Parkland dedicate fee / land no longer allowed</li> <li>• Developers allowed to make in kind contributions which would be deducted from the amount of the charge</li> <li>• Municipalities must have a “community benefits charge strategy” in order to pass a by-law. This strategy must :             <ul style="list-style-type: none"> <li>✓ Identify facilities, services and matters to be funded by the charge</li> <li>✓ Comply with regulations</li> <li>✓ Include consultation that the municipalities considers appropriate</li> </ul> </li> <li>• Developers who believe that the charge exceeds the maximum are required to pay the charge and provide an appraisal by a deadline to be specified by regulation. The charge stands if the appraisal is not provided on time.</li> <li>• Municipalities may do the same. However if the deadline is missed then the most current appraisal value stands and the municipality must refund the difference of the charge</li> <li>• If the appraisals are within 5% of each other, the higher is used and the municipality must refund based on this maximum</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Not clear how the charge is to be calculated</i></li> <li>• <i>Not clear how the amount collected would be apportioned to upper and lower tier community benefits charges.</i></li> <li>• <i>Higher level of administration:</i> <ul style="list-style-type: none"> <li>✓ <i>Maintain a list of appraisers</i></li> <li>✓ <i>Coordinate appraisals for various developers</i></li> <li>✓ <i>Higher cost to pay for appraisals</i></li> <li>✓ <i>Very cumbersome and costly</i></li> </ul> </li> <li>• <i>Municipalities must have strategies in place for the soft services</i></li> <li>• <i>Spending or allocating 60% of account balance within current year may be challenging given lead times required for EAs, design, construction, etc. May require allocations to projects to just to meet the 60% target. What happens if the project does not proceed?</i></li> <li>• <i>The maximum amounts allowed to be collected (4% of land value) may be significantly underestimated (depending on the percentage allowed and given the cost of facilities) resulting in a shortfall in funding to be picked up by the tax base</i></li> <li>• <i>Municipalities may need to pay for specific parkland development through the new community benefits charge revenues</i></li> <li>• <i>Not clear how the increased costs for administration staff, appraisals, strategies etc. would be recovered</i></li> </ul>
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<ul style="list-style-type: none"> <li>• If the appraisals are over 5% apart then the municipality must provide a new appraisal prepared by an appraiser on the municipality’s list. The developer selects the appraiser. There is a deadline to be specified by regulation. Municipality must also refund the amount based on the value stated in the appraisal.</li> <li>• Funds collected must be kept in a special account</li> <li>• 60% of the account balance at the beginning of the year must be spent during the year</li> <li>• Report must be prepared – to be specified by regulation.</li> <li>• Funds currently held in DC reserves must be transferred to the special account (for soft services) once the community benefits charge by-law is passed. These may be temporarily be transferred to a general reserve depending on the timing of the date the new regulations take effect and the expiry of the current DC by-law</li> </ul>	<p><i>by municipalities</i></p> <ul style="list-style-type: none"> <li>• <i>Still many unknowns that would come through the regulations.</i></li> </ul>
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**2. Main Changes to Planning Act (Schedule 17 of the C19ER Act replaces existing Section 37 of the Planning Act with new Section 37. Also new O.Reg. 509/20)**

Item	Preliminary Comments
<p>.1. <u>Community Benefits Charge (New Section 37 under PA)</u></p> <ul style="list-style-type: none"> <li>• Municipalities can impose charges against land under a new “community benefits charge” (CBC) by-law for capital costs related to “facilities, services or matters” needed to accommodate development.</li> <li>• The by-law may take effect on the date of its passage or a later date stipulated in the by-law</li> <li>• A CBC may be charges for development or redevelopment that require:                     <ul style="list-style-type: none"> <li>(a) the passing of a zoning by-law or of an amendment to a zoning by-law under section 34;</li> <li>(b) the approval of a minor variance under section 45;</li> <li>(c) a conveyance of land to which a by-law passed under subsection 50 (7) applies;</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• <i>A CBC strategy must be developed. Would be similar to a DC background study.</i></li> <li>• <i>The methodology for calculating the CBC is not prescribed but following the current method for DC calculations appears to be appropriate</i></li> <li>• <i>CBC applies only to lower tier municipalities.</i></li> <li>• <i>Higher level of administration:</i> <ul style="list-style-type: none"> <li>✓ <i>Maintain a list of appraisers</i></li> <li>✓ <i>Coordinate appraisals for various developers</i></li> <li>✓ <i>Higher cost to pay for appraisals</i></li> <li>✓ <i>Very cumbersome and costly</i></li> </ul> </li> <li>• <i>Despite the requirement for alternative appraisals it</i></li> </ul>

- (d) the approval of a plan of subdivision under section 51;*
- (e) a consent under section 53;*
- (f) the approval of a description under section 9 of the Condominium Act, 1998; or*
- (g) the issuing of a permit under the Building Code Act, 1992 in relation to a building or structure.*

- The following types of development or re-development are excluded:
  - ✓ Buildings with fewer than 5 storeys
  - ✓ Buildings with fewer than 10 units
  - ✓ Post secondary institutions (college, university, indigenous institute)
  - ✓ Clubhouse, memorial home, athletic grounds used by the Ontario branch of the Royal Canadian Legion
  - ✓ Hospices
  - ✓ Residential buildings by Corporations without share capital (typically welfare organisations, churches, agricultural, cultural, scientific, patriotic, religious, professional and trade associations) and Non-Profit Organizations.
- Only 1 by-law can be in effect at a time
- Maximum amount of charge will be 4 % of the appraised value of the land to be developed. The appraisal date is day before the building permit is issued or in the case of multiple building permits, the day before the first one is issued
- Municipality must keep a list of at least 3 appraisers
- The PA states:

*For greater certainty, nothing in this Act prevents a community benefits charge from being imposed with respect to land for park or other public recreational purposes or with respect to the services listed in subsection 2 (4) of the Development Charges Act, 1997, provided that the capital costs that are intended to be funded by the community benefits charge are not capital costs that are intended to be funded under a development charge by-law or*

*seems that municipalities have discretion in what they deem to be an acceptable value and could accept the initial appraisal at face value*

- *Spending or allocating 60% of account balance within current year may be challenging given lead times required for EAs, design, construction, etc. May require allocations to projects to just to meet the 60% target. What happens if the project does not proceed?*
- *The maximum amounts allowed to be collected may be significantly underestimated (depending on the land value and the cost of required capital projects) resulting in a shortfall in funding to be picked up by the tax base*

*from the special account referred to in subsection 42 (15).*

- In-kind contributions:

*A municipality that has passed a community benefits charge by-law may allow an owner of land to provide to the municipality facilities, services or matters required because of development or redevelopment in the area to which the by-law applies.*

- Developers allowed to make in kind contributions which would be deducted from the amount of the charge
- Municipalities must have a “community benefits charge strategy” in order to pass a by-law. This strategy must :
  - ✓ Identify facilities, services and matters to be funded by the charge
  - ✓ Comply with regulations
  - ✓ Include consultation that the municipalities considers appropriate. Notice of the CBC By-law must occur within 20 days of its passage. Appeal period is 40 days

*O.Req.509/20 states:*

*A community benefits charge strategy prepared under subsection 37 (9) of the Act shall,*

*(a) include estimates of the anticipated amount, type and location of development and redevelopment with respect to which community benefits charges will be imposed;*

*(b) include estimates of the increase in the need for facilities, services and matters attributable to the anticipated development and redevelopment to which the community benefits charge by-law would relate;*

*(c) identify the excess capacity that exists in relation to the facilities, services and matters referred to in clause (b);*

*(d) include estimates of the extent to which an increase in a facility, service or matter referred to in clause (b) would benefit existing development;*

*(e) include estimates of the capital costs necessary to provide the facilities, services and matters referred to in clause (b); and*

*(f) identify any capital grants, subsidies and other contributions made to the municipality or that the council of the municipality anticipates will be made in respect of the capital costs referred to in clause (e).*

- Developers who believe that the charge exceeds the maximum are required to pay the charge (under protest) and provide an appraisal by a deadline to be specified by regulation. The charge stands if the appraisal is not provided on time.
- Municipalities may do the same. However if the deadline is missed then the most current appraisal value stands and the municipality must refund the difference of the charge
- If the appraisals are within 5% of each other, the higher is used and the municipality must refund based on this maximum
- If the appraisals are over 5% apart then the municipality must provide a new appraisal prepared by an appraiser on the municipality's list. The developer selects the appraiser. There is a deadline to be specified by regulation. Municipality must also refund the amount based on the value stated in the appraisal.
- Funds collected must be kept in a special account
- 60% of the account balance at the beginning of the year must be allocated or spent during the year
- Report must be prepared – to be specified by regulation.
- Funds currently held in DC reserves for services other than 1-21 services eligible under the DCA must be transferred to the special account once the community benefits charge by-law is passed. These may be temporarily be transferred to a general reserve depending on the timing of the date the new regulations take effect and the expiry of the current DC by-law


The key "takeaways" are:

- Existing DC By-laws will continue to be valid until September 18, 2022 unless they are repealed or replaced or a CBC By-law comes into effect for those services and costs covered under the DC By-Law
- DC and CBC By-laws may include the same services but cannot include the same cost items for a those services i.e. the CBC can be used for costs not allowed under the DCA e.g. administration office required to manage growth. Accordingly it would be beneficial to do both at the same time so decisions may be made regarding services and costs to be included under each bylaw to maximize revenue.
- The CBC is targeted to high density development or redevelopment i.e. it cannot be charged to single family, semis and row housing less than 10 units or 5 storeys and specific institutional development
- The CBC cannot exceed 4% of the land value as of the day prior to issuing the building permit.
- The CBC strategy could mirror the DC background study and calculations could be similar to those required for DCs.

We are here to assist you with navigating through these legislative changes. Please contact me at (905) 321-9874 if you have any questions and we would be happy to assist you.

Prepared by,

**DFA Infrastructure International Inc.**



Derek Ali, MBA, P.Eng.  
President

**167  
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21-88

**REPORT ENG-2021-12**  
**JULY 6, 2021**

**SUBJECT: 2021 SURFACE TREATMENT PROGRAM – RURAL  
ROADS – TENDER AWARD**

**AUTHOR: STEFANIE DE CICCO, C. TECH.  
CONSTRUCTION SUPERVISOR**

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

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**RECOMMENDATIONS:**

1. THAT THE COUNCIL OF THE CITY OF WELLAND accepts the tender of Circle P. Paving Inc. in the amount of **\$96,620.00** (plus HST) being the lowest bid received for the 2021 Roadway Surface Treatment Program – Rural Roads tender;
2. THAT Council directs staff to prepare the necessary by-law and documents to execute the project; and
3. THAT Council authorizes the Mayor and Clerk to execute all necessary documents to execute the project.

**ORIGIN AND BACKGROUND:**

Approximately one-third of the City's 360 kilometer roadway network consists of surface treated roadways, primarily located in rural areas. Surface treatment provides a cost effective alternative to hot mix asphalt for low-volume roads and serves to extend the life of the asset while providing an adequate level of service.

**COMMENTS AND ANALYSIS:**

The streets included in this project are summarized below;

**Pearson Road (Buchner Road - Ridge Road): approx. 7,000 sqm**  
**Reaker Road (Netherby Road - North Limit): approx. 2,700 sqm**

Two sections of rural roads require a total of 9,700 sqm of surface treatment. Work on this tender will be completed up to the budget amount.



The project tender was released on Monday, June 14, 2021, and was publicly advertised and listed with the Niagara Construction Association, as well as posted with a major Canadian tendering website for a two (2) week period.

Three (3) tenders were received on closing day, Monday, June 28, 2021. Submissions have been reviewed for accuracy, 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 shown in the following table:

<b>CONTRACTOR NAME &amp; ADDRESS</b>	<b>TENDER PRICE (excl. HST)</b>
Circle P Paving Inc. 1994 Stevensville Road, Stevensville, ON L0S 1S0	<b>\$96,620.00</b>
Walker Construction Ltd. 9101 Brown Road Niagara Falls, ON L2H 0X1	<b>\$104,000.00</b>
CRL Campbell Construction & Drainage Lt. 401 Enterprise Drive Welland, ON L3B 6H8	<b>\$105,000.00</b>

### **FINANCIAL CONSIDERATION:**

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

<b>2021 Roadway Surface Treatment Program – Rural Roads</b>	<b>Amount</b>
2021 Roadway Surface Treatment Program – Rural Roads Low Bid	\$96,620.00
Subtotal	\$96,620.00
City's Portion of HST (1.76%)	\$1,700.51
<b>Total Anticipated Costs:</b>	<b>\$98,320.51</b>

<b>Project Funding Breakdown</b>	<b>Amount</b>
2021 Surface Treatment Program (10-320-21153)	\$145,000.00
<b>Total Approved Funding:</b>	<b>\$145,000.00</b>

The tender price from the low bidder plus 1.76% for the City's portion of the HST is approximately **\$98,320.51**. Additional lengths of roadway will be added to maximize the total approved funding.

**OTHER DEPARTMENT IMPLICATIONS:**

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

**SUMMARY AND CONCLUSION:**

Surface treatment is an important component of the City of Welland's roadway maintenance program and continues to be a cost and effective means of extending asset life while maintaining adequate levels of service.

Staff recommends awarding Circle P. Paving the 2021 Surface Treatment Program – Rural Roads contract.

**ATTACHMENTS:**

ENG21-30 2021 Surface Treatment Program – Rural Roads Location Plan



**Legend**




Surface Treatment

Map ID	Street Name	Street Start	Street End
1	Pearson Road	Buchner Road	Ridge Road
2	Reaker Road	North limit	Netherby Road

## ENG21-30 2021 Surface Treatment Program - Rural Roads

The information contained in this map may represent unintended errors or distortions of fact and the City of Welland (the City) makes no representations or warranties, express or implied, as to the accuracy or completeness of the data and all information should be verified independently. This map is not a legal plan of survey. Depictions of property lines and other features are provided for schematic purposes and should be used for reference only. No part of these drawings, or information, or hard copies made from them may be reproduced and/or distributed without written permission from the City. Copyright © 2021 The Corporation of the City of Welland and its Suppliers.

**COUNCIL**  
**INFRASTRUCTURE SERVICES**  
**ENGINEERING DIVISION**

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-46

**REPORT ENG-2021-14**  
**July 6, 2021**

**SUBJECT: SURVEY EQUIPMENT  
TOTAL STATION REPLACEMENT**

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

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

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**RECOMMENDATIONS:**

1. THAT THE COUNCIL OF THE CITY OF WELLAND authorize the purchase of a new Topcon GT1003 Robotic Total Station for a maximum purchase price of \$38,900.00, plus applicable taxes; and further
2. THAT Welland City Council direct staff to fund the new Total Station unit from the Fleet Capital Replacement Project; and further
3. THAT Welland City Council direct staff to provide the vendor Brandt with a purchase order.

**ORIGIN AND BACKGROUND:**

Robotic total station survey equipment is required to collect field data, specifically topographical survey, for the completion of engineering design and construction projects. The recent failure of the existing equipment has caused delays to the timely collection of the field data and hence delays to the completion of engineering projects.

**COMMENTS AND ANALYSIS:**

Staff have recently arranged for the temporary rental of total station equipment to avoid further delays to the completion of projects. The rental price is \$800.00 per week, plus applicable taxes. The potential long-term expenditure prompted staff to expediate a review of immediate replacement options for the survey equipment and, as per the City of Welland's purchasing policy, three (3) quotes were solicited and have been summarized in the succeeding table.

Item Description	Quote (excluding taxes)	Notes
Sokkia i605 Robotic Total Station	\$37,700.00	<ul style="list-style-type: none"> <li>• Unit is most representative of current equipment; no training required.</li> <li>• Outdated unit; potential maintenance/performance issues.</li> <li>• Out of stock indefinitely.</li> </ul>
Topcon GT1003 Robotic Total Station	\$38,900.00	<ul style="list-style-type: none"> <li>• 3-year instrument warranty &amp; 5-year motor warranty.</li> <li>• Compatible with the existing accessory survey equipment; minimal staff training required.</li> <li>• 80% of the rental price spent to date will be credited against the quote, thus potentially further reducing the \$38,900.00 quoted price.</li> <li>• One unit is currently in stock and being held for the City by the vendor.</li> </ul>
Trimble S5 Robotic Total Station	\$40,255.00	<ul style="list-style-type: none"> <li>• Requires new accessory equipment and training, thus increased costs.</li> <li>• 3-yr manufacturer warranty.</li> <li>• A unit is available for purchase.</li> </ul>

Staff recommend the purchase of the Topcon GT1003 Robotic Total Station Unit as it provides the greatest performance and reliability options, while minimizing cost through the continued use of the existing survey equipment accessories. One unit is available and is being held by the vendor (Brandt), pending Council approval, for purchase by the City of Welland.

#### **FINANCIAL CONSIDERATION:**

Staff are recommending for the unit to be funded from the 2021 Fleet Capital Replacement Project: 10-323-21300.

#### **OTHER DEPARTMENT IMPLICATIONS:**

Purchase of the total station unit shall be made in accordance with the City of Welland's purchasing policy.

#### **SUMMARY AND CONCLUSION:**

Staff recommend the purchase of the Topcon GT1003 Robotic Total Station Unit to ensure continued progress delivering the 2021 Capital Program and that the purchase cost of the total station unit be allocated from the Fleet Capital Replacement account.

**ATTACHMENTS:**

Appendix I - Quote from Brandt - Sokkia i605 Robotic Total Station

Appendix II - Quote from Brandt - Topcon GT1003 Robotic Total Station

Appendix III - Quote from Cansel - Trimble S5 Robotic Total Station



Appendix II - Quote from Brandt - Topcon GT1003 Robotic Total Station

# Quote



Mathew Main / Joe Caruso  
 City of Welland  
 60 East Main Street, Welland, ON, L3B 3X4  
 905-735-1700  
 joe.caruso@welland.ca

Brandt Positioning Technology

Date: June 11, 2021  
 Expiration Date: June 25, 2021

Qty.	Description	Unit Price	Total
1	Topcon GT1003 Robotic Total Station with RC5 complete	\$ 46,584.00	\$ 46,584.00
	Special discount applied in recognition of your continued support for Sokkia Product - See below		
		<b>Total</b>	<b>\$ 46,584.00</b>
		<b>Discount</b>	<b>\$ (7,684.00)</b>
		<b>Quoted Total</b>	<b>\$ 38,900.00</b>

All sales are subject to Brandt's approval. All goods remain the property of Brandt Tractor Ltd. until fully paid for. Applicable taxes are not included.

Quote prepared by:

Joshua Hachey  
 Territory Manager - Machine Control  
 905 730-5701  
 jhachey@brandt.ca

Please select one of the following:

- Purchase Order, P.O. Authorization # \_\_\_\_\_
- Credit Card # \_\_\_\_\_
- Expiry date and CVV \_\_\_\_\_
- Customer Account number \_\_\_\_\_

Authorized Client Signature: X \_\_\_\_\_

Date: \_\_\_\_\_

Authorized Brandt Signature: X \_\_\_\_\_

Date: \_\_\_\_\_



SOKKIA



Appendix III - Quote from Cansel - Trimble S5 Robotic Total Station



Quote Name Trimble S5/ TSC5 Bundle  
 Quote Number 00339983  
 Expiration Date 18/06/2021

Account Name	CORPORATION OF THE CITY OF WELLAND	Prepared By	Adam Tyler
Bill To	60 EAST MAIN STREET WELLAND ON L3B 3X4 CA	Email	<a href="mailto:adam.tyler@cansel.ca">adam.tyler@cansel.ca</a>
Contact Name	Adam Beres	Office	4167705664
Phone	(905) 735-1700	Mobile	+1 4167705664
Email	<a href="mailto:adam.beres@welland.ca">adam.beres@welland.ca</a>	Address	25B East Pearce Street Richmond Hill, Ontario L4B 2M9
Ship To Name	CORPORATION OF THE CITY OF WELLAND		
Ship To	60 EAST MAIN STREET WELLAND ON L3B 3X4 CA		

Quote Line Items - All Prices are in \$CAD

Material Number	Product Code	Product Description	List Price	Quantity	Sales Price	Total Price
901152	901152	Trimble S5 3" Robotic Total Station, TSC5 Data Collector without Trimble Access (QWERTY Keypad), MT1000 Active Tracking Prism and Standard Accessories.	\$34,535.00	1.00	\$34,535.00	\$31,081.50
517102	TA-GENSURV-P	Trimble Access, General Survey, Perpetual License	\$3,187.50	1.00	\$3,123.75	\$2,811.38
500968	51003007	Trimble Standard Carbon Fiber Telescopic Pole 2.6m For Scanning/Robotic Total Stations	\$578.55	1.00	\$566.98	\$510.28
583899	07-4361	Duratech - Carbon Fibre Bipod	\$375.00	1.00	\$375.00	\$337.50
98000	FREIGHT CHARGES	Freight/Delivery Charges	\$20.00	1.00	\$49.29	\$49.29
HSP	HSP	Cansel Training Services - Trimble Access Total Stations (up to four trainees, up to eight hours, client location)	\$190.00	8.00	\$190.00	\$1,216.00
452	CSP	Cansel Support Plan - Premium Telephone And Online Support For Technical Software And Hardware Issues During And After Start Up Of Product	\$295.00	1.00	\$295.00	\$295.00
CW1-S5R-CAL	CW1-S5R-CAL	CPP 1 Year Hardware Warranty For S5 Robotic - Extends Factory Warranty By 1 Year For a Total of 3 Years And Includes 3 Calibrations (One Per Year)	\$3,525.30	1.00	\$3,525.30	\$3,525.30
CW1-LS-CU-HW	CW1-LS-CU-HW	CPP 1 Year Hardware Warranty for TSC3/TSC5/TSC7 - Extends Factory Warranty By 1 Year	\$398.75	1.00	\$398.75	\$398.75

Totals

Total Discount Amount	4,210.10
Total (BEFORE TAX)	\$40,225.00

Free shipping if you purchase on Cansel.ca \*

Terms & Conditions



177

Quote Name      Trimble S5/ TSC5 Bundle  
Quote Number    00339983  
Expiration Date   18/06/2021

Prices are quoted in Canadian Dollars

All Taxes are additional

We accept Visa, Mastercard and American Express for payments up to \$10,000.

Net 30 day payment terms are available upon completion and approval of a credit application.

Products will be shipped to the destination specified by Customer, F.O.B. Cansel's Shipping point.

Freight and installation prices will be specified as separate line items on the quotation.

\* Visit and place order on Cansel.ca to enjoy free shipping. Unfortunately, we can not offer free shipping on wide format plotters.

Signature

Print Name: \_\_\_\_\_

Purchase Order Number: \_\_\_\_\_

Authorizing Signature: \_\_\_\_\_

Date DD/MTH/YR: \_\_\_\_\_

178  
COUNCIL

INFRASTRUCTURE SERVICES  
ENGINEERING DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-89

REPORT ENG-2021-15  
July 6, 2021

**SUBJECT:** 2021 CAST IRON WATERMAIN REPLACEMENT -  
PART 3 – TENDER AWARD

**AUTHOR:** ERIK METSA, C.E.T.  
PROJECT MANAGER

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

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

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**RECOMMENDATIONS:**

1. THAT COUNCIL accepts the tender of **Peters Excavating Inc.** in the amount of **\$802,257.50** (plus HST) being the lowest of five (5) bid submissions received for the 2021 Cast Iron Watermain Replacement Part 3 project;
2. THAT Council directs staff to prepare the necessary by-law and documents to execute the project; and
3. THAT Council authorizes the Mayor and Clerk to execute all necessary documents to execute the project.

**ORIGIN AND BACKGROUND:**

The existing watermains on Cady Street, State Street and Albert Street have experienced a very 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 watermains 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:

<b>Street:</b>	<b>From/To:</b>	<b>Infrastructure Replacements:</b>
Cady Street	Crowland Avenue – Duncan Street	<ul style="list-style-type: none"> <li>• Watermain</li> <li>• Water Services</li> <li>• Sanitary Laterals</li> <li>• Concrete Curb &amp; Gutter</li> <li>• Asphalt Surface</li> </ul>
State Street	King Street – West Limit	<ul style="list-style-type: none"> <li>• Watermain</li> <li>• Water Services</li> <li>• Sanitary Laterals</li> <li>• Sidewalk</li> <li>• Concrete Curb &amp; Gutter</li> <li>• Asphalt Surface</li> </ul>
Albert Street	King Street – West Limit	<ul style="list-style-type: none"> <li>• Watermain</li> <li>• Water Services</li> </ul>

The tender for the works was released on Monday June 7, 2021, for 2 weeks to Biddingo a major Canadian tendering website and was publicly advertised and listed with the Niagara Construction Association.

There were five (5) tenders received on closing day, Monday June 21, 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:

<b>Contractor Name and Address</b>	<b>Tender Price (excluding taxes)</b>
<b>Peters Excavating Inc.</b> 3 Cross Street; Welland, ON L3B 5X6	<b>\$802,257.50</b>
<b>O'Hara Trucking &amp; Excavating Inc.</b> 71 Berryman Ave, St. Catharines, ON L2R 0A2	<b>\$963,503.00</b>
<b>Catalina Excavating Inc.</b> 913 Mud Street East; Stoney Creek, ON L8J 3C1	<b>\$997,312.00</b>
<b>Demar Construction Inc.</b> 2140 Allanport Road, Allanburg, ON L0S 1A0	<b>1,089,064.02</b>
<b>Vic Vatrt Contracting Ltd.</b> 15 St. George Street; Welland, ON L3C 5N1	<b>\$1,097,057.80</b>

Peters Excavating Inc. of Welland 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 mid-summer and continue into the fall.

**FINANCIAL CONSIDERATION:**

Project costs and funding is summarized as follows:

<b>Project Costs</b>	<b>Amount</b>
2021 Cast Iron Watermain Replacement – Part 3, Low Bid	\$802,257.50
Material Testing and Quality Control (2%)	\$16,045.15
Subtotal:	\$818,302.65
City's Portion of HST (1.76%)	\$14,402.13
<b>Total Anticipated Costs:</b>	<b>\$832,704.78</b>

<b>Project Funding</b>	<b>Amount</b>
Cady St. Road & Watermain Replacement (Roads) (10-320-21767)	\$300,000.00
Cady St. Road & Watermain Replacement (Water) (10-910-21767)	\$150,000.00
State St. Watermain Replacement (Roads) (10-320-21777)	\$100,000.00
State St. Watermain Replacement (Sidewalks) (10-316-21777)	\$50,000.00
State St. Watermain Replacement (Storm) (10-327-21777)	\$50,000.00
State St. Watermain Replacement (Sanitary) (10-330-21777)	\$50,000.00
State St. Watermain Replacement (Water) (10-910-21777)	\$100,000.00
Cast Iron Watermain Replacements (10-910-21780)	\$50,000.00
Sanitary Sewer Separation / Replacements (10-330-21779)	\$100,000.00
Sidewalks – Condition Related Replacements (10-316-21102)	\$25,000.00
<b>Approved Capital Funding:</b>	<b>\$975,000.00</b>

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 **\$832,704.78**. 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 (page 22). It also identifies current asset management strategies that are practiced in Welland (page 15). The 2021 Cast Iron Watermain Program – Part 3 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 Cady, State and Albert Streets 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 a contract to **Peters Excavating Inc.** to undertake the construction of the 20201 Cast Iron Watermain Replacement - Part 3 project.

#### **ATTACHMENTS:**

Appendix I - Location Plan



INFRASTRUCTURE SERVICES  
ENGINEERING DIVISION

APPROVALS	
DIRECTOR	
CFO	
CAO	

21-100

REPORT ENG-2021-16  
July 6, 2021

**SUBJECT:** CITY-WIDE STORM MODEL AND DAVID STREET AREA MSP  
- PROJECT AWARD

**AUTHOR:** MATTHEW MAIN, P.ENG.  
INFRASTRUCTURE AND ASSET MANAGER

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

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

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**RECOMMENDATIONS:**

1. THAT COUNCIL authorize the direct appointment of GM BluePlan Engineering Limited to develop a City-Wide Stormwater Model and Stormwater Master Servicing Plan for the David Street Area and as per their proposal dated June 26, 2021, for an amount of \$262,820.00 excluding HST; and further,
2. THAT Council directs staff to prepare the necessary by-law and consulting agreement with GM BluePlan to complete the described work; and
3. THAT Council authorizes the Mayor and Clerk to execute all necessary documents to execute the consulting assignment.

**ORIGIN AND BACKGROUND:**

Storm sewer modelling is a reliable method of predicting the performance of the storm sewer network and is used to support the decision-making process when evaluating infrastructure needs and the impacts of new development or redevelopment across the City.

More specifically, storm sewer models provide capacity analysis and assist in identifying areas at risk of surface flooding and/or storm sewer surcharge during various storm events. These results can be used in the planning, design and evaluation of storm network upgrades and expansions.

In neighbourhoods with a history of surface flooding the storm sewer model will identify current network deficiencies and be used to develop a stormwater master servicing plan (MSP). The David Street neighbourhood as identified during the 2021 capital budget deliberations will benefit from this level of detailed analysis.

In Spring 2021, the City was successful in acquiring Federal cost share funding through the National Disaster Mitigation Program (NDMP). The application was submitted for a combined



project for the development of a *City-Wide Storm Sewer Model* and the *David Street Area Storm Sewer MSP*, each approved by Council in the 2020 and 2021 Capital Budgets, respectively.

NDMP will fund 50% of the total costs to a \$150,000.00 upset limit. However, the project must be completed by March 2022 and no project work can be claimed against the Federal funding after the completion date.

### **COMMENTS AND ANALYSIS:**

For the City to take full advantage of the NDMP funding and align with reporting requirements, staff is proposing to package the City-Wide Storm Model and David Street Storm Sewer MSP as a single consultant assignment. The project will include, but not be limited by, the following tasks:

- Phase 1 – Infrastructure Data Review and Gap Analysis – Detailed review and gap analysis of the City's stormwater infrastructure, including a review of data related to infrastructure condition, capacity, and performance. From this review, recommendations will be made for further priority field collection programs.
- Phase 2 – Hazard and Impact Risk Assessment Framework – Development of the methodology and criteria for assessing, evaluating and quantifying stormwater flooding risk, including development of a risk assessment framework.
- Phase 3 – David Street Outlet Risk Assessment – Completion of a detailed Stormwater Master Servicing Plan for the David Street stormwater system utilizing the risk assessment study framework identified in Phase 2. The Master Plan will identify existing storm sewer and ditching constraints, identify basement flooding risks from surface water ponding, develop a vulnerability map and associated damage estimation at property level and develop a stormwater system improvement plan including future improvements, mitigation programs and capital investments.
- Phase 4 – City Wide Stormwater Risk Assessment – Completion of a high-level risk assessment for the remaining City of Welland stormwater system, including the development of a stormwater model. The model will help identify areas of greater risk, prioritizing high risk areas for further investigation and those requiring more detailed modelling. The assessment will identify areas of potential flooding, develop a vulnerability map and associated damage estimation at property level and provide recommendations for analysis improvements and next steps.
- Phase 5 – David Street Outlet Design – Detailed design and tender documents encompassing all recommended work for the David Street Outlet will be prepared.

To meet the strict time requirements of the NDMP funding the project must be started as soon as possible. Staff recommends the work be awarded to GM BluePlan Engineering Limited (GM BluePlan) through direct appointment.

GM BluePlan is an engineering consultant who has extensive knowledge of storm sewer modelling and Storm Sewer MSP creation. Their project team has over 25 years of experience in similar work. They have specific knowledge of the City's existing sewer network, geographical information systems, and modelling capabilities.

Most recently they have worked on a variety of City projects:

- City of Welland Pollution Prevention Control Plan and Master Plan;
- Dain City Flooding Investigation Analysis; and
- City of Welland's Flow Monitoring Program.

GM BluePlan was also the consultant that created both the City of Welland and Region of Niagara's wastewater collection models. Once the City-Wide Storm Model is complete GM BluePlan can integrate it with the Wastewater Collection Model. This will enhance the City's ability to analyze the connection between the storm and wastewater networks at a Municipal and Regional level.

It should also be noted that GM BluePlan is leading the Region's ongoing Water and Wastewater Master Servicing Plan Update and modelling. As such, the City will benefit from the seamless inclusion of regional-city data through a shared consultant.

#### **FINANCIAL CONSIDERATION:**

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

<b>Proposed Project Fees</b>	<b>Amount</b>
GM Blue Plan Fees from Proposal dated June 26, 2021	\$262,820.00
City's Portion of HST (1.76%):	\$4,625.63
<b>Total Anticipated Costs:</b>	<b>\$267,445.63</b>

<b>Approved Project Funding</b>	<b>Amount</b>
<b>2020</b> STORMWATER – Storm Sewer Model (10-327-20205)	\$200,000.00
<b>2021</b> STORMWATER – David Street Area Storm Sewer MSP & Model (10-327-21364)	\$150,000.00
<b>Total Approved Funding:</b>	<b>\$350,000.00</b>
Fees Spent to Date	\$35,995.14
<b>Total Remaining Approved Funding:</b>	<b>\$314,004.86</b>

The direct appointment to GM BluePlan is the most efficient and cost-effective approach to complete the project requirements and meet the strict time constraints of the NDMP funding.

#### **OTHER DEPARTMENT IMPLICATIONS:**

The recommendation to direct appoint GM BluePlan for this consultant assignment was discussed with and supported by the Manager of Fleet, Equipment & Purchasing.

#### **SUMMARY AND CONCLUSION**

Staff recommend the direct appointment of GM BluePlan to complete the City-Wide Storm Sewer Model and David Street Area Master Servicing Plan. This recommendation is due to their specific local knowledge and ability to direct dedicated resources to undertake the work without delay.

#### **ATTACHMENTS:**

Appendix 1 – GM BluePlan Proposal Dated June 26, 2021



June 26, 2021

Matthew Main, P.Eng.  
Infrastructure and Asset Manager  
Engineering Division  
Corporation of the City of Welland  
60 East Main Street, Welland, Ontario L3B 3X4

Our File No.: 621109

**Re: City of Welland Stormwater Risk Assessment – National Disaster Mitigation Program Proposal for Engineering Services**

Dear Mr. Main

Further to the City's most recent request, GM BluePlan Engineering Limited is pleased to provide this Scope Letter for the *City of Welland Stormwater Risk Assessment* being completed under the *National Disaster Mitigation Program*.

We believe we can bring significant efficiencies to this project, given the tight timeline for the City's funding, and can reduce the overall resource effort for City Staff by virtue of the following:

- The staff listed have an in-depth knowledge of the City of Welland's infrastructure systems and the current servicing issues and considerations including development areas, stormwater and wastewater system conveyance, and existing flooding areas and the risks associated with them.
- GMBP is currently working with the City on several related initiatives such as the Pollution Prevention Control Plan and Wastewater Master Plan for the City wastewater and combined sewers, the City's Flow Monitoring Program, Overflow Reporting, Inflow and Infiltration Investigations and the City's Asset Management Plan which will define levels of service for stormwater City wide. These studies are directly related to the proposed work and provide appropriate templates for the proposed scope of work.
- GMBP has completed and/or is in the process of completing similar stormwater drainage investigations and/or risk assessment for other Niagara Region Municipalities including Fort Erie, Niagara, Falls, and St. Catharines as such is familiar with local/and Regional ownership, jurisdictional issues and associated bylaws and regulations.
- GMBP leads the City's and Region's existing wastewater modelling activities. This provides an opportunity to integrate the proposed stormwater models into a comprehensive joint storm/wastewater model that will ultimately provide better value to City of Welland residents.

### **Background and Objectives**

The City of Welland has received funding from the *Public Safety Canada National Disaster Mitigation Program* to complete the *City of Welland – Stormwater Risk Assessment*. As stated in the City's NDMP application, the purpose of this work is to gain a better understanding of how the City's storm sewer system behaves and to allow the City to design and construct projects which will mitigate flooding.

## Scope of Work

In consultation with the City, it is understood that the City wishes to achieve the objectives of the Welland Stormwater Risk Assessment Study through the following phased task-based approach. Please note that we have provided a detailed breakdown of the works to be completed under the attached time task matrix along with associated costs.

### Phase 1 – Infrastructure Data Review and Gap Analysis

Under the first phase of the Risk Assessment, GMBP will complete a detailed review and gap analysis of the City's stormwater infrastructure. This will include a review of data related to the infrastructure condition, capacity, and performance. Through this review GMBP will identify critical data gaps and recommended field collection programs (to be completed by the City). These gaps will be communicated to City Staff on a priority basis to aid them in the collection of project critical information.

### Phase 2 – Development of Hazard and Impact Risk Assessment Framework

Under the second phase, GMBP will work with the City to develop the appropriate methodology and criteria to use to assess, evaluate, and quantify stormwater flooding risk. Further included in this phase are the review and recommendation of stormwater modelling methodology and development of a risk assessment study framework.

### Phase 3 – Completion of David Street Outlet Risk Assessment Pilot Study

This phase will consist of completion of a detailed Stormwater Master Plan for the David Street Outlet stormwater system utilizing the risk assessment study framework identified in Phase 2. Included in this phase is the development of an "all pipes" stormwater model, including the development of 2D surface drainage model.

A limitation of the stormwater analysis will be the absence of suitable flow records to help validate the model results. As such, as part of the model development process, GMBP will complete sensitivity analysis modelling to simulate a range of potential soil, vegetation, groundwater, and impervious coverage conditions to assess the relative sensitivity of the model. Following the sensitivity analysis, GMBP will conduct a workshop with City Staff to review the results of the sensitivity analysis against historic observed and anecdotal performance records to identify the appropriate and suitable parameters to use in the subsequent risk assessment. GMBP will also provide commentary on the development of a future flow monitoring program to achieve an enhanced stormwater model calibration state.

The David Street stormwater master plan will:

- Identify existing storm sewer and ditching constraints (based on both hydraulic capacity, condition, and/or maintenance constraints)
- Identify basement flooding risks from surface water ponding
- Develop a vulnerability map and associated damage estimation at property level
- Develop a stormwater system improvement plan including any capital works, and provide recommendations for future improvements/mitigation program/capital investments

The above will be suitably documented withing a short form technical memorandum with prioritized actions, in time, complete with costs.

#### Phase 4 – City Wide Stormwater Risk Assessment

This phase will involve the completion of a high-level risk assessment for the remaining City of Welland stormwater system. Included in this phase is the development of a stormwater model. The modelling in this phase will be completed in lesser detail than in Phase 3 and will not include any surface modelling. The intent of this modelling is to help identify areas of greater risk and to prioritize areas for further investigation and more detailed modelling. It is understood that the model will be developed in a manner to allow for efficient upgrading to an “all pipes” model and incorporation of 2D surface modelling.

The objectives of the City-wide Risk Assessment are to:

- Identify areas of potential flooding
- Develop a vulnerability map and associated damage estimation at property level
- Provide a roadmap of next steps and recommendations for analysis improvements

A technical memorandum complete with recommendations will accompany this deliverable.

#### Phase 5 – David Street Outlet Design

This phase will involve the completion of a detailed design for the recommended capital works for the David Street Outlet. Costing included in this proposal assumes the design will consist of outfall improvement and upgrades to the downstream ditch network. GMBP will re-confirm the scope of the design following completion of Phase 3. The scope of the detailed design includes allowances for one meeting with the NPCA and one meeting with the St. Lawrence Seaway Management Corporation (Welland Canal Authority).

Deliverable for this task will include detailed design drawings for the area specified. Additional 3<sup>rd</sup> party works, geotechnical, archeological and other investigations are not included within this deliverable.

#### Project Schedule

To satisfy the requirement of the NDMP, all works will be completed prior to March 31, 2022. We believe that this deadline can be met provided that necessary contributing information can be provided by City Staff in a timely manner.

#### Project Team

Our core team that we are proposing for this assignment is summarized below.

##### Julien Bell, P.Eng - Project Manager & Technical Lead

For this assignment, Julien will be the Project Manager responsible for coordinating the project deliverables and communications with the City.

##### David Watt, OLS, CET - Technical Advisor QA/QC

David has over 30 years of experience leading Master Plans for multiple municipalities across Ontario. David will be responsible for ensuring that the project is completed in a manner consistent with system infrastructure planning fundamentals. In his role as Vice President and Branch Manager, David will ensure that the staffing committed for this assignment is available to complete the required tasks within the prescribed timeframe.

**Matt Fisher, P.Eng. – Design Lead**

Matt has more than 15 years of consulting experience working on the design, analysis and construction of water and wastewater servicing projects. Matt has functioned as the project manager and contract administrator for many design and construction projects and has been extensively involved throughout all project components (from preliminary design to construction completion)

**Carla Coveart, P.Eng. – Stormwater Servicing Lead**

Carla is a results-oriented project designer with a background providing preliminary and detailed engineering design. Carla has experience providing asset management plans and infrastructure planning for various municipalities. Carla's specialties involve municipal drainage assessments, inflow and infiltration sanitary sewer remediation, condition assessments of storm and sanitary infrastructure, and servicing plans with supporting modelling.

**Elaine Samuel, P.Eng. – Modelling Support**

Elaine is a P.Eng. with 5 years of engineering experience at GM BluePlan. Her focus is infrastructure planning, hydraulic modelling, and asset management studies for wastewater services. She has worked on Welland wastewater projects for the past 4 years and is familiar with the Welland wastewater model, system history, knowledge gaps, and PPCP priority areas.

**Technical Support**

We will draw from our technical support staff as required to support the project.

**Project Budget**

A detailed time task matrix and cost to complete the outlined works, by phase, is attached.

We trust the above proposal meets your needs. Should you have any comments, questions or require clarification, please contact the undersigned.

Yours truly,

**GM BluePlan Engineering Limited**

A handwritten signature in cursive script that reads 'Julien Bell'.

Julien Bell, P.Eng.

City of Welland  
 Proposal for Consulting Services  
 Stormwater Risk Assessment - National Disaster Mitigation Program

Task	Hourly Rate	Watt \$250	Bell \$210	Fisher \$170	Coveart \$130	Samuel \$105	Technical Support \$90	Hours	Fee	Expenses	Sub-Consultant	Total
<b>1 - Infrastructure Data Review and Gap Analysis</b>												
1.1	Project Meetings (2) and Management	2	12		6			20	\$ 3,800.00	\$ 250.00		\$ 4,050.00
1.2	Collection and Organization of Data		2		8		12	22	\$ 2,540.00	\$ -		\$ 2,540.00
1.3	Data Gap Analysis	1	6		16	8	40	71	\$ 8,030.00	\$ -		\$ 8,030.00
1.4	Development of Field Investigation Program and Reporting	1	2		8	2	16	29	\$ 3,360.00	\$ -		\$ 3,360.00
Subtotal 1		4	22	0	38	10	68	142	\$ 17,730.00	\$ 250.00	\$ -	\$ 17,980.00
<b>2 - Development of Hazard and Impact Risk Assessment Framework</b>												
2.1	Project Meetings (2) and Management	4	12		6			22	\$ 4,300.00	\$ 250.00		\$ 4,550.00
2.2	Industry Benchmarking and Performance Objective Review	1	4		8	2	16	31	\$ 3,780.00	\$ -		\$ 3,780.00
2.3	Development of System Risk Analysis Methodology and Criteria	1	6	2	24	2	12	47	\$ 6,260.00	\$ -		\$ 6,260.00
2.4	Stormwater Modelling Methodology Recommendation		2		2	8		12	\$ 1,520.00	\$ -		\$ 1,520.00
2.5	Framework Report	1	2		16			19	\$ 2,750.00	\$ -		\$ 2,750.00
Subtotal 2		7	26	2	56	12	28	131	\$ 18,610.00	\$ 250.00	\$ -	\$ 16,110.00
<b>3 - Completion of David Street Outlet Risk Assessment Pilot Study</b>												
3.01	Project Meetings (4) and Management	4	24		16	8		52	\$ 8,960.00	\$ 500.00		\$ 9,460.00
3.02	Development of Storm Drainage Network Model	1	8		8	60	20	97	\$ 11,070.00			\$ 11,070.00
3.03	Development of 2-D Surface Model	1	6		4	16	40	67	\$ 7,310.00			\$ 7,310.00
3.04	Completion of Sensitivity Analysis	1	8		12	4	32	57	\$ 6,790.00			\$ 6,790.00
3.05	Infrastructure Condition and Maintenance Analysis	4	4	2	12		40	62	\$ 7,340.00			\$ 7,340.00
3.06	System Performance Analysis and Constraints Analysis	1	12		32	4	16	65	\$ 8,790.00			\$ 8,790.00
3.07	Identification and Evaluation of Alternatives	2	20	12	60	4	16	114	\$ 16,400.00			\$ 16,400.00
3.08	Project Workshop		6		12			12	\$ 3,900.00	\$ 250.00		\$ 4,150.00
3.09	Vulnerability map and Associated Damage Estimation at Property Level	1	4		8	4	24	41	\$ 4,710.00			\$ 4,710.00
3.1	Confirmation of Preferred Servicing Strategy and Capital Program	1	4	6	20	2	8	41	\$ 5,640.00			\$ 5,640.00
3.11	Development of Pilot Study Report	1	4	1	24	6	8	44	\$ 5,730.00	\$ 500.00		\$ 6,230.00
Subtotal 3		17	100	21	208	108	216	670	\$ 86,640.00	\$ 1,250.00	\$ -	\$ 87,890.00
<b>4 - City Wide Stormwater Risk Assessment</b>												
4.1	Project Meetings (2) and Management	4	12		8	4		28	\$ 4,980.00	\$ 250.00		\$ 5,230.00
4.2	Development of Storm Drainage Network Model	2	20		24	200	60	306	\$ 34,220.00			\$ 34,220.00
4.3	System Performance Analysis and Constraints Analysis	2	16	8	60	8	20	114	\$ 15,660.00			\$ 15,660.00
4.4	Project Workshop	4	8		16	4	12	44	\$ 6,260.00	\$ 250.00		\$ 6,510.00
4.5	Vulnerability map and Associated Damage Estimation at Property Level	2	8		20	4	40	74	\$ 8,800.00			\$ 8,800.00
4.6	Identification Priority Areas and Development of Roadmap	2	12	4	40	4	24	86	\$ 11,480.00			\$ 11,480.00
4.7	Risk Assessment Report	2	6	2	24	12	16	62	\$ 7,920.00	\$ 500.00		\$ 8,420.00
Subtotal 4		18	82	14	192	236	172	714	\$ 89,320.00	\$ 1,000.00	\$ -	\$ 90,320.00
<b>5 - David Street Outlet Design</b>												
5.1	Project Meetings (2) and Management	2	4	12			6	24	\$ 3,920.00	\$ 250.00		\$ 4,170.00
5.2	Agency Consultation		2	12			6	20	\$ 3,000.00	\$ 500.00		\$ 3,500.00
5.3	Completion of 30% Design	2	4	20	8		60	94	\$ 11,180.00			\$ 11,180.00
5.4	Completion of 90% Design	2	4	24	4		80	114	\$ 13,140.00			\$ 13,140.00
5.5	Completion of 100 % Design	2	4	24	4		60	94	\$ 11,340.00			\$ 11,340.00
5.6	Project Design Report	1	4	16			32	53	\$ 6,690.00	\$ 500.00		\$ 7,190.00
Subtotal 5		9	22	108	16	0	244	399	\$ 49,270.00	\$ 1,250.00	\$ -	\$ 50,520.00
<b>Program Total</b>		<b>55</b>	<b>252</b>	<b>145</b>	<b>510</b>	<b>366</b>	<b>728</b>	<b>2056</b>	<b>\$ 261,570.00</b>	<b>\$ 4,000.00</b>	<b>\$ -</b>	<b>\$ 262,820.00</b>
<b>Staff Allocation</b>		<b>3%</b>	<b>12%</b>	<b>7%</b>	<b>25%</b>	<b>18%</b>	<b>35%</b>	<b>100%</b>				

June 11, 2021

The Honourable Doug Ford, M.P.P.  
Premier of Ontario  
Legislative Building  
Queen's Park  
Toronto, ON M7A 1A1

Sent via email: [premier@ontario.ca](mailto:premier@ontario.ca)

**Re: Lyme Disease Awareness Month  
Our Files: 35.31.99/35.23.12**

Dear Premier Ford,

At its meeting held on May 31, 2021, St. Catharines City Council approved the following motion:

"WHEREAS May is Lyme Disease National Awareness Month; and

WHEREAS the City of St. Catharines Strategic Plan includes improving livability for all; and

WHEREAS Niagara Region is a high-risk area for ticks and Lyme Disease, and cases continue to increase; and

WHEREAS Ontario health does not cover treatment and testing for all strains of Lyme Disease; and

WHEREAS Lyme Disease is a crippling disease if not diagnosed and treated appropriately;

THEREFORE BE IT RESOLVED the City of St. Catharines call on the Ontario government to expand testing to all strains of Lyme Disease and improve the level of treatment and care for those diagnosed with this crippling disease; and

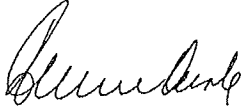
BE IT FURTHER RESOLVED the Premier of Ontario, Ontario Minister of Health, local MPPs, Niagara Health, Niagara Region Public Health, all Ontario municipalities, and the Association of Municipalities of Ontario be sent correspondence of Council's decision; and

BE IT FURTHER RESOLVED the Mayor bring this matter to the attention of the Niagara Region and request that the Region build an awareness campaign with on-line resources for families with Lyme Disease."

21-6



If you have any questions, please contact the Office of the City Clerk at extension 1524.



Bonnie Nistico-Dunk, City Clerk  
Legal and Clerks Services, Office of the City Clerk  
:mb

cc: Ontario Minister of Health  
Niagara Area MPPs  
Niagara Health  
Niagara Region Public Health  
Niagara Region  
Ontario Municipalities  
Association of Municipalities of Ontario, [amo@amo.on.ca](mailto:amo@amo.on.ca)  
Melissa Wenzler, Government Relations Advisor

My name is *Ryan Doyle*. I'm a *Canadian Author* of an anti-bullying book entitled "*Tears of Loneliness*" which is a partial memoir that chronicles my personal experiences involving bullying on a grade-by-grade basis. The remaining sections of "*Tears of Loneliness*" are tremendously helpful for victims of bullying as well as their family and friends.

I have made several news appearances to promote my book, but mainly to raise awareness about bullying, and to shed light on the fact that bullying must be eliminated from society at all costs. Now more than ever this country needs unity. It is my mission to declare *May 23<sup>rd</sup>-30<sup>th</sup> 2022* "*Bullying Elimination Week*".

On the dawn of my *28th birthday* on *Wednesday, March, 18th, 2015*, I saved my mother's life. She went into cardiac arrest and I used *CPR* to save her with the help of my father. She made a full recovery. I was presented with the "*2015 City of Oshawa Heroism Award*" for saving her life. I would like to declare *May, 23<sup>rd</sup>-30<sup>th</sup>, 2022* "*Bullying Elimination Day*" because *May, 28th* is my mother's birthday.

I'm confident that you will help me turn my mission into an inspirational reality. I need your help to make this happen. You're an excellent *Mayor*. I trust that you will assist me with this matter of urgency. You continue to go above and beyond for *Canadians*.

**Thank you for your time,**

**Cordially,**

**Ryan Doyle**

**News Appearances:**

["International Bullying Elimination Day". Hosted By: Ryan Doyle. Author of "Tears of Loneliness: The Angel Within". - "International Bullying Elimination Day" | iHeartRadio](#)

<https://www.thestar.com/news/canada/2021/02/24/standing-up-against-bullying.html>

<https://globalnews.ca/video/3876224/bullying-survivor-speaks-out>

<https://globalnews.ca/video/4054531/tears-of-loneliness-the-angel-within-is-a-self-help-memoir-by-ryan-doyle-a-survivor-of-bullying>

<https://oshawaexpress.ca/local-hero-publishes-book/>

<https://oshawaexpress.ca/standing-up-against-bullying/>

<https://globalnews.ca/video/3876224/bullying-survivor-speaks-out>

<https://oshawaexpress.ca/i-couldnt-be-a-coward/>

<https://omny.fm/shows/danielle-smith/anti-bullying-book>

<https://omny.fm/shows/mornings-news-chqr/tears-of-loneliness>



# Township of Wainfleet

*"Wainfleet - find your country side!"*

June 23, 2021

## **SENT ELECTRONICALLY**

RE: Resolution – Action on Invasive Phragmites

Please be advised that at its meeting held on June 22, 2021, the Council of the Corporation of the Township of Wainfleet passed the following resolution:

**WHEREAS** Phragmites australis (Phragmites) is an invasive perennial grass that continues to cause severe damage to wetlands and beaches in areas around the Great Lakes; and

**WHEREAS** Phragmites grows and spreads rapidly, allowing the plant to invade new areas and grow into large monoculture stands in a short amount of time, and is an allelopathic plant that secretes toxins from its roots into the soil which impede the growth of neighboring plant species; and

**WHEREAS** Phragmites results in loss of biodiversity and species richness, loss of habitat, changes in hydrology due to its high metabolic rate, changes in nutrient cycling as it is slow to decompose, an increased fire hazard due to the combustibility of its dead stalks, and can have an adverse impact on agriculture, particularly in drainage ditches; and

**WHEREAS** invasive Phragmites has been identified as Canada's worst invasive plant species by Agriculture and Agrifood Canada; and

**WHEREAS** the Ontario government has made it illegal to import, deposit, release, breed/grow, buy, sell, lease or trade invasive Phragmites under the Invasive Species Act; and

**WHEREAS** roads and highways where Phragmites that are left untreated become spread vectors that continually risk new and treated wetlands and coastal shoreline areas; and

**WHEREAS** according to "Smart Practices for the Control of Invasive Phragmites along Ontario's Roads" by the Ontario Phragmites Working Group, best road management practices for Phragmites australis include early detection, herbicide application and cutting; and

**WHEREAS** these best management practices are most effective when used in a multi-pronged approach as opposed to when used as stand-alone control measures; and

**WHEREAS** mother nature does not recognize political boundaries, and therefore it is imperative that Municipalities, Regions, the Province, and the Federal government work together in collaboration to eradicate Canada's worst invasive plant species: Phragmites australis;

**NOW THEREFORE BE IT RESOLVED** that the Council for the Corporation of the Township of Wainfleet directs its staff to implement best management practices to promote early detection of invasive Phragmites, and to implement best management practices for invasive Phragmites, and to collaborate on the eradication of Phragmites in Ontario; and

**THAT** the Council for the Corporation of the Township of Wainfleet directs staff to insert clean equipment protocols into tenders and that there is oversight that the protocols are followed; and

**THAT** the Council for the Corporation of the Township of Wainfleet requests the Ontario Ministry of Transportation to map and treat invasive Phragmites annually on all its highways; and

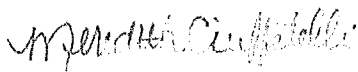
**THAT** the Ontario Ministry of Transportation (MTO) and the Niagara Region communicate strategies on mapping (detecting sites) and controlling invasive Phragmites on their respective highways, the specific highway management plans and results by each MTO region and each highway in Niagara Region and work in coordination with the Township of Wainfleet; and

**THAT** the Council for the Corporation of the Township of Wainfleet directs its staff to send this resolution to all municipalities in the Great Lakes watershed, to the Minister of Transportation, Christopher Balasa the Manager, Maintenance Management Office, and MPP Sam Oosterhoff; and

**THAT** the Council for the Corporation of the Township of Wainfleet requests all levels of government to consider funding support to aid the Township of Wainfleet in managing invasive Phragmites and directs staff to send a copy of this resolution to the Ontario Minister of Environment, Conservation and Parks and the Minister of Environment and Climate Change Canada.

Thank you for your attention to this matter. If you have any questions, please do not hesitate to contact the undersigned.

Regards,



Meredith Ciuffetelli  
Deputy Clerk



# Township of Wainfleet

*"Wainfleet - find your country side!"*

June 22, 2021

## **SENT ELECTRONICALLY**

RE: Resolution – Niagara Central Dorothy Rungeling Airport (NCDRA) Commission

Please be advised that at its meeting of June 22, 2021, the Council of the Corporation of the Township of Wainfleet approved the following resolution:

**THAT** correspondence from the City of Port Colborne dated May 31, 2021 and from the City of Welland dated April 26, 2021 regarding the uptake and governance and the transfer of operating authority of the Niagara Central Dorothy Rungeling Airport be received and supported; and

**THAT** the Council of the Township of Wainfleet rescinds the previously approved motion of council regarding the uptake and governance and the transfer of operating authority of the Niagara Central Dorothy Rungeling Airport to Niagara Region; and

**THAT** the Council of the Township of Wainfleet approves retaining the governance and ownership of NCDRA; and

**THAT** a copy of this motion be forwarded to the Town of Pelham, the City of Port Colborne and the City of Welland for consideration; and

**THAT** a copy of this motion be forwarded to Niagara Region and Niagara Region Municipalities.

Thank you for your attention to this matter. If you have any questions, please do not hesitate to contact the undersigned.

Regards,

Meredith Ciuffetelli  
Deputy Clerk

13-50



NIAGARA PENINSULA  
**CONSERVATION**  
AUTHORITY

250 Thorold Road, 3<sup>rd</sup> Floor, Welland ON L3C 3W2  
Tel: 905-788-3135  
Fax: 905-788-1121  
www.npca.ca

June 18, 2021

Tara Stevens  
City Clerk  
City of Welland  
60 East Main Street  
Welland, ON  
L3B 3X4

**SENT ELECTRONICALLY**

Dear Ms. Stevens,

Please be advised that the Board of Directors of the Niagara Peninsula Conservation Authority (NPCA) adopted the following resolution at its meeting of June 18, 2021:

*Moved by Ed Smith  
Seconded by William Steele*

1. **THAT** the Report No. FA-41-21 (Revised) RE: Conservation Authorities Act Phase 1 Regulations Guide with appended NPCA comments **BE RECEIVED**.
2. **THAT** the transition actions, as listed in the report, **BE REFERRED** to the Governance Committee for consideration of next steps including discussions with municipal partners.
3. **AND FURTHER THAT** the report **BE CIRCULATED** to municipalities within the NPCA's jurisdiction.

Accordingly, for your reference, please find the subject Report No. FA-41-21 attached hereto. Should you have any questions or concerns in respect of this matter, feel free to contact Chandra Sharma, NPCA CAO, at (905) 788-3135 or at [csharma@npca.ca](mailto:csharma@npca.ca).

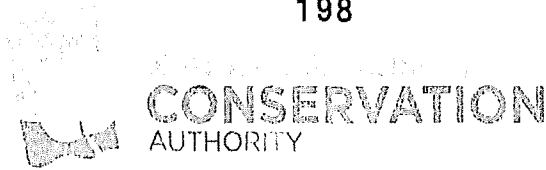
Sincerely,

*Grant Bivol*

Grant Bivol  
NPCA Clerk / Board Secretariat

att.

21-97



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**Report To: Board of Directors**

**Subject: Conservation Authorities Act Phase 1 Regulations Guide -  
NPCA Comments**

**Report No: FA-41-21 (Revised)**

**Date: June 18, 2021**

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**Recommendation:**

1. **THAT** the Report No. FA-41-21 (Revised) RE: Conservation Authorities Act Phase 1 Regulations Guide with appended NPCA comments **BE RECEIVED**.
2. **THAT** the transition actions, as listed in the report, **BE REFERRED** to the Governance Committee for consideration of next steps including discussions with municipal partners.
3. **AND FURTHER THAT** the report **BE CIRCULATED** to municipalities within the NPCA's jurisdiction.

**Purpose:**

The purpose of this report is to update the Board on Niagara Peninsula Conservation Authority (NPCA) comments provided to the Province via Environmental Registry of Ontario. The report also provides a high-level overview of actions resulting from the proposed regulations.

**Background:**

The Ministry of Environment Conservation and Parks (MECP) has posted a consultation guide to the Environmental Registry on Thursday, May 13, 2021 "Ministry of the Environment, Conservation and Parks Regulatory Proposal Consultation Guide: Regulations Defining Core Mandate and Improving Governance, Oversight and Accountability of Conservation Authorities". Phase 1 Regulations deal with Program and Services, Governance and Oversight as well Section 29 matters related to Conservation Authority (CA) lands. Section 28 regulations related to CA planning and permitting roles will be released in the coming months, and Phase 2 Regulations regarding the Municipal Levy will be released later in 2021.

Earlier this year, the Province established a working group of stakeholders to provide guidance in developing the proposed regulations. CA representatives on the working group have worked diligently to ensure that the regulations being developed by the Province can be efficiently implemented by the conservation authorities and stay true to the mandate of CA's to protect Ontario's watersheds.

**Discussion:**

Staff attended information sessions scheduled by MECP and participated in discussions with Conservation Ontario. Conservation Ontario is also working with conservation authorities to prepare a direct submission to the government. NPCA staff comments are being submitted directly to the ERO with copy to municipal staff and attached as Appendix 1.

A high-level summary of required transition actions is provided below and will be integrated with the Governance Committee Work Plan. The transition period for completion of these actions has been extended to January 1, 2023. It should be noted that these actions are in addition to the governance related changes resulting from proclamation of governance provisions in February of 2021. Additionally, more actions are anticipated through Section 28 regulations and levy regulations.

- a) Create an inventory of all programs and services by December 31, 2021.
- b) Develop a Transition Plan to be submitted to the Province by the December 31, 2021.
- c) Develop a core Watershed-Based Resource Management Strategy.
- d) Develop a Strategy for all conservation authority owned or controlled lands and Land Management Plans for each property. (The NPCA is already in the process of launching this process in 2021.).
- e) Develop a Land Acquisition Strategy (LAS). (The NPCA LAS is near completion.)
- f) Enter into agreements for municipal funding of non-mandatory programs and services that require municipal levy by January 1, 2023.
- g) Oversee the formation and operation of a Public Advisory Board. (The NPCA already has a Public Advisory Committee. The Terms of Reference will need to be updated.)

**Financial Implications:**

The proposed CA Act changes continue to create an extensive amount of workload and need for resources to ensure timely conformity of actions. Staff are currently working on a plan to address this need.

**Related Reports and Appendices**

Appendix 1 - Letter to MECP Regarding Environmental Registry of Ontario Posting 019-2986 - Conservation Authorities Act Phase 1 Regulation Guide

**Authored by:**

*Original Signed by:*

---

David Deluce, MCIP, RPP  
Senior Manager, Planning & Regulations



**Reviewed and Submitted by:**

*Original Signed by:*

---

Chandra Sharma, MCIP, RPP  
Chief Administrative Officer/Secretary-Treasurer



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

June 15, 2021

Honourable Jeff Yurek  
 Minister of the Environment, Conservation and Parks  
 College Park, 5th Floor  
 777 Bay Street  
 Toronto, ON M7A 2J3

**RE: Response to Environmental Registry of Ontario Posting 019-2986 – Conservation Authorities Act Phase 1 Regulations Guide**

Dear Minister Yurek,

Thank you for the opportunity to provide input to the Ministry of the Environment, Conservation and Parks (MECP) Regulatory Proposal Consultation Guide on Phase 1 Regulations. The Niagara Peninsula Conservation Authority (NPCA) would like to thank the Ministry for involving Conservation Ontario and conservation authority (CA) representatives on the Provincial Working Group of stakeholders to provide guidance in developing the proposed regulations.

The NPCA appreciates the recognition of the critical role of CA's in addressing integrated watershed management and climate change through the provision of 'Core Watershed-based Resource Management Strategy (CWRMS)' This reconfirms the role CA's play in protecting Ontario's watersheds, provides a longer-term perspective, and offers a consistent eco-system based framework for categorizing the mandatory and non-mandatory programs and services for consultation with municipalities. The NPCA will continue to work with the Province through Conservation Ontario and the Provincial Working Group to ensure that the regulations being developed can be effectively implemented and contribute to our mandate to protect Ontario's watersheds.

The NPCA has reviewed the ERO posting and offers the following specific comments:

**PART ONE: PROGRAMS AND SERVICES DELIVERED BY CONSERVATION AUTHORITIES**

Transition Timelines: The NPCA appreciates the provision of the proposed overall transition period to January 1, 2023 by which all agreements for the use of municipal levy must be in place. The proposed deadline would bring the new proposed financial structure for CA's into practice for the authority and municipal fiscal year of 2023. It is also required that CA's must develop a transition plan by December 31<sup>st</sup> including an overall work plan and timeline to develop and enter into agreements with municipalities; an inventory of the authority's programs and services; and any other matters as prescribed in regulation.

The proposed timeframes for the transition period should enable time for the transition plans to be developed in consultation with municipalities and coordinated with the new municipal levy regulation proposed for Phase 2. The challenging timelines can only be met if the actual regulations (both Phase 1 and Phase 2) are enacted expeditiously.

Funding for Mandatory Programs: The mandatory programs that a conservation authority is to provide includes natural hazards, source water protection, managing conservation authority owned properties, and other services specific to certain conservation authorities. The government is also proposing additional services prescribed by regulation, including a core watershed resource management strategy (CWRMS) and Provincial Water Quality and Quantity Monitoring. The NPCA is encouraged to see the inclusion of these additional services, particularly the CWRMS. We will work with Conservation Ontario on a consistent approach to the CWRMS across Ontario watersheds.

Natural Hazard Programs: Given the limited resources and other critical priorities of our municipal partners, we request the province to consider their continued funding support of critical mandated programs. Additionally, supporting private landowners with restoration and stewardship services is crucial for the overall watershed health and natural hazard management. A majority of land within the Niagara watershed is under private ownership and stewardship must be supported to address future challenges such as climate change. The recent 50% cut to MNR funding for the natural hazards program makes ongoing effective implementation challenging.

Provincial Water Quality and Water Quantity Program: Both the Provincial Water Quality (PWQMN) and Water Quantity (PGMN) Monitoring Programs are examples of successful cost sharing programs between MECP and conservation authorities. These longstanding programs provide important trend data in support of effective water management. However, the existing Provincial Water Quality and Quantity Monitoring Programs coverage is incomplete and conservation authorities have expanded these networks to provide better coverage (more monitoring outside of the Provincial Networks) for their respective monitoring networks. We ask that the province consider these expanded water quality monitoring programs eligible for inclusion into the mandatory program.

Drinking Water Source Protection Program: The NPCA requests that funding support for mandatory programs and services for conservation authorities related to Source Protection Authority responsibilities under the *Clean Water Act* remain intact. It is our understanding that MECP will continue to provide funding if conservation authorities are required to exercise and perform the powers and duties of a drinking water source protection authority; and implement programs and services related to those responsibilities.

Inclusion of Passive Recreation and Nature Awareness/Education: Included in the mandatory services is the management and maintenance of conservation authority owned lands. However, this does not include the significant aspect of passive recreation, awareness and education critical to community well-being, an important service conservation authority lands offer to the residents of Niagara. Most NPCA properties have some component of passive recreation and nature education components. In many cases, trails are integrated into the property such that it would be problematic to separate the mandatory/non-mandatory components for budgeting purposes. This has the potential to create additional operational costs in tracking the separate funding streams and performing maintenance.

Asset Management and State of Good Repair: NPCA lands and their associated infrastructure (walking trails, safety features, washrooms, signage, etc.) provide important amenities for residents of our watersheds and beyond. Excluding the repair and maintenance of these assets may result in losing facilities or infrastructure due to an inability to maintain them and would be a significant loss for users as well as a health and safety risk. As such, we ask that the proposed provision of the management plan and resource inventory in the Consultation Guide also involve the preparation of an asset management plan to assess asset conditions, current and proposed

levels of service, asset management strategy, and a financing strategy to support the lifecycle management of assets.

The NPCA is pleased to share that our conservation authority is quite advanced in this area. An asset management program has already been deployed with appropriate technology. We will be working with Conservation Ontario to facilitate transfer of this approach to our sister conservation authorities.

Memorandums of Understanding: Non-mandatory programs and services will require conservation authorities to enter into a memorandum of understanding (MOU) with funding partners. At present, CA's also have MOU's and Service Level Agreements (SLA's) with lower tier municipalities on *Planning Act* matters and other fee-for-service programs offered to lower tier municipal partners. Clarity on these MOU timing/transition requirements needs to be understood to complete the required transition plans.

## **PART TWO: GOVERNANCE AND OVERSIGHT OF CONSERVATION AUTHORITIES**

Public Advisory Committee: The NPCA continues to consult and engage community stakeholders in all aspects of our work. The NPCA and several others CA's already have well-established watershed committees or public advisory committees with Board approved Terms of Reference included formally within the Administrative By-Laws of the respective authorities. In this regard, the NPCA would like to request that the Province address the resource needs related to governance and administration of public advisory committees. To be able to effectively deliver on a sound public engagement strategy through the public advisory committee, CA's need a minimum of two experienced full-time equivalents along with other technical experts and program costs. For transparent and adequate administration, CA's need to establish a secretariat for administration, record keeping, and management of projects. We request that these costs be identified as eligible under minimum levy.

## **PART THREE: OTHER REGULATORY MATTERS - Section 29 Minister's Regulation**

The NPCA supports the consolidation of the various individual CA regulations under Section 29 of the Act regarding public use of an authority's property. However, we believe that our Section 29 regulation can benefit from a comprehensive update. It is proposed that the Section 29 regulation be redesigned to better align with by-laws made under the *Municipal Act* related to the use of municipal property including parks, and the *Provincial Parks and Conservation Reserves Act, 2006* and its associated regulations, including O. Reg. 347/07: *Provincial Parks: General Provisions*.

We appreciate the opportunity to comment on this proposal and hope these comments are helpful. Any questions regarding this matter may be directed to the NPCA's Senior Manager of Planning and Regulations, David Deluce at 905-788-3135, ext. 224 or [ddeluce@npca.ca](mailto:ddeluce@npca.ca).

Sincerely,

A handwritten signature in black ink, appearing to read "Chandra", written in a cursive style.

Chandra Sharma, MCIP, RPP  
Chief Administrative Officer/Secretary-Treasurer  
Niagara Peninsula Conservation Authority

cc: Local Area CAO's  
Conservation Ontario

**PROCLAMATION**

***“Million Minutes Activity Day in Welland”***

July 7, 2021

**WHEREAS,** Million Minutes Activity Challenge (MMAC) began in June 2021 and as a result of ParaSport Ontario’s Niagara Outreach Project; and

**WHEREAS,** this designated day, July 7, 2021, allows the Welland municipality to promote the need for greater inclusive participation in activities for people with disabilities, and a greater awareness for adaptive sporting equipment; and

**WHEREAS,** this day also promotes awareness of issues affecting people with disabilities in the region of Niagara, accomplishments by the disability community and goals for the future of the municipality.

NOW THEREFORE I, FRANK CAMPION, Mayor of the City of Welland

do hereby proclaim the day of July 7, 2021, as

**“MILLION MINUTES ACTIVITY DAY”**

within the limits of the City of Welland.

In witness whereof, I have herewith set my hand and caused the great seal of the City of Welland to be affixed.

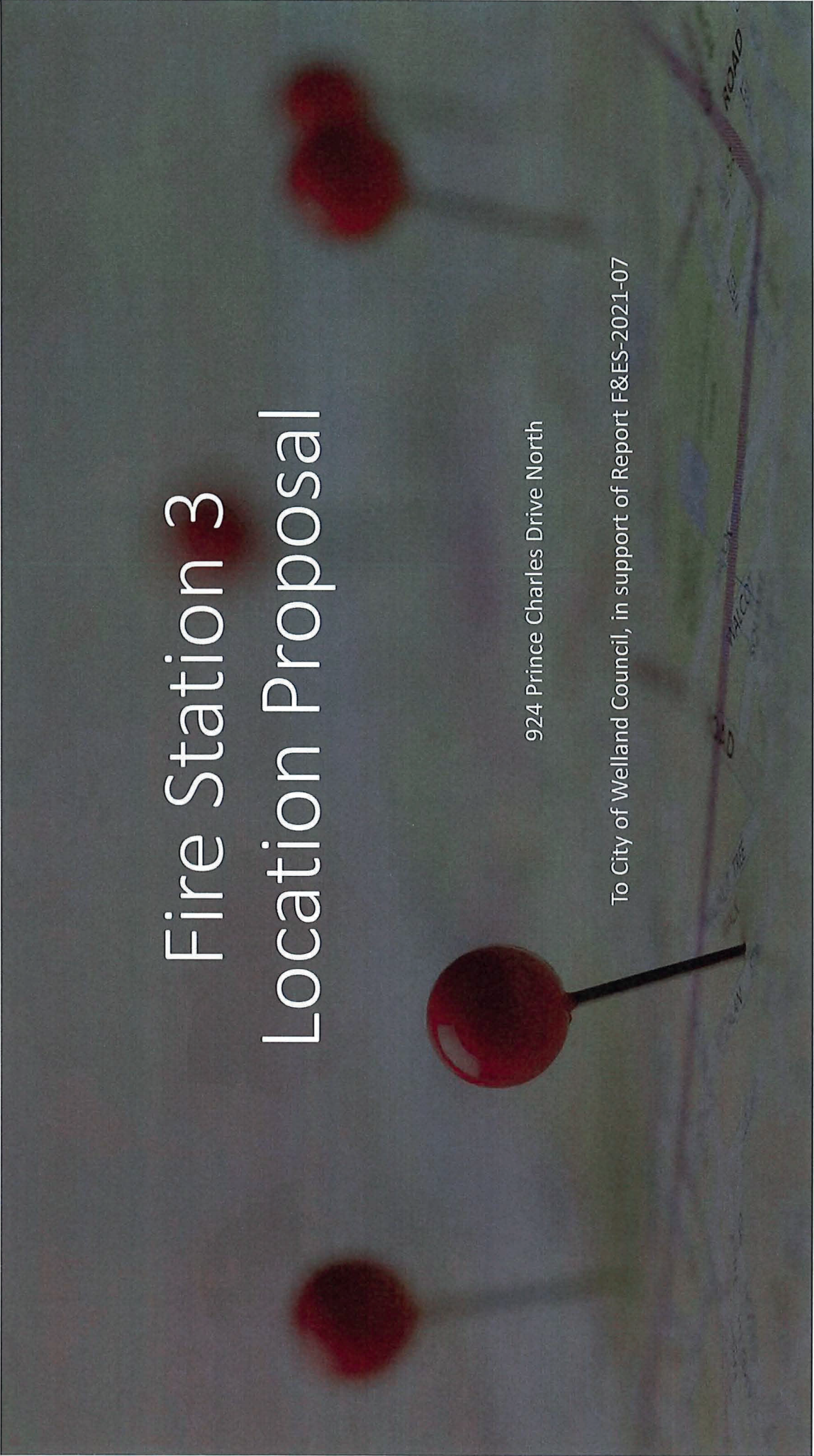
Mayor’s Office  
July 2021

Frank Campion  
Mayor

# Fire Station 3 Location Proposal

924 Prince Charles Drive North

To City of Welland Council, in support of Report F&ES-2021-07



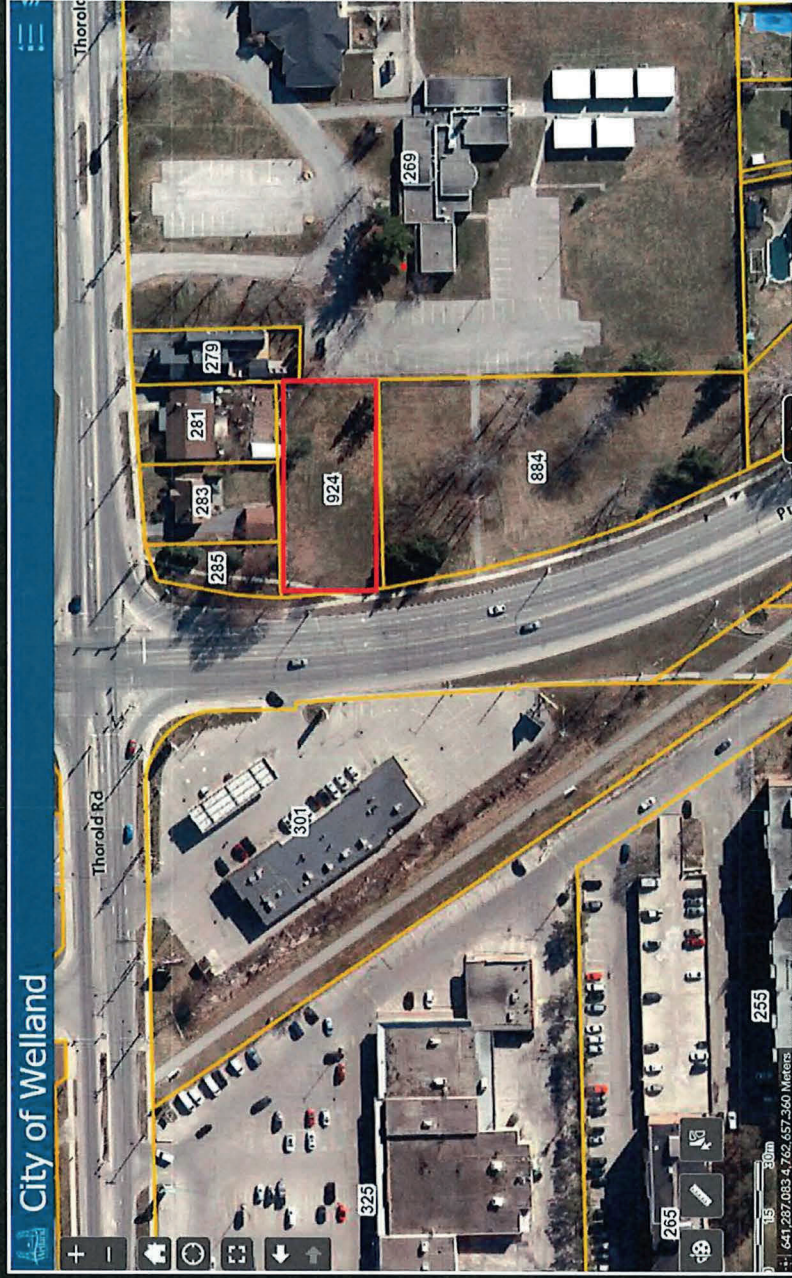
# Fire Station 3

- The third and final building, consolidating 5 buildings into 3
- Modern facilities to house current vehicles and equipment
- Improved services to the community
- Improved working conditions for Firefighters
  - Air/environment quality
  - Fire gear cleaning, washing testing



# 924 Prince Charles Drive North

- Currently owned by the City
- Preferred location to support timely FD responses



## Location

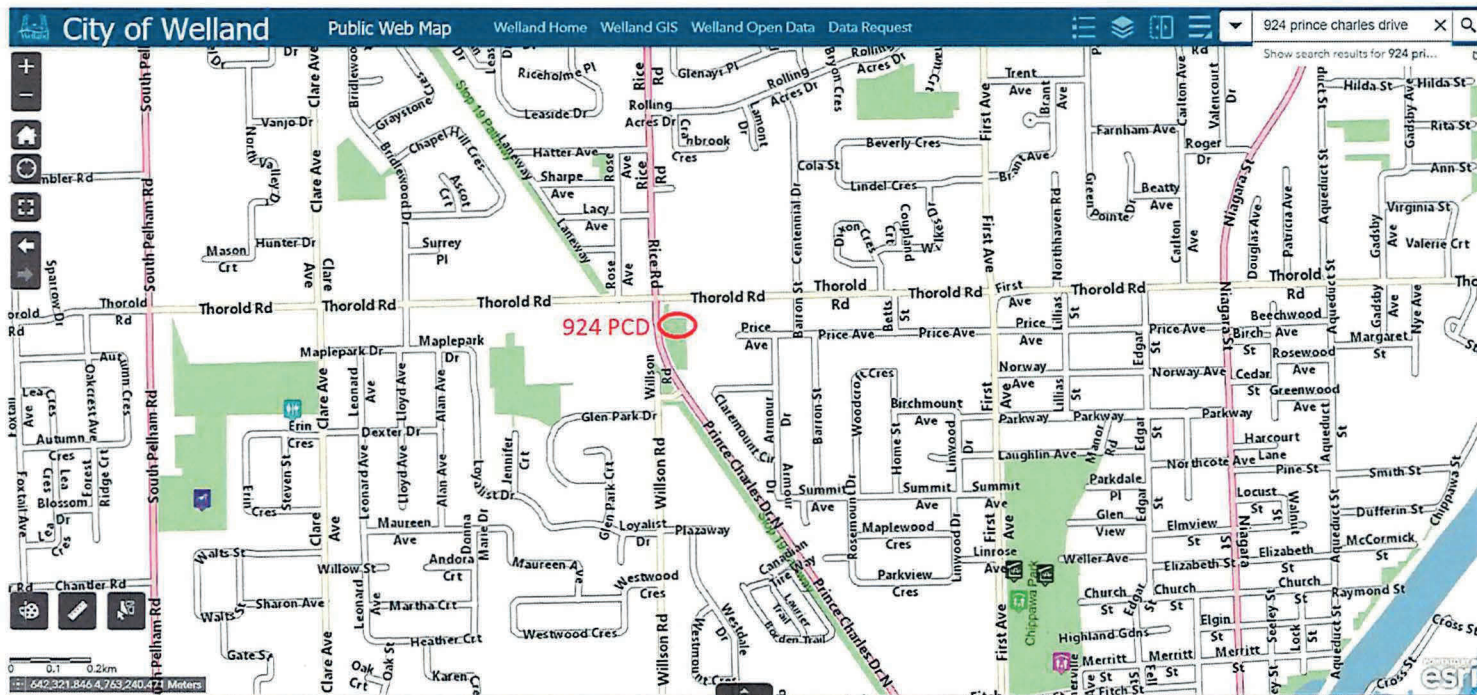
- Supports the size of required building
- Lot size is 1,555m<sup>2</sup> (0.38 acre)
- Serviced with water
- Sewers and Hydro available
- Currently owned by the City
  - Availability of land
  - Rising property values



# Roadside view – 924 PCD North



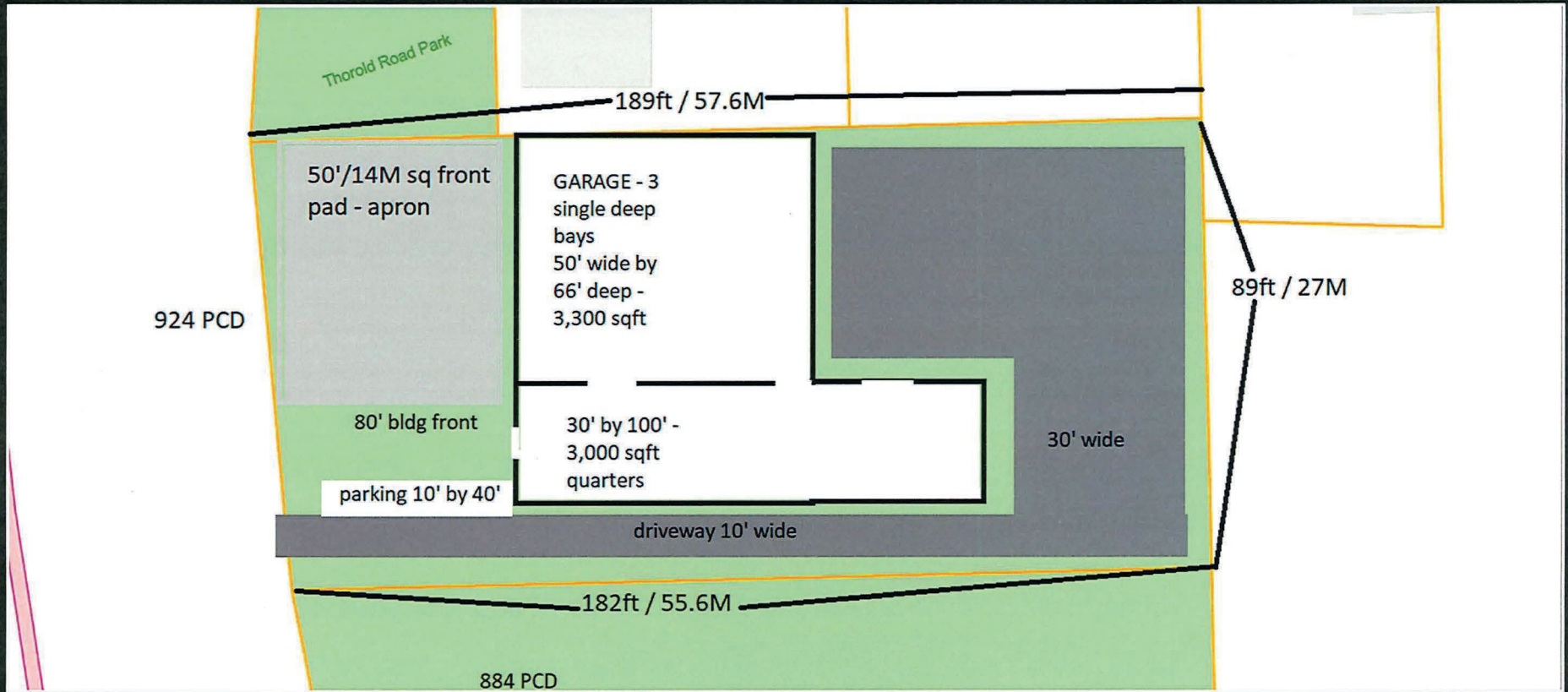
- The Green Areas shown on map are existing parkland.
- Open Space Zoning permits all public uses.
- The area is well serviced with parkland.
- The land could be declared surplus and sold for private development.
- Land is geographically located in an ideal location for emergency response times.



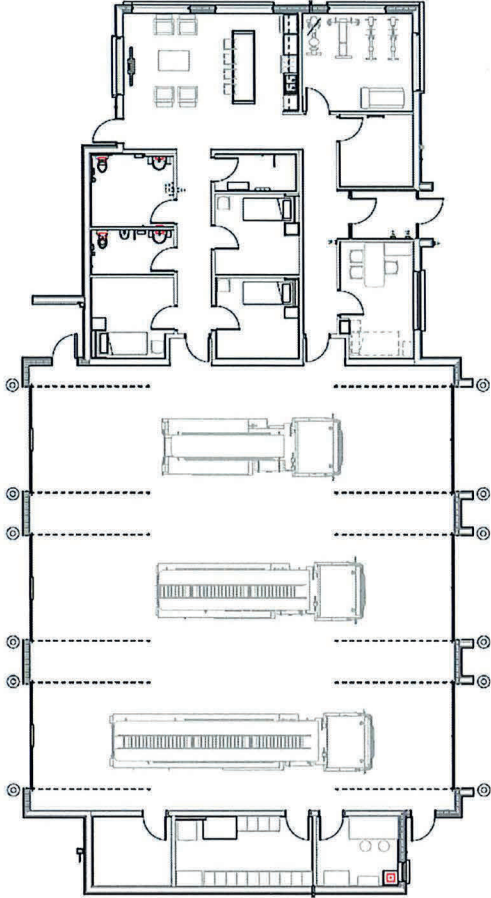
## Location continued

- Area improvement
- Landscaping and updating of small City Park to the North – 285 Thorold road (currently a walking path)
- Niagara Region Owns the Lot South, at 884 Prince Charles Drive
  - Not for sale –keeping for potential EMS base
  - Declined a joint build – EMS is thinking long-term, beyond 10 years
    - EMS has declined joint FD and EMS builds now and on several other occasions





Proposed Site layout



Concept image and  
Floor Plan of Fire  
Station 2 (King St.)

# Relevant Provincial and City Policies

## **Provincial Policy Statement - 2020**

- Policy 1.6.4 - Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Section 3.0: Protecting Public Health and Safety.

## **Welland Official Plan**

- Policy 4.5.3.7 - Emergency Service Facilities Emergency service facilities, including fire, police and ambulance stations are permitted in all land use designations. Where appropriate, such facilities shall be located on an arterial or collector roads. The siting of new facilities shall also consider the potential impacts on adjacent users.
  - Noise attenuation fencing will be installed on the East and North property lines to reduce impact on neighbours to be consistent with the Official Plan Policy and from Zoning By-law 2017-117

## **Welland Zoning By-law**


- Section 5.31 Public Uses
  - a) Nothing in this By-law shall prevent the use of any land including the erection of buildings or structures as a public use provided by or on behalf of the City of Welland, Regional Municipality of Niagara or Province of Ontario, the District School Board of Niagara, the Niagara Catholic District School Board, the Conseil scolaire de district du Centre Sud-Ouest, the Conseil scolaire de district catholique Centre-Sud, the Government of Canada, or any department or board of any of the above, any utility company, Niagara College of Applied Arts and Technology and Brock University.




## MEMORANDUM

### Infrastructure and Development Services Planning Division

**TO:** Christine Rossetto  
Secretary-Treasurer, Committee of Adjustment

**AUTHOR:** Nicolas Aiello  
Policy Planner 

**APPROVING SUPERVISOR:** Rachele Larocque, BES, M.Sc., MCIP, RPP  
Interim Manager of Planning 

**DATE:** May 5, 2021

**SUBJECT:** Minor Variance Application No. A17/2021  
Evertrust Development (Welland) Inc.  
350 Prince Charles Drive South  
Part of lot 27, Concession 6, Crowland Township  
Welland, Ontario

---

Planning Division staff has reviewed Minor Variance Application A17/2021 and offers the following comments for your hearing on May 12, 2021.

#### **PURPOSE**

The Applicant is requesting relief from the provisions of the Zoning By-law 2017-117, under Section 45 of the Planning Act, with respect to the following:

1. Section 5.10.2 - To permit unenclosed balconies to encroach into the east rear yard and into the required east rear yard.
2. Section 6.1.6(b) - To permit the minimum width of parking spaces abutting walls or obstructions to be 2.75 metres in width instead of the required 3.05 metres.
3. Section 6.6 e) - To permit loading spaces in the west front yard not screened from view by a visual barrier whereas a visual barrier is required to screen the loading spaces.
4. Schedule "B" Special Exceptions - RH-51 #1 - To permit a minimum floor area of bachelor units to be 34 square metres instead of the minimum 37 square metres.
5. Schedule "B" Special Exceptions - RH-51 #2 - To permit the minimum parking requirements to be 1 parking space per unit instead of the required 1.3 parking spaces per unit and to permit dwelling units less than 50 square metres in size with parking requirements of 0.3 spaces per unit instead of 1.3 parking spaces per unit.

### **PLANNING DIVISION COMMENTS**

The applicant is proposing to construct a five (5) storey residential apartment building. Given the requirements under the Zoning By-law, minor variances must be obtained in order to permit the development as proposed.

The City of Welland Official Plan designates the property as High Density Residential. The property is Zoned Residential High Density Exception 51 – RH-51 Zone, in accordance with the City of Welland Zoning By-law 2017-117. This zone allows for various residential type uses such as apartments, boarding and lodging houses, day cares, group homes and retirement homes. The proposed residential apartment building is permitted within the Official Plan and the Zoning By-law.

The property is located on the east side of Prince Charles Drive South, north of the intersection of Prince Charles Drive South and Ontario Road. Surrounding land uses consist of high density residential to the north, Welland Recreational Waterway to the east and south, and light industrial to the west. There is a high density residential development directly abutting the north property line. The subject property is currently vacant.

This development will meet this vision and promotes growth and intensification goals within the City. In order to achieve intensification, variances such as, setbacks, parking reductions and floor area reductions are typically required. It should be noted, that the size of the proposed development's barrier free and standard ninety-degree parking spaces complies with the Zoning By-law at and below grade with the exception of one space abutting a structural wall. Having not abutted the wall, the parking stall would comply with the Zoning By-law. While the supply of parking spaces does not achieve 1.3 spaces per unit as required in the RH-51 Zone, it does meet and exceed the general parking provisions for the RH zone of Zoning By-law 2017-117 as per Table 6.4.1. which requires 1 space per units greater than 50 square metres and 0.3 spaces per units less than 50 square metres. The subject lands are serviced by Welland Transit - Route 501 Broadway to the south of the property along Ontario Road. This will provide residents with access to transit and urban amenities/services, as well as potentially increase ridership.

To provide balconies for residents, the design proposed has the balconies encroaching into the required yards. The variances requested are for the balconies encroaching into the rear yard (east side of building) which is not permitted in the Zoning By-law. It is expected that there will be minimal to no impact due to this encroachment as the rear (east face) of this building directly faces the recreational canal. It should be noted that the neighbouring development to the north also has balconies encroaching into the rear east yard.

Eight (8) bachelor units are being proposed to be constructed to 34 square metres in minimum floor area as opposed to the 37 square metres required in the RH-51 Zone. It should be noted that the proposed floor area for the bachelor units would meet the provisions of general RH Zone without special exceptions. This proposed reduction would be considered to be minor in nature given that it is only a difference of 3 square metres.

There are limited options regarding the locations for the loading areas. The areas will be screened on both sides with solid wood fencing, but not from the street. The screening to the sides of the loading areas will serve to not impact the neighbouring developments to the north. Likewise, given their distance away from the street, minimal impacts are expected. Since this is not a commercial building the frequent shipping and unloading of product will

not occur on a regular basis, nor will a full size transport truck trailer typically access this site.

Based on this specific location and proposal, the variances requested would not negatively impact the abutting properties and would be in keeping with the vision of a high density residential neighbourhood.

In light of the above, the variances requested can be considered minor in nature and appropriate for the site. Therefore, Staff have no objections to the Application.

### **RECOMMENDATION**

The Planning Division recommends **approval** of Minor Variance Application A17/2021 for the following reasons:

1. **Desirable and in compliance with the general intent and purpose of the Official Plan** as a five (5) storey residential apartment building is provided for in the High Density Residential designation.
2. **Desirable and in compliance with the general intent and purpose of the Zoning By-law** as a five (5) storey residential apartment building is a permitted use within the Residential High Density Zone Special Exception 51 – RH-51 Zone.
3. **Appropriate for the development of the site** as the variances requested allows for intensification and maintains adequate amenity area and parking which generally meets the intent of the Residential High Density Zone. The proposed development is consistent with neighbouring dwellings.
4. **Minor in nature** as the requested variances will not negatively impact the abutting properties and is keeping with the vision of the high density residential planned neighbourhood.

Please provide this Department with a copy of the decision and the minutes of the meeting.

NA/na



**CITY OF WELLAND COMMITTEE OF ADJUSTMENT  
NOTICE OF DECISION  
APPLICATION FOR MINOR VARIANCE OR PERMISSION  
Planning Act, Chapter P.13, Sections 45(1), R.S.O. 1990**

RESPECTING AN APPLICATION BY: **EVERTRUST DEVELOPMENT (WELLAND) INC.**

LOCATION OF PROPERTY: **350 Prince Charles Drive South**  
Part of Lot 27, Concession 6, Crowland Township  
Welland, Ontario

PURPOSE AND EFFECT OF APPLICATION: Variance(s) requested from City of Welland Zoning By-law 2017-117 with respect to the following:

Section 5.10.2 - To permit unenclosed balconies to encroach into the east rear yard and into the required east rear yard.  
Section 6.1.6(b) - To permit the minimum width of parking spaces abutting walls or obstructions to be 2.75 metres in width instead of the required 3.05 metres.  
Section 6.6 e) - To permit loading spaces in the west front yard not screened from view by a visual barrier whereas a visual barrier is required to screen the loading spaces.  
Schedule "B" Special Exceptions - RH-51 #1 - To permit a minimum floor area of bachelor units to be 34 square metres instead of the minimum 37 square metres.  
Schedule "B" Special Exceptions - RH-51 #2 - To permit the minimum parking requirements to be 1 parking space per unit instead of the required 1.3 parking spaces per unit and to permit dwelling units less than 50 square metres in size with parking requirements of 0.3 spaces per unit instead of 1.3 parking spaces per unit.

EXPLANATORY NOTE: Relief is requested in order to permit the construction of a 5 storey apartment building with rear balconies, unscreened loading spaces, reduced bachelor unit sizes and reduced parking requirements.

DECISION: That the City of Welland Committee of Adjustment hereby APPROVES the Application of Evertrust Development (Welland) Inc. for a Variance(s) from City of Welland Zoning By-law 2017-117 for Section 5.10.2 - To permit unenclosed balconies to encroach into the east rear yard and into the required east rear yard;  
Section 6.1.6(b) - To permit the minimum width of parking spaces abutting walls or obstructions to be 2.75 metres in width instead of the required 3.05 metres;  
Section 6.6 e) - To permit loading spaces in the west front yard not screened from view by a visual barrier whereas a visual barrier is required to screen the loading spaces;  
Schedule "B" Special Exceptions - RH-51 #1 - To permit a minimum floor area of bachelor units to be 34 square metres instead of the minimum 37 square metres; and  
Schedule "B" Special Exceptions - RH-51 #2 - To permit the minimum parking requirements to be 1 parking space per unit instead of the required 1.3 parking spaces per unit and to permit dwelling units less than 50 square metres in size with parking requirements of 0.3 spaces per unit instead of 1.3 parking spaces per unit and for the following reasons and conditions:

Reasons:

Pursuant to Section 45(8.1)(b) of The Planning Act, as amended, the Committee of Adjustment took into consideration all written and oral presentations made to it before rendering a decision.

- 1 Desirable and in compliance with the general intent and purpose of the Official Plan as a five (5) storey residential apartment building is provided for in the High Density Residential designation.
- 2 Desirable and in compliance with the general intent and purpose of the Zoning By-law as a five (5) storey residential apartment building is a permitted use within the Residential High Density Zone Special Exception 51 – RH-51 Zone.
- 3 Appropriate for the development of the site as the variances requested allows for intensification and maintains adequate amenity area and parking which generally meets the intent of the Residential High Density Zone. The proposed development is consistent with neighbouring dwellings.
- 4 Minor in nature as the requested variances will not negatively impact the abutting properties and is keeping with the vision of the high density residential planned neighbourhood.

CONDITIONS:

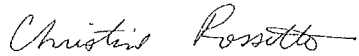
- 1 The encroachment of the unenclosed balconies into the east rear yard and into the required east yard is not to exceed 1.5 metres.
- 2 The minimum parking space width of 2.75 metres applies to only one parking space abutting a wall or obstruction.
- 3 The minimum floor area of 34 square metres applies to only 8 bachelor dwelling units within the building.

Date of Decision: May 12, 2021

Final Day of Appeal: June 1, 2021

APPEAL: Section 45(12) of the Planning Act states that the Applicant or any other person or public body who has an interest in the matter may appeal the Decision of the Committee of Adjustment to the Local Planning Appeal Tribunal within twenty (20) days of the Decision. Any appeal must be filed with the Secretary-Treasurer of the Committee of Adjustment and must include a completed LPAT Appellant Form (A1) setting out the objection to the Decision and the reasons in support of the objection together with a certified cheque or money order, made payable to the MINISTER OF FINANCE in the amount of \$400.00. An appeal form is available from the LPAT website at <http://elto.gov.on.ca/tribunals/lpat/forms/> and may also be obtained by contacting the Secretary-Treasurer at the address below.

I hereby certify this to be a true copy of the Decision of the Committee, which was concurred in by a majority of the Members present, whose signatures appear.



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Christine Rossetto,  
SECRETARY-TREASURER,  
WELLAND COMMITTEE OF ADJUSTMENT,  
Civic Square, 60 East Main Street,  
Welland, Ontario. L3B 3X4.

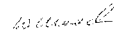
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Diane Zakraysek-Bourque, Chair



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John Conlin, Member



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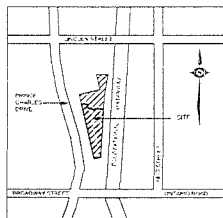
Wayne Ursacki, Member

# THE CITY OF WELLAND REGIONAL MUNICIPALITY OF NIAGARA

## PROPOSED UPPER VISTA WELLAND 350 PRINCE CHARLES DRIVE SOUTH, WELLAND



KEY PLAN  
SCALE: 1:10,000



### DRAWING LIST

DWG. NO.	TITLE	DATE	PREPARED BY:
A-01-1 to A-05	ARCHITECTURAL DRAWINGS (12 SHEETS)	03.30.2021	JONATHAN WEIZEL ARCHITECT
L1	LANDSCAPE PLAN		JAMES McWILLIAM LANDSCAPE ARCHITECT
L1	LANDSCAPE DETAILS		JAMES McWILLIAM LANDSCAPE ARCHITECT
CD to C5	SITE SERVICING + DRAINAGE DRAWINGS	03.26.2021	HALLEX ENGINEERING LTD
SL1, SL2	SITE LIGHTING DRAWINGS	03.26.2021	HALLEX ENGINEERING LTD

DATE		THESE PLANS REVIEWED BY:	
(Month) (Day)	(Year)	(Initial)	Infrastructure and Development Services
			Planning Division
			Building Division
			Engineering Division

THIS SCHEDULE \_\_\_\_\_  
TO AGREEMENT BETWEEN \_\_\_\_\_  
AND THE CITY OF WELLAND DATED \_\_\_\_\_

CITY OF WELLAND APPROVAL STAMP

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1.			

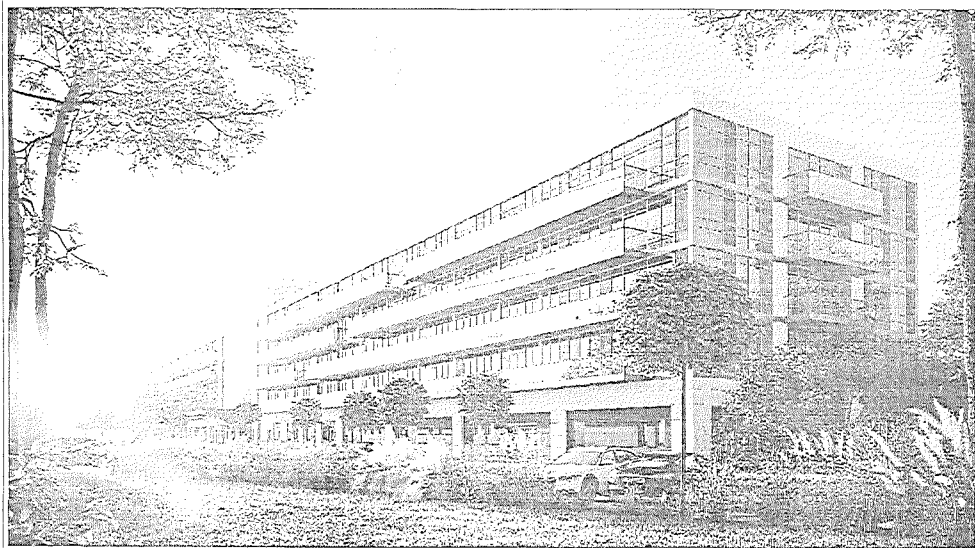
ISSUED FOR SITE PLAN APPROVAL

No.	Date	Version	Drawn

PROJECT:  
**PROPOSED  
UPPER VISTA WELLAND  
350 PRINCE CHARLES DRIVE SOUTH  
WELLAND, ONTARIO**

DRAWING TITLE:  
**COVER SHEET**

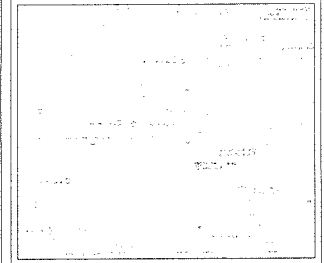
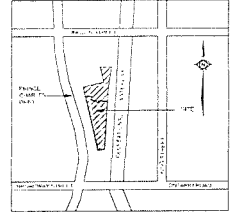
DRAWN BY:	DATE:
CHECKED BY:	SCALE:
PROJECT NO:	DRAWING NO.:
<b>219/34</b>	<b>1</b>



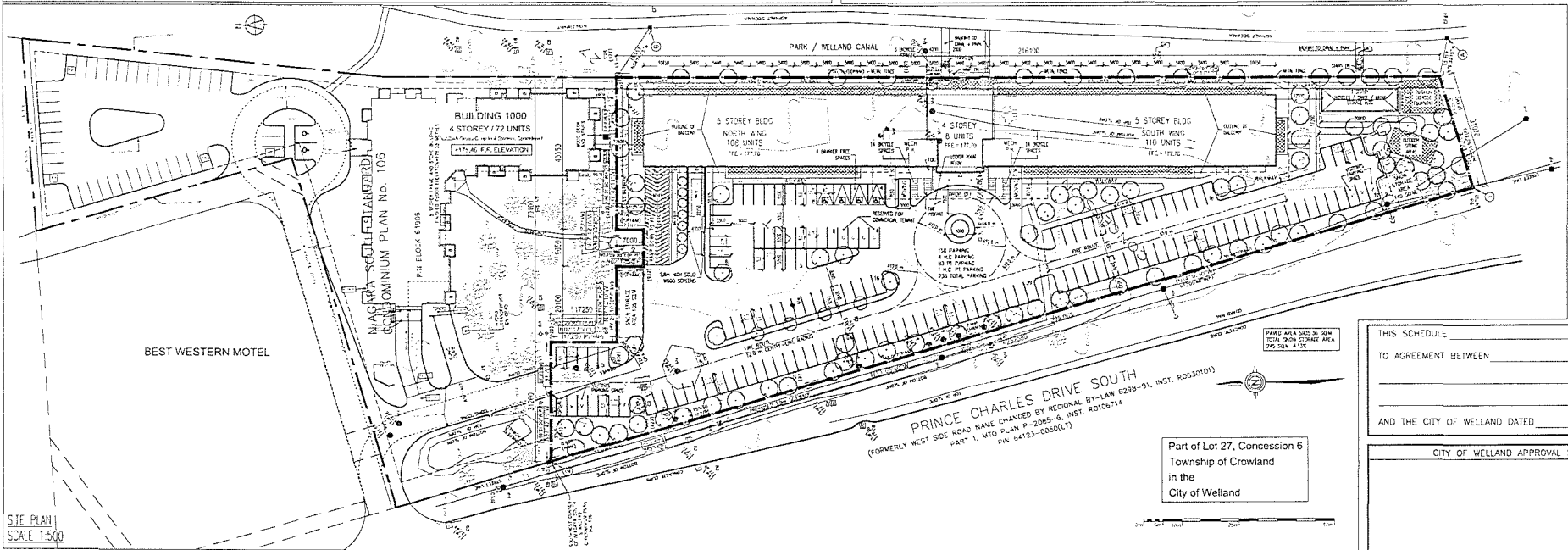
**STATISTICS (Preliminary)**

PROPOSED	FIVE (5) STOREY CONDOMINIUM APARTMENT BUILDING WITH FOUR (4) STOREY CENTRAL LINK.	
TOTAL PROPOSED UNITS	226: 108 IN THE NORTH WING, 8 IN THE CENTRAL LINK AND 110 IN THE SOUTH WING	
SITE AREA	14,409.14 SQ.M. (155,099.89 SQ.FT.), 3.35 ACRES	
BUILDING G.F.A.	1,441.76 SQ.M./WING x 2 = 2,883.52 SQ.M.	
LINK GROUND FLOOR	336.31 SQ.M.	
LINK 2nd FLOOR	124.98 SQ.M.	
LINK 3rd FLOOR	250.48 SQ.M.	
LINK 4th FLOOR	250.48 SQ.M.	
TYPICAL FLOORS (4)	1,042.23 SQ.M.	
TOTAL	11,535.76 SQ.M.	
AMENITY SPACE	15,481.51 SQ.M.	
COMMON AMENITY SPACE: INDOOR	325.11 SQ.M.	
OUTDOOR	2,868.62 SQ.M.	
PRIVATE AMENITY SPACE: PATIOS/BALCONIES	2,271.20 SQ.M.	
TOTAL	3,464.93 SQ.M.	
PAVED AREA	5,005.36 SQ.M. = 41.2%	
LANDSCAPE OPEN SPACE (L.O.S.)	5,173.25 SQ.M. = 35.6%	
SITE AREA	14,409.14 SQ.M.	
PARKING REQUIRED	226 x 1.3 = 294 SPACES	
1.3 SPACES/UNIT		
PARKING PROVIDED	238 SPACES INCLUDING 4 SPACES FOR COMMERCIAL USE + 8 VISITOR PARKING SPACES	
UNDERGROUND SPACES:	84	
SURFACE SPACES	154	
TOTAL	238 SPACES INCLUDING 4 SPACES FOR COMMERCIAL USE + 8 VISITOR PARKING SPACES	
BICYCLE PARKING REQUIRED: 0.25 SPACES/UNIT = 57.		
SPACES PROVIDED: 65 (BICYCLE STORAGE 34 + BICYCLE RACKS 34)		
COVERED		
BUILDING 3,219.83 SQ.M. + BICYCLE / CANOE / KAYAK STORAGE BUILDING 124 SQ.M. = 3,343.83 SQ.M. (23.2%)		
TOTAL HEIGHT (TO TOP OF PARAPET): 18.0 METRES		

**KEY PLAN**



Project Designer: Ken Nilsen,  
e-mail: kennilsen@live.ca



THIS SCHEDULE  
TO AGREEMENT BETWEEN \_\_\_\_\_  
AND THE CITY OF WELLAND DATED \_\_\_\_\_

CITY OF WELLAND APPROVAL STAMP

2		
3		
4		
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7	Revised for SPA Facsimile	03/11/2021
8	Issued for SPA Submission	03/11/2021
No.	Reference	Date
Revisions		

THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT.  
DO NOT SCALE THE DRAWINGS  
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT

**JONATHAN WEIZEL ARCHITECT**

36 JANESVILLE ROAD  
Thornhill, Ontario L4J 6Z9  
Telephone.....(905) 707-1996  
Facsimile.....(905) 707-3474



Project  
**UPPER VISTA WELLAND**  
350 PRINCE CHARLES DRIVE SOUTH, WELLAND ON

Drawing Title  
**SITE PLAN,  
KEY PLAN & GOOGLE EARTH PLAN,  
PERSPECTIVE SKETCH, STATISTICS**

Scale  
**1 : 500**  
Project Number  
**219/34**  
Date  
**MAR 15, 2021**  
Drawing Number  
**A-01-1**

OBC MATRIX



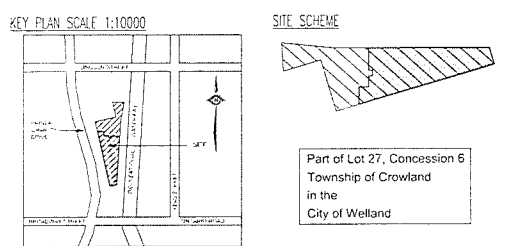
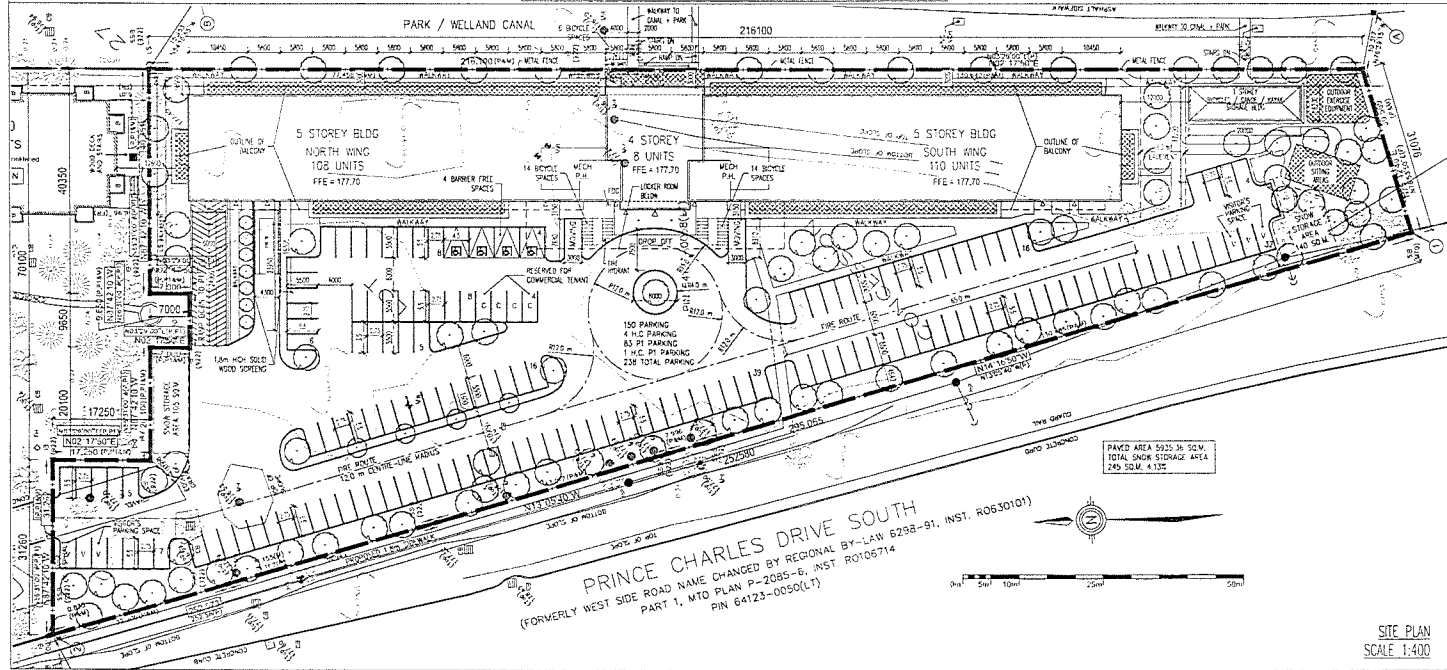
Name of Project: **Upper Vista Welland**  
 Name of Practitioner: **Jonathan Weizel, Architect, M. Architect, R. Planner, L. Designer**  
 License No.: **10000**  
 Date: **February 27th, 2021**

Ontario Building Code Matrix Part 3		Building Code Reference
3.00	Building Code Version: <b>2015</b> Last Amendment: <b>2015-15414</b>	
3.01	Project Type: <b>1</b> New <b>2</b> Addition <b>3</b> Addition and Renovation <b>4</b> Renovation Description: <b>1</b> New <b>2</b> Addition <b>3</b> Addition and Renovation <b>4</b> Renovation	6111.2
3.02	Major Occupancy Classification: <b>3</b> Residential Sub-Category: <b>3.1</b> Single-unit dwellings with balconies <b>3.2</b> Multiple-unit dwellings <b>3.3</b> Group A, 2nd Floor Access & Public Areas <b>3.4</b> Group C, Below-grade	3127(1)
3.03	Subsequent Major Occupancy: <b>1</b> New Description: <b>1</b> Addition	3227

Item	Description	Existing	New	Code
3.01	Fire Protection	None	None	311-1.2
3.02	Fire Alarm System	None	None	312
3.03	Smoke Control System	None	None	313
3.04	Water Sprinkler System	None	None	314
3.05	Construction Type	None	None	315
3.06	Impervious Surface	None	None	316
3.07	Building Height	None	None	317
3.08	Occupant Load	None	None	318
3.09	Barrier-Free Design	None	None	319
3.10	Hazardous Substances	None	None	320
3.11	Required Fire Resistance Ratings	None	None	321

Item	Description	Existing	New	Code
3.11	Sprinkler System	None	None	321.2, 322.7
3.12	Standpipe System	None	None	323
3.13	Fire Alarm System	None	None	324
3.14	Water Sprinkler System	None	None	325
3.15	Construction Type	None	None	326, 327, 328
3.16	Impervious Surface	None	None	329, 330, 331
3.17	Building Height	None	None	332, 333, 334
3.18	Occupant Load	None	None	335, 336, 337
3.19	Barrier-Free Design	None	None	338, 339, 340
3.20	Hazardous Substances	None	None	341, 342, 343
3.21	Required Fire Resistance Ratings	None	None	344, 345, 346

Item	Description	Existing	New	Code
3.22	Means and Egress	None	None	347, 348, 349
3.23	Means and Egress	None	None	350, 351, 352
3.24	Means and Egress	None	None	353, 354, 355
3.25	Means and Egress	None	None	356, 357, 358



THIS SCHEDULE TO AGREEMENT BETWEEN \_\_\_\_\_ AND THE CITY OF WELLAND DATED \_\_\_\_\_

CITY OF WELLAND APPROVAL STAMP

1	Issued for SPA Submission	2021.02.27
2	Issued for SPA Submission	2021.02.27
3	Revisions	None

THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT  
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**JONATHAN WEIZEL ARCHITECT**

36 JANESVILLE ROAD  
 Thornhill, Ontario L4J 6Z9  
 Telephone: (905) 707-1995  
 Facsimile: (905) 707-3474

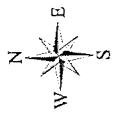
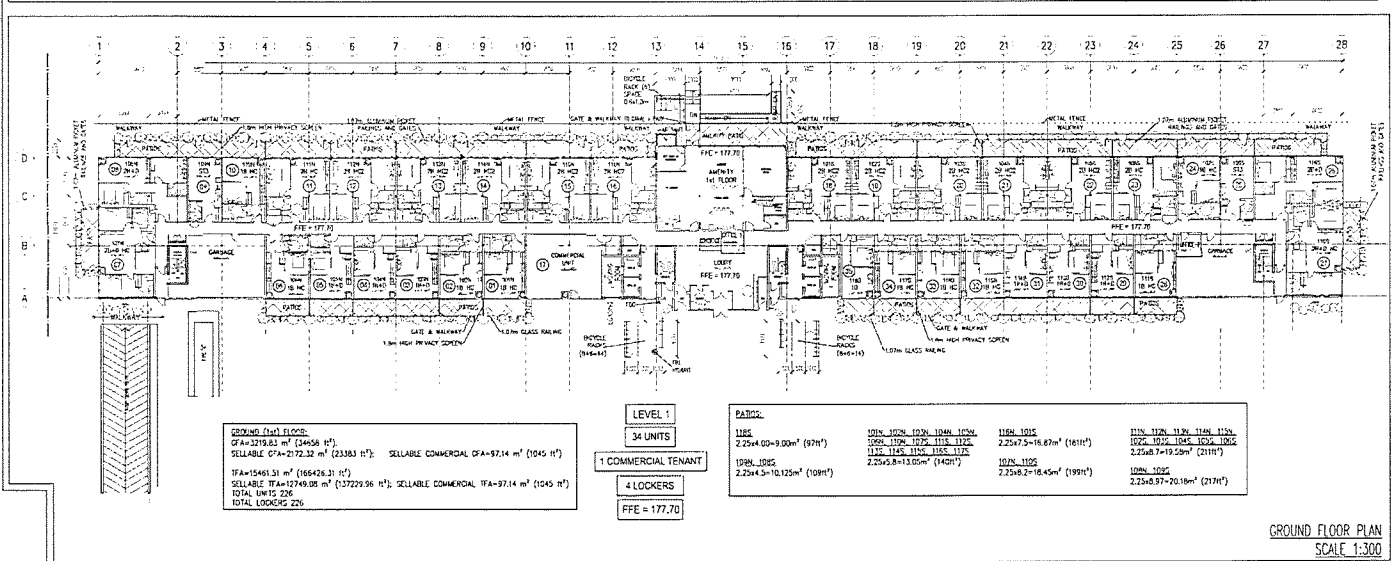
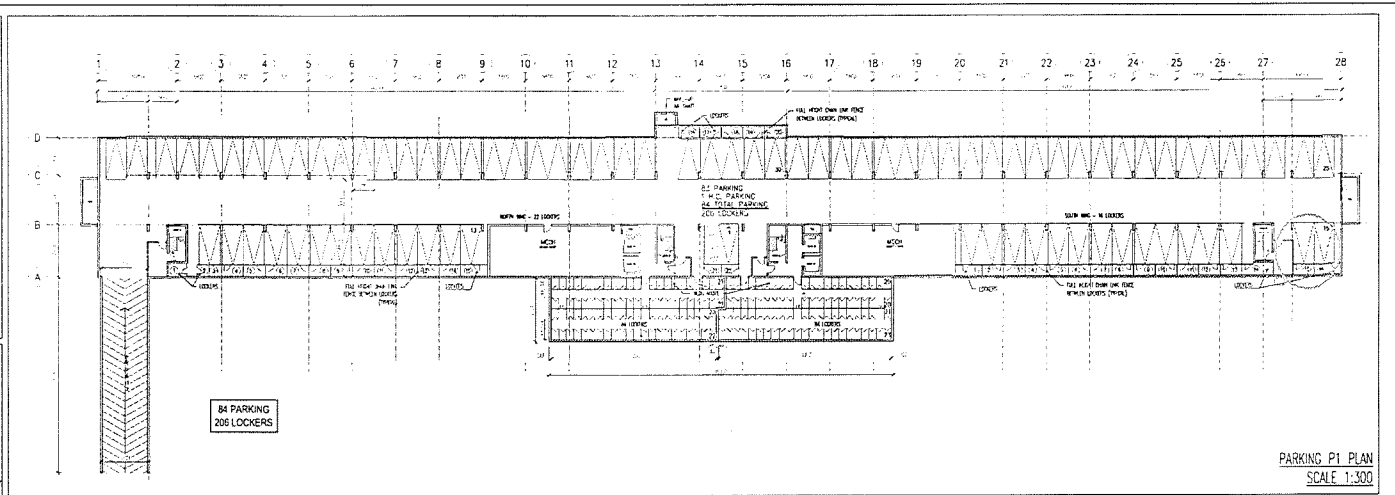
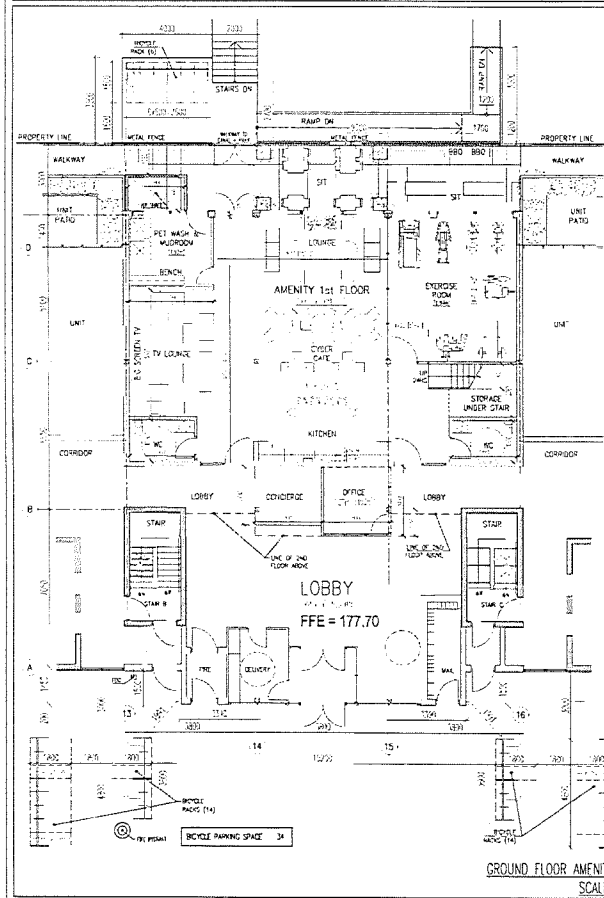
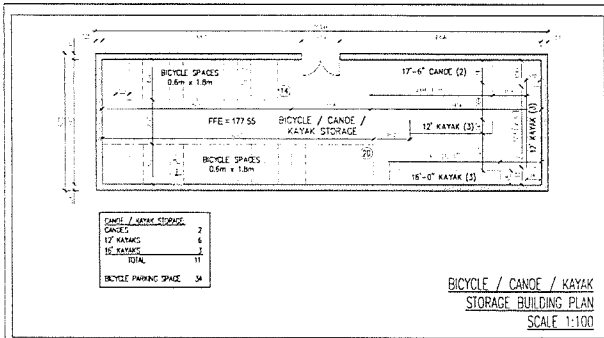


Project: **UPPER VISTA WELLAND**  
 350 PRINCE CHARLES DRIVE SOUTH, WELLAND, ON

Drawing Title: **ENLARGED SITE PLAN (PART). OBC MATRIX**

Scale: **1 : 400**  
 Date: **MAR 15, 2021**  
 Project Number: **219/34**  
 Drawing Number: **A-01-2**





DATE: 2021.03.15	PROJECT: UPPER VISTA WELLAND
SCALE: 1:300	PROJECT NUMBER: 219/34
DATE: 2021.03.15	DRAWING NUMBER: A-02-1

7	Issued for SPA resubmission	Mar 17, 2021
6	Issued for SPA Submission	Nov 19, 2020
5	Reference	
4	Reference	
3	Reference	
2	Reference	
1	Reference	

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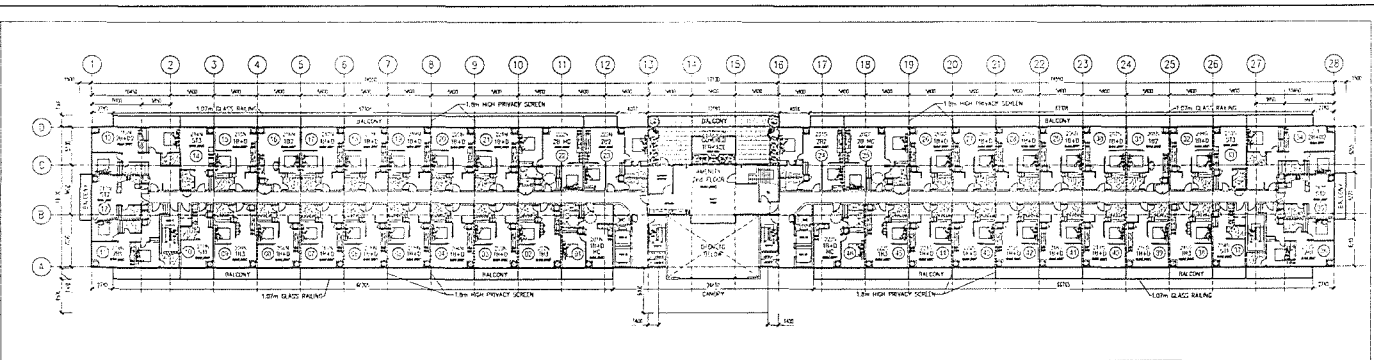
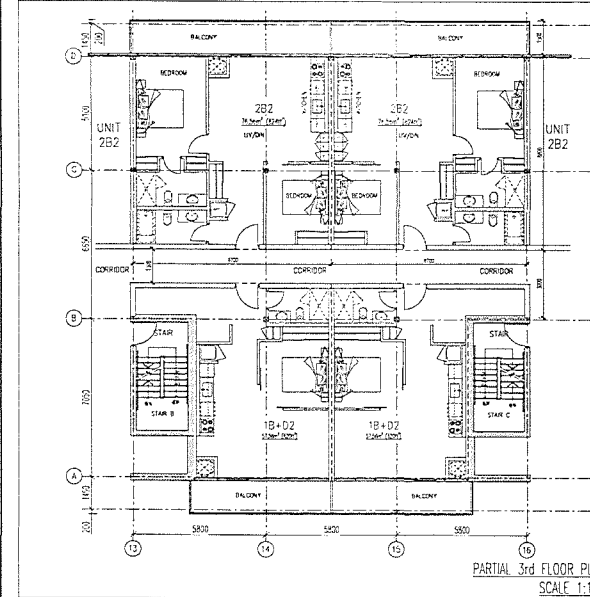
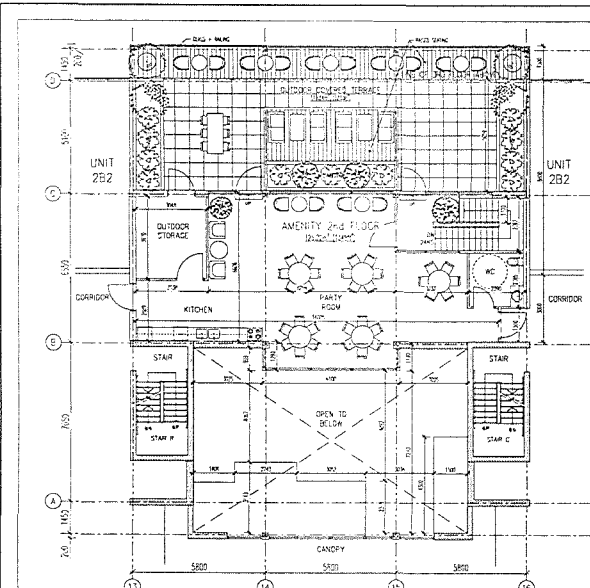
36 JANESVILLE ROAD  
Thornhill, Ontario L4J 6Z9  
Telephone.....(905) 707-1996  
Facsimile.....(905) 707-3474



Project  
**UPPER VISTA WELLAND**  
350 PRINCE CHARLES DRIVE SOUTH, WELLAND, ON

Drawing Title  
**FLOOR PLANS (PARKING P1 & GROUND FLOOR), CANOE/KAYAK STORAGE BLDG. GROUND FLOOR AMENITY PLAN.**

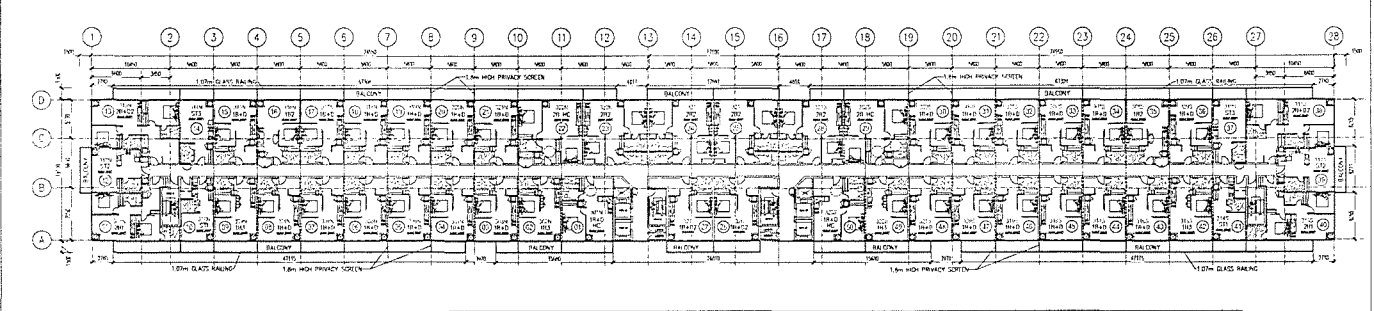
Scale  
1:300  
1:100  
Project Number  
219/34  
Date  
MAR 15, 2021  
Drawing Number  
A-02-1



2nd FLOOR (2nd FLOOR)  
GFA: 3,608.9 m<sup>2</sup> (12,363.5 sq ft)  
SELLABLE GFA: 2,999.4 m<sup>2</sup> (10,191 sq ft)

LEVEL 2  
45 UNITS  
4 LOCKERS

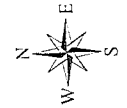
BALCONIES:		222N, 222S		221N, 212N, 212S, 211S		202N, 202S, 201N, 201S, 200N, 200S	
222N, 222S	1,541.24+6.81m <sup>2</sup> (72,211')	212N, 212S	1,546.27+9.4m <sup>2</sup> (10114')	211N, 211S, 211S, 211S	1,549.0+13.5m <sup>2</sup> (14911')	202N, 202S, 201N, 201S, 200N, 200S	1,548.845+12.27m <sup>2</sup> (14311')
202N, 202S	1,546.9+10.25m <sup>2</sup> (111,411')	201N, 201S	1,544.645+9.97m <sup>2</sup> (7511')	200N, 200S	1,542.955+4.48m <sup>2</sup> (4011')	192N, 192S	1,542.955+4.48m <sup>2</sup> (4011')



3rd FLOOR (3rd FLOOR)  
GFA: 3,174.42 m<sup>2</sup> (10,889 sq ft)  
SELLABLE GFA: 2,777.55 m<sup>2</sup> (9,459 sq ft)

LEVEL 3  
50 UNITS  
4 LOCKERS

BALCONIES:		302N, 302S		312N, 312S, 311S, 311S		322N, 322S		321, 321S		302N, 302S, 301N, 301S, 300N, 300S	
302N, 302S	1,546.9+10.25m <sup>2</sup> (111,411')	312N, 312S	1,544.645+9.97m <sup>2</sup> (7511')	311N, 311S, 311S, 311S	1,549.0+13.5m <sup>2</sup> (14911')	322N, 322S	1,546.27+9.4m <sup>2</sup> (10114')	321, 321S	1,548.845+12.27m <sup>2</sup> (14311')	302N, 302S, 301N, 301S, 300N, 300S	1,548.845+12.27m <sup>2</sup> (14311')
301N, 301S	1,542.955+4.48m <sup>2</sup> (4011')	300N, 300S	1,542.955+4.48m <sup>2</sup> (4011')	292N, 292S	1,542.955+4.48m <sup>2</sup> (4011')	291N, 291S	1,542.955+4.48m <sup>2</sup> (4011')	290N, 290S	1,542.955+4.48m <sup>2</sup> (4011')	282N, 282S, 281N, 281S, 280N, 280S	1,542.955+4.48m <sup>2</sup> (4011')



THIS SCHEDULE TO AGREEMENT BETWEEN \_\_\_\_\_ AND THE CITY OF WELLAND DATED \_\_\_\_\_

CITY OF WELLAND APPROVAL STAMP

2	Issued for GFA recommendation	2017-11-23
3	Issued for SPA recommendation	2017-11-23
4	Referenced	

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**JONATHAN WEIZEL ARCHITECT**

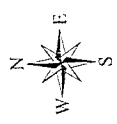
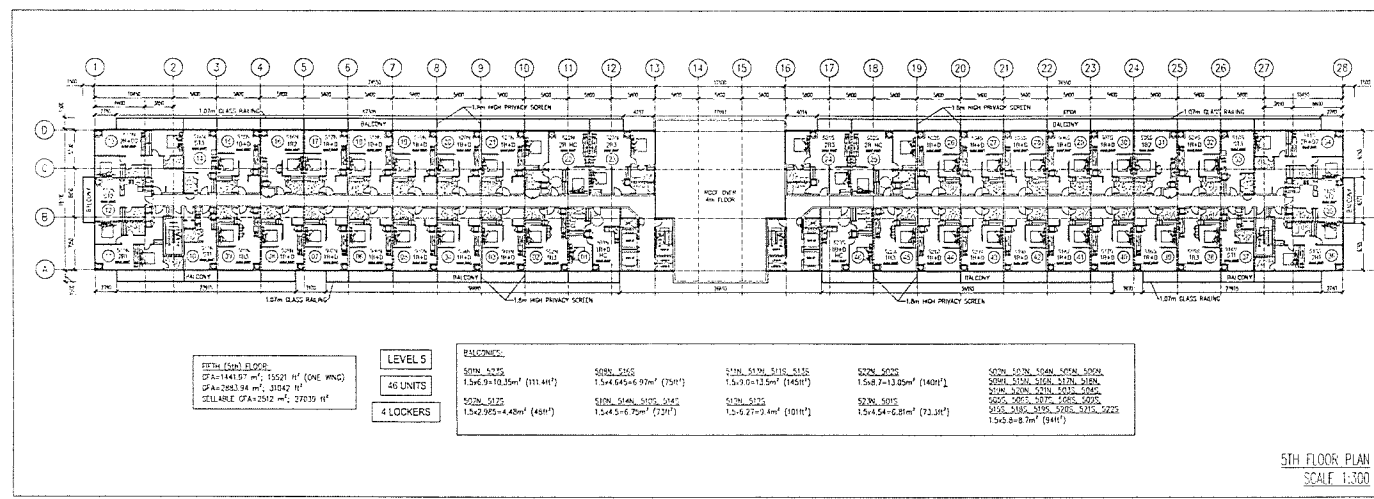
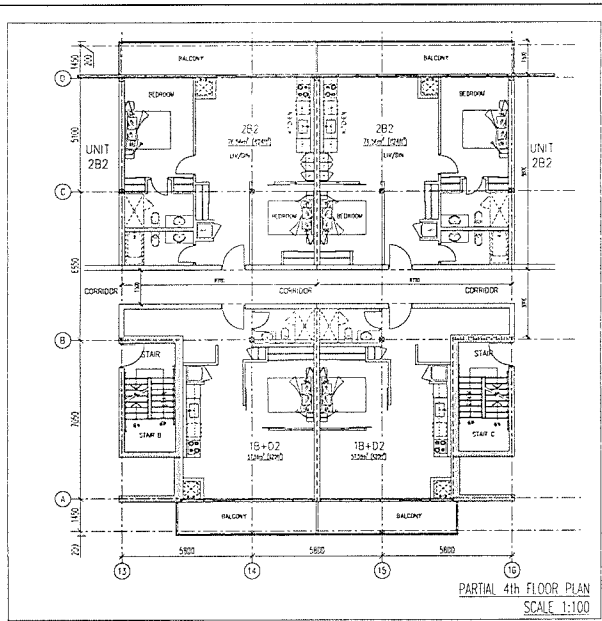
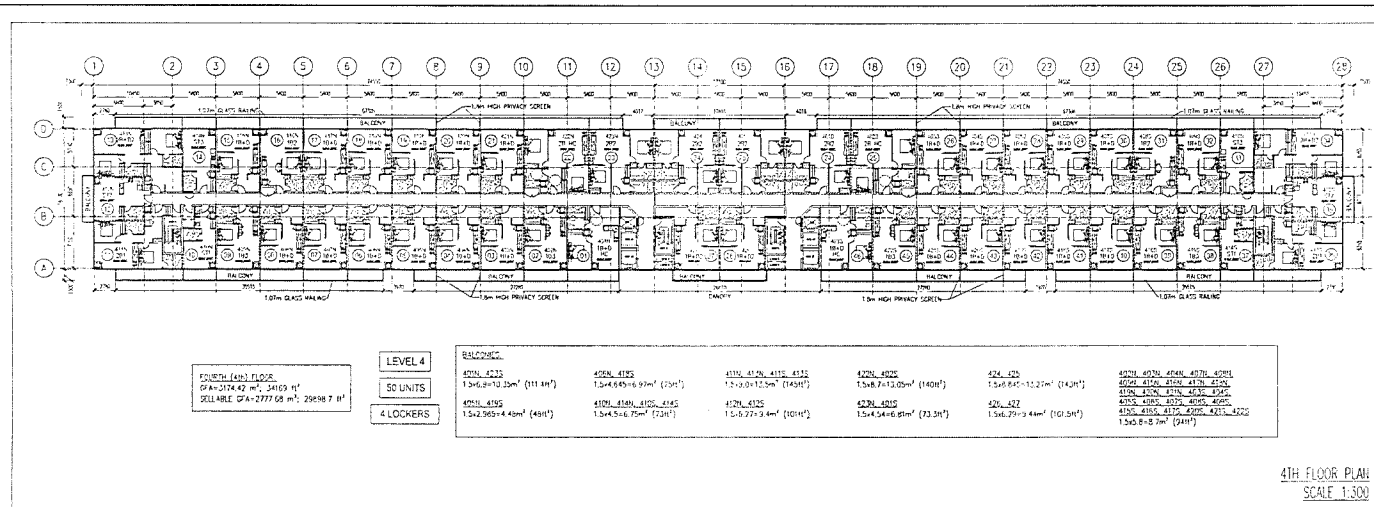
36 JANESVILLE ROAD  
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Facsimile.....(905) 707-3474



Project  
**UPPER VISTA WELLAND**  
350 PRINCE CHARLES DRIVE SOUTH, WELLAND, ON

Drawing Title  
**FLOOR PLANS (2nd & 3rd FLOOR).  
2nd FLOOR AMENITY PLAN,  
PARTIAL 3rd FLOOR PLAN**

Scale 1 : 300 1:100	Date MAR 15, 2021
Project Number 219/34	Drawing Number A-02-2



THIS SCHEDULE  
TO AGREEMENT BETWEEN \_\_\_\_\_  
AND THE CITY OF WELLAND DATED \_\_\_\_\_

CITY OF WELLAND APPROVAL STAMP

1	Issued for SPA submission	24.03.2021
2	Issued for SPA submission	24.03.2021
3	Issued for SPA submission	24.03.2021
4	Revised	
5	Revised	
6	Revised	
7	Revised	
8	Revised	
9	Revised	
10	Revised	
11	Revised	
12	Revised	
13	Revised	
14	Revised	
15	Revised	
16	Revised	
17	Revised	
18	Revised	
19	Revised	
20	Revised	
21	Revised	
22	Revised	
23	Revised	
24	Revised	
25	Revised	
26	Revised	
27	Revised	
28	Revised	

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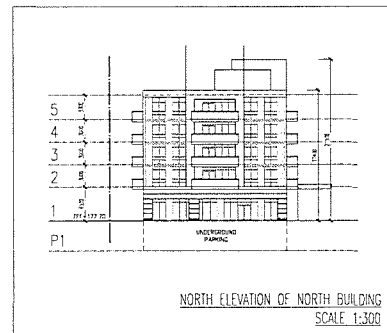
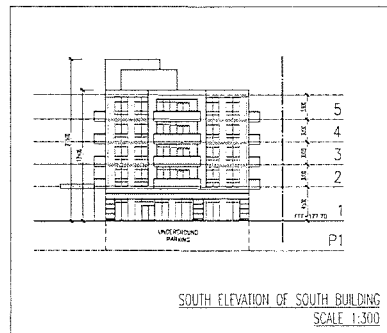
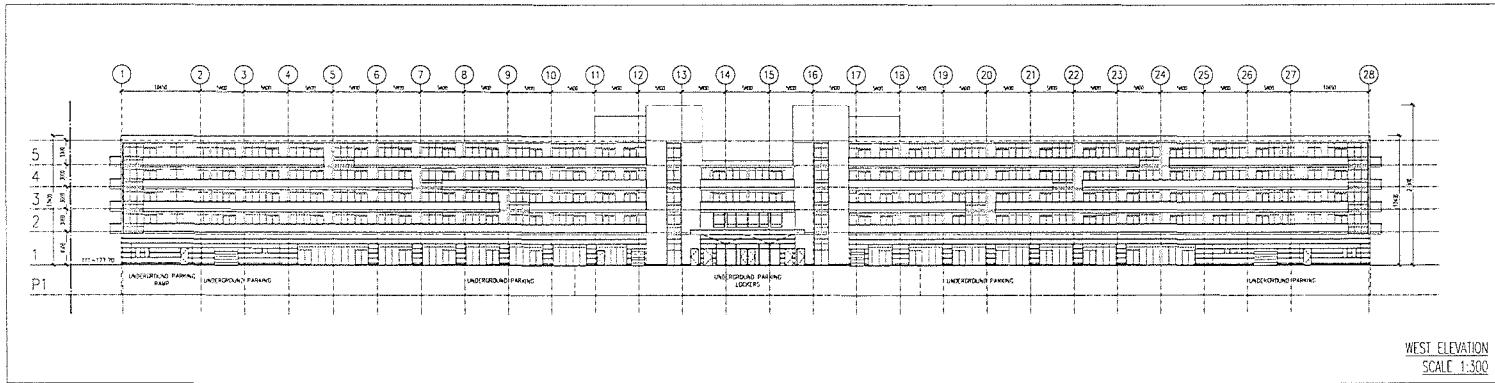
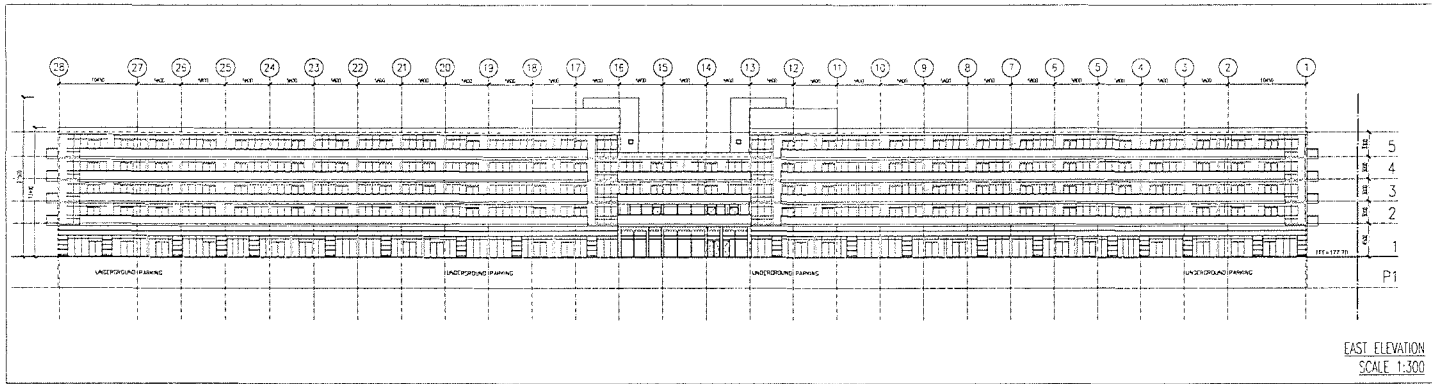


Project  
**UPPER VISTA WELLAND**  
350 PRINCE CHARLES DRIVE SOUTH, WELLAND, ON

Drawing Title  
**FLOOR PLANS (4th & 5th FLOOR)**

Scale 1 : 300	Date MAR 15, 2021
Project Number 219/34	Drawing Number A-02-3





THIS SCHEDULE  
 TO AGREEMENT BETWEEN \_\_\_\_\_  
 \_\_\_\_\_  
 AND THE CITY OF WELLAND DATED \_\_\_\_\_

CITY OF WELLAND APPROVAL STAMP

1	Issued for SPA	24.11.2020
2	Revised for SPA	24.11.2020
3	Revised for SPA	24.11.2020
4	Revised for SPA	24.11.2020
5	Revised for SPA	24.11.2020
6	Revised for SPA	24.11.2020
7	Revised for SPA	24.11.2020
8	Revised for SPA	24.11.2020
9	Revised for SPA	24.11.2020
10	Revised for SPA	24.11.2020
11	Revised for SPA	24.11.2020
12	Revised for SPA	24.11.2020
13	Revised for SPA	24.11.2020
14	Revised for SPA	24.11.2020
15	Revised for SPA	24.11.2020
16	Revised for SPA	24.11.2020
17	Revised for SPA	24.11.2020
18	Revised for SPA	24.11.2020
19	Revised for SPA	24.11.2020
20	Revised for SPA	24.11.2020
21	Revised for SPA	24.11.2020
22	Revised for SPA	24.11.2020
23	Revised for SPA	24.11.2020
24	Revised for SPA	24.11.2020
25	Revised for SPA	24.11.2020
26	Revised for SPA	24.11.2020
27	Revised for SPA	24.11.2020
28	Revised for SPA	24.11.2020

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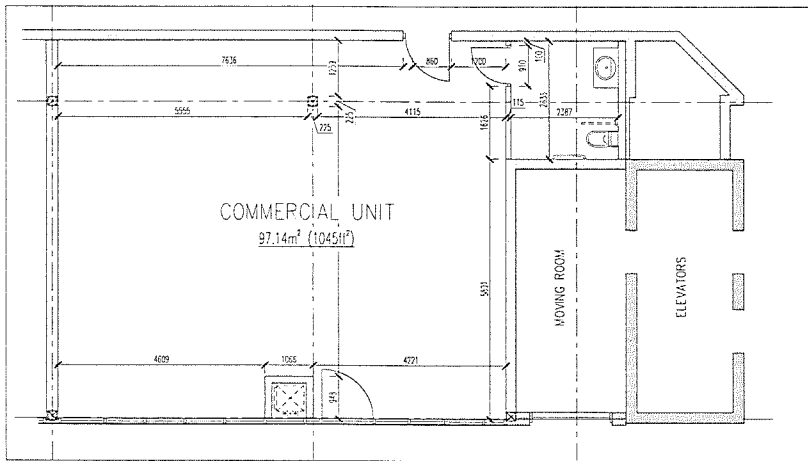
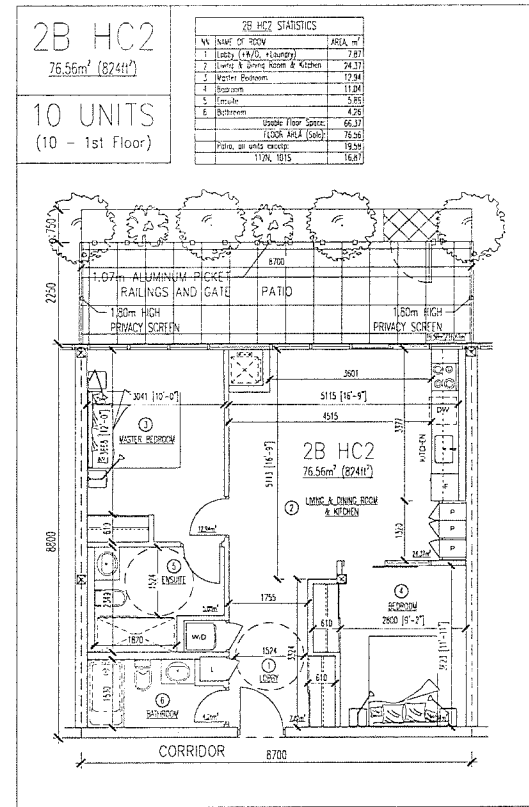
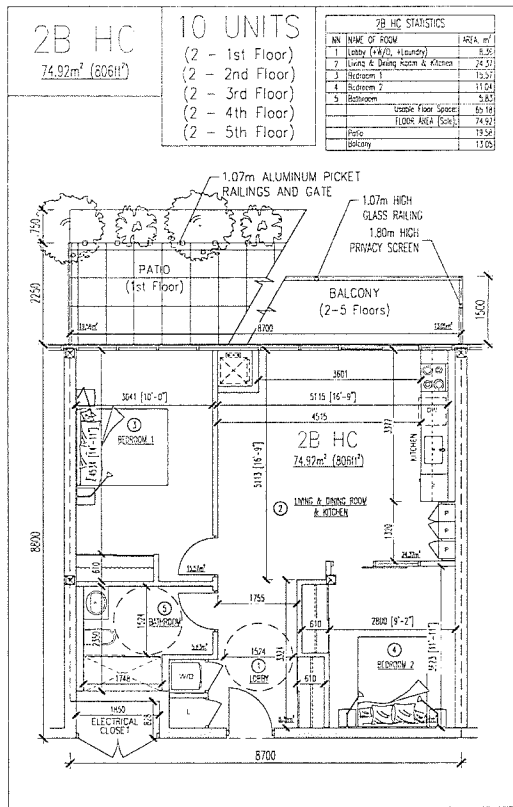
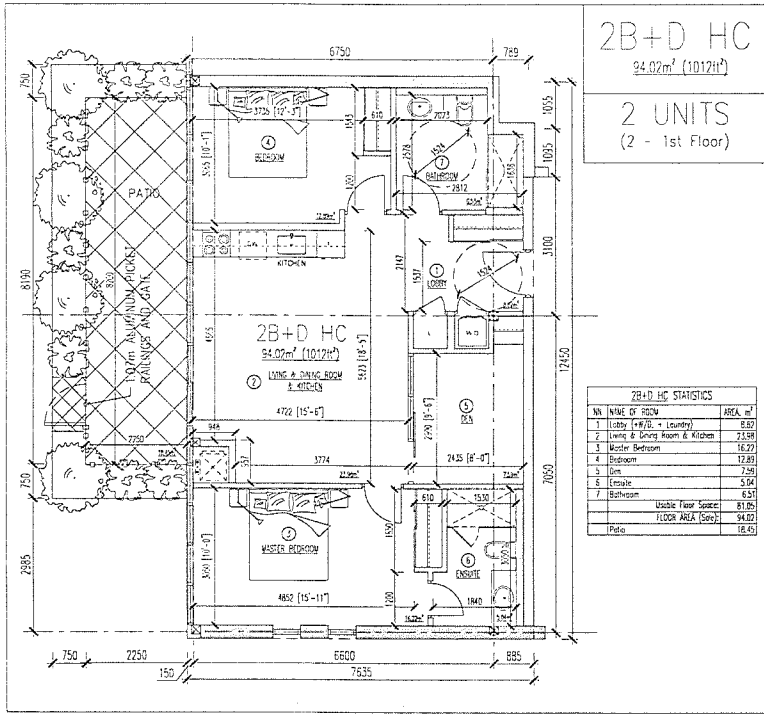
36 JANESVILLE ROAD  
 Thornhill, Ontario L4J 6Z9  
 Telephone.....(905) 707-1996  
 Facsimile.....(905) 707-3474



Project  
**UPPER VISTA WELLAND**  
 350 PRINCE CHARLES DRIVE SOUTH, WELLAND, ON

Drawing Title  
**OVERALL WEST & EAST ELEVATIONS. END ELEVATIONS.**

Scale	Date
1 : 300	FEB 27, 2021
Project Number	Drawing Number
219/34	A-03-2



**COMMERCIAL UNIT**  
97.14m<sup>2</sup> (1045ft<sup>2</sup>)  
1 UNIT  
(1st Floor)

THIS SCHEDULE TO AGREEMENT BETWEEN \_\_\_\_\_ AND THE CITY OF WELLAND DATED \_\_\_\_\_

CITY OF WELLAND APPROVAL STAMP

1	Revised for 3PA Submission	2017-01-20
2	Revised for 3PA Submission	2017-01-20
3	Revised for 3PA Submission	2017-01-20
4	Revised for 3PA Submission	2017-01-20
5	Revised for 3PA Submission	2017-01-20
6	Revised for 3PA Submission	2017-01-20
7	Revised for 3PA Submission	2017-01-20
8	Revised for 3PA Submission	2017-01-20
9	Revised for 3PA Submission	2017-01-20
10	Revised for 3PA Submission	2017-01-20
11	Revised for 3PA Submission	2017-01-20
12	Revised for 3PA Submission	2017-01-20
13	Revised for 3PA Submission	2017-01-20
14	Revised for 3PA Submission	2017-01-20
15	Revised for 3PA Submission	2017-01-20
16	Revised for 3PA Submission	2017-01-20
17	Revised for 3PA Submission	2017-01-20
18	Revised for 3PA Submission	2017-01-20
19	Revised for 3PA Submission	2017-01-20
20	Revised for 3PA Submission	2017-01-20

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Project  
**UPPER VISTA WELLAND**  
350 PRINCE CHARLES DRIVE SOUTH, WELLAND, ON

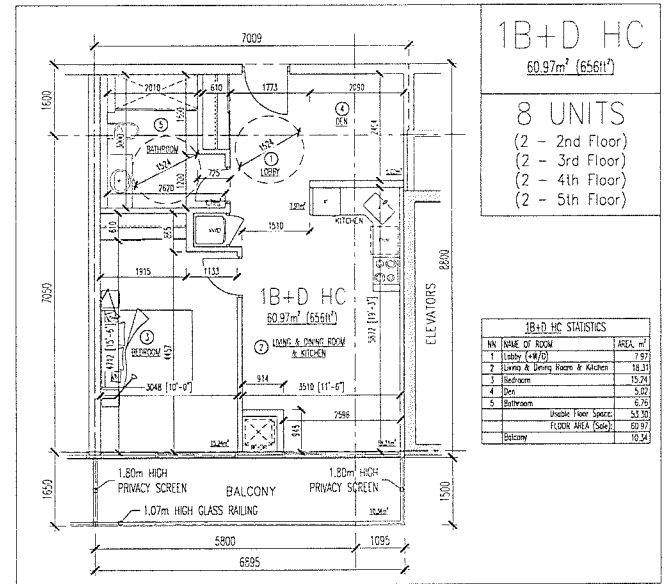
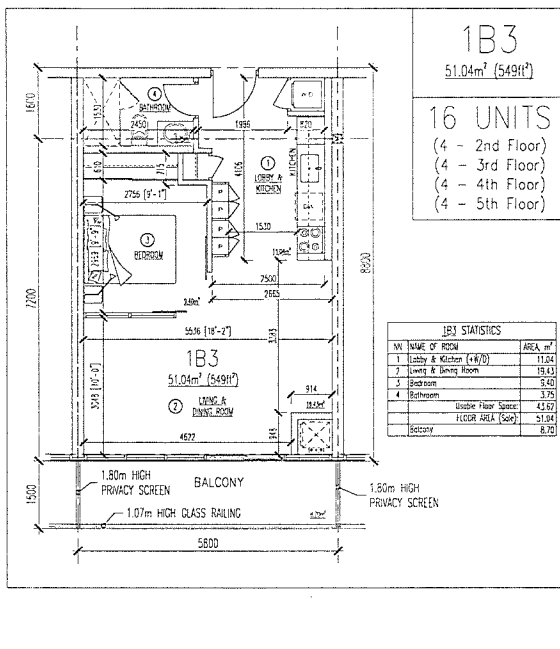
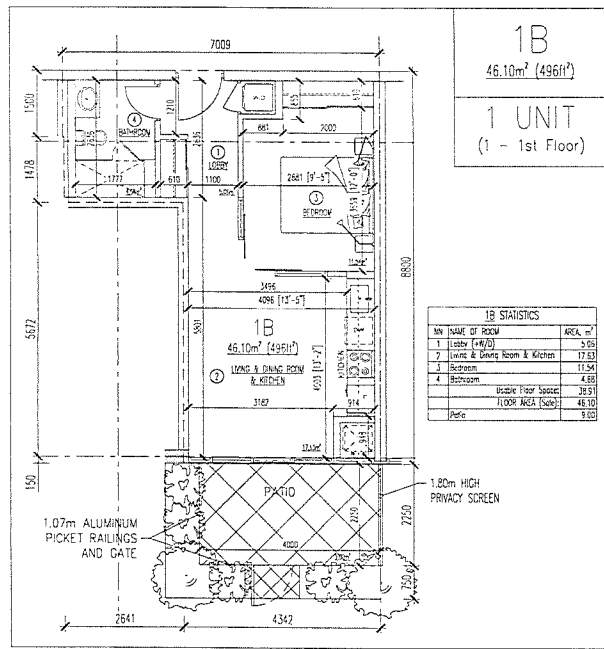
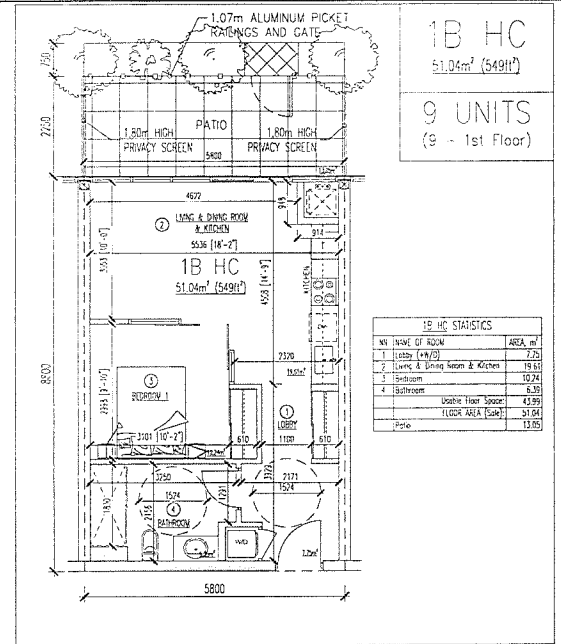
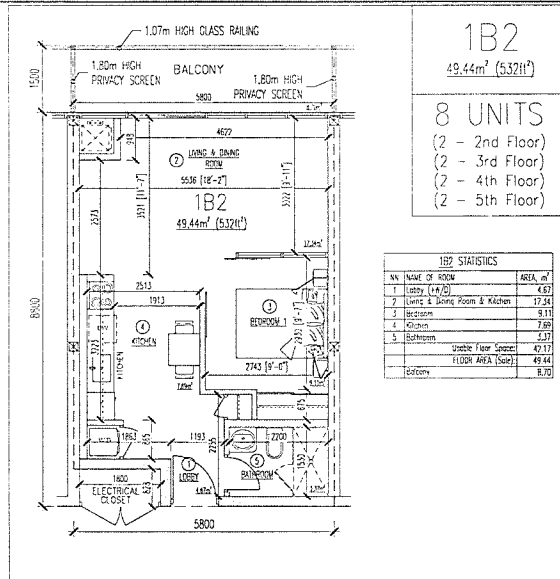
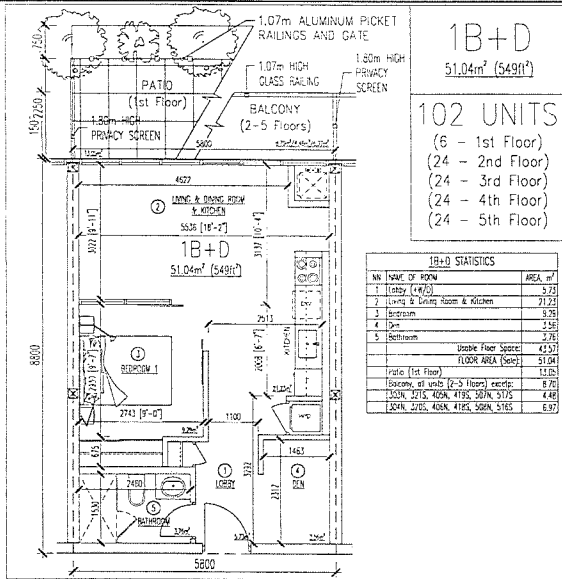
Drawing Title  
**UNIT PLANS (4 SHEETS).**

Scale  
**1 : 50**

Date  
**FEB 27, 2021**

Project Number  
**219/34**

Drawing Number  
**A-04-1**



2		
3		
4		
5	Issued for SPA Submission	2017-12-22
6	Issued for SPA Submission	2017-12-22
7	Revised	

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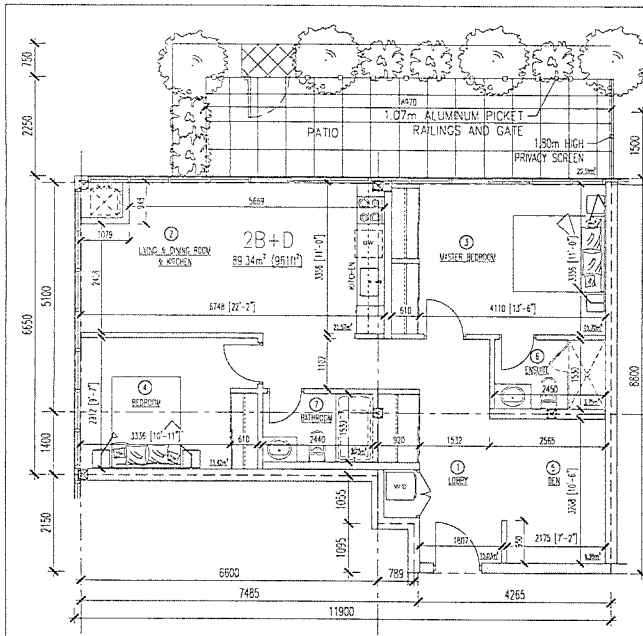
Project  
**UPPER VISTA WELLAND**  
350 PRINCE CHARLES DRIVE SOUTH, WELLAND, ON

Drawing Title  
**UNIT PLANS.**

Scale  
**1 : 50**  
Date  
**FEB 27, 2021**  
Project Number  
**219/34**  
Drawing Number  
**A-04-2**



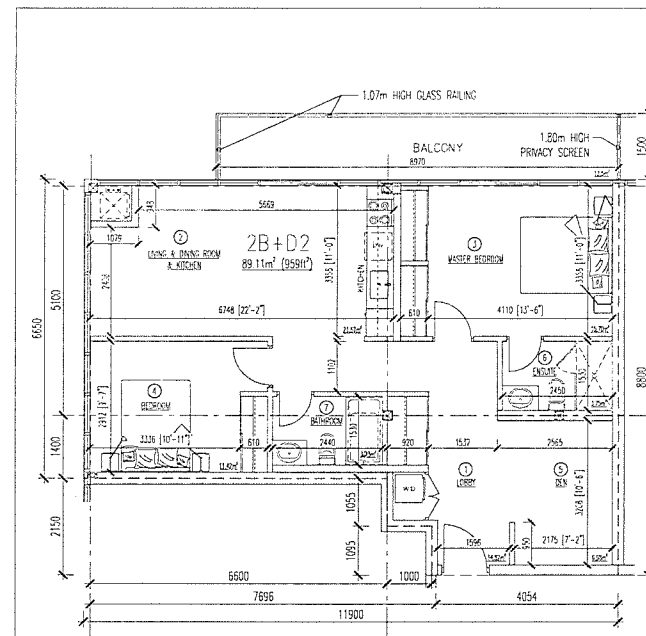




2B+D  
89.34m<sup>2</sup> (961ft<sup>2</sup>)

2 UNITS  
(2 - 1st Floor)

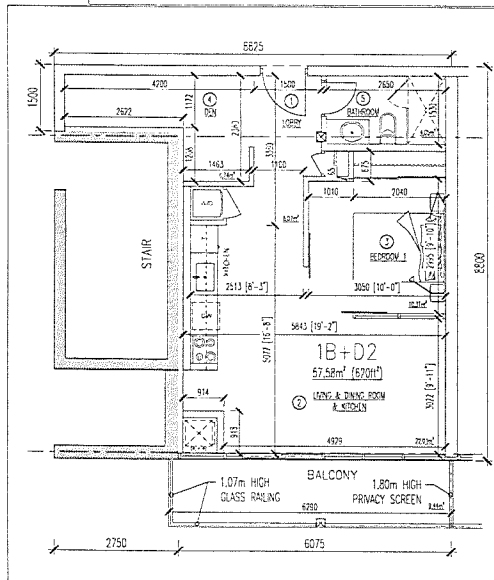
NN	NAME OF ROOM	AREA, m <sup>2</sup>
1	Lobby (A/B)	15.07
2	Living & Dining Room & Kitchen	21.57
3	Bedroom	15.70
4	Master Bedroom	11.47
5	Den	6.98
6	Entrance	3.75
7	Bathroom	3.73
Usable Floor Space:		78.18
FLOOR AREA (Spec)		89.34
Patio		20.18



2B+D2  
89.11m<sup>2</sup> (959ft<sup>2</sup>)

8 UNITS  
(2 - 2nd Floor)  
(2 - 3rd Floor)  
(2 - 4th Floor)  
(2 - 5th Floor)

NN	NAME OF ROOM	AREA, m <sup>2</sup>
1	Lobby (A/B)	14.87
2	Living & Dining Room & Kitchen	21.57
3	Master Bedroom	15.70
4	Bedroom	11.47
5	Den	6.98
6	Entrance	3.75
7	Bathroom	3.73
Usable Floor Space:		65.70
FLOOR AREA (Spec)		89.11
Balcony		13.50



1B+D2  
57.58m<sup>2</sup> (620ft<sup>2</sup>)

2 UNITS  
(2 - 3rd Floor)

NN	NAME OF ROOM	AREA, m <sup>2</sup>
1	Lobby (A/B)	6.07
2	Living & Dining Room & Kitchen	22.01
3	Bedroom	10.21
4	Den	6.34
5	Bathroom	4.05
Usable Floor Space:		48.18
FLOOR AREA (Spec)		57.58
Balcony		9.44

UNIT MIX (PRELIMINARY)

NN	UNIT TYPE	AREA, m <sup>2</sup>	AREA, ft <sup>2</sup>	NORTH WING					CENTRAL LINK		SOUTH WING					TOTAL			
				GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR	5TH FLOOR	SUB-TOTAL	3RD FLOOR	4TH FLOOR	GROUND FLOOR	2ND FLOOR	3RD FLOOR	4TH FLOOR		5TH FLOOR	SUB-TOTAL	
1	ST1	34.22	368	0	1	1	1	1	4	0	0	0	1	1	1	1	4	8	
2	ST2	42.99	463	0	1	1	1	1	4	0	0	0	1	1	1	1	4	8	
3	ST3	39.19	422	1	1	1	1	1	5	0	0	1	1	1	1	1	5	10	
4	1B	46.10	496	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
5	1B2	49.44	532	0	1	1	1	1	4	0	0	0	1	1	1	1	4	8	
6	1B3	51.04	549	0	2	2	2	2	8	0	0	0	2	2	2	2	8	16	
7	1B HC	51.04	549	4	0	0	0	0	4	0	0	5	0	0	0	0	5	9	
8	1B+D	51.04	549	3	12	12	12	12	51	0	0	3	12	12	12	12	51	102	
9	1B+D2	57.58	620	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	
10	1B+D HC	60.97	656	0	1	1	1	1	4	0	0	0	1	1	1	1	4	8	
11	2B1	72.74	783	0	1	1	1	1	4	0	0	0	1	1	1	1	4	8	
12	2B2	76.56	824	0	1	1	1	1	0	3	2	0	1	1	1	1	0	3	10
13	2B3	77.88	838	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	2
14	2B+D	89.34	961	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2	
15	2B+D2	89.11	959	0	1	1	1	1	4	0	0	0	1	1	1	1	4	8	
16	2B HC	74.92	806	1	1	1	1	1	5	0	0	1	1	1	1	1	5	10	
17	2B HC2	76.56	824	5	0	0	0	0	5	0	0	5	0	0	0	0	5	10	
18	2B+D HC	94.02	1012	1	0	0	0	0	0	1	0	0	1	0	0	0	0	1	2
TOTAL				16	23	23	23	23	108	4	4	18	23	23	23	23	110	226	

1	Approved for SPA Submission	2023-02-27
2	Approved for SPA Submission	2023-02-27
3	Approved for SPA Submission	2023-02-27
4	Approved for SPA Submission	2023-02-27
5	Approved for SPA Submission	2023-02-27
6	Approved for SPA Submission	2023-02-27
7	Approved for SPA Submission	2023-02-27
8	Approved for SPA Submission	2023-02-27
9	Approved for SPA Submission	2023-02-27
10	Approved for SPA Submission	2023-02-27
11	Approved for SPA Submission	2023-02-27
12	Approved for SPA Submission	2023-02-27
13	Approved for SPA Submission	2023-02-27
14	Approved for SPA Submission	2023-02-27
15	Approved for SPA Submission	2023-02-27
16	Approved for SPA Submission	2023-02-27
17	Approved for SPA Submission	2023-02-27
18	Approved for SPA Submission	2023-02-27
19	Approved for SPA Submission	2023-02-27
20	Approved for SPA Submission	2023-02-27

THE GENERAL CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT  
DO NOT SCALE THE DRAWINGS  
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED BY THE ARCHITECT

**JONATHAN WEIZEL ARCHITECT**

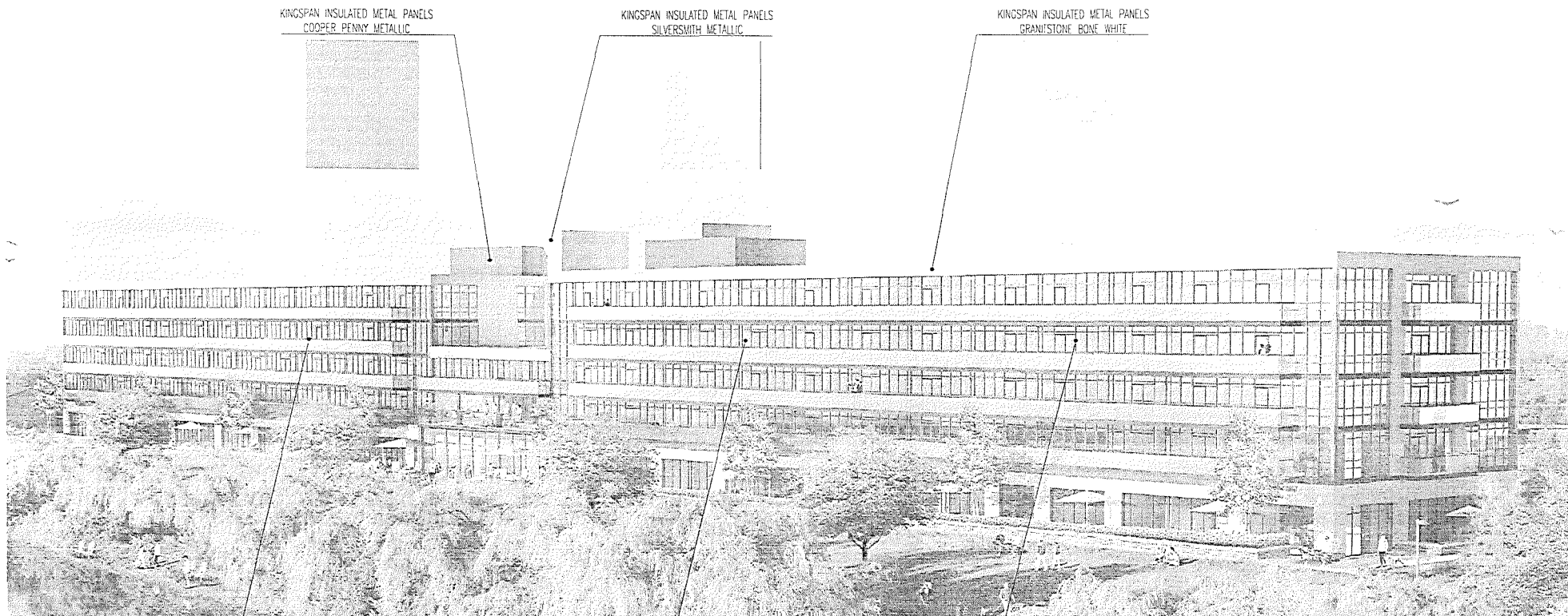
36 JANESVILLE ROAD  
Thornhill, Ontario L4J 6Z9  
Telephone.....(905) 707-1996  
Facsimile.....(905) 707-3474



Project  
**UPPER VISTA WELLAND**  
350 PRINCE CHARLES DRIVE SOUTH, WELLAND ON

Drawing Title  
**UNIT PLANS.  
UNIT MIX**

Scale <b>1 : 50</b>	Date <b>FEB 27, 2021</b>
Project Number <b>219/34</b>	Drawing Number <b>A-04-4</b>



RAILINGS + SLAB EDGE COVERS  
GRECO CAR 800 GREY



GLAZING  
TINTED LIGHT GREY

WINDOW WALL FRAMES  
KAWNEER SMOKE GRAY



SMOKE GRAY

THIS SCHEDULE
TO AGREEMENT BETWEEN _____
AND THE CITY OF WELLAND DATED _____

CITY OF WELLAND APPROVAL STAMP

E. + O.E. MATERIALS, FINISHES + COLOURS ARE SUBJECT TO CHANGE

7		
6		
5		
4		
3		
2	Issued for SPA Resubmission	24-10-2021
1	Issued for SPA Submission	14-11-2021
No	Reference	Date
Revisions		

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Project  
**UPPER VISTA WELLAND**  
350 PRINCE CHARLES DRIVE SOUTH, WELLAND, ON

Drawing Title  
**MATERIALS SAMPLE BOARD**

Scale	Date
<b>N.T.S.</b>	<b>FEB 27, 2021</b>
Project Number	Drawing Number
<b>219/34</b>	<b>A-05</b>