



COUNCIL MEETING AGENDA

**Tuesday, September 17, 2019
7:00 P.M.
COUNCIL CHAMBERS – CIVIC SQUARE**

- 1. COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (6:20 p.m.)
(See yellow tab)**
 - Personal matters about an identifiable individual, including municipal or local board employees:
 - Citizens appointment to the following:
 - Arts and Culture Advisory Committee*
 - Senior Citizens Advisory Committee*
 - Proposed or pending acquisition or disposition of land by the municipality or local board:
 - *New tenant - Youngs Sportsplex.*
 - *300 Major Street.*

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

- 3. OPEN COUNCIL MEETING (7:00 p.m.)**
 - 3.1 NATIONAL ANTHEM**

 - 3.2 OPENING REMARKS**

 - 3.3 ADDITIONS/DELETIONS TO AGENDA**

 - 3.4 ADOPTION OF MINUTES**

Regular Council Meeting of September 3, 2019 and Special Council Meeting of September 10, 2019 (*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**



COUNCIL MEETING AGENDA – Page 2

Tuesday, September 17, 2019

7:00 P.M.

COUNCIL CHAMBERS – CIVIC SQUARE

4.1 PRESENTATION(S)

Plaque presentation by Mayor Campion to retired Royal Canadian Air Force Sgt. Marion Kelly for winning 5 gold medals at the 2019 Department of Defense (DOD) Warrior Games.

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

19-28 Doug Rapelje, former Board Member, Alzheimer Society Niagara re: 24th Annual Coffee Break.

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

09-104 Councillor Moote, Chair, Audit Review Committee - meeting of September 10, 2019.

4.4 LEGISLATED PUBLIC HEARINGS PURSUANT TO THE *PLANNING ACT*

19-105 Complete applications for Official Plan Amendment (OPA 22), Zoning By-law Amendment and Draft Plan of Vacant Land Condominium have been submitted by UPPER CANADA CONSULTANTS on behalf of MOUNTAINVIEW DEVELOPMENTS INC. for lands legally described as Part of Lot 1, Concession 12, form Township of Pelham, now in the City of Welland, municipally known as 633 South Pelham Road. The lands are located on the west side of South Pelham Road, south of Sumer Road, and north of the Sobeys Plaza and the dead ends of Foxtail Avenue and Sparrow Drive. Request has been made to rezone the Residential Low Density 1(RL1), Residential Multiple 2 (RL2) and Residential Multiple (RM) zoned lands to Site Specific Residential Multiple to allow for : interpretation guidance for setbacks, coverage and frontage for townhomes; define Block Townhomes; to measure rear yard setbacks to the dwellings rather than a lot line; to allow for covered decks and encroachments into the rear yard to a maximum of 3.75 metres; allow for a rear yard setback of 5.8 metres to a property line (Unit 86); to eliminate the need for a 0.3 increase in the width for obstructed parking spots in private garages or underground parking spots; to eliminate the need for a loading space for an apartment building; and, to allow a required parking space to be between the façade of the building and the private roadway on a private driveway. The requested amendments are to allow for the development of the property with 85 townhouse units and one four-storey condominium apartment building with 50 residential units. Amendments will also be made to the Environment Protection Overlay to be consistent with Ministry of Natural Resources and Forestry Provincially Significant Wetland mapping, as well as Niagara Peninsula Conservation Authority floodplain mapping.

(See Report P&B-2019-45 pages 71 to 92)



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COUNCIL CHAMBERS – CIVIC SQUARE**

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

6. BY-LAWS (SEE AGENDA INDEX)

7. NOTICES OF MOTION

7.1 Councillor matters discussed with staff for reporting purposes

7.2 Notices of Motion (previously submitted for discussion)

(Councillor Chiocchio)

99-99 THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to purchase and install an inflatable water park prototype, similar to others in Ontario for 2020 season for the Lincoln Street docks. All costs associated with set up safety and staffing to come from the \$500,000 Federal Grant; and further THAT staff report back on installation dates.

(Councillor Chiocchio)

19-102 THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to purchase and install holiday decorations and Christmas lights for the downtown core for this holiday season 2019. Staff to include costs up to \$25,000 to come from the Economic Initiative Fund.

(Councillor Green)

19-103 THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to create a report on possible enhancements to the public notification process for Committee of Adjustment hearings.

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



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**Tuesday, September 17, 2019
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COUNCIL CHAMBERS – CIVIC SQUARE**

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 17th day of September, 2019. Ref. No. 19-1

10. ADJOURNMENT



COUNCIL MEETING AGENDA INDEX

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AGENDA BLOCK

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

2. COMMITTEE AND STAFF REPORTS

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

1 2. Audit Review Committee Report to Council - September 10, 2019.

2 3. General Committee Report to Council - September 10, 2019.

**3 - 8 FIN-2019-19 Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer,
S. Zorbas - Pre-approved 2020 Capital Projects-Funding
Recommendations. Ref. No.19-4**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves the creation of a new YSP sustainability reserve to fund future YSP Operating Deficits and/or capital funding requirements; and

THAT Welland City Council approves the creation of a new Downtown Brownfield Remediation reserve; and

THAT Welland City Council approves the creation of a Capital Surplus Reserve; and

THAT Welland City Council approves the creation of an Election Reserve; and

THAT Welland City Council approves the creation of an Assessment Appeal Reserve; and

THAT Welland City Council approves the funding of the pre-approved 2020 Capital program of \$5.05 million as follows:

- | | |
|--------------------------------|----------------|
| 1. Health & Wellness Reserve | \$2.5 million |
| 2. 2019 Federal Gas Tax Top Up | \$1.5 million |
| 3. Capital Surplus Reserve | \$1.05 million |

Total \$5.05 million; and further

THAT Welland City Council approves the reallocation of \$1.5 million of “one time 2019 Federal Gas Tax” to the 2020 Pre-approved Road Resurfacing Capital program and that funding of \$1.5 million from the Capital Surplus Reserve now fund Fire Station #2; and further



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THAT Welland City Council approves the reallocation of \$2.5 million from the Operating Surplus Reserve Fund to the Capital Surplus Reserve Fund to fund future Capital projects.

- 9 - 13** **P&B-2019-23** Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Tree By-Law Considerations. Ref. No.17-19

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information Report P&B-2018-23 regarding Tree By-law considerations; and further, THAT Welland City Council directs Staff to consult with the public, agencies and other stakeholders prior to reporting back to Council regarding tree preservation on properties that are subject to Planning Act Applications.

- 14 - 52** **P&B-2019-44** Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Request to Revoke the Ministry of Transportation Highway 406 'Controlled Access Highway' Corridor. Ref. No. 19-101.

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND request the Ministry of Transportation remove the Highway 406 'Controlled Access Highway' Corridor designation on the lands shown on Appendix I; and further THAT Welland City Council request the Ministry of Transportation designate the area shown on Appendix II as the Highway 406 'Controlled Access Highway' Corridor designation; and further THAT Welland City Council directs Staff to forward Report P&B-2019-44 to the Regional Municipality of Niagara and to the Minister of Transportation for their consideration.

3. Budget Review Committee Report to Council - Nil

4. Staff Reports

- 53 - 57** **CAO-2019-14** Chief Administrative Officer, G. Long - Needle Issue - Funding for Sharps Containers. Ref. No. 19-78
- 58 - 60** **CLK-2019-14** Acting Gen. Mgr., Human Resources and Legislative Services/City Clerk, T. Stephens - 2020 Council Meeting Calendar. Ref. No. 19-29
- 61 - 63** **HR-2019-04** Acting Gen. Mgr., Human Resources and Legislative Services/City Clerk, T. Stephens - Christmas and New Year Closure of City Hall Operations 2020-2021. Ref. No. 19-33



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| | | |
|--|-------------------------------|--|
| 64 - 65 | <u>TRANS-2019-04</u> | Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Transit Support for Library. Ref. No. 04-47/19-13 |
| 66 - 68 | <u>TRANS-2019-05</u> | Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Transit Yard Enhancements. Ref. No. 19-13 |
| 69 - 70 | <u>TRANS-2019-06</u> | Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Transit Capital Reallocations. Ref. No. 19-13 |
| 71 - 92 Remove From Block | <u>P&B-2019-43</u> | Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Application for Official Plan Amendment (OPA 22), Zoning By-law Amendment (File No. 2019-02), and draft plan of vacant land condominium (File No. 26C-14-19003) - Upper Canada Consultants (Mountain View Developments Inc.) - for lands on the west side of South Pelham Road, south of Sumbler Road, at the end of Foxtail Avenue and Sparrow Drive, and north of the Sobeys Plaza, municipally known as 633 South Pelham Road. Ref. No. 19-105 |

3. NEW BUSINESS

- 93 - 96** 1. Kelly Jones, Chair, Welland Downtown Business Improvement Area (WDBIA) re: Slate of Officers and Directors - 2018 - 2022 Revised. Ref. 99-90

RECOMMENDATION

THAT THE COUNCIL OF THE CITY OF WELLAND approves the slate of Officers and Directors for term of 2018-2022 being: Holly Treddenick, Leda See and David Alexander.

- 4. BY-LAWS - Nil**



AUDIT REVIEW COMMITTEE MEETING MOTIONS REQUIRING COUNCIL APPROVAL

Tuesday, September 10, 2019
4:37 p.m.
Council Ante Room

Councillor A. Moote in the Chair

Members in Attendance: Mayor F. Campion, Councillors D. McLeod and T. DiMarco

The following is a Summary of Motions and Recommendations from the Audit Review Committee requiring Council approval:

1. CONSOLIDATED FINANCIAL STATEMENTS OF THE CORPORATION OF THE CITY OF WELLAND FOR THE YEAR ENDED DECEMBER 31, 2018

THAT THE COUNCIL OF THE CITY OF WELLAND accepts and approves the consolidated financial statements of the Corporation of the City of Welland for the fiscal year ending December 31, 2018.

As recommended by the Audit Review Committee at its meeting of September 10, 2019.

Date Submitted: September 17, 2019

Submitted by Steve Zorbas, General Manager, Corporate Services, Chief Financial Officer/Treasurer, on behalf of the Audit Review Committee.



(Signature)

GENERAL COMMITTEE REPORT TO COUNCIL

On Tuesday, September 10, 2019, the General Committee met with the following members in attendance: Chair, A. Moote, F. Campion, J. Chiocchio, T. DiMarco, B. Green, J. Larouche, D. McLeod, C. Richard, G. Speck and L. Spinosa.

The General Committee recommends Council approval on the following matters:

DELEGATIONS**19-28**

THAT THE GENERAL COMMITTEE receives for information the presentation by Jonna Wolfenberg, Volunteer and Events Coordinator, Community Support Services of Niagara, regarding Community Support Services of Niagara update.

19-28

THAT THE GENERAL COMMITTEE receives for information the presentation by Janet Handy, Executive Director, Kristen French Child Advocacy Centre Niagara, regarding new programming at the Kristen French Child Advocacy Centre Niagara.

19-28

THAT THE GENERAL COMMITTEE receives for information the presentation by Kelly Jones, Resident of Welland, regarding the 2019 Terry Fox Run.

19-28

THAT THE GENERAL COMMITTEE receives for information the presentation by Dan Giancola, Resident of Niagara Falls, regarding the 4th Annual Gala – Give the boot to PTSD.

19-101

THAT THE GENERAL COMMITTEE receives for information the presentation by Craig A. Rohe, Senior Planner, Upper Canada Consultants, regarding Canal View Condominium and the 406 South Corridor.

PRESENTATIONS**17-76**

THAT THE GENERAL COMMITTEE receives for information the presentation by Tara Stephens, Acting General Manager Human Resources and Legislative Services/City Clerk and Carmela Radice, Deputy Clerk, regarding Streaming/webcasting for the City of Welland.

Respectfully submitted,



TARA STEPHENS
City Clerk

GENERAL COMMITTEE
CORPORATE SERVICES
FINANCE DIVISION

| APPROVALS | |
|-----------------|---|
| GENERAL MANAGER |  |
| CFO |  |
| CAO |  |

REPORT FIN-2019-19
 SEPTEMBER 10, 2019

19-4

SUBJECT: PRE-APPROVED 2020 CAPITAL PROJECTS – FUNDING RECOMMENDATIONS

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

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approve the creation of a new YSP sustainability reserve to fund future YSP Operating Deficits and/or capital funding requirements; and further

THAT Welland City Council approve the creation of a new Downtown Brownfield Remediation reserve; and further

THAT Welland City Council approve the creation of a Capital Surplus Reserve; and further

THAT Welland City Council approve the creation of an Election Reserve; and further

THAT Welland City Council approve the creation of an Assessment Appeal Reserve; and further

THAT Welland City Council approve the funding of the pre-approved 2020 Capital program of \$5.05 million as follows:

- | | |
|--------------------------------|-----------------------------|
| 1. Health & Wellness Reserve | \$2.5 million |
| 2. 2019 Federal Gas Tax Top Up | \$1.5 million |
| 3. Capital Surplus Reserve | <u>\$1.05 million</u> |
| Total | \$5.05 million; and further |

THAT Welland City Council approve the reallocation of \$1.5 million of “one time 2019 Federal Gas Tax” to the 2020 Pre-approved Road Resurfacing Capital program and that funding of \$1.5 million from the Capital Surplus Reserve now fund Fire Station #2; and further

THAT Welland City Council approve the reallocation of \$2.5 million from the Operating Surplus Reserve Fund to the Capital Surplus Reserve Fund to fund future Capital projects.

ORIGIN AND BACKGROUND:

The City's Corporate Leadership Team and mid-level Managers have identified a list of priority 2020 Capital projects totaling \$5.05 million which were all approved at Council on August 6, 2019.

The following report has been prepared to recommend funding sources for all the projects approved by Council on August 6, 2019.

During the past year staff have been reviewing the City's December 31, 2018 balance sheet and have identified the following funds which can be transferred into the following reserves:

1 – Historic Accruals No Longer Required

Previous accruals no longer required totaling \$1,624,152. This represents a number of accruals made in prior years which are no longer required and can now be transferred to various Surplus Reserve Accounts. Breakdown as follows:

1. \$231,137 to Downtown Brownfield Remediation Program
 2. \$816,475 to Capital Surplus
 3. \$576,540 to Water/Wastewater Fund Surpluses
- \$1,624,152

2 – Health and Wellness Reserve and Economic Development Reserve

As future surplus lands are sold by the City, all the proceeds will continue to be deposited into the Health & Wellness Reserve and/or Economic Development Reserve.

3 – New Young SportsPlex (YSP) Sustainability Reserve Fund

The 2019 forecasted deficit for the YSP is approximately \$570,000 and Council approved utilizing the Sports & Cultural Reserve Fund (created to receive royalties and lease payments from Walkers) to cash flow the operating deficit of the YSP. The estimated uncommitted balance at June 30, 2019 of this reserve is approximately \$1.6 million. Staff estimate that the reserve will have sufficient funds to continue to fund future operating deficits to the end of 2021.

As a result, the practice of continuing to utilize the Sports & Cultural Reserve Fund to fund future operating deficits beyond 2021 is not financially sustainable. As the Atlas landfill site will be closed and has reached its capacity, the City will no longer receive royalties or rent and will be required to develop a new long-term funding strategy to fund future YSP operating deficits.

Staff recommend the creation of a new reserve titled "YSP Sustainability Fund" which will be funded from the proceeds from the sale of the former Rice Road Soccer Facility located on Quaker Road. In addition, staff support continued "growth" of this fund and staff will report back on options. In the future, interest earned and funds in this reserve can be utilized to cash flow future YSP debt payments, and also fund YSP capital projects. The goal is to develop a long term financing strategy to mitigate future tax levy budgets due to YSP operating deficits and/or Capital requirements.

The new reserve will also earn interest on an annual basis.

4 – New Downtown Brownfield Remediation Reserve

City staff have reviewed prior year accruals made for anticipated Brownfield remediation developments that could require City funding based on Council's approved Brownfield policies. To assist with funding such future projects, staff recommend that funds accrued in prior years, in the amount of \$231,137, be transferred to a new Reserve to be titled "Downtown Brownfield Remediation".

5 – New Capital Surplus Reserve

Staff recommend the establishment of a new Reserve called "Capital Surplus Reserve". Currently the Capital Surplus Fund is maintained in a balance sheet account titled as "Working Capital". \$1,792,470 will be transferred from the Working Capital Fund to the new Capital Surplus Reserve Fund.

6 – New Election Reserve Fund

Staff recommend the establishment of a new Reserve called "Election Reserve Fund". Currently the Election Reserve Fund is maintained in a balance sheet account titled as "Clerks Working Capital". \$372,393 will be transferred from the Clerks Working Fund to the new Election Reserve Fund.

7 – New Assessment Appeal Reserve Fund

Staff recommend the establishment of a new Reserve called "Assessment Appeal Reserve Fund". Currently the Assessment Appeal Reserve Fund is maintained in a balance sheet account titled as "Taxation Reduction". \$822,929 will be transferred from this account to the new Assessment Appeal Reserve Fund.

COMMENTS AND ANALYSIS:

Revised Capital Funding Strategy for Fire Hall #2

Staff have been advised that the "2019 one-time increase to Federal Gas Tax in the amount of \$1.5 million" cannot be utilized for funding the new Fire Station #2. The program spending criteria make this project ineligible.

As a result, staff also recommend that the proposed funding for Fire Hall Station #2 be changed to reallocate the 2019 Federal Gas Tax top up of \$1.5 million to fund the pre-approval of 2020 Road Resurfacing project, and that \$1.5 million be funded from the Capital Surplus Account (Current uncommitted balance, if Council approves the report, will be approximately \$3,437,000) be the new source of funding. Sufficient funds are available.

FINANCIAL CONSIDERATION:

Staff recommend the following funding strategy totaling \$5.05 million which were all approved at Council on August 6, 2019:

- | | |
|------------------------------|---------------|
| 1. Health & Wellness Reserve | \$2.5 million |
|------------------------------|---------------|

| | |
|--------------------------------|-----------------------|
| 2. 2019 Federal Gas Tax Top Up | \$1.5 million |
| 3. Capital Surplus Reserve | <u>\$1.05 million</u> |
| Total | \$5.05 million |

OTHER DEPARTMENT IMPLICATIONS:

N/A

SUMMARY AND CONCLUSION:

The City's Corporate Leadership Team and mid-level Managers have identified a list of priority 2020 Capital projects totaling \$5.05 million which were all approved at Council on August 6, 2019. This report recommends a funding package totaling \$5.05 million. In addition, staff will continue to conduct a comprehensive review of all balance sheet accounts, reserves, and reserve funds.

ATTACHMENTS:

Appendix I – December 31, 2018 Draft Unaudited Reserve/Reserve Funds

Appendix II– June 30, 2019 Draft Unaudited Reserve/Reserve Funds

**CORPORATION OF THE CITY OF WELLAND
SUMMARY OF RESERVE FUNDS AND DEFERRED REVENUE
as at December 31, 2018**

RESERVE FUNDS SET ASIDE FOR SPECIFIC PURPOSES BY COUNCIL:

| | Total Balance | UnCommitted Balance |
|---|-------------------------------|--------------------------------|
| 402 ECONOMIC DEVELOPMENT | 4,140,151.33 | 4,140,151.33 |
| 403 FIRE DEPARTMENT | 2,019,390.72 | 2,019,390.72 |
| 405 ICE RESURFACER | 66,268.53 | 66,268.53 |
| 406 SICK LEAVE | 40,304.11 | 40,304.11 |
| 410 MUNICIPAL INCENTIVE GRANT | 932,681.54 | 932,681.54 |
| 412 POOL MAINTENANCE | 62,288.14 | 62,288.14 |
| 413 WORKERS SAFETY INSURANCE BOARD | 295,551.15 | 295,551.15 |
| 425 PARKING | 33,102.07 | 33,102.07 |
| 426 COURTHOUSE MAINTENANCE | 88,325.56 | 88,325.56 |
| 427 FLEET | 248,234.09 | 248,234.09 |
| 429 OMPF CONTINGENCY | 71,895.60 | 71,895.60 |
| 430 WATER/SEWER FUND SURPLUS | 1,748,952.84 | 1,748,952.84 |
| 431 BUILDING CAPITAL IMPROVEMENTS | 142,729.18 | 142,729.18 |
| 432 BENEFIT SAVINGS | 1,001,953.51 | 1,001,953.51 |
| 433 OPERATING SURPLUS | 5,376,070.26 | 5,333,902.90 |
| 442 SPORTS & CULTURE INFRASTRUCTURE RECREATIONAL CANAL LANDS | 1,585,455.39 13,532,390.92 | 867,074.24 13,532,390.92 |
| 444 INSURANCE RESERVE | 871,259.80 | 871,259.80 |
| 445 HEALTH SAFETY AND WELLNESS RESERVE | 2,699,588.25 | 2,699,588.25 |
| 414 UNDISTRIBUTED REVENUE | 0.00 | 0.00 |
| TOTAL RESERVE FUNDS (DRAFT UNAUDITED) | \$ 34,956,592.99 | 34,196,044.48 |

**DEFERRED REVENUE (RESERVE FUNDS) SET ASIDE FOR SPECIFIC
PURPOSES BY LEGISLATION, REGULATION OR AGREEMENT:**

| | | |
|---|-------------------------|----------------------|
| PLANNING ACT | 838,966.18 | 838,966.18 |
| SUBDIVIDERS - FUTURE SERVICES | 2,670,900.52 | 2,670,900.52 |
| 437 PROVINCIAL GAS TAX REBATE | 1,800,711.67 | 677,962.51 |
| 438 FEDERAL GAS TAX REBATE | 2,663,841.01 | |
| ONTARIO BUS REPLACEMENT PRGM | 0.00 | 0.00 |
| ONTARIO STATE OF GOOD ROADS PRGM | 7,048.09 | 7,048.09 |
| DEVELOPMENT CHARGES | 8,771,610.35 | 6,123,467.73 |
| TOTAL DEFERRED REVENUE FUNDS (DRAFT UNAUDITED) | \$ 16,753,077.82 | 10,318,345.03 |

| | | |
|----------------------------|-------------------------|----------------------|
| TOTAL RESERVE FUNDS | \$ 51,709,670.81 | 44,514,389.51 |
|----------------------------|-------------------------|----------------------|

**CORPORATION OF THE CITY OF WELLAND
SUMMARY OF RESERVE FUNDS AND DEFERRED REVENUE
as at June 30, 2019**

RESERVE FUNDS SET ASIDE FOR SPECIFIC PURPOSES BY COUNCIL:

| | Total Balance | UnCommitted Balance |
|--|-------------------------|------------------------|
| 402 ECONOMIC DEVELOPMENT | 6,340,976.43 | 1,340,976.43 |
| 403 FIRE DEPARTMENT | 2,431,494.12 | 1,928,494.12 |
| 405 ICE RESURFACER | 66,268.53 | 66,268.53 |
| 406 SICK LEAVE | 40,304.11 | 40,304.11 |
| 410 MUNICIPAL INCENTIVE GRANT | 937,533.08 | 937,533.08 |
| 412 POOL MAINTENANCE | 62,288.14 | 62,288.14 |
| 413 WORKERS SAFETY INSURANCE BOARD | 295,551.15 | 295,551.15 |
| 425 PARKING | 43,102.07 | 12,102.07 |
| 426 COURTHOUSE MAINTENANCE | 88,325.56 | 88,325.56 |
| 427 FLEET | 248,234.09 | 151,324.09 |
| 429 OMPF CONTINGENCY | 71,895.60 | 71,895.60 |
| 430 WATER/SEWER FUND SURPLUS | 3,370,995.42 | 3,370,995.42 |
| 431 BUILDING CAPITAL IMPROVEMENTS | 0.00 | 0.00 |
| 432 BENEFIT SAVINGS | 1,001,953.51 | 1,001,953.51 |
| 433 OPERATING SURPLUS | 6,389,914.80 | 5,783,333.95 |
| 442 SPORTS & CULTURE INFRASTRUCTURE | 1,715,889.48 | 1,605,650.94 |
| RECREATIONAL CANAL LANDS | 13,457,471.21 | 13,457,471.21 |
| 444 INSURANCE RESERVE | 871,259.80 | 871,259.80 |
| 445 HEALTH SAFETY AND WELLNESS RESERVE | 2,699,588.25 | 2,699,588.25 |
| 1401 DOWNTOWN BROWNFIELD | 133,637.00 | 231,137.00 |
| 1402 CAPITAL SURPLUS | 2,746,819.82 | 2,437,902.97 |
| 1400 YSP SUSTAINABILITY | 0.00 | 0.00 |
| 1403 ASSESSMENT APPEALS RESERVE | 822,928.99 | 822,928.99 |
| 1404 ELECTION RESERVE | 372,393.44 | 372,393.44 |
| 414 UNDISTRIBUTED REVENUE ¹ | 731,139.15 | 731,139.15 |
| TOTAL RESERVE FUNDS (DRAFT UNAUDITED) | \$ 44,939,963.75 | 38,380,817.51 |

**DEFERRED REVENUE (RESERVE FUNDS) SET ASIDE FOR SPECIFIC
PURPOSES BY LEGISLATION, REGULATION OR AGREEMENT:**

| | | |
|---|-------------------------|----------------------|
| PLANNING ACT | \$ 1,006,455.18 | 1,006,455.18 |
| SUBDIVIDERS - FUTURE SERVICES | 3,411,070.96 | 3,411,070.96 |
| 437 PROVINCIAL GAS TAX REBATE | 1,980,768.67 | 123,019.51 |
| 438 FEDERAL GAS TAX REBATE | 4,876,483.06 | 2,167,022.71 |
| ONTARIO BUS REPLACEMENT PRGM | 0.00 | 0.00 |
| ONTARIO STATE OF GOOD ROADS PRGM | 4,326.39 | 4,326.39 |
| DEVELOPMENT CHARGES | 8,930,638.35 | 4,450,720.73 |
| TOTAL DEFERRED REVENUE FUNDS (DRAFT UNAUDITED) | \$ 20,209,742.61 | 11,162,615.48 |

| | | |
|----------------------------|-------------------------|----------------------|
| TOTAL RESERVE FUNDS | \$ 65,149,706.36 | 49,543,432.99 |
|----------------------------|-------------------------|----------------------|

¹ - This figure represents interest earned but not yet distributed to individual reserve funds. The interest will be distributed as of December 31, 2019 based on the average yearly balance of individual reserve funds.

| APPROVALS | |
|-----------------|---|
| GENERAL MANAGER |  |
| CFO |  |
| CAO |  |

GENERAL COMMITTEE
INFRASTRUCTURE AND DEVELOPMENT SERVICES

17-19

REPORT P&B-2019-23
SEPTEMBER 10, 2019

SUBJECT: TREE BY-LAW CONSIDERATIONS

AUTHOR: ROSE DI FELICE, M.PI., M.Sc., MCIP, RPP
MANAGER OF POLICY PLANNING

APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER, INFRASTRUCTURE AND
DEVELOPMENT SERVICES

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information Report P&B-2018-23 regarding Tree By-law considerations; and further,

That Welland City Council directs Staff too consult with the public, agencies and other stakeholders prior to reporting back to Council regarding tree preservation on properties that are subject to Planning Act Applications.

ORIGIN AND BACKGROUND:

On January 16, 2018 Council approved a motion for Staff "to investigate a Tree By-law under the Municipal Act 2001 or the Planning Act".

Staff has reviewed the preservation and promotion of Trees, the Urban Canopy and Woodlands for two distinct categories: 1) public trees in the right-of-way and on City property such as parks and canal lands; and, 2) private trees located on privately owned land. This Report outlines current policies with respect to both of these categories.

COMMENTS AND ANALYSIS:**Public Trees**

The management of trees planted in the right-of-way and on City-maintained property is conducted in accordance with accepted good forestry practices by the City's skilled forestry department.

Public trees are removed at the discretion of qualified forestry individuals for a number of reasons such as (but not limited to): disease, risk of injury and liability, road widenings, infrastructure improvements, and development applications.

The replanting of trees, and the planting of new trees is performed annually by City forestry crews subject to budgetary limitations. City crews also plant boulevard trees in

new subdivisions per the requirements of the City's Land Development Policy (1 tree per lot).

By-law 2007-173, *The Highway Damage and Obstruction Control By-law* provides the following language with respect to the protection and preservation of trees:

- 4.3.1 No person shall plant a tree on a highway without City Parks approval.
- 4.3.2 No person shall remove, cut down, or injure a tree located on a highway, or alter any protection system installed for the purpose of protecting a tree.
- 4.3.3 Every person, who is the owner of a property upon which stands a tree, shall forthwith remove any portion of the tree, dead, diseased or decayed, that may fall on a highway.
- 4.3.4 Every person, who is the owner of property which stands a tree, shall forthwith remove any portion of the tree, which interferes with highway street lights.
- 4.3.5 No person shall fasten anything to a tree located on a highway, except when such thing is designed to enhance the survival or growth of the tree.

Based on the practices, policies, and By-laws currently in place, Staff recommends maintaining the status quo for public trees.

Private Trees

Trees located on private property are considered the property of the landowner. The City of Welland regulates trees located on private property that pose a hazard to health and safety on highways through By-law 2007-173 (noted above). In addition, the *Property Standards By-law 2009-108* provides for the following:

Section 6 Regulations For All Properties

6.1. Yards

- 6.1.1. Every yard, including vacant lots shall be kept clean and free from:
 - (a) dead, decayed or damaged trees or other natural growth;
 - (b) unsafe trees, trees in danger of falling

At the Provincial level there exists Regulation (Endangered Species Act, Species at Risk in Ontario List - O. Reg. 230/08) to protect individual endangered tree species and tree species at risk. Unless a species is identified in this Regulation, there are no local regulations protecting tree removals on private property unless they are part of a Woodland, or have been identified in a Tree Saving Plan.

Woodlands

Niagara Region has in place its *Regional Tree and Forest Conservation By-law No. 30-2008* that applies to Woodlands that are 1.0 hectare or larger in size in Welland. Per Section 1.38 of the By-law, Woodlands are defined as one or more properties with a density of at least:

- 1.38.a 1,000 trees, of any size per hectare;
- 1.38.b 750 trees, measuring five (5) centimetres in diameter at DBH, per hectare;

- 1.38.c. 500 trees, measuring over twelve (12) centimetres in diameter at DBH, per hectare; or
- 1.38.d. 250 trees, measuring over twenty (20) centimetres in diameter at DBH, per hectare;

But does not include:

- 1.38.f a cultivated fruit or nut orchard;
- 1.38.g a plantation established for the purpose of producing Christmas trees and which is being actively managed and harvested for the purposes for which it was planted, except that this does not refer to plantations that have ceased being managed or harvested for their intended purpose for a period of 15 years or more; or
- 1.38.h a bona fide tree nursery that is being actively managed and harvested for the purposes for which it was planted.

Tree Saving Plan

The City's Official Plan identifies those instances when a Tree Saving Plan is required. For example, the Official Plan requires that a developer/applicant submit a Tree Saving Plan where development or site alteration is approved within or adjacent to lands designated Core Natural Heritage System. The Plan must be prepared by a professional forester in accordance with the Region's Tree and Forest Conservation By-law (30-2008) and its implementation monitored by a member of the Ontario Professional Forestry Association. The Official Plan further outlines the requirements of a Tree Saving Plan itself. Such requirements of said Plan include:

- (i) Inventory and assess the health and significance of the trees in the woodland;
- (ii) Identify the trees to be removed, the reasons for removal and the methods to be used;
- (iii) Identify the trees to be retained and the measures required to prevent detrimental impacts on those trees; and,
- (iv) Recommend a program to monitor the health of the trees to be retained and implement measures to ensure that trees and shrubs found through the monitoring to be dead or in poor health shall be replaced.

Early in the development process, during the pre-consultation phase, a potential developer is advised that a Tree Saving Plan is required to support an application for development or site alteration so as to protect and preserve the trees on lands where development or disturbance impacts a wooded area. Typically Regional and/or Niagara Peninsula Conservation Authority Staff request Tree Saving Plans be prepared to support a development proposal.

If it is determined that a Tree Saving Plan must be submitted then this requirement is typically implemented through appropriate planning mechanisms such as conditions imposed on the approval of site plans and draft approval of plans of subdivision.

Areas not currently covered in Welland

The current By-laws and policies outlined in this Report adequately cover a majority of areas relating to forestry and trees. Currently, the following areas are not regulated in Welland.

Heritage Trees & Significant Community Trees

Heritage Trees and Significant Community Trees refer to a tree designated by City Council as having some significance. Some municipalities have established a process for their Heritage Council to become involved in identifying trees of significance, and thereby have enacted By-laws, which include special provisions to protect these trees whether located on public or private property.

Tree Cutting Permit

Some municipalities have enacted By-laws that require a permit to be obtained prior to any cutting of private trees, with exceptions.

Tree Canopy and Forest Cover Goal

Niagara Region has identified, through their Forestry By-law, a goal of 30% forest cover in the Region. A Canopy Cover Goal also of 30% has been identified in the City of St. Catharines Urban Forestry Management Plan. Some municipalities have taken the approach to first identify their Tree Canopy and Forest Cover Goals, and then put into place an action plan to achieve the set goals overtime.

Protection of Trees During Development Phase of Private Lands

Trees have a value to the community by providing shade and shelter, acting as barriers to wind and erosion and improving the overall aesthetic appeal of a community. At times, on privately owned lands subject to Planning Act approvals (such as draft plans of subdivision/condominium, site plan approvals and consent applications) the removal of trees takes place. Although, Tree Saving Plans are required by the Official Plan there are instances where trees are removed prior to the completion of the Planning approvals process. Currently, as there are no standard requirements for Tree Saving Plans and the quality of plans may vary greatly, opportunities may arise regarding the enhancement of tree preservation/protection on development sites where development is imminent, so as to ensure a healthy, sustainable urban forest and a green, livable City. To this end, Staff suggest that a review be undertaken on how tree preservation on development sites can be enhanced through a formal process.

It is suggested, should Council wish for Staff to review opportunities for tree protection for properties that are subject to Planning Act Applications, that a public consultation process with the public, agencies and other stakeholders be carried out prior to Staff reporting back to Council.

FINANCIAL CONSIDERATION:

Any changes to the level of service with respect to the City's current forestry practices will have an impact on the City's current financial position.

Further regulation of trees on private property would also require additional financial considerations with respect to resources required to administer inspections and permits.

OTHER DEPARTMENT IMPLICATIONS:

There are no other Department implications, at this time, resulting from this information Report.

SUMMARY AND CONCLUSION:

This Report details current practices, policies and By-laws that deal with the protection and preservation of trees in the City and outlines considerations to be contemplated regarding the need for, and value of, a Tree By-law being enacted in the City. Should it be determined that such a By-law should be considered an extensive public consultation and engagement process should be carried out prior to any such By-law being considered by Council.

Staff recommend that Council receive this Report for information purposes.

ATTACHMENTS:

N/A

| APPROVALS | |
|-----------------|--------------------|
| GENERAL MANAGER | <i>[Signature]</i> |
| CFO | <i>[Signature]</i> |
| CAO | <i>[Signature]</i> |

GENERAL COMMITTEE
INFRASTRUCTURE AND DEVELOPMENT SERVICES

19-101

REPORT P&B-2019-44
SEPTEMBER 10, 2019

**SUBJECT: REQUEST TO REVOKE THE MINISTRY OF
TRANSPORTATION HIGHWAY 406 'CONTROLLED
ACCESS HIGHWAY' CORRIDOR**

**AUTHOR: GRANT MUNDAY, B.A.A., MCIP, R.P.P.
MANAGER OF DEVELOPMENT APPROVALS**

**APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES**

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND request the Ministry of Transportation remove the Highway 406 'Controlled Access Highway' Corridor designation on the lands shown on Appendix I; and further

That Welland City Council request the Ministry of Transportation designate the area shown on Appendix II as the Highway 406 'Controlled Access Highway' Corridor designation; and further

That Welland City Council directs Staff to forward Report P&B-2019-44 to the Regional Municipality of Niagara and to the Minister of Transportation for their consideration.

ORIGIN AND BACKGROUND:

On April 1, 2019, Staff received a request from Upper Canada Consultants asking Council to pass a resolution requesting that the Province of Ontario remove a portion of the 'Controlled Access Highway' corridor for the Future Highway 406 Extension south of East Main Street along the west side of the Welland Shipping Canal to Highway 58A (Townline Tunnel Road). The request is attached as Appendix II. The subject 'Controlled Access Highway' corridor is shown on Appendix I. The 'Controlled Access Highway' corridor was put in this location to allow for the potential expansion of Highway 406 South of the round-about at East Main Street and the existing Highway 406 to Highway 58A (Townline Tunnel Road).

With reference to Appendix II, Upper Canada Consultants are making this request on behalf of their client 1650672 Ontario Limited. 1650672 Ontario Ltd. are developing the Canal View Heights Registered Plan of Subdivision and the draft approved Canal View Heights Condominium both of which include lands within and abutting the protected corridor. The Draft Approved Condominium includes a number of conditions of approval one which directly relates to the existing Highway 406 Corridor. The condition is as follows:

That the Ministerial Order in Council, protecting the Controlled Access Highway corridor across the subject lands be lifted to the satisfaction of the Province.

There is also a similar condition placed on the Holding Provision which applies to the approved H-RL2-86 Zone that applies to the draft approved condominium lands. Without the Province of Ontario lifting of the controlled access highway corridor, the Canal View Heights Draft Approval Condominium cannot proceed forward to registration or construction. The "Controlled Access Highway" corridor established by the Province prohibits, permanent buildings and structures, utilities, roads, fire route, essential parking facilities, storm-water management ponds, berms and all these must be setback 14 metres (45 feet) from the boundaries of the corridor.

COMMENTS AND ANALYSIS:

Staff have reviewed the request by Upper Canada Consultants (attached as Appendix II) and have carefully reviewed this matter with internal staff at the City and the Region. There is little information available regarding the planned extension of Highway 406 into the location of the current 'Controlled Access Highway' corridor. As mentioned previously and in Appendix II, the proposed alignment would connect the roundabout at East Main Street and Highway 406 to Highway 58A/Townline Tunnel Road. No Environmental Assessment (EA) or any route selection works have been undertaken by the Province to further develop this corridor.

Niagara to GTA Corridor Planning and Environmental Assessment (NGTA Corridor)

The most recent study that was done by the Province in this area was the 2013 Niagara to GTA Corridor Planning and Environmental Assessment (NGTA Corridor). With reference to Figure 2 in Appendix II, this study preferred an east-west connection (East Option 4) between Highway 140 and the QEW in Fort Erie, following along Netherby Road or adjacent lands. Highway 140 between approximately Netherby Road to East Main Street would be improved to accommodate additional traffic volumes.

Provincial Policy Statement (PPS) & Growth Plan for the Greater Golden Horseshoe (Growth Plan)

The 2014 PPS and 2019 Growth Plan both contain policy direction on transportation corridors. It requires these corridors to be protected from development that would negatively impact the use of the transportation corridor for

its intended purpose. Staff recognize the importance of these policies in protecting future transportation corridors. With respect to the subject corridor, Staff are of the opinion that this should be moved to Highway 140 between East Main Street and Netherby Road to come in line with the NGTA Corridor study.

Region of Niagara Transportation Master Plan (TMP)

In 2017, the Region of Niagara completed the TMP which is a strategic vision document which outline the 25 year transportation goals of the Region. This Plan makes reference to the above noted NGTA Corridor including an extension of Highway 406 to Highway 140 and an east-west connection between Highway 140 and the QEW Fort Erie via Netherby Road.

Niagara Region Official Plan (Regional OP)

The 2014 Regional OP does not contain any reference to the Highway 406 "Controlled Access Highway" corridor established by the Province. The Regional OP does however include policies requiring the protection of transportation corridors. It also requires that local municipalities protect transportation corridors in their respective Official Plans. The Regional OP also includes policies related to the study of the need, alignment and timing of a Mid-Peninsula Corridor. Part of this policy was fulfilled by the NGTA Corridor study by the Province.

City of Welland Official Plan (City OP)

The 2010 City OP includes mapping for the Highway 406 "Controlled Access Highway" corridor established by the Province. It also contains policies related to the protection of transportation corridors. In particular, Policy 6.4.1.5 states:

The City will anticipate, designate and protect transportation rights-of-way and areas required for future transportation facilities in cooperation with the Province, Region and neighbouring municipalities.

In considering an alternative location for this corridor, Policy 6.4.1.2 – To Provide and Integrated Transportation System and Policy 6.4.1.3 - To Create a Responsible Transportation System are relevant. Policy 6.4.1.2 states:

The City will encourage and plan for an integrated transportation system which allows for cost-effective and efficient movement of people and goods in a manner compatible with existing and future land uses.

Policy 6.4.1.3 states:

The City will encourage a transportation system in Welland which supports economic development and social inclusion, with minimum social and environmental disruption.

In considering these OP policies and the recent NGTA study, staff are of the opinion that the Highway 406 "Controlled Access Highway" corridor should be removed from its current location and be considered by the Province to be placed on East Main Street east of the round about to Highway 140 and along the Highway 140 Corridor from East Main Street to approximately Netherby Road. The Highway

140 corridor is a better location for a potential extension of Highway 406 for a number of reasons including the following.

- The financial costs of widening Highway 140 would be significantly lower than creating a whole new corridor south of the round about.
- The East Main Street Tunnel under the Welland Shipping Canal already has two lanes of traffic in each direction;
- The Highway 58A/Townline Tunnel Road under Welland Shipping Canal only contains one lane of traffic in each direction, creating additional lanes of traffic will be very difficult in this location;
- Highway 140 has between 70-75m in right of way width which is large enough to support a future 4 lane highway, similar in size and function to the Highway 406 south extension;
- The current corridor is close to existing urban residential development and could potentially have a negative impact on residents (noise, air and vibration pollution); and
- Removing the current corridor would open up additional urban lands for residential development and allow for better local road connection where east-west road terminate at the Welland Shipping Canal.
- A Highway 140 corridor would provide better highway access for existing and future industrial development in this area and would help to promote future investment in the surrounding area.

With reference to Appendix IV, Staff also received a letter in full support from Marc Viger, Laurant Viger Construction Ltd who owns lands abutting and within the current 406 'Controlled Access Corridor'.

FINANCIAL CONSIDERATION:

There are no financial implications as a result of the content of this Report.

OTHER DEPARTMENT IMPLICATIONS:

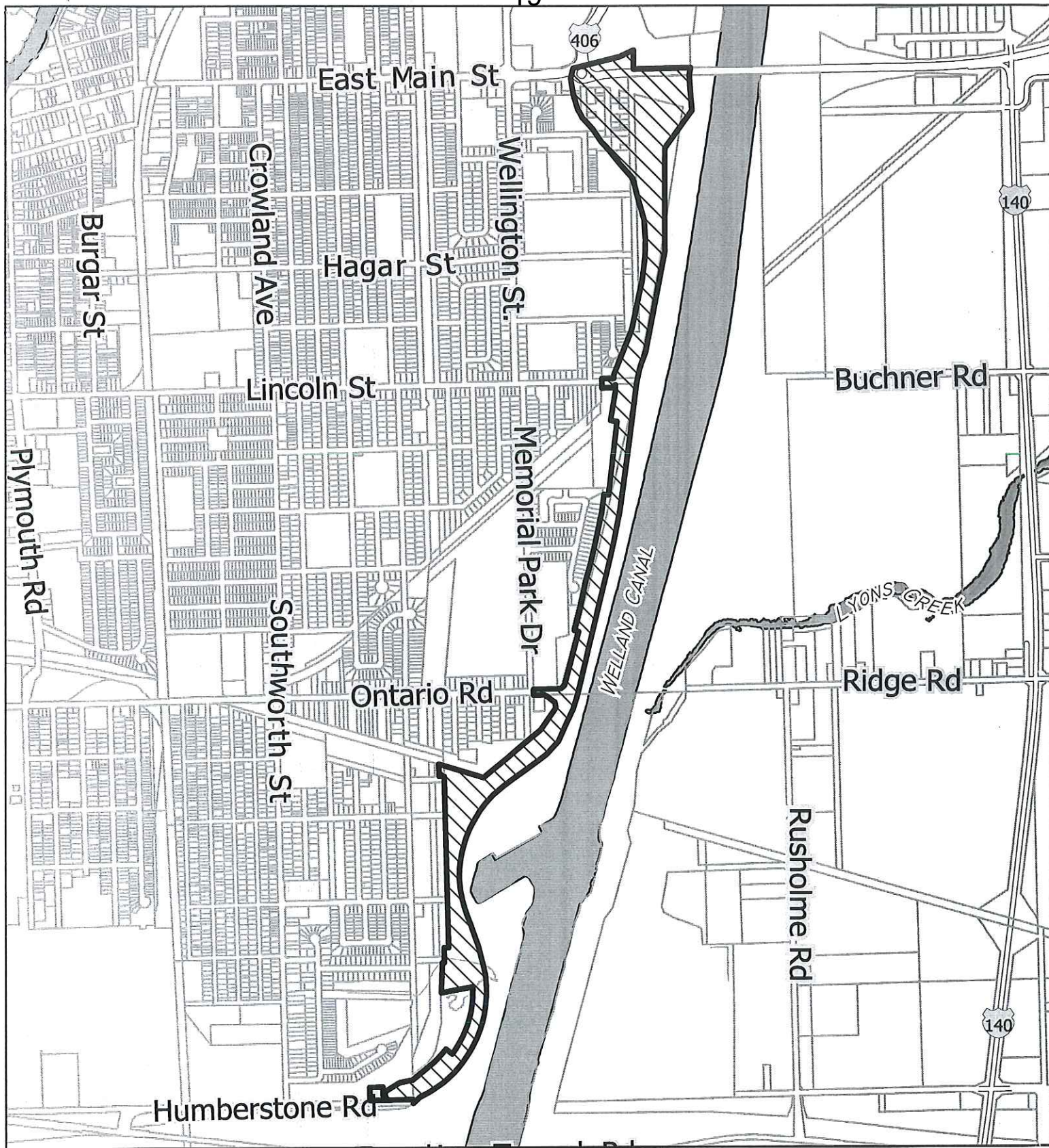
There are no implications to other Departments as a result of the content of this Report.

SUMMARY AND CONCLUSION:

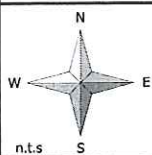
Staff have reviewed the request from Upper Canada Consultants asking Council to pass a resolution requesting that the Province of Ontario remove a portion of the 'Controlled Access Highway' corridor for the Future Highway 406 Extension south of East Main Street along the west side of the Welland Shipping Canal to Highway 58A (Townline Tunnel Road). Staff have reviewed this need for this corridor and after reviewing relevant information have determined that it is not needed in its current location. Staff are recommending that Council pass a motion request removal of the corridor as shown on Appendix I and replace replacing with the corridor as shown on Appendix II.

ATTACHMENTS:

- Appendix I - Location of Highway 406 Controlled Access Corridor
- Appendix II - Request from Upper Canada Consultants
- Appendix III - Proposed Alternative Highway 406 Controlled Access Corridor
- Appendix IV - Letter from Marc Viger, Laurant Viger Construction Ltd.



Location of Highway 406 Controlled Access Corridor



SUBJECT LANDS



Infrastructure and
Development Services
Planning Division

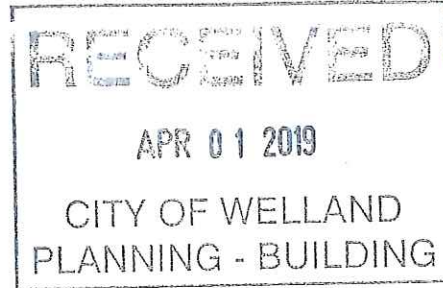


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March 27, 2019

To: Mayor and Council
Corporation of the City of Welland
60 East Main Street
Welland, ON L3B 3X4

**Re: Canal View Estates (City File Nos. 26CD-14-18005, 2018-04)
Request for Support of a Request for the Revocation of a Portion of the Ministry of
Transportation Future Highway 406 Extension**

On behalf of our client 1650672 Ontario Limited, please accept this letter as a formal request for Welland City Council to support a request for the revocation of a portion of the Ministry of Transportation's Future Highway 406 Extension. The corridor is located generally along the western side of the Welland Canal, between East Main Street and Highway 58 / Townline Road.

The Corridor, as shown on **Appendix I**, constitutes approximately 35 hectares of Urban Land that will be unable to be developed unless the corridor is revoked by the Province of Ontario.

This corridor currently encumbers the recently draft approved Canal View Estates Condominium development (City File No 26CD-14-18005), and is required to be revoked by the Province prior to any final approval or development taking place.

This submission contains an analysis of applicable planning policy from a Provincial, Regional and local perspective. Based on this analysis, and the recommendations of the Niagara-to-GTA-Corridor Transportation Development Strategy that indicates Highway 140 will be developed as a key north-south linkage from Highway 406 to the proposed NGTA East Area Corridor, it becomes clear that the Future Highway 406 Extension is not a Provincial priority and will likely not be built in a time frame that supports any of growth and development pressures that the City is experiencing. Accordingly and consistent with the conditions of approval and holding provisions established through the draft approval of Canal View Estates Condominium, the revocation of the corridor lands will be requested of MTO by 1650672 Ontario Limited.

Craig A. Rohe, M.Pl., MCIP, RPP
Senior Planner
Upper Canada Consultants

cc. 1650672 Ontario Limited
Grant Munday, MCIPO, RPP, Manager of Development Approvals, City of Welland
Erik Nickel, P. Eng., General Manager / City Engineer, City of Welland

Background

On June 20, 2018, applications for Official Plan Amendment (Amendment 18), Zoning by-law Amendment (File 2018-04) and Draft Plan of Vacant Land Condominium (26CD-14-18005) were deemed complete by the City of Welland. The lands subject to these applications include Lots 37, 38, 54, 55, 56 and Block 74 on Registered Plan 59M-440 in the City of Welland, within the Regional Municipality of Niagara.

Lots 37, 38, 54, 55, 56 and Block 74 were created through the Canal View Heights Plan of Subdivision (City File 26T-14-11002). The identified MTO Corridor is generally situated on Block 74.

Generally, the site is bounded by a woodlot to the North, the Welland Canal to the East and Canal View Heights Subdivision and Memorial Park to the South and West.

A copy of the approved Draft Plan is included as **Appendix II**.

Through the public and agency review process, comments were received from the Ministry of Transportation on July 4 2018 (see **Appendix III**). The comments outlined that:

“The designated ‘Controlled Access Highway’ corridor for the Future Highway 406 Extension south of East Main Street lies within the eastern boundary of the proposed site associated with the referenced applications.

The site is within the ministry’s permit control area. Note that all proposed, permanent buildings and structures (above and below ground), utilities, frontage roads/fire routes, essential parking facilities, storm-water management ponds and associated berms or any amenity deemed essential to the operation of the site, must be set back a minimum of 14.0 metres (45 feet) from the property limit of the designated Future Highway 406 Extension Corridor.

Further, no structure / erection, work or activity of any kind associated with the development of the site may encroach upon the designated ‘Controlled Access Highway’ corridor for the Future Highway 406 Extension.”

Generally, the effect of these comments is that development cannot proceed within the corridor, or within a 14 metre setback of the delineated edge of the corridor. These restrictions “sterilize” a significant portion of the Canal View Estates condominium development from being developed.

On September 25, 2018 Council approved the applications, subject to a zoning hold and conditions of draft approval.

The Holding provision is as follows:

“THAT Welland City Council directs that prior to the lifting of the Holding Symbol (H), the Owner must provide to the City documentation that a Ministerial Order in Council, protecting the Controlled Access Highway corridor across the subject lands, has been lifted to the satisfaction of the Province; ”

Condition 16 of the Draft Approved Plan of Vacant Land Condominium applies further direction that the corridor must be revoked prior to the condominium receiving final approval.

Condition 16 – That the Ministerial Order in Council, protecting the Controlled Access Highway, across the subject lands be lifted to the satisfaction of the Province.

As it stands currently, our client (1650672 Ontario Limited) must engage the MTO and request that they recommend the revocation of the corridor to the Minister of Transportation prior to any final approval of the development. In order to do this, support from the City of Welland is crucial.

Niagara to GTA Corridor Planning and Environmental Assessment (NGTA Corridor)

There is minimal information publically available regarding the planned extension of Highway 406 beyond East Main Street. What is known generally based on discussions with the MTO and through the obtainment of a shapefile showing impacted lands, is that the proposed alignment would connect from the 406 Roundabout, along the western side of the Welland Canal to Highway 58/Townline Road. This roadway is referred to as a future controlled access highway by MTO in their comments dated July 4, 2018. To date, an Environmental Assessment or any subsequent route selection works have not been undertaken by the Province to develop this corridor.

In 2013, the Province concluded its work on the Niagara to GTA Corridor Planning and Environmental Assessment. The Report, known as the Transportation Development Strategy (TDS), outlined the preferred and recommended improvements to the Highway network in Southern Ontario for the West, Central and East Areas. The Regional Municipality of Niagara lies within both the Central and East Areas of the TDS. With specific regard to the subject lands, they are located within the East Area.

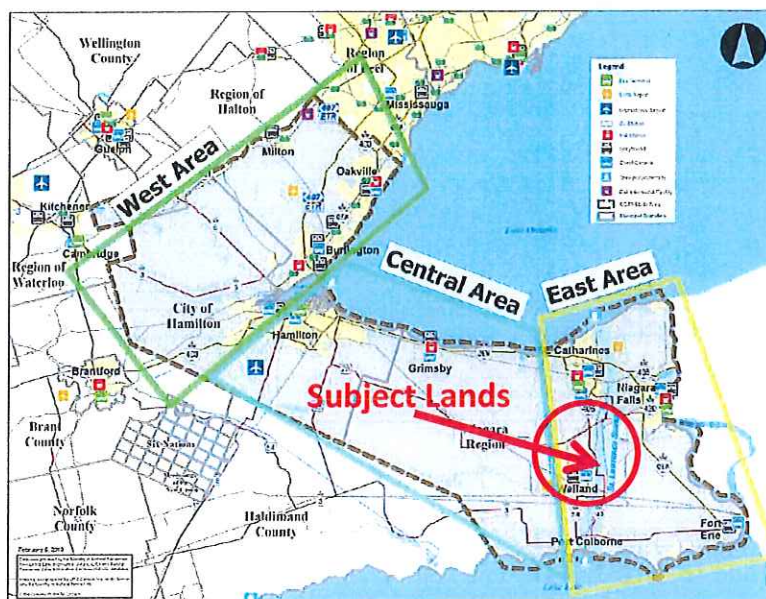


Figure 1 - West, East and Central Areas

As outlined in the TDS, the recommended alignment for a new Provincial Highway Corridor is East Option 4, shown in the image below. Generally, this corridor project would consist of improvements to connect Highway 406 through the existing 4-lane East Main Street Tunnel to Highway 140. Highway 140 would be improved to accommodate additional volumes and a new provincial highway corridor would be built between the Highway 140/ Netherby Road interchange and the QEW in Fort Erie (Approximately Eagle Street Area in Stevensville)

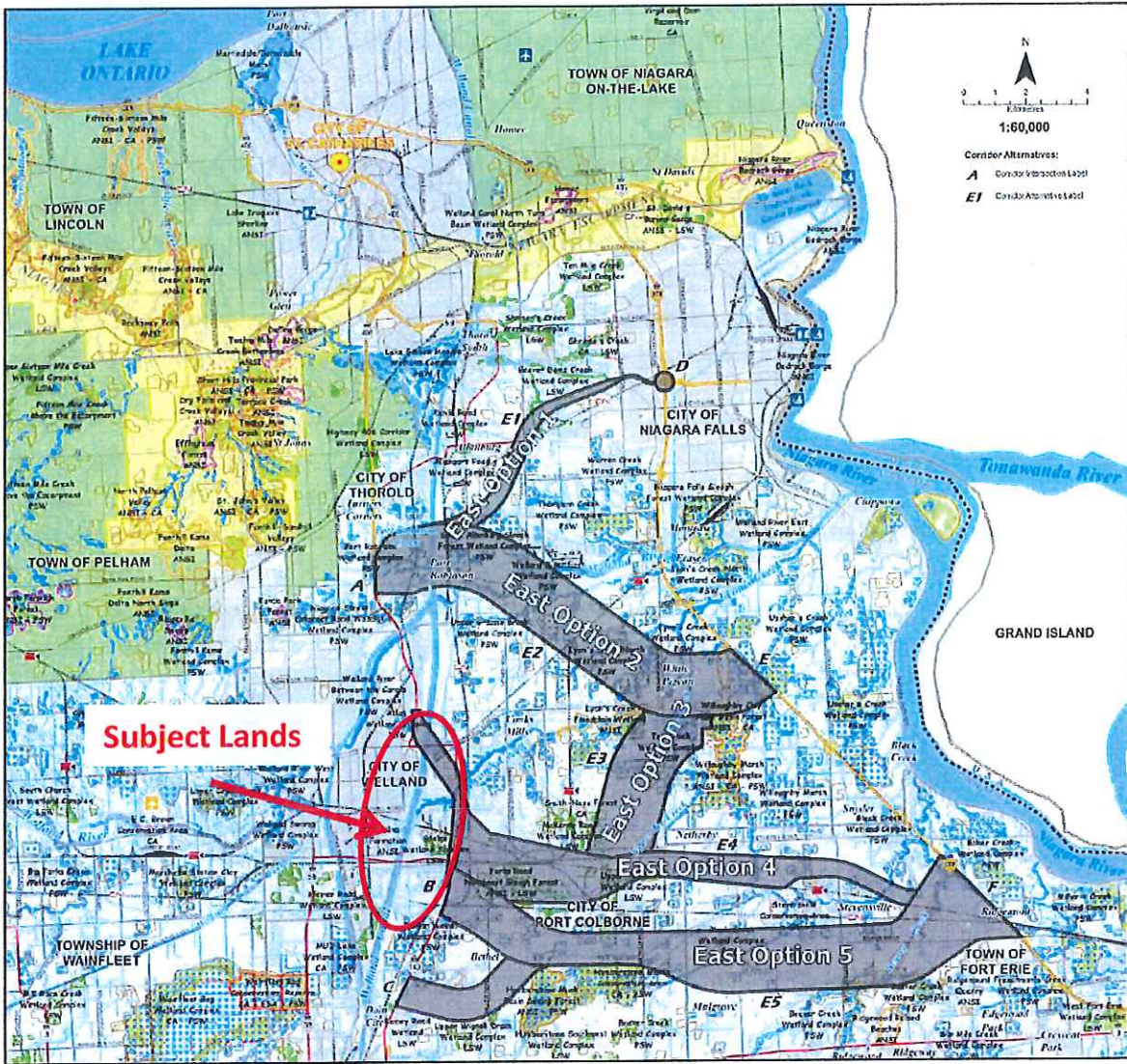


Figure 2 - Proposed Alignment Options



Highway 140 a locally and regionally significant north-south corridor that provides access between north and south Welland and to Niagara Falls and Port Colborne. The MTO owned lands associated with Highway 140 within the Welland municipal boundary are currently between 70-75m in width, which is large enough to support a future 4 lane highway, similar in size and function to the 406 South Extension.

Based on the TDS, it can be deduced that if a new corridor is supported on the East Side of the Canal, that a duplicate corridor along the west side would be redundant.

In lieu of the future Highway 406 Extension, multi-modal Improvements to other established north-south arterials and roads on the west side of the Canal, such as Wellington Street and Crowland / Southworth Street could be made to improve connectivity in this area of the municipality. These smaller scale improvements to existing networks would come with less-nuisance than the introduction of a 4 lane highway adjacent to existing residential developments (i.e. noise, vibration, air quality). Paired with the future enhancement of Highway 140 and existing roads, access and mobility through the municipality could be improved without the need for a new corridor.

PROVINCIAL PLANS

The proposed corridor alignment is within the City of Welland and is subject to the policies of the Provincial Policy Statement (2014) and the Growth Plan for the Greater Golden Horseshoe. Both Plans contain policy direction on transportation corridors, as outlined below.

Provincial Policy Statement (2014)

Section 1.6 of the PPS Infrastructure and Public Service Facilities contains specific policy direction Provincial infrastructure, including highways and other transportation systems.

Section 1.6.8 Transportation and Infrastructure Corridors outlines the requirements for protecting corridors and rights-of-way for infrastructure including transportation, transit and electricity generation. Planned Corridors are a defined term in the plan, and are to be protected from development that could preclude or negatively affect the use of the corridor for the purposes which it was identified. The definition for Planned Corridors is as follows:

“Planned Corridors: means corridors or future corridors which are required to meet projected needs, and are identified through provincial plans, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through panning studies where Ontario Ministry of Transportation is actively pursuing the identification of a corridor. Approaches for the protection of planned corridors may be recommended in guidelines developed by the province.”

When the definition is broken down, it becomes clear that the 406 Southern Extension does not meet the tests of the definition and therefore should not be afforded the same consideration as planned corridors (i.e. the NGTA East Area Corridor), and therefore should be revoked.

...Identified through Provincial Plans

Qualifying Provincial Plans are those included in Section 1 of the Planning Act, as per the PPS definition. These Plans include the Greenbelt Plan (2017), Growth Plan for the Greater Golden Horseshoe (2017), Niagara Escarpment Plan (2017), Oak Ridges Moraine Plan (2017) as well as any prescribed plan or policy or prescribed provision of a prescribed plan or policy made or approved by the lieutenant governor, minister of the crown, ministry or board, commission or agency of the government of Ontario.

Reference to, or delineation thereof of the 406 Southern extension is absent from all noted Provincial Plans. Accordingly, it would not qualify as a planned corridor under these tests.

...preferred alignments determined through the Environmental Assessment process

It is unclear how or when this particular Corridor was established by the Ministry. There are no Environmental Assessments publically available that have contributed to the rigid delineation of this proposed corridor. As no evidence of an Environmental Assessment being completed for this corridor is available, it necessarily follows that the 406 Corridor would not qualify as a planned corridor under this test.

...Identified through planning studies where the province is actively pursuing a corridor

Through the Niagara-to-GTA Corridor Environmental assessment, five (5) potential corridor alignments from Welland to Niagara Falls/Fort Erie were explored (see **Figure 2**). As recommended by the Environmental Assessment, proposed alignment E4 was selected, which directs the expansion and improvement of Highway 140 and the development of a new highway corridor between Highway 140 and the QEW in Fort Erie, generally following the Netherby Road and CN Railway alignments. As the subject lands were not included in the recommendation, they should not be considered a planned corridor under this portion of the definition.

Based on the analysis above, the 406 South Extension Corridor should not be considered as a planned corridor. Therefore it should not be afforded the same protections or held in the same regard as those corridors which are identified in Provincial Plans or that were the subject of study and evaluation. As a preferred corridor alignment has been identified on the other side of the Canal, and in parallel alignment, it can be inferred that the 406 Southern Extension corridor on the west side of the Welland Canal is redundant and not part of the Province's long term highway development plan.

Therefore, it should be revoked, rather than frozen in perpetuity.

Growth Plan for the Greater Golden Horseshoe (2017)

Similar to the PPS, the Growth Plan also contains policy direction related to Planned Corridors under Section 3.2.5 Infrastructure Corridors. The policies of this subsection, like the PPS, direct that planned corridors are to be protected.

REGIONAL TRANSPORTATION MASTER PLAN (2017)

The Regional Transportation Master Plan (Final Report dated October 2017) is a strategic vision document which outlines the 25 year transportation goals of the Regional municipality and the impacts it will have on residents. The Plan is to be read in conjunction with the Region's forthcoming Growth Management Strategy and Master Servicing Plan.

As stated in the Regional Transportation Master Plan (pg25):

MTO, through its Southern Highways Program and the Niagara to GTA Corridor Planning and Environmental Assessment Study Phase 1, has recommended a program of key improvements in Niagara Region including:

- Widening and rehabilitation of the QEW from McLeod Road to Mountain Road (Southern Highways Program);
- Garden City Skyway bridge replacement (Southern Highways Program);
- Widening and introduction of HOV lanes along the QEW from Fifty Road to Highway 406 (NGTA Corridor Planning and EA Study Phase 1);
- Extension of Highway 406 southerly from Welland (Hwy 140) to NGTA East Corridor (NGTA Corridor Planning and EA Study Phase 1); and
- NGTA East Corridor from Highway 406 Extension to QEW (NGTA Corridor Planning and EA Study Phase 1).

Although the NGTA Corridor is mentioned, references are scoped around an extension of Highway 406 to Highway 140. Map 6 of the TMP delineates the proposed alignment of a new corridor connecting East Main Street to Netherby Road. No further references are provided in the Plan with regard to the 406 Southern extension.

NIAGARA REGION OFFICIAL PLAN (2014)

The Official Plan for the Regional Municipality of Niagara governs long term land use planning across 12 local municipalities.

The Regional Official Plan does not contain any reference to the proposed Highway 406 Southern Extension in text or by way of mapping. Detailed direction on Transportation Planning matters is provided through the Region's Transportation Master Plan.

Regional Comments submitted on the Canal View Estates (see **Appendix IV**) applications only provided a brief mention of the MTO corridor as follows:

"Regional staff note that portions of the proposed development are located within lands designated as Controlled Access Highway by the Ministry of Transportation (MTO) for a potential southern extension of Highway 406 on the west side of the Welland Canal. As such, the City should look to confirmation from the Ministry to determine whether the designation and proposed highway extension are still required and if the proposed development will be feasible."

There is no reference to the Corridor being outlined in any Regional planning documents in these comments.

CITY OF WELLAND OFFICIAL PLAN (2011)

The Future Highway 406 Extension is mapped on Schedule E of the Welland Official Plan (see **Appendix V**).

Despite being included on Schedule E, the Official Plan contains no mention of the corridor or how development is to be regulated. Further, this plan was approved in 2011, before the Planned Corridor polices of the PPS and Growth Plan were brought into effect and before the TDS was approved in 2013.

All lands within the identified Corridor between East Main Street and Netherby Road are designated as Open Space in the Welland Official Plan.

WELLAND COMPREHENSIVE ZONING BY-LAW (2017)

Specific to Canal View Estates, Block 74 was zoned as Community Open Space Zone (O2). Lots 37, 38, 54, 55, 56 were zoned as Residential Low Density 2 (RL2). Through the zoning by-law amendment related to the draft plan of condominium the subject lands have been rezoned to Residential Low Density 2, subject to the Holding provision. The MTO corridor must be revoked prior to the applicant being able to lift the Holding provision.

MTO PERMIT CONTROL AREA

As outlined in the Ministry's Letter of Comment submitted through the draft approval process (dated July 4, 2018), the subject lands are located within the MTO's permit control area.

As shown on the Ministry's online mapping tool, the Permit Control Area extends from East Main Street along the western edges of the Welland Canal to Townline Road. Any development within the shaded areas requires the written consent of the Ministry before proceeding. The Canal View Condominium Site is subject to this permitting process.



Figure 3 - MTO Permit Control Area

SOUTHERN HIGHWAYS PROGRAM (2017-2021)

The Ministry of Transportation outlines future transportation works for Niagara in their Southern Highways Program Document. The current document outlined planned construction, reconstruction and rehabilitation projects to the Year 2021. In the document, there is no direct mention of the Future Highway 406 Extension, save for one line item under the Planning for the Future Section (see **Appendix VI**). The item lists “Highway 406 Welland to Port Colborne, Niagara” as future consideration. Given the approval of the TDS, these improvements are likely to occur on highway 140, as opposed to developing a new corridor on the west side of the Welland Canal.

REQUEST FOR ACTION BY MTO

Currently there appear to be no commitments by any level of government that are focused on evaluating or developing the 406 Southern Corridor Extension.

As noted, the Corridor Extension lands make up approximately 35 hectares of urban land, much of which could be developed. As the PPS, Growth Plan and Regional and local official plans have clear direction on the need for intensification as the preferred means of accommodating and meeting growth targets, this corridor represents a significant barrier to responsible urban development.

The corridor lands are strategically located along the welland canal (i.e. waterfront) and stable neighbourhoods and should be a priority for new urban development. If they are not intended to be used for a future Provincial Transportation Corridor, it is recommended that they be released for development.

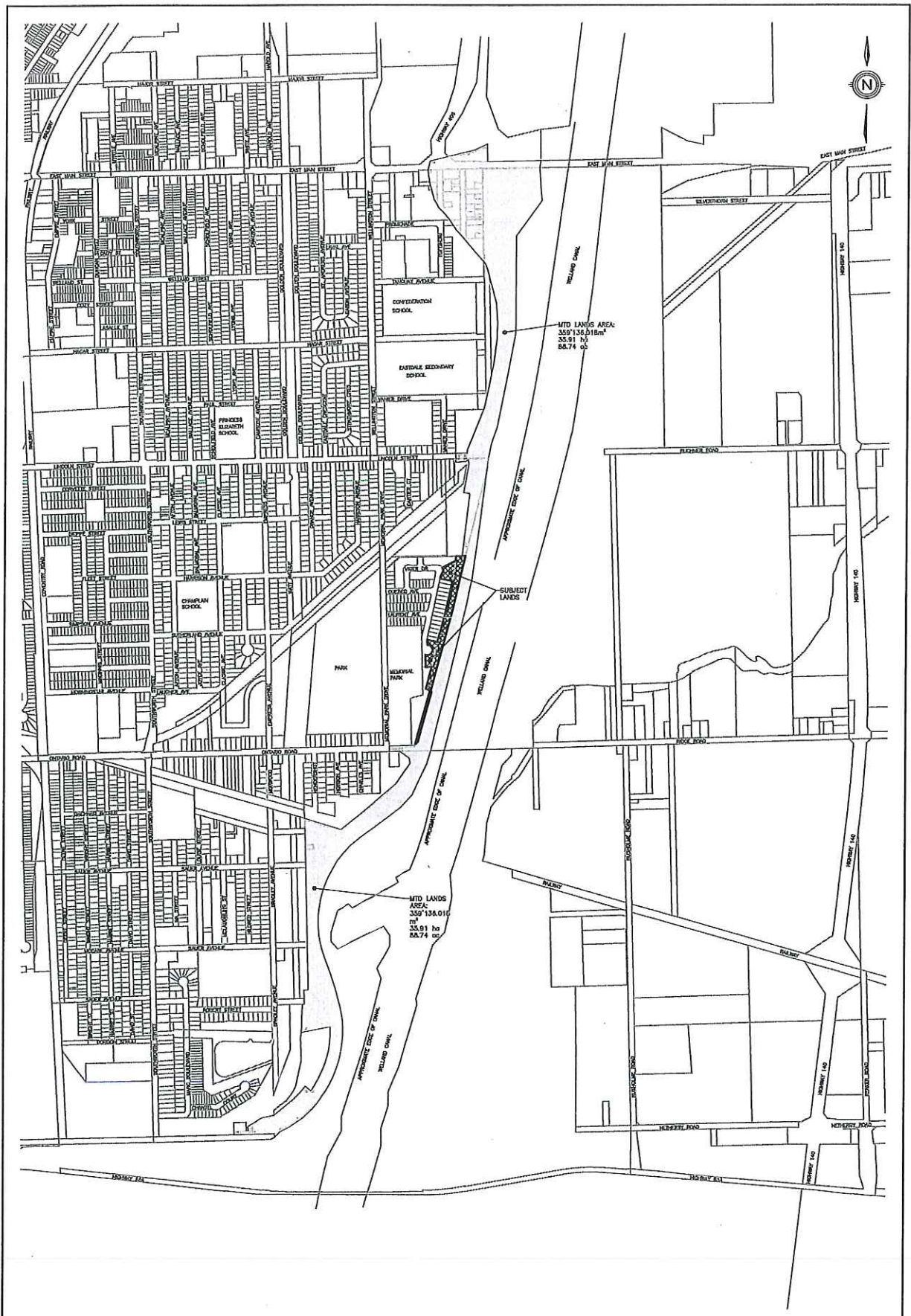
In addition to allowing for the development of Canal View Estates Condominium, revocation of this corridor would bring several hectares of readily serviceable urban land into the market for development. There is a positive impact for all levels of government through the release of this corridor.

Specific to the Canal View development, the Ministry must advise if the corridor is needed. If so, compensation for the loss of developable land will be requested from the land owner.

CONCLUSIONS AND RECOMMENDATIONS

As there appears to be a more suitable, and more readily available highway enhancement option available through the improvement of Highway 140, the 406 South Extension should not be considered as the preferred north-south corridor connection to meet the transportation needs of the City of Welland.

Accordingly, the lands that are subject to the Ministry's control should be freed of any such development restriction and allowed to be developed as part of the Welland urban area. Under this approach, the Canal View Estates development would be able to proceed as planned and contribute additional residential density to the municipality.



UPPER CANADA CONSULTANTS
ENGINEERS / PLANNERS

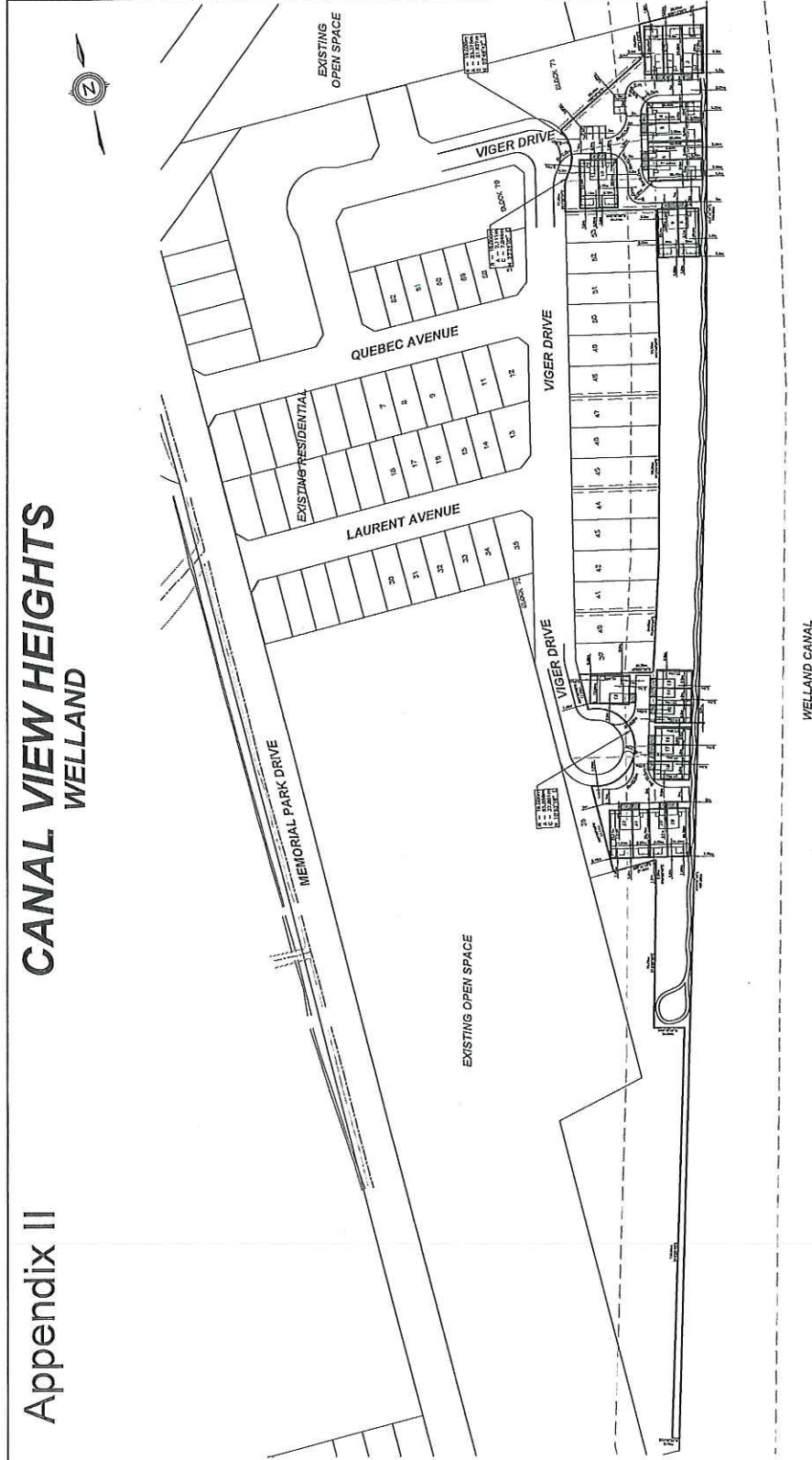
**FUTURE HIGHWAY
#406 EXTENSION**

**WELLAND
APPENDIX 1**

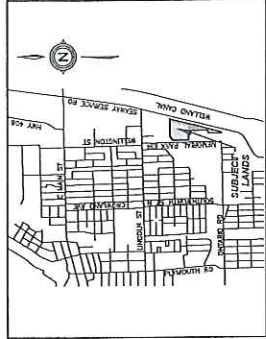
| | |
|---------|------------|
| DATE | 2019-01-15 |
| SCALE | N.T.S. |
| REF No. | . |
| DWG No. | APPEND1 |

Appendix II

CANAL VIEW HEIGHTS
WELLAND



| UNIT | USE AREA | AREA | UNIT # | USE AREA | AREA |
|-------------------------------|-------------------------------|--------------------|--------|-------------------------------|----------------------|
| 1 | LOT AREA | 2133m ² | 92 | LOT AREA | 2453m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1123m ² | | EXCLUDING USE AREA - DRIVEWAY | 1230m ² |
| 2 | LOT AREA | 1463m ² | 93 | LOT AREA | 1463m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1463m ² |
| 3 | LOT AREA | 2327m ² | 94 | LOT AREA | 2327m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1463m ² |
| 4 | LOT AREA | 1463m ² | 95 | LOT AREA | 1463m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1463m ² |
| 5 | LOT AREA | 2467m ² | 96 | LOT AREA | 1928m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1928m ² |
| 6 | LOT AREA | 1463m ² | 97 | LOT AREA | 1463m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1463m ² |
| 7 | LOT AREA | 2446m ² | 98 | LOT AREA | 1928m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1928m ² |
| 8 | LOT AREA | 2327m ² | 99 | LOT AREA | 2327m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1463m ² |
| 9 | LOT AREA | 2327m ² | 100 | LOT AREA | 2327m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1463m ² |
| 10 | LOT AREA | 2327m ² | 101 | LOT AREA | 2327m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1463m ² |
| 11 | LOT AREA | 1463m ² | 102 | LOT AREA | 1463m ² |
| | EXCLUDING USE AREA - DRIVEWAY | 1463m ² | | EXCLUDING USE AREA - DRIVEWAY | 1463m ² |
| TOTAL LOT AREA | | | | | 48424m ² |
| EXCLUDING USE AREA - DRIVEWAY | | | | | 42170m ² |
| TOTAL AREA | | | | | 106694m ² |



KEY PLAN
N.T.S.

DRAFT PLAN OF VACANT LAND CONDOMINIUM

LEGAL DESCRIPTION
LOTS 92, 93, 94, 95, 96, BLOCK 74 & 75 OF
WELLAND DEVELOPMENT
IN THE CITY OF WELLAND
REGIONAL MUNICIPALITY OF NAGARA

OWNER'S CERTIFICATE
BEING THE REGISTERED OWNER, I HEREBY
AFFIRM AND SWORN THAT THE INFORMATION
CONTAINED IN THIS PLAN IS TRUE AND
CORRECT AND THAT I HAVE NOT BEEN
NOTIFIED FOR APPROVAL.

FRUITBELT DEVELOPMENT
JUNE 6, 2018 DATE

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF
THE LANDS TO BE SUBMITTED ARE
CORRECTLY SHOWN.

MATTHEWS, CAMERON, FAYWOOD, KERRY T. HOWE
DATE

LAND USE SCHEDULE

| LAND USE | Ha | K |
|------------------|-------|------------|
| BUILDING | 0.207 | 20.08 |
| DRIVEWAY/PARKING | 0.203 | 16.10 |
| LANDSCAPING | 1.038 | 83.78 |
| TOTAL | 1.448 | 100.00 |
| UNITS | | 22 |
| DENSITY | | 13.341/179 |

| NO. | REVISION | DATE |
|-----|---------------------|------------|
| 1 | ISSUED FOR APPROVAL | 2018-06-11 |
| 2 | | |
| 3 | | |

UPPER CANADA CONSULTANTS
ENGINEERS / PLANNERS

DRAFTING
DATE: JUNE 12, 2018
PRINTED: JUNE 20, 2018
SCALE: 1:1000
DWG No.: 1007-DPVLVC
REV: 0

Appendix III

Ministry of
Transportation
Corridor Management Section
Central Region
7th Floor, Bldg. D
159 Sir William Hearst Ave.
Downsview, ON M3M 0B7
Tel (416) 235-4572
Email hugh.fyffe@ontario.ca

Ministère des
Transports
Section de la gestion des couloirs routiers
Région du Centre
7e étage, édifice D
159 Avenue Sir William Hearst
Downsview ON M3M 0B7
Tél: 416 235-4572
Email hugh.fyffe@ontario.ca



July 4, 2018

Rachelle Larocque
Planning Supervisor
City of Welland
60 East Main Street
Welland, ON L3B 3X4

**Re: Application to Amend Zoning By-Law 2017-117 (File No. 2018-04)
Application for Draft Plan of Subdivision - File 26T-14-18005
Official Plan Amendment Application
Canal View Heights Subdivision
Thorold**

Dear Ms. Larocque:

Thanks for circulating the Ministry of Transportation with the referenced applications.

The ministry has completed its review of the above applications in accordance with the requirements of our controlled access highway policies and criteria and the Public Transportation and Highway Improvement Act. We offer the following comments for your information.

The designated 'Controlled Access Highway' corridor for the Future Highway 406 Extension south of East Main Street lies within the eastern boundary of the proposed site associated with the referenced applications.

The site is within the ministry's permit control area. Note that all proposed, permanent buildings and structures (above and below ground), utilities, frontage roads/fire routes, essential parking facilities, storm-water management ponds and associated berms or any amenity deemed essential to the operation of the site, must be set back a minimum of 14.0 metres (45 feet) from the property limit of the designated Future Highway 406 Extension Corridor.

Further, no structure / erection, work or activity of any kind associated with the development of the site may encroach upon the designated 'Controlled Access Highway' corridor for the Future Highway 406 Extension.

The limits of the Future Highway 406 Extension corridor should be shown and labelled on the Draft Plan of Subdivision and no proposed work should be shown within the corridor.

The developer is solely responsible for all noise mitigation measures and such measures must be located beyond the designated corridor of the Future Highway 406 Extension.

All access to the site shall be from the existing municipal road system. No direct access to the Future Highway 406 will be permitted.

Condition(s) of Draft Plan Approval

We request the following condition of draft plan approval for this Plan of Subdivision.

1. That prior to final approval, the owner shall submit to the Ministry of Transportation for its review and approval, a storm-water management report indicating the intended treatment of the calculated runoff and the impacts of drainage on the Future Highway 406 corridor.

The owner should be advised that a Ministry building/land-use permit will be required prior to any grading or construction on the site, for all buildings within 46 metres (150 feet) of the Future Highway 406 Extension property limit. Separate building/land-use permits will be required for each storm-water management pond serving the subdivision. As part of our permit review process, we will also require the submission of a Site Plan, Grading Plan and Site Servicing Plan.

If you have any questions, please feel free to contact me.

Respectfully,

Project Manager

August 9, 2018

By Email Only

Files: D.10.11 OPA-18-02
D.18.11 ZA-18-087
D.11.11 SD-18-029

Mr. Grant Munday, B.A.A., MCIP, RPP
Manager of Development Approvals
Infrastructure and Development Services
City of Welland
60 East Main Street
Welland, ON, L3B3X4

Dear Mr. Munday:

RE: Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Vacant Land Condominium
Address: East of Viger Drive, West of Welland Canal, City of Welland
Applicant: 1650672 Ontatio Limited
Agent: Upper Canada Consultants
Proposal: Canal View Heights

Regional Development Planning staff has reviewed the information circulated with the applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Vacant Land Condominium for lands on the east of Viger Drive, west of the Welland Canal and north east of Memorial Park. The applications were received with fees on July 4, 2018.

The Official Plan Amendment proposes to redesignate the lands from Parks, Open Space and Recreation to Low Density Residential to allow for the property to be development with 22 residential units. The Zoning By-law Amendment proposes to reduce the front yard setback to 3.0 metres, to delete the lot coverage provisions and to delete the minium lot area provision for single detached dwellings in the RL2 Zone.

The Draft Plan of Vacant Land Condominium, prepared by Upper Canada Consultants (dated June 12, 2018), proposes the creation of 22 residential units, being a mix of detached, semi-detached, and townhouse dwellings, and common areas comprised of private amenity space, trail, private roadways and vistor parking.

A pre-consultation meeting was held on May 17, 2018, at Welland City Hall with City, Regional staff, as well as the applicant's agent in attendance. As outlined below, Regional staff is supportive of the proposed development, subject to conditions, and provides the following detailed comments to execute Regional Council's Strategic Priority to Do Business Differently. By commenting on conformity with Provincial and Regional policy, the Region maintains accountability to the public and improves transparency, and aims to assist the City in their consideration of the applications from a Provincial and Regional perspective. Regional staff notes that the propasal represents a change and extended area of development within a draft

approved plan of subdivision (Canal View Heights) which was granted original draft approval in 2012 with subsequent extensions.

Provincial and Regional Growth Management Policy

The subject land is located within a Settlement Area under the 2014 Provincial Policy Statement (PPS) and within the Delineated Built-Up Area under the 2017 Places to Grow Plan for the Greater Golden Horseshoe (Growth Plan). The PPS directs growth to settlement areas, and encourages the efficient use of land, resources, infrastructure and public service facilities that are planned or available. The PPS specifically promotes the sustainability of healthy, livable and safe communities through, among other things, accommodating an appropriate range and mix of residential (including affordable housing), employment, institutional, recreation, park and open space and other uses to meet long term needs. The Growth Plan contains policies that encourage the development of complete communities with a diverse mix of land uses and range of housing types, taking into account affordable housing and densities. Growth management policies state that, by the year 2031 and for each year thereafter, a minimum of 60% of all residential development occurring annually within the Region will be within the Delineated Built-Up Area. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50% of all residential development occurring annually in the Region is to be located within the Delineated Built-Up Area. Until the Region completes the municipal comprehensive review and it is approved and in effect, the annual minimum intensification target contained in the Regional Official Plan (40%) will continue to apply. The proposal will aid the City in meeting their portion (40%) of the intensification target for the Built-Up Area, and satisfies the intent of Provincial policy by making more efficient use of urban serviced land and existing infrastructure.

The land is designated Urban Area in the Regional Official Plan (ROP). A full range of residential, commercial and industrial uses are permitted generally within the Urban Area designation, subject to the availability of adequate municipal services and infrastructure. The proposal will provide additional housing in the area, and make more efficient use of urban serviced land. The proposal satisfies the policy directions in the ROP, which are intrinsically aligned with Regional Council's Strategic Priorities of Moving People and Goods, Positioning Niagara Globally, and Fostering Innovation, Investment and Entrepreneurship.

Archaeological Resources

The PPS and ROP provide direction for the conservation of significant cultural heritage and archaeological resources. Specifically, Section 2.6.2 of the PPS and Policy 10.C.2.1.13 of the ROP states that development and site alteration are not permitted on lands containing archaeological resources or areas of archaeological potential, unless significant archaeological resources have been conserved.

An Archaeological Assessment was not required as part of the complete application given the extensive site alteration/deep disturbance that occurred to construct the canal on adjacent lands. Regional Staff recommends the inclusion of a standard archaeological clause in the condominium agreement relating to deeply buried archaeological materials that may be encountered during grading and construction activities. An additional condition for the archaeological warning clause is included in Appendix I.

Environmental Site Assessment

In accordance with O. Reg. 153/04 and 511/09, a Record of Site Condition (RSC) must be filed on the Ministry of Environment, Conservation and Parks (MECP) Brownfields Environmental Site Registry prior to any change in land use to a more sensitive use (i.e. transportation corridor, which is considered an industrial use under the Environmental Protection Act, to residential). This requirement was included as a condition to the previous Canal View Heights Subdivision. Regional staff understands that a Phase I and Phase II Environmental Site Assessments (ESA) were completed for the previous draft approved subdivision. However, in order to confirm that these studies meet current requirements, an updated Phase I and Phase II ESA shall be completed with confirmation that the RSC covers the entirety of the subject lands being developed. As such, Regional staff request that a condition be included to require the filing of the RSC as outlined in Appendix I.

Regional Engineering

Stormwater Management

Niagara Region has reviewed the 'Canal View Heights Draft Plan of Vacant Land Condominium' (dated 2018-06-12) by Upper Canada Consultants. Based on review, the Region offers the following comments:

1. The Region will require that all stormwater runoff be captured and treated to a Normal standard prior to discharge. Please indicate how this criterion is to be addressed.
2. Due to the location of the site in the watershed, the Region will not require stormwater quantity controls to be implemented.
3. Prior to construction, the Region will require that detailed grading, storm servicing, stormwater management, and construction sediment control drawings be circulated to this office for review and approval.

Waste Collection

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

- No limit blue/grey containers;
- No limit green containers; and,
- 1 garbage container per unit to a maximum of 12.

Based on review of the Draft Plan of Vacant Land Condominium, DWG No. 1007-DPVLC, by Upper Canada Consultants (dated June 12, 2018), Regional staff have identified several areas at which the proposed layout does not meet Regional standards and therefore, would require waste is brought to the Viger Drive curbside for collection.

It should be noted that all following comments regarding potential eligibility for Regional waste collection are subject to review and approval by the Region of the collection truck turning template overlaid on a scaled drawing. This overlay must show that the collection truck can safely maneuver all proposed roadways without encroachment onto any curb. Please see Niagara Region's Corporate Policy and Procedure for waste collection for truck dimensions.

If the applicant intends to participate in curbside collection on the proposed roads, the south condominium entrance from the Viger Drive cul-de-sac will need to be widened, resulting in a greater entrance curb radius (see Appendix II). This may allow the Regional waste collection truck to enter the proposed roadway for collection of Units 16-22. Notwithstanding the suggested revision, Units 12-26 will be required to bring waste to the Viger Drive curbside for collection due to the necessary reversing distance.

Regarding the proposed roadways from the north corner of Viger Drive, and assuming the collection truck will be able to enter these proposed roadways, collection pads will be required for Units 1-3, 8 and 9 (See Appendix III for recommended placement).

MTO Corridor

Regional staff note that portions of the proposed development are located within lands designated as Controlled Access Highway by the Ministry of Transportation (MTO) for a potential southern extension of Highway 406 on the west side of the Welland Canal. As such, the City should look to confirmation from the Ministry to determine whether the designation and proposed highway extension are still required and if the proposed development will be feasible.

Noise

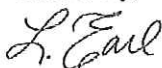
A noise study was completed by dBA Environmental Services (dated January 2012) as part of the previous Canal View Heights Subdivision application. The study concluded that a noise barrier, air conditioning and warning clauses would be required to mitigate transport noise generated by the potential Highway 406 extension. It is the Region's understanding that a revised noise study will not be undertaken until it is confirmed if MTO will or will not be pursuing a highway corridor. As such, an appropriate condition is included in Appendix I.

Conclusion

In conclusion, Regional staff has no objection from a Provincial and Regional perspective to the proposed Draft Plan of Condominium subject to the conditions outlined in Appendix I and support from the Ministry of Transportation (with respect to development within the Hwy 406 Corridor). In addition, Regional staff has no objection to the accompanying Zoning By-law and Official Plan Amendments.

Given the site specific nature of these applications, the Official Plan Amendment will be exempt from Regional approval in accordance with the Memorandum of Understanding with Area Municipalities. If you have any comments please contact me at 905-685-4225 extension 3387. Please send notice of Council's decision on these applications.

Sincerely,



Lindsay Earl, MCIP RPP
Senior Development Planner

| | | |
|-------|--------------|--|
| Atch: | Appendix I | Regional Conditions of Draft Plan of Vacant Land Condo |
| | Appendix II | Waste Collection- Entrance Curb Radius |
| | Appendix III | Waste Collection- Pad Placement |

cc: Ms. Susan Dunsmore, P. Eng., Development Engineer (Niagara Region)
Ms. Jennifer Vida, Manager of Planning and Development, Upper Canada Consultants (Agent)

Appendix I
Conditions of Draft Plan of Vacant Land Condominium
Canal View Heights
26CD-14-18005

1. That the following clause be included in the Condominium agreement:

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

In the event that human remains are encountered during construction, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services in Toronto (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MTCS 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 the owner file a Record of Site Condition (RSC) on the Ministry of the Environment, Conservation and Parks (MECP) Brownfields Environmental Site Registry, in accordance with Ontario Regulation 153/04 as amended by Ontario Regulation 511/09, and that the owner provide a copy of the MECP's acknowledgement of the filing of the RSC to the Niagara Region.
3. That the owner promptly acknowledges that draft approval does not include a commitment of servicing allocation by the Niagara Region as this servicing allocation will be assigned at the time of final approval of the condominium for registration purposes and any pre-servicing will be at the sole risk/responsibility of the developer.
4. That the owner promptly provide the Niagara Region with a written undertaking that all offers and agreements of purchase and sale, which may be negotiated prior to registration of this condominium, shall contain a clause clearly indicating that a servicing allocation for this condominium will not be assigned until the plan is granted final approval for registration, and a similar clause be inserted in the condominium agreement between the owner and the City.
5. That prior to the approval of the final plan of Condominium or the undertaking any on-site grading or storm servicing, the owner shall submit a detailed stormwater management plan and all associated engineering drawings (stamped and signed by a qualified professional engineer in accordance with the Ministry of the Environment and Climate Change's 'Stormwater Management Planning and Design Manual' (2003) and the Niagara Peninsula Conservation Authority's 'Stormwater Management Guidelines' (2010)) to the Niagara Region Planning and Development Services Department for review and approval. The required stormwater management engineering submission shall include (but not be limited to):
 - a. Detailed grading plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;
 - b. Detailed storm servicing plans, noting both existing and proposed storm services including all supporting design details and calculations;

- c. Detailed stormwater management plans including all supporting details, calculations, and computer models;
 - d. Detailed construction erosion and sediment control plans;
 - e. Detailed construction phasing plans (as required).
6. That the following clause be included in the Condominium Agreement and inserted into all offers and agreements of purchase and sale or lease for each of the dwelling units:

"That in order to accommodate Regional waste collection services, waste, recycling and organics shall be brought to the Viger Drive curbside on the designated collection day."

7. That (if necessary) the owner submit an update/addendum to the Noise Study completed by dBA Environmental Services, dated January 2012 (submitted as part of the previous Canal View Heights Subdivision) upon confirmation from the Ministry of Transportation that they are pursuing the HWY 406 corridor/extension outlining appropriate warning clauses and mitigation measures to the satisfaction of Niagara Region. These warning clauses and mitigation measures shall be incorporated into in the Condominium Agreement and inserted into all offers and agreements of purchase and sale or lease for each of the dwelling units.

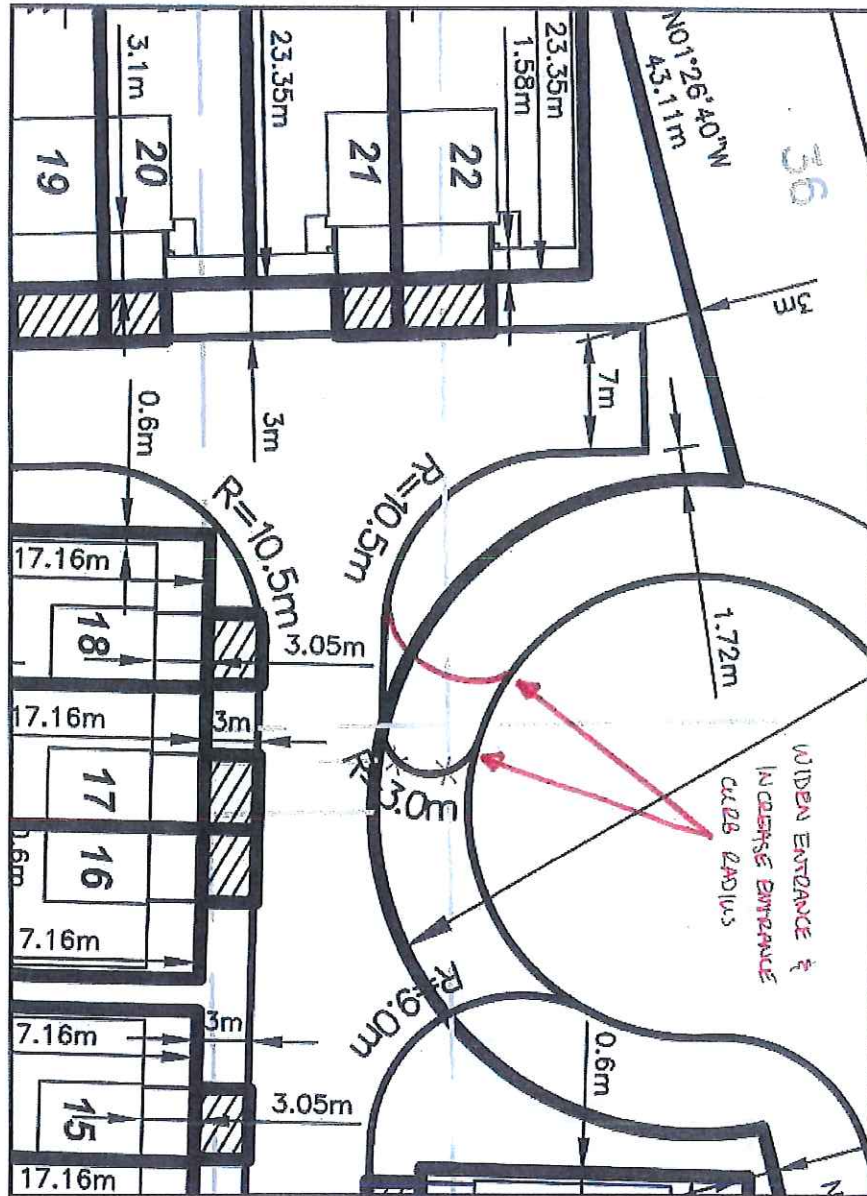
Notes:

1. Prior to granting final plan approval, the City must be in receipt of written confirmation that the requirements of each condition have been met and all fees have been paid to the satisfaction of the Niagara Region.
2. Prior to final approval for registration, a copy of the executed Condominium Agreement for the proposed development should be submitted to the Niagara Region for verification that the appropriate clauses pertaining to any of these conditions have been included.

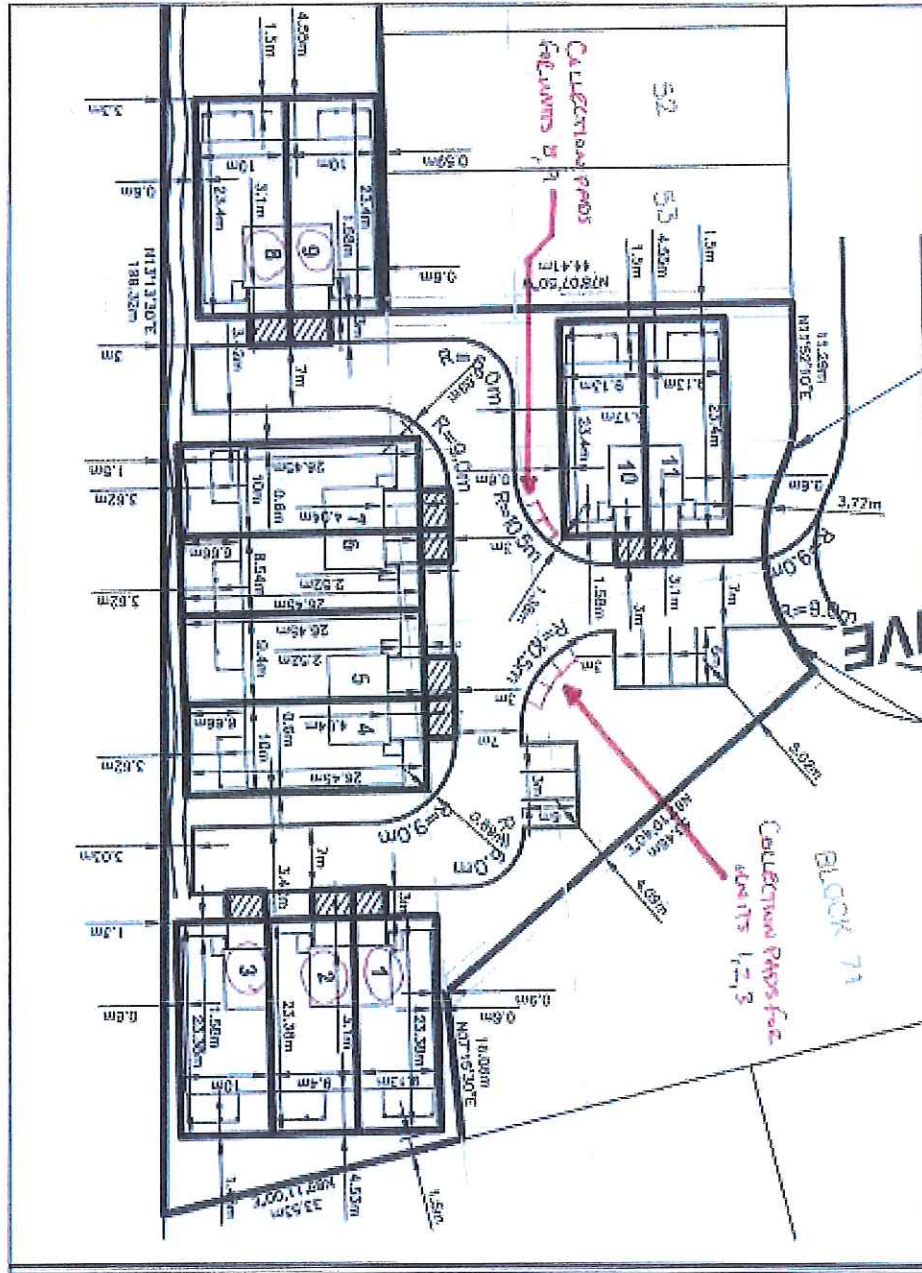
NOTE: The Niagara Region recommends that a copy of the draft agreement also be provided in order to allow for the incorporation of any necessary revision prior to execution.

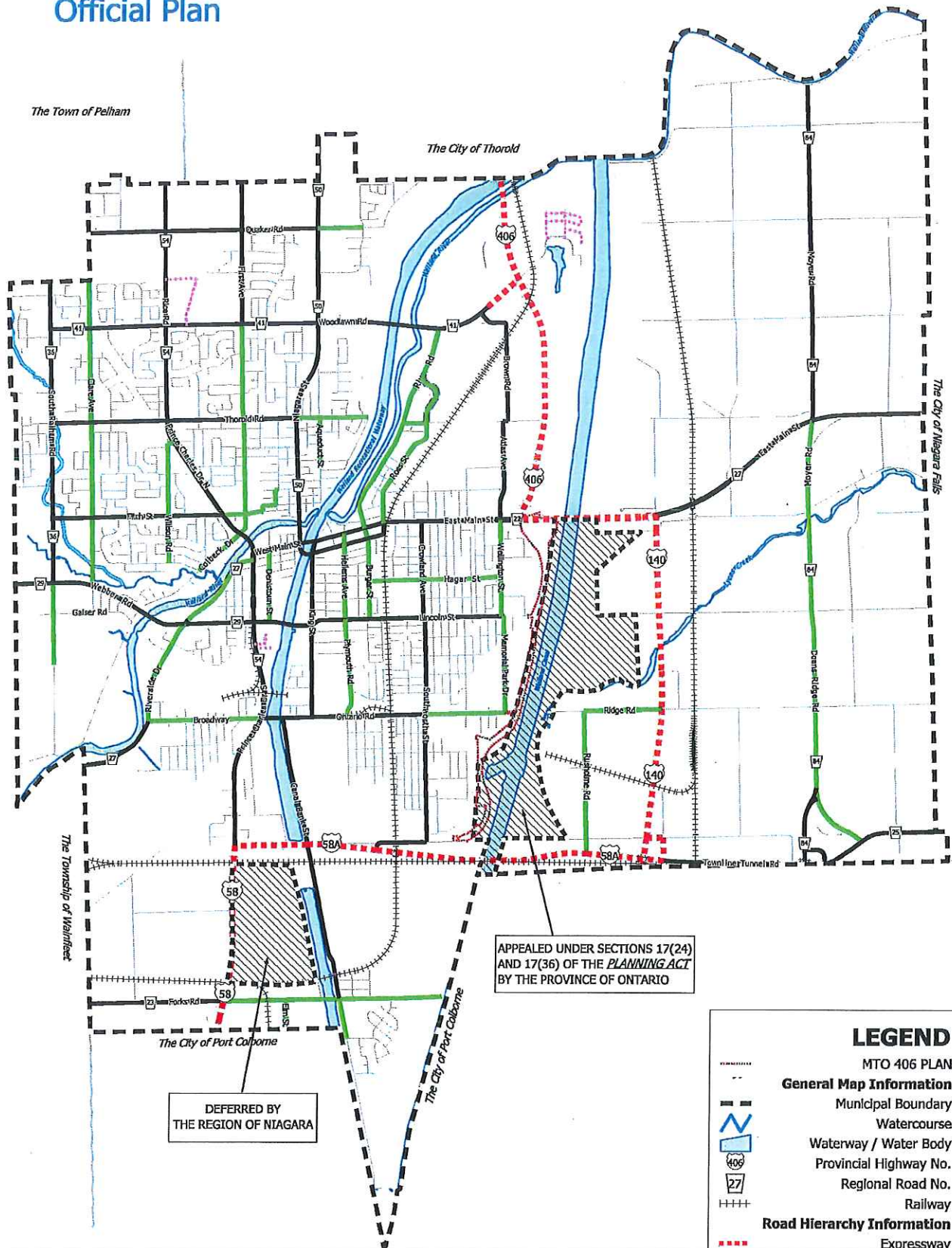
In order to request clearance of the above noted Regional conditions, a letter outlining how the conditions have been satisfied, together with all studies and reports (digital copy), the applicable review fee, and the draft subdivision agreement shall be submitted to the Niagara Region by the applicant as one complete package, or circulated to the Niagara Region by the City of Welland.

Appendix II
Waste Collection – Entrance Curb Radius
Canal View Heights



Appendix III
Waste Collection – Waste Collection Pad Placement
Canal View Heights





APPEALED UNDER SECTIONS 17(24)
AND 17(36) OF THE *PLANNING ACT*
BY THE PROVINCE OF ONTARIO

DEFERRED BY
THE REGION OF NIAGARA

LEGEND

- MTO 406 PLAN
- General Map Information**
- - - Municipal Boundary
 - ~ Watercourse
 - Waterway / Water Body
 - 406 Provincial Highway No.
 - 27 Regional Road No.
 - ++++ Railway
- Road Hierarchy Information**
- Expressway
 - Arterial
 - Collector
 - Local
 - Private



Schedule E City of Welland Official Plan

Schedule E: Road Hierarchy

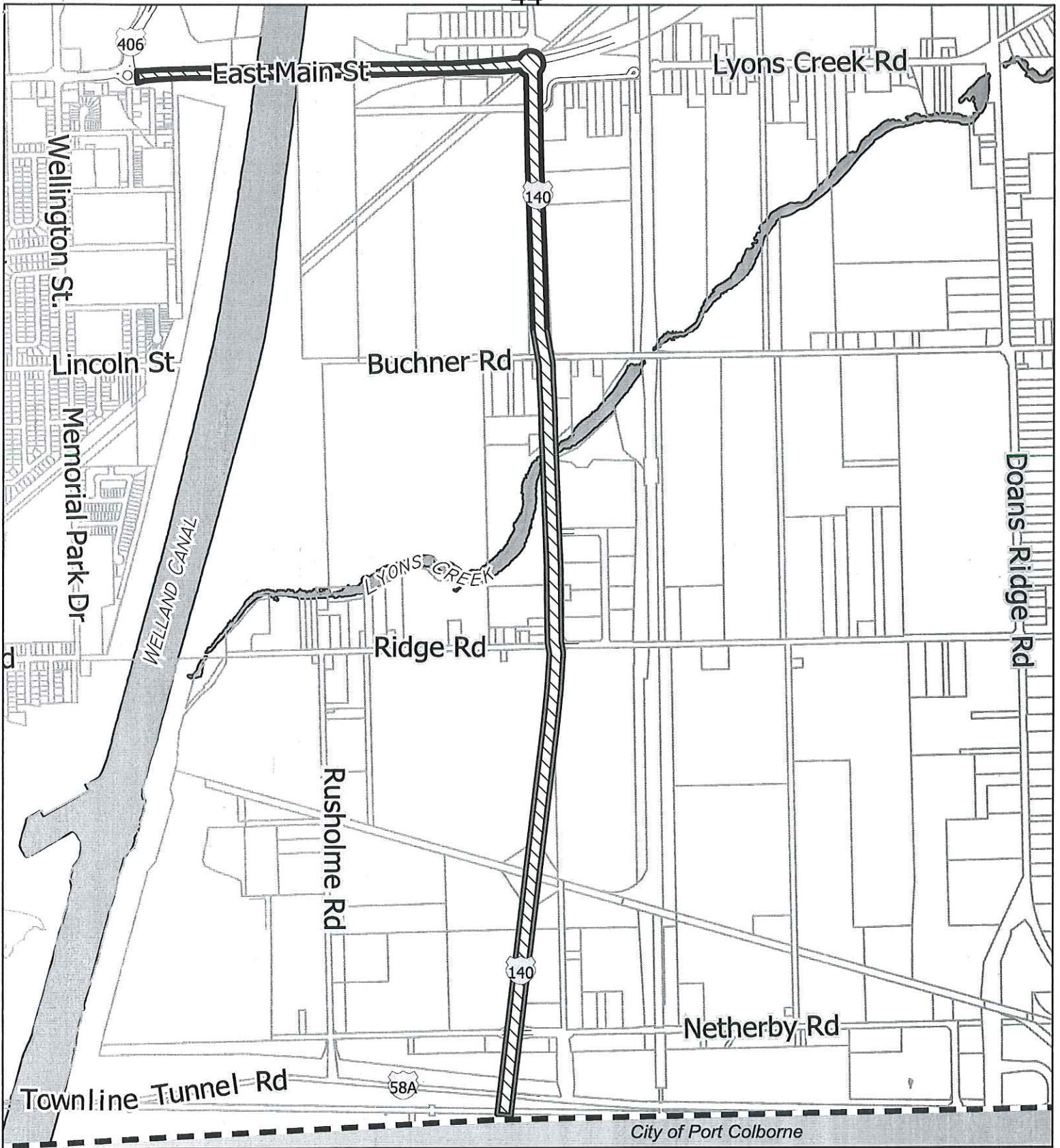


FILE: 2:\MAPPING\OFFICIAL PLAN\VPAL_OP_01.mxd
May 4, 2010
Revised: January 20, 2015

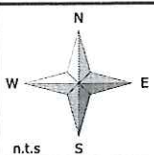
Appendix VI

PLANNING FOR THE FUTURE

| Hwy | Description |
|---------|--|
| 400 | Hwy 9 to Hwy 11, Simcoe |
| 400/404 | Bradford bypass, Simcoe, York |
| 401 | Chatham-Kent |
| 401 | Townline Rd., Wellington to Wellington/Halton boundary |
| 401 | Wellington/Halton boundary to Reg. Rd. 25, Halton |
| 401 | Brock Rd. to Durham/Northumberland County boundary, Durham |
| 401/400 | Interchange, Toronto |
| 401 | Belleville Area |
| 403 | Brant/Hamilton boundary to Hwy 403/QEW interchange, Hamilton, Halton (HOV lanes) |
| 403 | QEW to Hwy 407, Halton and Peel |
| 404 | Stouffville to Newmarket, York |
| 404N | Extension to Hwy 48, York |
| 406 | Welland to Port Colborne, Niagara |
| 410 | Queen St. to Bovaird Dr., Peel |
| QEW | McLeod Rd. to Mountain Rd., Niagara |
| QEW | Garden City Skyway, Niagara (bridge replacement) |
| QEW | Hwy 406 to Guelph Line, Niagara, Hamilton, Halton (HOV lanes) |
| QEW | Hwy 403 interchange, Halton |
| QEW | Hwy 403 to Hwy 427, Halton and Peel |
| QEW | Trafalgar Rd. to Winston Churchill Blvd., HOV, Peel |



Proposed Alternative Highway 406 Controlled Access Corridor



SUBJECT LANDS



*Infrastructure and
Development Services*
Planning Division



August 22, 2019

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

Dear Sir:

We are writing to you to express our full support of 1650672 Ontario Limited's Request to Revoke MTO 406 Corridor. They have put forward a very compelling report demonstrating the viable alternative option of using the HWY 140 corridor instead!

We own the abutting parcel to the north of the applicant's lands, and we too are also adversely impacted by the MTO's HWY 406 future corridor. Please find attached for your review *Viger-Block-Towns-Concept-Plan-4* depicting the partial developability of our site. With a successful revocation, the remaining 45% of the parcel becomes developable roughly doubling the number of units (see *Possible Two Phase Approach*, also attached).

Yours truly,

Marc Viger,
President

Grant Munday

From: Marc Viger <mviger@vigerconstruction.com>
Sent: August 22, 2019 11:14 AM
To: Grant Munday
Subject: Request to Revoke MTO 406 Corridor
Attachments: Letter to City of Welland re request for MTO designation revocation.pdf; VIGER-BLOCK TOWNS-CP 4.pdf; Possible Two Phase Approach re Lincoln Site.pdf

CAUTION: This email originated from an external sender. Please do not click links or open attachments unless you are sure they are safe!

August 22, 2019

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

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We own the abutting parcel to the north of the applicant's lands, and we too are also adversely impacted by the MTO's HWY 406 future corridor. Please find attached for your review *Viger-Block-Towns-Concept-Plan-4* depicting the partial developability of our site. With a successful revocation, the remaining 45% of the parcel becomes developable roughly doubling the number of units (see *Possible Two Phase Approach*, also attached).

Yours truly,

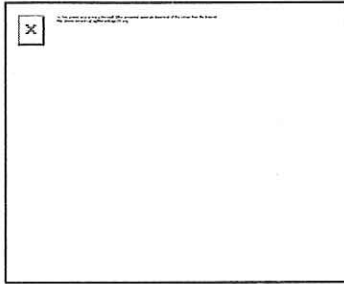
Marc Viger, B.S.S., B.S.Sc.,
 L. Viger Construction Limited
 President / General Manager
 209 Division Street
 Welland, ON L3B 4A1
 P: 905-732-4879
 F: 905-732-9960
 C: 905-932-1844
 mviger@vigerconstruction.com



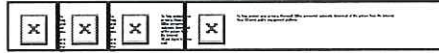
From: Grant Munday [mailto:grant.munday@welland.ca]
Sent: August-20-19 12:02 PM
To: Mark Viger <mviger@vigerconstruction.com>
Subject: Request to Revoke MTO 406 Corridor

If you support this request please send me a letter or email supportive it, also indicate which lands you own within or near this corridor. I will include this in a report to Council.

Sincerely,



Grant Munday
Manager of Development Approvals
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. 2240 **Fax:** (905)735-8772
www.welland.ca



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Grant Munday

From: Marc Viger <mviger@vigerconstruction.com>
Sent: August 22, 2019 11:37 AM
To: Grant Munday
Subject: ...other lands affected by MTO corridor
Attachments: MPAC map of Shipview remnant.pdf; Portion of lands already developed (Lincoln to Main remnant).pdf

CAUTION: This email originated from an external sender. Please do not click links or open attachments unless you are sure they are safe!

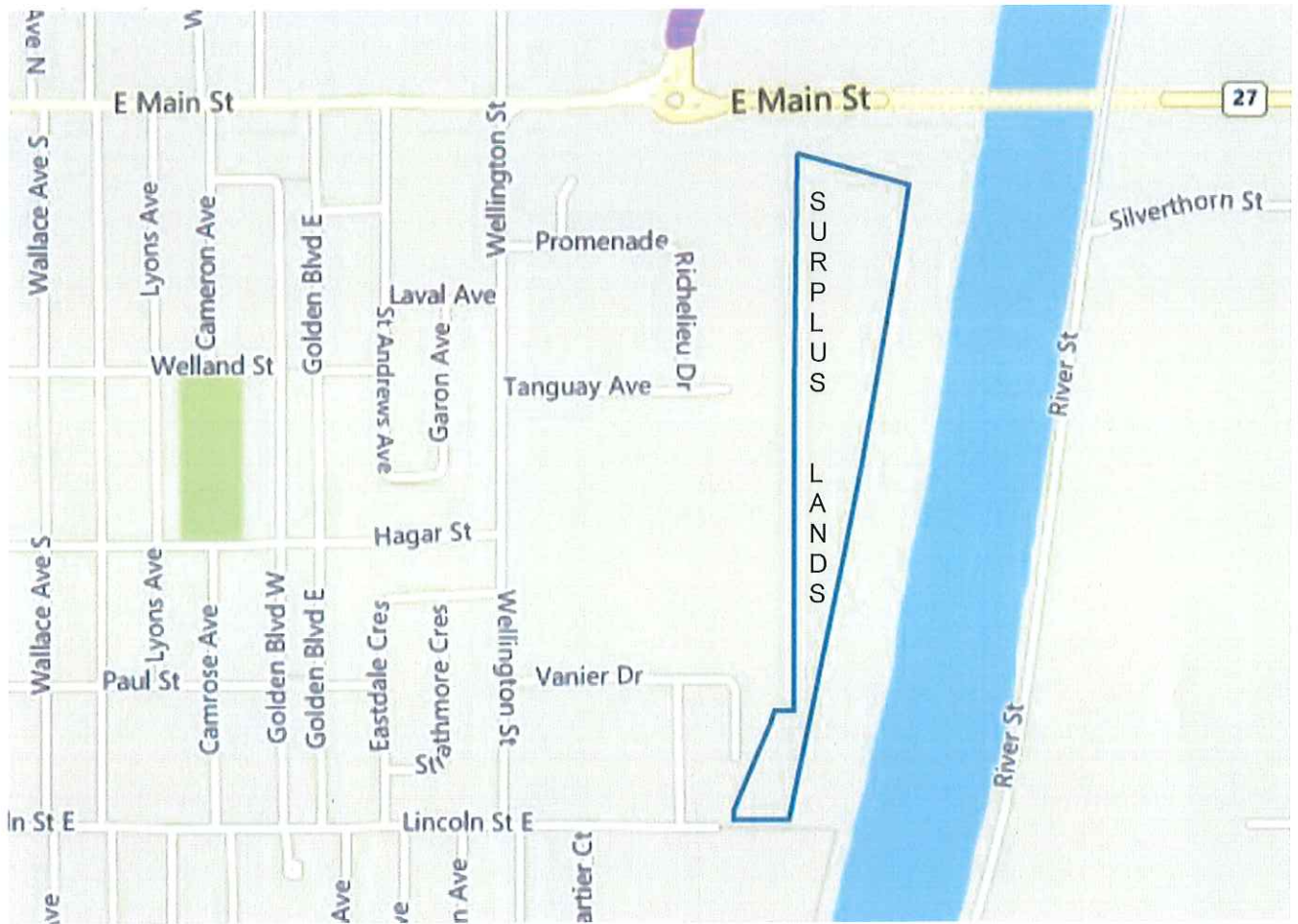
Hi Grant,

...and we also own this substantial parcel that we've done nothing yet with as it's basically entirely undevelopable (see attached).

| | | |
|--------------------------------------|---|-----------------|
| Street Name | LINCOLN | |
| Legal Description | CROWLAND CON 5 PT LOT 19 PLAN 953 LOTS 466 TO 468 497 TO 507 PT LOTS 469 TO 4 | |
| | RP 59R12466 PART 3 PT PART 1 | |
| Property Description | Vacant residential land not on water | |
| Municipality/ Local Taxing Authority | WELLAND CITY | |
| Lot Shape | Irregular | Actual Frontage |
| Effective Site Area | 23.16 A | Actual Depth |
| | | Actual Area |

Marc





BLOCK TOWNHOUSES CONCEPT 4 WELLAND



KEY PLAN N.T.S.

CONCEPT PLAN

| LAND USE SCHEDULE | | |
|--|-----------|-------|
| LAND USE | AREA | % |
| BLOCK TOWNHOUSE | 0.308 | 10.24 |
| SPACING/PARKING | 0.542 | 16.74 |
| LANDSCAPE | 1.254 | 38.74 |
| OPEN LANDS AND DEVELOPMENTS | 1.096 | 33.24 |
| TOTAL | 3.200 | 100.0 |
| UNDEVELOPABLE LANDS (INCL. OPEN LANDS) | 1.292 | 40.38 |
| DEVELOPABLE DENSITY | 14.850/HA | |

| PARKING STATISTICS | |
|--|----|
| BLOCK TOWNHOUSE (20 UNITS) | |
| PARKING REQUIRED (11.5 SPACE PER UNIT) | 44 |
| PARKING PROVIDED (INCLUDES DRIVEWAYS) | 43 |

PRELIMINARY
 CONCEPT PLAN 4
 OF BLOCK
 TOWNHOUSES



UPPER CANADA
CONSULTANTS
INCORPORATED

| DRAWING TITLE | |
|---------------|-----------------|
| DATE | AUGUST 30, 2018 |
| PRINTED | AUGUST 30, 2018 |
| SCALE | 1"=50' |
| DWG. NO. | 1007-CP4 |
| REV. | 0 |

BLOCK TOWNHOUSES CONCEPT 4 WELLAND



KEY PLAN
N.T.S.
CONCEPT PLAN

| LAND USE SCHEDULE | |
|-------------------------------------|-----------|
| LAND USE | Ha |
| BLOCK TOWNHOUSE | 0.300 |
| DRIVEWAY/PARKING | 0.300 |
| LANDSCAPING | 1.504 |
| LAND LOTS (NOT DEVELOPED) | 1.996 |
| TOTAL | 3.500 |
| UNITS | 100.0 |
| DEVELOPABLE LANDS (EXCL. MTD LANDS) | 1.185 Ha |
| DEVELOPABLE DENSITY | 14.830/Ha |

| PARKING STATISTICS | |
|---|----|
| BLOCK TOWNHOUSE (28 UNITS) | 44 |
| PARKING PROVIDED (1:1.5 SPACE PER UNIT) | 44 |
| PARKING PROVIDED (INCLUDES DRIVEWAYS) | 45 |

| NO. | DESCRIPTION | DATE | BY |
|-----|-------------------|------------|----|
| 1 | ISSUED FOR REVIEW | 2018-08-30 | TA |
| 2 | | | |



DRAWING TITLE
PRELIMINARY CONCEPT PLAN 4 OF BLOCK OF TOWNHOUSES

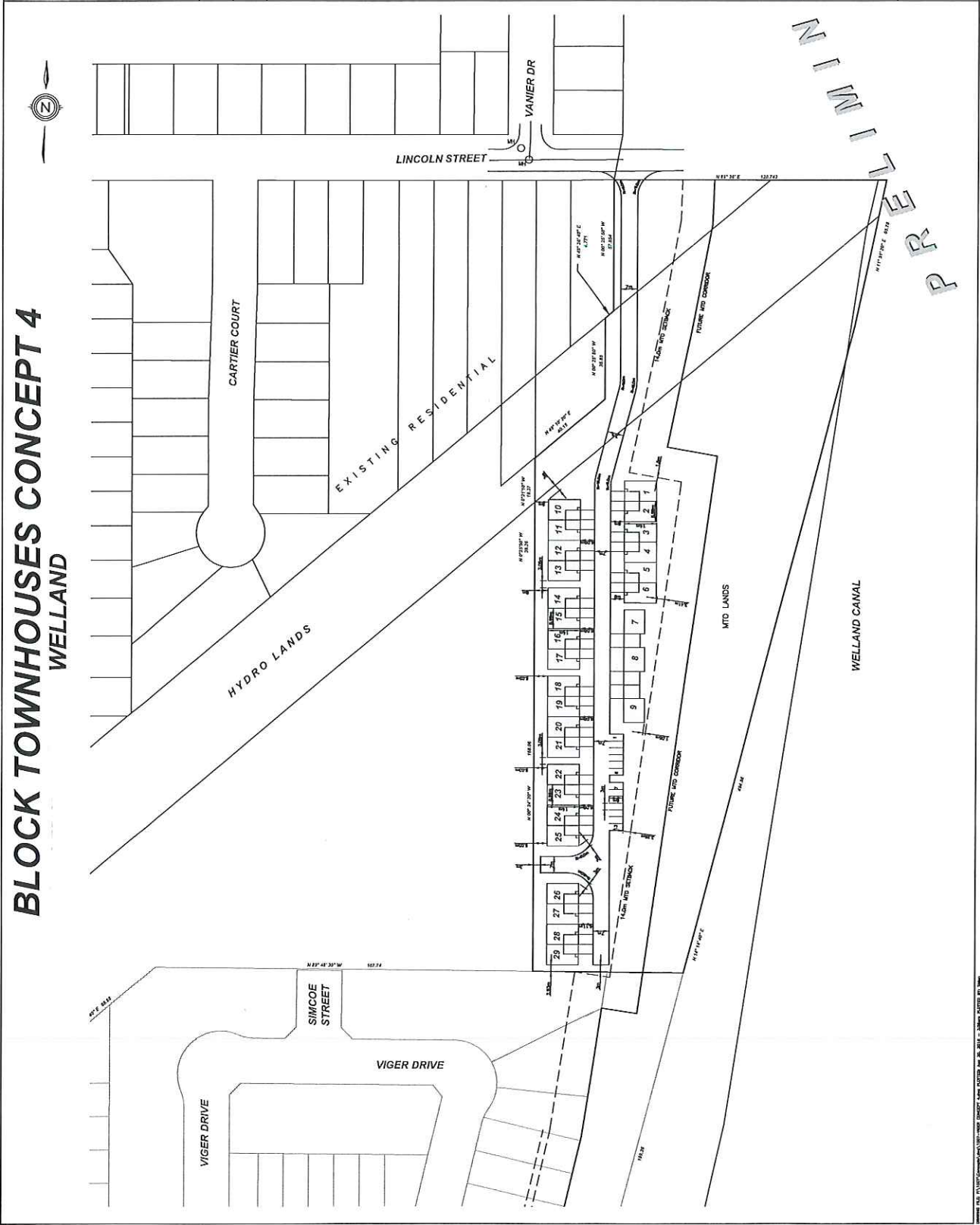
DRAWING NO.
1007-CP4

DATE
AUGUST 30, 2018

PRINTED AUGUST 30, 2018

SCALE
1:250

REV.
0



PRELIMINARY

UPPER CANADA CONSULTANTS ENGINEERS/PLANNERS 1007-CP4

COUNCIL
OFFICE OF THE CAO

| APPROVALS | |
|-----------------|-------------|
| GENERAL MANAGER | [Signature] |
| CFO | [Signature] |
| CAO | [Signature] |

REPORT CAO-2019-14
SEPTEMBER 17, 2019

19-78

SUBJECT: NEEDLE ISSUE – FUNDING FOR SHARPS CONTAINERS

AUTHOR: GARY LONG, CAO

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves the purchase of additional sharps containers and related costs in the amount of \$7,500 to assist with safe needle disposal to be funded by the Corporate Contingency Account.

ORIGIN AND BACKGROUND:

This is an update to the May 21st report that provided Council with information regarding roundtable meetings with key stakeholders to discuss the safe disposal of needles in our community. To date, three (3) meetings have been organized and hosted by the Office of the Mayor and CAO. The following organizations have been represented: Positive Living Niagara, Harm Reduction Society, Office of Jeff Burch MPP, John Howard Society, Niagara Public Health, The Hope Centre, and Niagara Regional Police. Mayor Campion and City staff from Engineering, Public Works/Parks, Human Resources, Administration, and Corporate Communications have also attended these meetings.

The purpose of these meetings has been to share information, gain a better understanding of the issue, find out what each agency or organization is doing, discuss ways to better coordinate efforts, and increase public education and awareness.

COMMENTS AND ANALYSIS:

Here's an update:

- Niagara Region Public Health (NRPH) is continuing to work with local municipalities and community agencies on supporting the tracking of discarded needles
- NRPH is working with other Health Units across the province on strategies that have been successful in mitigating this issue
- Positive Living Niagara (PLN) have produced a video for the public on how to safely pick up discarded sharps, this video is located on Niagara Region's website under Public Health
- PLN are in Welland almost daily for delivery and pick up of needles, and currently have a 70% return rate with their home pickup program
- They have also included pick up and drop off information in their client newsletter that is distributed along with their supplies

- The Hope Centre is a biohazard bin exchange location where individuals can pick up sharps containers and drop off full containers for pick up by PLN staff
- VIP Pharmacy is also a depot site for supplies and drop off
- PLN is utilizing volunteers to assist with community clean-ups, John Howard Society is assisting with clean up on weekends and is supporting PLN and Hope Centre with increased and targeted communications
- Public Health and PLN have piloted a needle pickup mapping program in St. Catharines that identifies “hot spots” based on the quantity of needles found and this information is being mapped to determine the ideal placement for sharps containers and outdoor needle kiosks – PLN has expressed an interest in extending this to Welland
- City of Welland Public Works/Parks staff have been meeting with Public Health and other community partners on harm reduction data collection and mapping
- Public Works/Parks crews, who have received training on needle handling and safe disposal and are actively picking up needles, have been collecting information on where they are finding high quantities of needles and this will help determine locations for sharps containers

There is a need for additional sharps containers in the community, especially large disposal units, based on feedback from NRPH, community organizations, and City staff. NRPH has two small containers they have offered to the City of Welland to supplement existing containers located throughout the City. Currently there is no public funding for outdoor needle kiosks or to assist with the cost of biohazard waste management associated with maintaining these.

City staff will work with community organizations to monitor these containers, bring back full containers to the Public Works yard, and arrange for pick up by a biohazard company.

OTHER DEPARTMENT IMPLICATIONS:

City staff from the Mayor and CAO’s office, Engineering, Public Works/Parks, Human Resources, Administration, and Corporate Communications will continue to work together to support the City’s involvement in this issue and to work with local agencies as part of a broader community action plan.

FINANCIAL CONSIDERATION:

The cost of a small wall-mount style needle disposal container is between \$1,500 - \$2,000. There are additional expenses including registration fees, shipping and taxes, mounting brackets, and container liners. It is recommended that two (2) small sharps containers be purchased and \$7,500 would cover this cost plus related expenses. This amount will be funded from the Corporate Contingency Account.

SUMMARY AND CONCLUSION:

Discarded needles, and the safe handling and disposal of these needles, has become a challenging issue for many communities. The City of Welland and local agencies have been meeting to coordinate efforts. It is recommended, based on input by Public Health, community agencies, and City staff that two (2) small sharps containers be purchased to assist with safe collection and disposal of discarded needles.

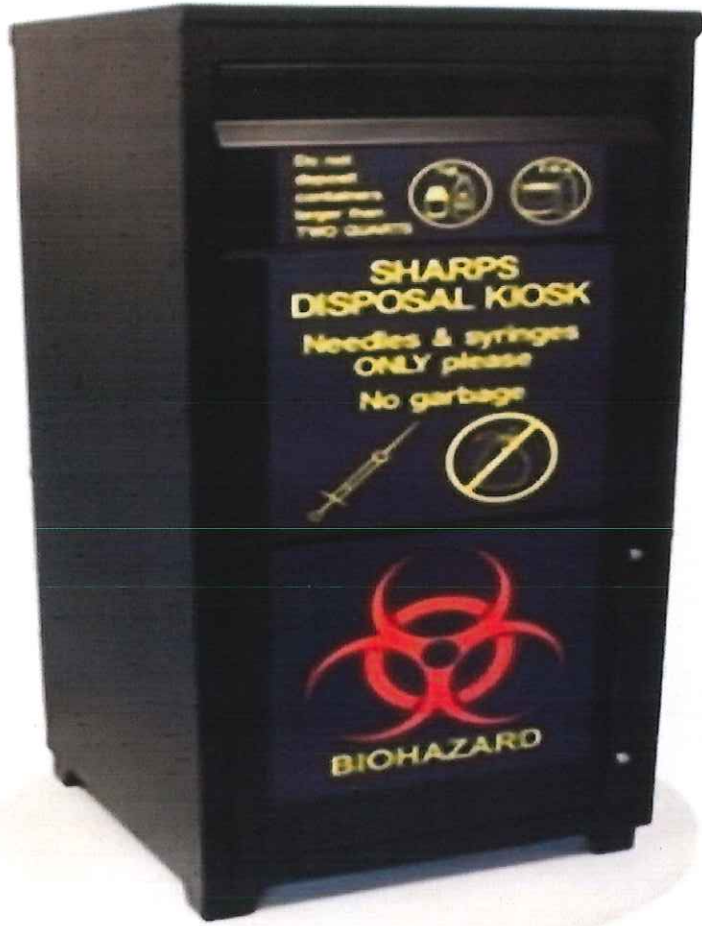
ATTACHMENT:

Appendix I – Photographs of Sharps Containers

Johnsons Environmental Products Inc.



| | | | |
|-----------|---|----------|----------|
| NCU5100ST | WALL MOUNT / Stainless Steel | 1,956.00 | 1,285.00 |
| NCU5100PC | WALL MOUNT / Power Coated | 1,956.00 | 1,375.00 |
| | Inner container 2 gallons CASE OF 20 UNITS | 179.00 | |



| | | | |
|---------|----------------------------|----------|----------|
| NCU6000 | SHARPS KIOSK | 1,795.00 | 1,651.00 |
| | Inner container 28 gallons | 69.00 | |
| | Inner container 18 gallons | 59.00 | |

ECS Cares Incorporated



918-CC Kiosk 3.0 Needle Drop Box (Custom) 1 \$1,899.95 \$1,899.95
 918-Mounts Painted Steel Mounting Feet - Kiosk 3.0 \$99.95 \$0.00
 Mounting Feet are optional. This raises the kiosk off the ground. Without the
 feet, the kiosk sits flush to the concrete.
Special Notes SUBTOTAL \$1,899.95
ENERGY 6% \$114.00
RATE
TAX RATE 13% \$261.81
QUOTED TOTAL \$2,275.76

Insert replacements are \$69 each.

COUNCIL
LEGISLATIVE SERVICES – CLERKS DIVISION

| APPROVALS | |
|-----------------|---|
| GENERAL MANAGER |  |
| CFO | |
| CAO | |

REPORT CLK-2019-14
SEPTEMBER 17, 2019

19-29

SUBJECT: 2020 COUNCIL MEETING CALENDAR

**AUTHOR &
 APPROVING G.M.: TARA STEPHENS, ACTING GENERAL MANAGER
 HUMAN RESOURCES AND LEGISLATIVE SERVICES/
 CITY CLERK**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information Report CLK-2019-14 regarding the 2020 Meeting Calendar for Council and establishes the Council meeting dates for 2020 as set out in Appendix I.

ORIGIN AND BACKGROUND:

The calendar of meetings for Council is reviewed annually by staff to establish meeting dates that allow staff to plan for resources and ensure minimal conflict with other events that are scheduled throughout the year (ie. various conferences, March Break, statutory holidays, etc.).

In accordance with the Procedural By-law, Council meeting dates are established as the first and third Tuesdays of each month, subject to a revised summer schedule and changes to the schedule throughout the year by motion of Council, when required. Traditionally, General Committee Meetings are scheduled on the second and fourth Tuesdays of each month respectively; however, these meetings are held on an as-needed basis in consultation with the Mayor.

COMMENTS AND ANALYSIS:

March Break:

In 2020, the week of March 16 to 20 is March Break. Traditionally some members of Council, as well as many staff, have taken vacations with family at this time. As such, there will be no Council Meeting on Tuesday, March 17, 2020.

Summer Schedule:

Following past practice, Council Meetings during the summer months are limited to one meeting per month to allow Council and staff time to schedule and enjoy a summer vacation. The proposed summer schedule also works around the Association of Municipalities of Ontario (AMO) Conference scheduled August 16 to 19, 2020, to permit interested Council members to attend the conference.

Welland Hydro-Electric Holding Corp. Annual Shareholder Meeting:

The Annual Meeting of Welland Hydro-Electric Holding Corporation is held in the month of June; for 2020 meetings are tentatively scheduled for June 23, 2020.

As always, the Mayor will be consulted should the need for a Special Council Meeting arise during the year.

International Council of Shopping Centres (ICSC) – Seaway Mall Event

Traditionally all members of Council are invited to the ICSC – Seaway Mall Event. This event is scheduled annually between the end of September and beginning of October. Once the date of the event has been determined, Council will be notified if there has been an amendment to the 2020 Council Meeting Calendar, or if a scheduled meeting has been cancelled at the request of the Mayor.

FINANCIAL CONSIDERATION:

There are no financial considerations other than the normal costs associated with publishing notice of meetings under the City's Procedural By-law 2017-6, Notice By-law 2013-127, and/or the By-laws of Welland Hydro, as required.

OTHER DEPARTMENT IMPLICATIONS:

Staff has reviewed the 2020 Council Meeting Calendar at a recent Corporate Leadership Team (CLT) meeting and support the schedule being proposed.

SUMMARY AND CONCLUSION:

The early planning of a meeting schedule enables staff and Council to organize their priorities for meetings and agendas. It is recommended that Council support this staff recommendation.

ATTACHMENT:

Appendix I – Schedule of 2020 Meeting Dates and various dates and events used in determining the Schedule.

2020 SCHEDULE OF MEETINGS

All meetings commence at 7:00 p.m. (unless indicated otherwise on Agendas)

| <i>Date</i> | <i>Meeting</i> |
|--------------------|--|
| January 14, 2020 | General Committee |
| January 21, 2020 | Council |
| January 28, 2020 | General Committee |
| February 4, 2020 | Council |
| February 11, 2020 | General Committee |
| February 18, 2020 | Council |
| February 25, 2020 | General Committee |
| March 3, 2020 | Council |
| March 10, 2020 | General Committee |
| March 24, 2020 | General Committee |
| April 7, 2020 | Council |
| April 21, 2020 | Council |
| April 28, 2020 | General Committee |
| May 5, 2020 | Council |
| May 12, 2020 | General Committee |
| May 19, 2020 | Council |
| May 26, 2020 | General Committee |
| June 2, 2020 | Council |
| June 9, 2020 | General Committee |
| June 16, 2020 | Council |
| June 23, 2020 | General Committee / Welland Hydro Annual Shareholder Meeting |
| July 7, 2020 | Council |
| August 4, 2020 | Council |
| September 1, 2020 | Council |
| September 8, 2020 | General Committee |
| September 15, 2020 | Council |
| September 22, 2020 | General Committee |
| October 6, 2020 | Council |
| October 13, 2020 | General Committee |
| October 20, 2020 | Council |
| October 27, 2020 | General Committee |
| November 3, 2020 | Council |
| November 10, 2020 | General Committee |
| November 17, 2020 | Council |
| November 24, 2020 | General Committee |
| December 1, 2020 | Council |
| December 8, 2020 | General Committee |
| December 15, 2020 | Council |

COUNCIL
HUMAN RESOURCES DEPARTMENT

| APPROVALS | |
|--------------------|-------------|
| GENERAL MANAGER | TS |
| CFO | [Signature] |
| CAO | [Signature] |

REPORT HR-2019-04
SEPTEMBER 17, 2019

19-33

**SUBJECT: CHRISTMAS AND NEW YEAR CLOSURE OF CITY HALL
OPERATIONS 2020-2021**

**AUTHOR &
APPROVING G.M.: TARA STEPHENS, ACTING GENERAL MANAGER, HUMAN
RESOURCES & LEGISLATIVE SERVICES/
CITY CLERK**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves the closure of City Hall operations for the 2020-2021 holiday season from the close of business on Thursday, December 24, 2020 to and including Friday, January 1, 2021.

ORIGIN AND BACKGROUND:

Since 1993, City Hall operations have been closed between Christmas and New Years and with careful planning, administration and early notification the closures have been achieved with little or no inconvenience to the citizens.

It is recommended that this practice continue with the proposed period of closure being from the close of business on Thursday, December 24, 2020 to and including Friday, January 1, 2021 for a total of six (6) business days.

This report is being submitted at this time to ensure CUPE members can plan for the 2020-2021 closure accordingly when scheduling next year's vacation which takes place in October of this year.

COMMENTS AND ANALYSIS:

To provide for this closure, staff will utilize Statutory Holiday entitlements for Christmas Day, Boxing Day and New Year's Day (respectively being, Friday, December 25, 2020, Monday, December 28, 2020 and Friday, January 1, 2021).

The "floater" holiday entitlement for affected staff would be utilized on Thursday, December 31, 2020.

The two (2) remaining days, being Tuesday, December 29, 2020, and Wednesday, December 30, 2020 are to be taken at the individual employee's discretion, from banked credits, vacation, or pro-rating the two days over the remaining pay periods or as unpaid leave.

FINANCIAL CONSIDERATION:

Holiday time is accumulated in accordance with employment standards. No additional costs are incurred from this recommendation.

OTHER DEPARTMENT IMPLICATIONS:

The recommendation contained in this report was discussed with the members of the Corporate Management Team where a consensus was achieved prior to finalizing.

SUMMARY AND CONCLUSION:

That the Council of the City of Welland continues with the long standing practice by approving the recommendation contained herein for the closure of City Hall operations for the 2020-2021 holiday season.

ATTACHMENTS:

Appendix I – December 2020 Calendar indicating closure dates

Appendix I
December 2020

December 2020

| SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|--------|-------------------------------------|------------------------------|------------------------------|---------------|---------------------------------|---------------------|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 Christmas Day | 26 Boxing Day |
| 27 | 28 Recognize as Boxing Day | 29 Vacation or Prorate | 30 Vacation or Prorate | 31 Floater | Jan 1, 2021 New Years Day | |

COUNCIL
CORPORATE SERVICES
TRANSIT DIVISION

| APPROVALS | |
|-----------------|-------------|
| GENERAL MANAGER | [Signature] |
| CFO | [Signature] |
| CAO | [Signature] |

04-471
19-13

REPORT TRANS-2019-04
SEPTEMBER 17, 2019

SUBJECT: TRANSIT SUPPORT FOR LIBRARY

AUTHOR: DAVE STUART, TRANSIT MANAGER

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

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives report TRANS-2019-04 – Transit Support for Library; and further

THAT Welland City Council approves the transportation initiative as outlined within the report.

ORIGIN AND BACKGROUND:

The Main Library Branch, located within Civic Square, will be closing for renovations through the months of November and December 2019. During this period, Library staff will utilize the Community Room to carry out some of their functions in this satellite location. Although this location will provide services to the patrons in the downtown area, the hours of operation will be curtailed to 9 a.m. to 5 p.m. Monday to Thursday, and Saturday. As this is a reduction from the Main Branch hours of operation, Library staff approached Transit staff to determine if transportation could be provided to carry patrons to either the Seaway Mall or Diamond Trail Branches beyond 5 p.m. Monday to Thursdays, Fridays, and Sundays.

As Welland Transit provides service beyond the Library branch hours, our buses can assist patrons who need to travel to either the Seaway Mall or Diamond Trail Branches after the Community Room location is closed. Library staff have also extended the hours of operation of these two Branches to ensure community members continue to receive access to library services. The intent of the program would be to allow these patrons to board the buses at no charge when the Community Room location is closed. Transit Bus Operators would ask the patron to produce a Library Card upon boarding to travel to either the Seaway Mall or Diamond Trail Branches. Further, when leaving these branches, the resident would show their library card and a transaction receipt from the Library staff to confirm they had signed-out or returned a book, etc. Although this program could lead to some residents getting a 'free ride', Transit staff do not feel the abuse will be significant and will make every effort to monitor this goodwill initiative.

COMMENTS AND ANALYSIS:

As noted above, the opportunity to receive a free Transit ride is possible by presenting the Bus Operator with a library card upon boarding. However, when returning from the Seaway Mall or Diamond Trail Branches, the Operator will be asking the customer to produce the transaction receipt issued by the Library staff to validate their presence at the branch. Further, our Bus Operators will watch for any residents they feel may be abusing the privilege and notify a Transit Supervisor to further review the situation.

Staff are also hopeful the initiative will encourage residents to ride our Transit service who may not be a current customer. These initiatives provide marketing synergies for Transit, as well as the Library, to further promote our services to the community.

FINANCIAL CONSIDERATION:

Although it is difficult to quantify the financial loss in foregone fare media sales, Transit staff are of the opinion the revenue loss would not be significant, especially as the hours of free service are limited to Monday to Thursday evenings, and Fridays and Sundays 9 a.m. to 5 p.m.

OTHER DEPARTMENT IMPLICATIONS:

Transit staff would ensure that City Communications staff are made aware of these revisions to further assist with informing the community via all print, electronic, and social media channels. This initiative has been widely discussed between the Library and Transit staff to ensure a successful implementation and other assistance may be requested from City staff if needed.

SUMMARY AND CONCLUSION:

Both Library and Transit staff are confident this initiative will assist those residents who frequent the Civic Square Library Branch during the renovation months of November and December 2019. By providing transportation options to the Seaway Mall and Diamond Trail Branches, the impact of the renovations and diminished hours of operation of the Main Branch will be mitigated.

ATTACHMENTS:

N/A

COUNCIL
CORPORATE SERVICES
TRANSIT DIVISION

| | |
|-----------------|---|
| APPROVALS |  |
| GENERAL MANAGER | |
| CFO | |
| CAO | |

19-13
REPORT TRANS-2019-05
SEPTEMBER 17, 2019

SUBJECT: TRANSIT YARD ENHANCEMENTS

AUTHOR: DAVE STUART, TRANSIT MANAGER

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

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives report TRANS-2019-05 – Transit Yard Enhancements; and further

THAT Welland City Council approves the enhancement initiative as outlined within the report.

ORIGIN AND BACKGROUND:

The Transit Operations Facility was initially built in 1975 to accommodate the entire fleet of 12 buses within the indoor storage area and thus, at that time there were no buses parked outside. At the present time, Welland Transit operates 23 buses for municipal service and an additional seven buses for Niagara Region Transit service, thus 30 buses out of this facility. Therefore, 18 buses are currently parked around the perimeter of the building every evening, which has made the environment very congested and dangerous for not only the health of the equipment, but more importantly, the safety of staff.

To address this challenge, staff have identified an area within our current site where parking can be created for approximately 10 buses. Although this will not provide designated parking for all the buses, it will greatly assist the operation, especially during the winter months when the parking area becomes even smaller due to snow banks. This new parking area will also include electrical hook-ups for the buses so block heaters can keep the engines warm for ease of starting after sitting idle overnight.

COMMENTS AND ANALYSIS:

Transit staff are hopeful there will be a new Operations Facility constructed within the next few years and thus, do not want to spend too much on this additional parking. The lot will be surfaced with just crushed stone and located in an area which should not impede any construction activities moving forward.

FINANCIAL CONSIDERATION:

City Engineering and Facilities staff have assisted Transit in determining the cost associated with this initiative. The total project, including excavation, laying stone, and installing the electrical hook-ups is expected to be \$50,000. In 2018, \$340,000.00 for Transit Maintenance Yard Enhancements were approved within the Capital Budget to address emerging challenges such as this overcrowding and safety issue. In addition, since a portion of this parking expansion is due to the increased number of Niagara Region Transit buses maintained and operated from this facility, Niagara Region has agreed to provide \$20,000 toward the cost of this project and thus, the net cost to the City is expected to be \$30,000. To date, no funds from this Maintenance Yard Enhancement account have been expended.

OTHER DEPARTMENT IMPLICATIONS:

Transit staff would ensure the project is successfully completed by accessing the skill sets from staff within Engineering, Public Works, and Finance. Once completed, this initiative will not impact any other departments.

SUMMARY AND CONCLUSION:

Transit staff are confident this yard enhancement to increase our bus parking space is required. At the present time, 60% of our buses are parked outside the storage facility and the movement of these buses in such limited space is problematic for the equipment and unsafe for staff. Therefore, Transit staff recommend this initiative to increase the parking space by utilizing approved funding from the 2018 Maintenance Yard Enhancements account.

ATTACHMENTS:

Appendix I – Map showing location of Parking Lot within the Transit Site.



Parking Lot Extension
Accommodate 10 buses

COUNCIL
CORPORATE SERVICES
TRANSIT DIVISION

| APPROVALS | |
|-----------------|---|
| GENERAL MANAGER |  |
| CFO |  |
| CAO |  |

19-13

REPORT TRANS-2019-06
SEPTEMBER 17, 2019

SUBJECT: TRANSIT CAPITAL REALLOCATIONS

AUTHOR: DAVE STUART, TRANSIT MANAGER

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

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives report TRANS-2019-06 – Transit Capital Reallocations; and further

THAT Welland City Council approves the reallocations as outlined within the report.

ORIGIN AND BACKGROUND:

Welland Transit continues to make efforts to enhance the information we provide to all stakeholders. Current technologies enable Transit to inform our customers, in real time, when their next buses will be arriving. This information is not only tremendously helpful to our residents, the access to all the data collected and monitored, will be a valuable tool for management to make better informed operational decisions moving forward. Further, this initiative support the City's objectives of employing smarter technologies, which benefit the lives of residents.

At the present time, all the Niagara Region Transit buses operated and maintained by Welland Transit, are equipped with GPS technology. The hardware and software associated with these buses provides staff and customers with an abundance of information. Transit staff benefit by accessing data showing; bus locations, vehicle speed, deviations from routes, schedule adherence updates, and emergency communications enhancements. Our Transit customers benefit by receiving access to; real time schedule information, route revision updates due to detours, special service dates notifications, and general updates, such as new fare programs. All this information can be accessed via the internet, text messages, and high traffic locations where signage will update every minute to ensure accuracy. This technology makes public transportation more convenient, safe, efficient, and thus more attractive for all stakeholders.

During the 2019 Capital Budgeting process, Transit staff included \$110,000 within the budget, which was approved by Council. It was staff's intent to place a second \$110,000 within the 2020 Capital Budget to achieve the amount required to fully retrofit the Welland Transit conventional fleet with the same GPS equipment incorporated on the Niagara Region Transit buses. A review of initiatives budgeted in 2018, yet not undertaken, has indicated there are two projects which collectively were budgeted for \$100,000. Transit staff are requesting the budgeted amounts from these two initiatives be redeployed toward the 2019 ITS (Intelligent Transportation Systems) Enhancements project, which would allow the objective to be realized in 2019.

COMMENTS AND ANALYSIS:

For clarification, within the 2018 Capital Budget, the following two initiatives were approved;

On-Board Video Surveillance System (Account 10810G84) - \$50,000

These funds were requested to install camera systems on the five WellTrans buses to visually monitor activity while in service.

Five Automatic Vehicle Locators (Account 10810G75) - \$50,000

These funds were requested to install GPS technology on the five WellTrans buses to monitor their locations throughout the day.

At the present time, the initiative to implement GPS technology on our municipal fleet is of greater importance than placing this equipment on our WellTrans fleet. This GPS technology is mounted on the entire Niagara Region Transit fleet, as well as the municipal fleets of St. Catharines and Niagara Falls Transit. St. Catharines Transit hosts the data feeds from all these buses and provides the real time information to stakeholders via the Transit App. Thus, customers can plan a trip throughout the Niagara region, transferring between municipal and regional buses, based on information supplied to this App.

FINANCIAL CONSIDERATION:

If the reallocation of these 2018 unspent funds totaling \$100,000 is applied to the approved ITS Enhancements funds for 2019, the \$210,000 total would be sufficient to implement the GPS technology on the Welland Transit conventional fleet in the Fall of 2019.

OTHER DEPARTMENT IMPLICATIONS:

Transit staff would ensure the City Communications staff are made aware of these revisions to further assist with informing the community via all print, electronic, and social media channels. In addition, Transit staff would liaise with our Information Services personnel to ensure the project is efficiently managed.

SUMMARY AND CONCLUSION:

The City has chartered a course to further implement Smart City initiatives and embrace a holistic approach to creating, providing, and delivering public services. With advanced data and GPS technology, Welland Transit is striving to improve the livability for everyone by modernizing public transit services. The City of Welland is committed to embracing collaboration and thinking bigger to create a better, smarter city that connects its citizens to opportunities.

Welland Transit staff are working with the Transit personnel representing Niagara Region, St. Catharines, and Niagara Falls to continuously enhance Niagara Region Transit and ensure seamless connectivity to our respective municipal systems. A critical component of this ongoing initiative is to manage and promote the schedule adherence of the buses for the benefit of all stakeholders. This can be accomplished through the installation of GPS technology on the buses and thus, Transit staff recommend the reallocation of approved 2018 Capital Budget funds to the 2019 ITS Enhancements initiative to complete this objective in the Fall of 2019.

ATTACHMENTS:

N/A

| APPROVALS | |
|-----------------|---|
| GENERAL MANAGER |  |
| CFO | |
| CAO |  |

19-105

COUNCIL**INFRASTRUCTURE AND DEVELOPMENT SERVICES**

**REPORT P&B-2019-45
SEPTEMBER 17, 2019**

SUBJECT: APPLICATION FOR OFFICIAL PLAN AMENDMENT (OPA 22), ZONING BY-LAW AMENDMENT (FILE NO. 2019-02), AND DRAFT PLAN OF VACANT LAND CONDOMINIUM (FILE NO 26CD-14-19003) – UPPER CANADA CONSULTANTS (MOUNTAINVIEW DEVELOPMENTS INC.) – FOR LANDS ON THE WEST SIDE OF SOUTH PELHAM ROAD, SOUTH OF SUMBLER ROAD, AT THE END OF FOXTAIL AVENUE AND SPARROW DRIVE, AND NORTH OF THE SOBEYS PLAZA, MUNICIPALLY KNOWN AS 633 SOUTH PELHAM ROAD

**AUTHOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
PLANNING SUPERVISOR**

**APPROVING SUPERVISOR: GRANT MUNDAY, B.A.A., MCIP, RPP
MANAGER OF DEVELOPMENT APPROVALS**

**APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES/CITY
ENGINEER**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information purposes Report P&B-2019-45 regarding applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Vacant Land Condominium for lands on the west side of South Pelham Road, south of Sumbler Road, at the end of Foxtail Avenue and Sparrow Drive, and north of the Sobeys Plaza, more specifically described as Part of Lot 1, Concession 12, in the geographic Township of Pelham, now in the City of Welland, municipally known as 633 South Pelham Road.

ORIGIN AND BACKGROUND:

Applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Vacant Land Condominium were submitted for the subject lands on July 19, 2019 and were deemed complete on August 1, 2019.

The purpose of the Official Plan Amendment is to redesignate the residential portion of the property from Low Density Residential and Medium Density Residential to all

Medium Density Residential. Amendments to the Natural Heritage Mapping is also being requested to make the mapping consistent with the Provincially Significant Wetland Mapping that was approved by the Ministry of Environment, Conservation and Parks in 2014. Changes are also proposed to the Drapers Creek Floodplain based on updated floodplain mapping.

The request for Zoning By-law Amendment has been made to rezone the residential zoned lands to Site Specific Residential Multiple from Residential Low Density 1 (RL1), Residential Low Density 2 (RL2), and Residential Multiple (RM). There are also changes to the Environmental Protection Overlay zone for the Provincially Significant Wetland and the floodplain associated with Drapers Creek. These changes will be consistent with the mapping proposed as part of the Official Plan Amendment. The proposed changes to the RM Zone are:

- To provide interpretation guidance for setbacks, coverage, and frontage for condominium townhomes;
- Provide a definition for Block Townhouse;
- To measure rear yard setbacks to the dwelling rather than lot lines;
- To allow covered decks and encroachments in the rear yard to a maximum of 3.75 metres;
- To allow a required parking space to be between the façade of the building and the private roadway on a private driveway;
- To eliminate the need for a 0.3 metre increase in width for obstructed parking spaces in private garages or in underground parking garages;
- To allow for a rear yard setback of 5.8 metres, whereas 7.5 metres is required (for the condominium apartment building only); and,
- To eliminate the need for a loading space for an apartment building.

The application for Plan of Vacant Land Condominium has been made to develop a portion of the property with 85 townhouse condominium units on a private, internal road with connections to South Pelham Road and Sparrow Drive. A block of the lands will also be developed with a four-storey condominium apartment building with 50 residential units. The block containing the Provincially Significant Wetland will be dedicated to the City as part of this development.

The applications were circulated to City Departments, as well as outside agencies and members of the public in accordance with the requirements of the Planning Act. A Public Information Meeting was held on August 29, 2019. Approximately 10 members of the public attended the meeting, as well as the applicant and their agent. The following comments and concerns were raised:

- Concerns with flooding and drainage as a result of the development;
- Concerns with road access, and difficulty turning on South Pelham due to traffic;
- Concerns that the water will no longer flow to the Provincially Significant Wetland and it will dry up;
- Questions as to whether there are any other vacant land condominiums in Welland;
- Concerns with the density and height of proposed dwellings; and,

- Questions about parking and movement through the development on private streets.

At the time of writing this report, six (6) letters from the public have been received regarding the application. In addition to the comments, questions, and concerns raised at the Public Information Meeting, the additional comments were made:

- Pedestrian safety along South Pelham Road;
- Increased traffic along local streets (Sparrow Drive, Thorold Road) as well as the increase in traffic along South Pelham Road;
- Lack of parkland;
- Impact of the development on the Provincially Significant Wetland; and,
- Questions regarding the information in the Environmental Impact Study.

The Statutory Public Meeting under the Planning Act is being held on September 17, 2019. The Public Meeting provides an opportunity for the Applicant to make a presentation regarding the Applications and proposal, for interested parties to make comment and/or raise concerns, and for Council Members to inquire about the Applications.

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

FINANCIAL CONSIDERATION:

Any costs associated with the development of the property will be the responsibility of the developer.

OTHER DEPARTMENT IMPLICATIONS:

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

SUMMARY AND CONCLUSION:

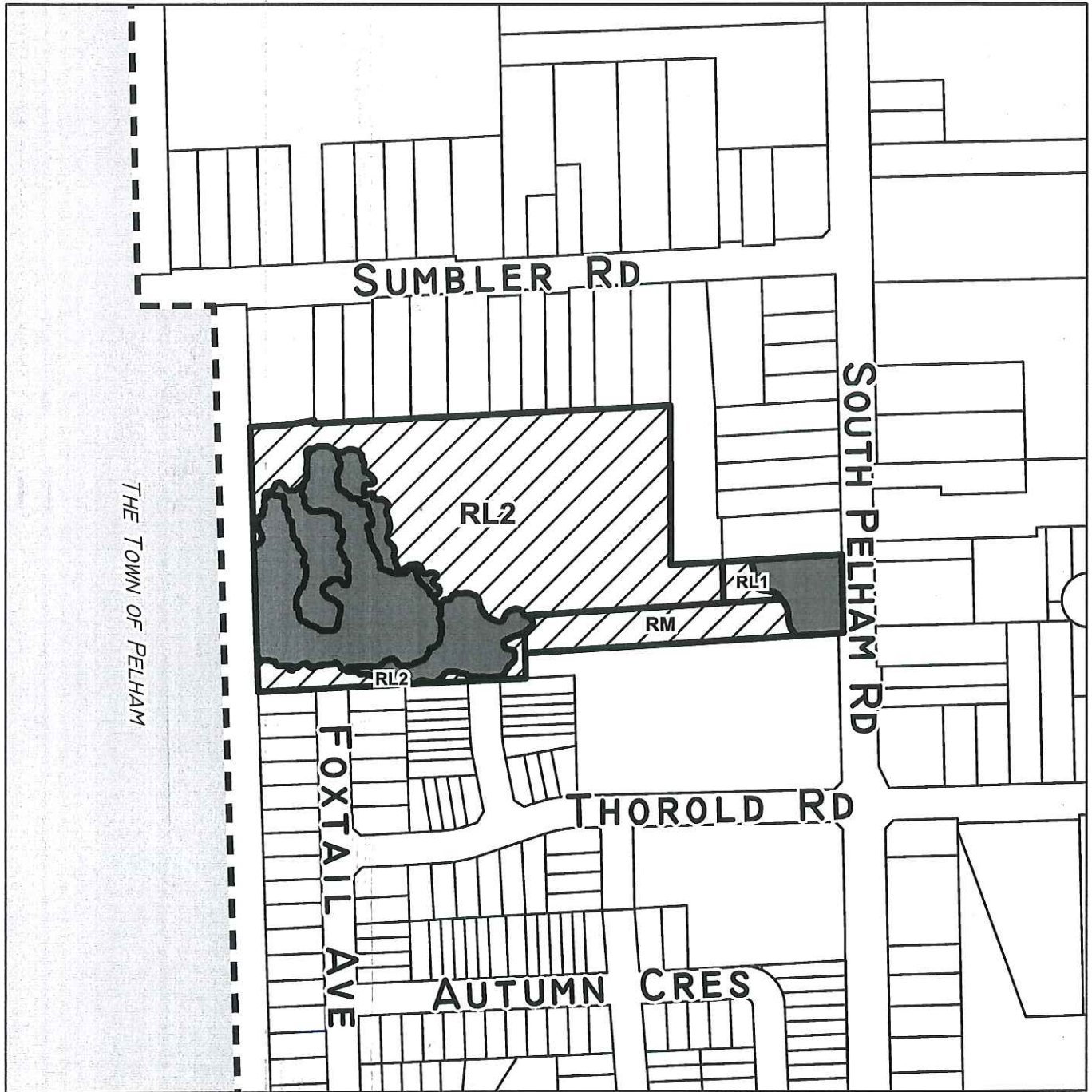
The Planning Act requires a Statutory Public Meeting to be held to provide opportunity for public input and discussion regarding the Applications. This Report is intended to provide background information for the Public Meeting.

Therefore, it is recommended that Council receives Report P&B-2019-45 for information purposes.




ATTACHMENTS:

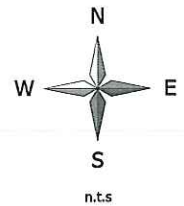
- Appendix I - Key Map
- Appendix II - Aerial Photo of Subject Lands
- Appendix III - Draft Plan of Vacant Land Condominium
- Appendix IV - Draft Official Plan Amendment

2019-02, OPA 22 and 26CD-14-19003

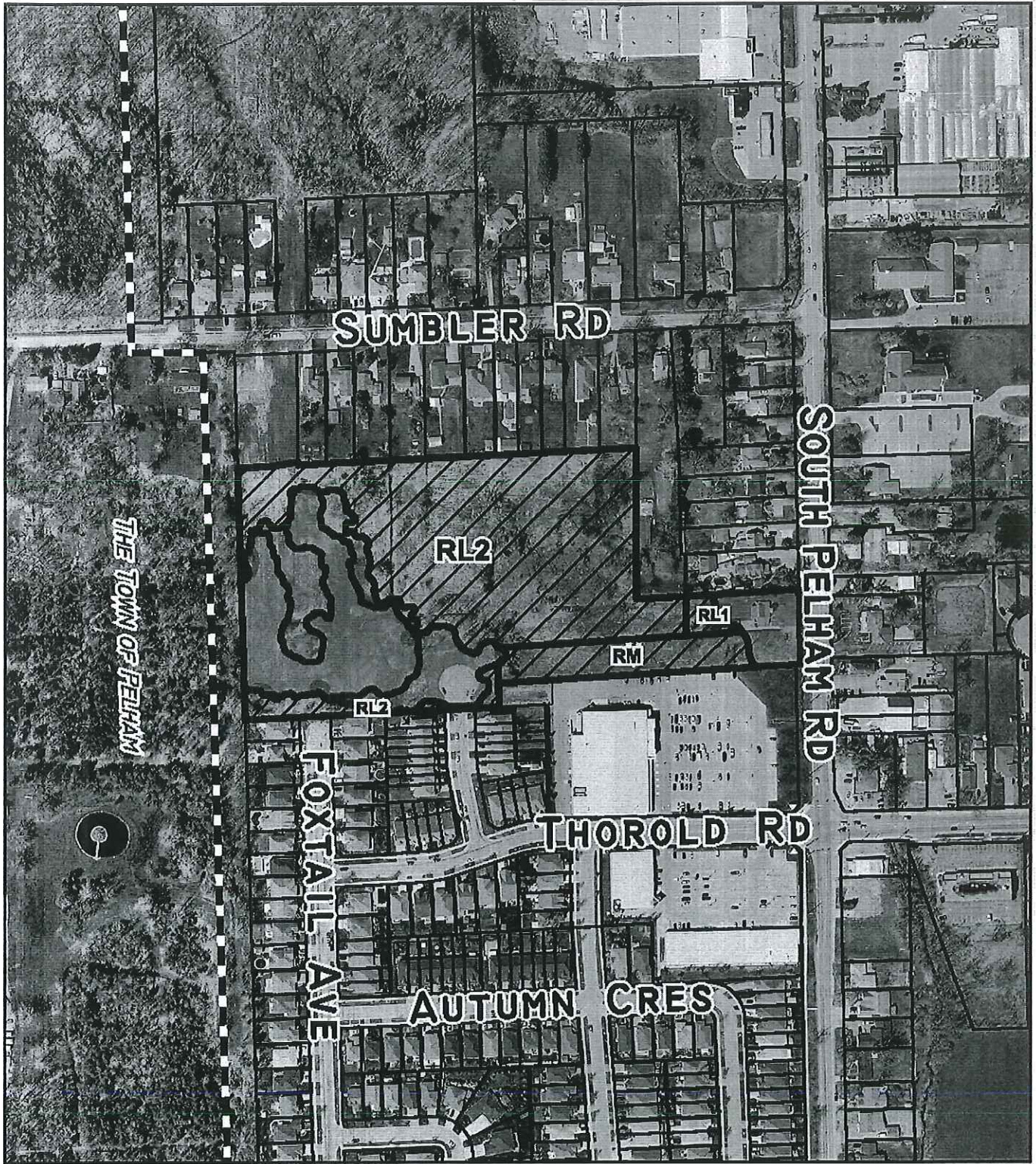


KEY MAP

-  EP
-  EC
-  SUBJECT LANDS



Infrastructure and
Development Services
Planning Division



AERIAL PHOTO OF THE SUBJECT LANDS



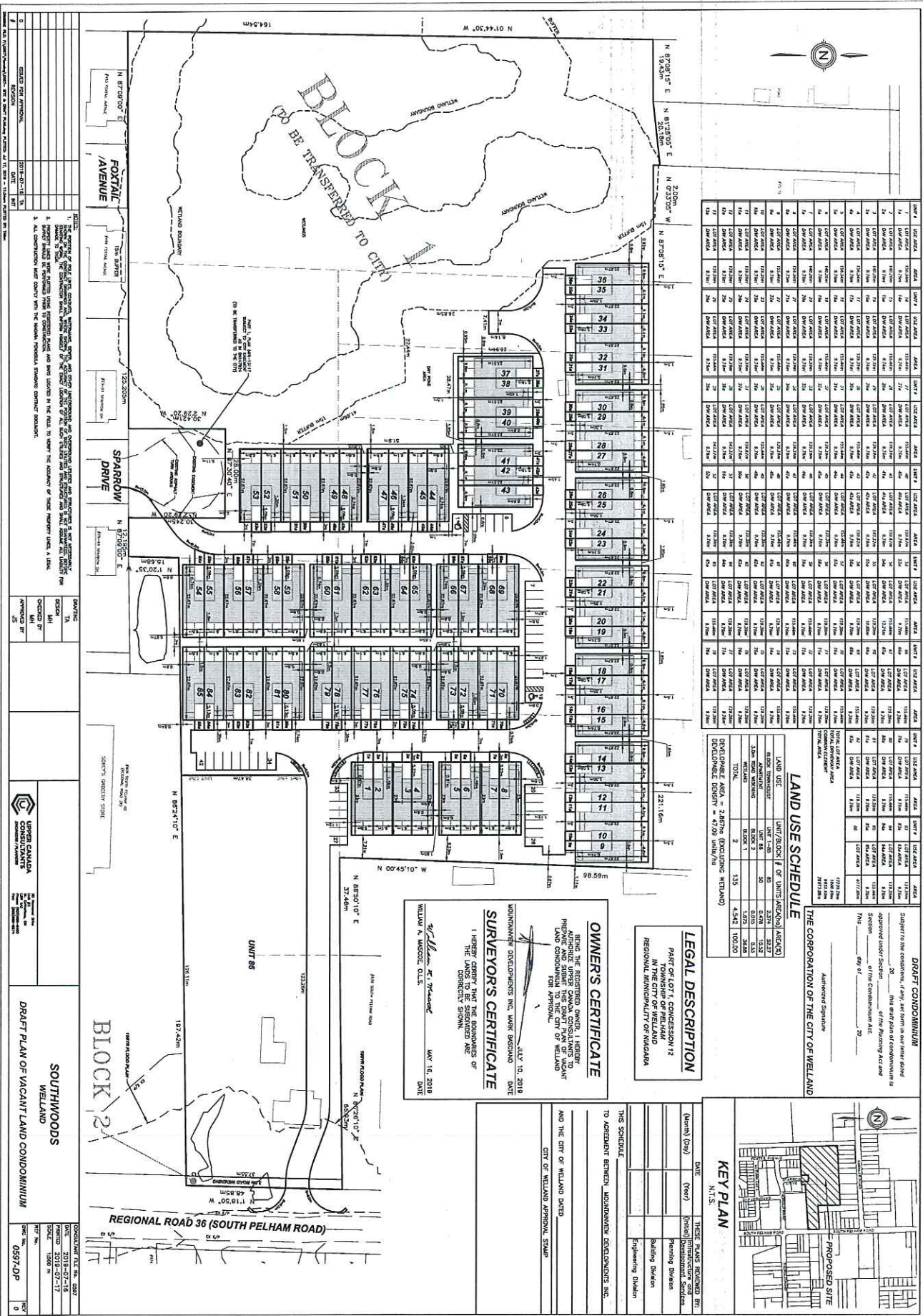
EP 2019-02, OPA 22 and 26CD-14-19003

EC

SUBJECT LANDS



*Infrastructure and
Development Services*
Planning Division



| UNIT # | LAND USE | AREA | UNIT # | LAND USE | AREA | UNIT # | LAND USE | AREA | UNIT # | LAND USE | AREA |
|--------|----------|--------|--------|----------|--------|--------|----------|--------|--------|----------|--------|
| 1 | LOT AREA | 13.20m | 17 | LOT AREA | 13.20m | 33 | LOT AREA | 13.20m | 49 | LOT AREA | 13.20m |
| 2 | LOT AREA | 13.20m | 18 | LOT AREA | 13.20m | 34 | LOT AREA | 13.20m | 50 | LOT AREA | 13.20m |
| 3 | LOT AREA | 13.20m | 19 | LOT AREA | 13.20m | 35 | LOT AREA | 13.20m | 51 | LOT AREA | 13.20m |
| 4 | LOT AREA | 13.20m | 20 | LOT AREA | 13.20m | 36 | LOT AREA | 13.20m | 52 | LOT AREA | 13.20m |
| 5 | LOT AREA | 13.20m | 21 | LOT AREA | 13.20m | 37 | LOT AREA | 13.20m | 53 | LOT AREA | 13.20m |
| 6 | LOT AREA | 13.20m | 22 | LOT AREA | 13.20m | 38 | LOT AREA | 13.20m | 54 | LOT AREA | 13.20m |
| 7 | LOT AREA | 13.20m | 23 | LOT AREA | 13.20m | 39 | LOT AREA | 13.20m | 55 | LOT AREA | 13.20m |
| 8 | LOT AREA | 13.20m | 24 | LOT AREA | 13.20m | 40 | LOT AREA | 13.20m | 56 | LOT AREA | 13.20m |
| 9 | LOT AREA | 13.20m | 25 | LOT AREA | 13.20m | 41 | LOT AREA | 13.20m | 57 | LOT AREA | 13.20m |
| 10 | LOT AREA | 13.20m | 26 | LOT AREA | 13.20m | 42 | LOT AREA | 13.20m | 58 | LOT AREA | 13.20m |
| 11 | LOT AREA | 13.20m | 27 | LOT AREA | 13.20m | 43 | LOT AREA | 13.20m | 59 | LOT AREA | 13.20m |
| 12 | LOT AREA | 13.20m | 28 | LOT AREA | 13.20m | 44 | LOT AREA | 13.20m | 60 | LOT AREA | 13.20m |
| 13 | LOT AREA | 13.20m | 29 | LOT AREA | 13.20m | 45 | LOT AREA | 13.20m | 61 | LOT AREA | 13.20m |
| 14 | LOT AREA | 13.20m | 30 | LOT AREA | 13.20m | 46 | LOT AREA | 13.20m | 62 | LOT AREA | 13.20m |
| 15 | LOT AREA | 13.20m | 31 | LOT AREA | 13.20m | 47 | LOT AREA | 13.20m | 63 | LOT AREA | 13.20m |
| 16 | LOT AREA | 13.20m | 32 | LOT AREA | 13.20m | 48 | LOT AREA | 13.20m | 64 | LOT AREA | 13.20m |
| 17 | LOT AREA | 13.20m | 33 | LOT AREA | 13.20m | 49 | LOT AREA | 13.20m | 65 | LOT AREA | 13.20m |
| 18 | LOT AREA | 13.20m | 34 | LOT AREA | 13.20m | 50 | LOT AREA | 13.20m | 66 | LOT AREA | 13.20m |
| 19 | LOT AREA | 13.20m | 35 | LOT AREA | 13.20m | 51 | LOT AREA | 13.20m | 67 | LOT AREA | 13.20m |
| 20 | LOT AREA | 13.20m | 36 | LOT AREA | 13.20m | 52 | LOT AREA | 13.20m | 68 | LOT AREA | 13.20m |
| 21 | LOT AREA | 13.20m | 37 | LOT AREA | 13.20m | 53 | LOT AREA | 13.20m | 69 | LOT AREA | 13.20m |
| 22 | LOT AREA | 13.20m | 38 | LOT AREA | 13.20m | 54 | LOT AREA | 13.20m | 70 | LOT AREA | 13.20m |
| 23 | LOT AREA | 13.20m | 39 | LOT AREA | 13.20m | 55 | LOT AREA | 13.20m | 71 | LOT AREA | 13.20m |
| 24 | LOT AREA | 13.20m | 40 | LOT AREA | 13.20m | 56 | LOT AREA | 13.20m | 72 | LOT AREA | 13.20m |
| 25 | LOT AREA | 13.20m | 41 | LOT AREA | 13.20m | 57 | LOT AREA | 13.20m | 73 | LOT AREA | 13.20m |
| 26 | LOT AREA | 13.20m | 42 | LOT AREA | 13.20m | 58 | LOT AREA | 13.20m | 74 | LOT AREA | 13.20m |
| 27 | LOT AREA | 13.20m | 43 | LOT AREA | 13.20m | 59 | LOT AREA | 13.20m | 75 | LOT AREA | 13.20m |
| 28 | LOT AREA | 13.20m | 44 | LOT AREA | 13.20m | 60 | LOT AREA | 13.20m | 76 | LOT AREA | 13.20m |
| 29 | LOT AREA | 13.20m | 45 | LOT AREA | 13.20m | 61 | LOT AREA | 13.20m | 77 | LOT AREA | 13.20m |
| 30 | LOT AREA | 13.20m | 46 | LOT AREA | 13.20m | 62 | LOT AREA | 13.20m | 78 | LOT AREA | 13.20m |
| 31 | LOT AREA | 13.20m | 47 | LOT AREA | 13.20m | 63 | LOT AREA | 13.20m | 79 | LOT AREA | 13.20m |
| 32 | LOT AREA | 13.20m | 48 | LOT AREA | 13.20m | 64 | LOT AREA | 13.20m | 80 | LOT AREA | 13.20m |
| 33 | LOT AREA | 13.20m | 49 | LOT AREA | 13.20m | 65 | LOT AREA | 13.20m | 81 | LOT AREA | 13.20m |
| 34 | LOT AREA | 13.20m | 50 | LOT AREA | 13.20m | 66 | LOT AREA | 13.20m | 82 | LOT AREA | 13.20m |
| 35 | LOT AREA | 13.20m | 51 | LOT AREA | 13.20m | 67 | LOT AREA | 13.20m | 83 | LOT AREA | 13.20m |
| 36 | LOT AREA | 13.20m | 52 | LOT AREA | 13.20m | 68 | LOT AREA | 13.20m | 84 | LOT AREA | 13.20m |
| 37 | LOT AREA | 13.20m | 53 | LOT AREA | 13.20m | 69 | LOT AREA | 13.20m | 85 | LOT AREA | 13.20m |
| 38 | LOT AREA | 13.20m | 54 | LOT AREA | 13.20m | 70 | LOT AREA | 13.20m | 86 | LOT AREA | 13.20m |
| 39 | LOT AREA | 13.20m | 55 | LOT AREA | 13.20m | 71 | LOT AREA | 13.20m | 87 | LOT AREA | 13.20m |
| 40 | LOT AREA | 13.20m | 56 | LOT AREA | 13.20m | 72 | LOT AREA | 13.20m | 88 | LOT AREA | 13.20m |

LAND USE SCHEDULE

| LAND USE | UNIT/BLOCK # OF UNITS/BLOCKS (AREAS) | AREA |
|-------------|--------------------------------------|--------|
| RESIDENTIAL | 1-88 | 13.20m |
| WETLAND | 1-88 | 13.20m |
| TOTAL | 2 | 133 |

DEVELOPABLE AREA = 2870m (EXCLUDING WETLAND)
DEVELOPABLE DENSITY = 4700 (UNIT/HA)

LEGAL DESCRIPTION

PART OF LOT 12 CONGRESSION 12 IN THE CITY OF WELLSAND REGIONAL MUNICIPALITY OF NIAGARA

OWNERS CERTIFICATE

BEING THE REGISTERED OWNER, I HEREBY CERTIFY THAT THE BOUNDARIES OF THE CONVEYED SECTION ARE CORRECTLY SHOWN.

WELLSAND JULY 10, 2018 DATE
WELLSAND A. WOODS O.L.S. DATE

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE CONVEYED SECTION ARE CORRECTLY SHOWN.

JULY 10, 2018 DATE
WELLSAND A. WOODS O.L.S. DATE

KEY PLAN

THIS SCHEDULE TO APPLICANT BETWEEN WELLSAND DEVELOPMENTS INC. AND THE CITY OF WELLSAND DATED: _____ CITY OF WELLSAND APPROVAL STAMP

FOXTAIL AVENUE

Sparrow Drive

REGIONAL ROAD 36 (SOUTH PELHAM ROAD)

BLOCK 1

BLOCK 2

SOUTHWOODS WELLSAND

DRAFT PLAN OF VACANT LAND CONDOMINIUM

CONDOMINIUM FILE NO. 0597-DP

DATE: 2018-07-15

PREPARED BY: [Signature]

CHECKED BY: [Signature]

SCALE: 1:500

DATE: 2018-07-15

PROJECT NO. 0597-DP

REV. NO. 0

AMENDMENT NO. X
to the
OFFICIAL PLAN
of the
CORPORATION OF THE CITY OF WELLAND

July X, 2019

**THE CORPORATION OF THE CITY OF WELLAND
BY-LAW NUMBER 2019-XX**

**A BY-LAW TO AUTHORIZE THE ADOPTION
OF OFFICIAL PLAN AMENDMENT NO. XX**

WHEREAS the Official Plan of the Corporation of the City of Welland was adopted by the City of Welland on May 4, 2010.

AND WHEREAS the Regional Municipality of Niagara gave partial approval to the Official Plan on October 21, 2011.

AND WHEREAS the Ontario Municipal Board gave partial approval to the Official Plan on June 24, 2014.

AND WHEREAS the Council of the Corporation of the City of Welland deems it expedient to amend the Official Plan.

AND WHEREAS the Regional Municipality of Niagara is the approval authority for Amendments to the Official Plan of the Corporation of the City of Welland.

AND WHEREAS the Regional Municipality of Niagara has exempted Official Plan Amendment No. XX to the Official Plan of the Corporation of the City of Welland from approval in accordance with the Memorandum of Understanding between the Regional Municipality of Niagara and the Corporation of the City of Welland.

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

1. That the Corporation of the City of Welland hereby adopts and approves Official Plan Amendment No. XX for the Corporation of the City of Welland.
2. That Staff is hereby authorized and directed to give Notice of Council's adoption of Amendment No. XX to the Official Plan of the Corporation of the City of Welland in accordance with Section 17(23) of the Planning Act.

**READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL THIS
XX DAY OF July 2019.**

_____ MAYOR

_____ CLERK

Amendment No. XX
to the
Official Plan
of the
Corporation of the City of Welland

This Amendment to the Official Plan for the City of Welland, which was adopted by the Council of the Corporation of the City of Welland on July X, 2019 and to which no appeal was filed, came into effect on pursuant to Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended.

Date:

GRANT MUNDAY, B.A.A.
MANAGER OF DEVELOPMENT APPROVALS
INFRASTRUCTURE AND DEVELOPMENT SERVICES
THE CORPORATION OF THE CITY OF WELLAND

**AMENDMENT NO. XX TO THE OFFICIAL PLAN OF THE
CORPORATION OF THE CITY OF WELLAND**

| | |
|--|----|
| PART A - THE PREAMBLE (This does not constitute part of the Amendment) | 1 |
| TITLE AND COMPONENTS..... | 1 |
| PART B - THE AMENDMENT | 2 |
| SCHEDULE "A" LAND USE PLAN..... | 3 |
| PART C - THE APPENDICES | 4 |
| APPENDIX I - AFFIDAVIT | 5 |
| SCHEDULE "A" TO APPENDIX 1 - AFFIDAVIT..... | 6 |
| APPENDIX II - NOTICE OF ADOPTION | 7 |
| APPENDIX III - MINUTES OF PUBLIC MEETING -..... | 9 |
| APPENDIX IV - STAFF REPORT | 10 |
| APPENDIX V - COUNCIL RESOLUTION..... | 25 |

PART A - THE PREAMBLE (This does not constitute part of the Amendment)

TITLE AND COMPONENTS

This document, when approved in accordance with the Planning Act, shall be known as Amendment No. XX to the Official Plan of the Corporation of the City of Welland.

Part "A", the Preamble, does not constitute part of this Amendment.

Part "B", the Amendment, consists of the map and text changes.

Part "C", the Appendices, which does not constitute part of this Amendment, contains the background data, planning considerations and public involvement associated with this Amendment.

PURPOSE OF THE AMENDMENT

The purpose of Official Plan Amendment No.XX is to redesignate the lands shown on the attached Schedule B. The purpose of the Amendment is to allow the property to be used for a residential vacant land condominium development at a medium density and to establish protective designations for an on-property provincially significant wetland.

LOCATION

The lands subject to this Amendment are located on the west side of South Pelham Road (Regional Road 36), south of Sumbler Road, east of the Welland Urban Area Boundary and are known municipally as 633 South Pelham Road. The subject lands have an approximate land area of 4.542 hectares.

BASIS

The subject lands are within the urban area boundary for the City of Welland and currently designated Low Density Residential, Medium Density Residential, Core Natural Heritage System, and Environmental Protection Area. A proposal has been put forth to use a portion of lands (2.867 hectares) for a residential vacant land condominium. There is an existing Provincially Significant Wetland (1.675 hectares) on the property that will be transferred to the City of Welland.

PART B - THE AMENDMENT

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the following Policies and the map referred to as Schedule "A" - Land Use Plan and Policies, constitutes Amendment No. XX to the Official Plan of the Corporation of the City of Welland.

The effect of this Official Plan Amendment is to change the designation of a portion of the Lands from Low Density Residential to Medium Density Residential on Schedule B1 of the Official Plan to allow the development of the property for a residential subdivision.

The Provincially Significant Wetland and an associated 15 m buffer (shown as Block 1 on the Plan of Vacant Land Condominium) will be designated as Core Natural Heritage Area (CNHA) and/or Environmental Protection Area (EPA) on Schedule A, B, C and C1 of the Official Plan.

Minor refinements to the CNHA and EPA designations related to the Drapers Creek Floodplain are also proposed on Schedules A, B, C and C1 of the Official Plan

SCHEDULE "A" LAND USE PLAN

PART C - THE APPENDICES

The following appendices do not constitute part of Amendment No. XX to the Official Plan of the Corporation of the City of Welland, but are included only as information supporting the amendment.

- APPENDIX I - Affidavit
- APPENDIX II - Notice of Adoption
- APPENDIX III - Minutes of Public Meeting
- APPENDIX IV - Staff Report
- APPENDIX V - Council Resolution (Certified)

APPENDIX I - AFFIDAVIT

IN THE MATTER OF SECTION 7, ONTARIO
REGULATION 543/06

AND

IN THE MATTER OF THE ADOPTION OF
OFFICIAL PLAN AMENDMENT NO. XX BY BY-
LAW 2019-XX PASSED BY COUNCIL OF THE
CORPORATION OF THE CITY OF WELLAND
ON JULY XX, 2019

I, Grant Munday of the City of Welland in the Regional Municipality of Niagara, make oath and say as follows:

1. I am the Manager of Development Approvals, Infrastructure and Development Services of the Corporation of the City of Welland.
2. That in accordance with Section 17(15) of The Planning Act, as amended and Section 3 of Ontario Regulation 543/06, Notice of the Public Meeting was published in the Welland Tribune on X. I hereby certify that the required Public Meeting was held on X by the Council of the Corporation of the City of Welland.
3. A list of all persons or public bodies which made oral submissions at the Public Meeting is attached as Schedule "A" to this Affidavit.
4. That in accordance with Section 17(23) of The Planning Act, as amended, and Ontario Regulation 543/06, the requirements for the giving of Notice of Adoption of the Amendment have been complied with.
5. That in accordance with Section 7(7) of Ontario Regulation 543/06, the decision of Council is consistent with the Policy Statements issued under sub-Section 3(1) of the Act and conforms to any applicable Provincial Plan or Plans.

Sworn before me at the City of Welland
in the Regional Municipality of Niagara,
this X day of July, 2019.

SCHEDULE "A" TO APPENDIX 1 - AFFIDAVIT

List of individuals who made oral submission in support of the application at the Statutory Public Meeting conducted X, 2019 concerning Amendment No. X to the Official Plan of the Corporation of the City of Welland .

APPENDIX II - NOTICE OF ADOPTION

**CITY OF WELLAND
NOTICE OF ADOPTION OF
AMENDMENT NO. X TO THE
OFFICIAL PLAN OF THE CORPORATION OF THE CITY OF WELLAND**

Take notice that the Council of the Corporation of the City of Welland passed By-law 2019-X, being a By-law to adopt Amendment No. X to the Official Plan on X, 2019 under Section 17(23) of The Planning Act, as amended.

The Purpose of Amendment No. X is to redesignate a portion of the subject lands from Low Density Residential to Medium Density Residential and to designate a provincially significant wetland and associated 15m buffer as Core Natural Heritage Area and Environmental Protection Area. Minor revisions are proposed to the extent of the Core Natural Heritage Area and Environmental Protection Area designations related to the Drapers Creek Floodplain.

The Effect of the redesignation is to allow for the development of a residential vacant land condominium with 85 Block Townhouse units and a 50-unit apartment building, and protection of the wetland feature.

Pursuant to Section 17(23.1)(a) of the Planning Act, as amended, City Council took into consideration all written and oral presentations made to it before rendering a decision.

Any person or agency may appeal, to the Ontario Municipal Board, in respect to the Amendment to the Official Plan by filing with the Clerk of the City of Welland, no later than X, 2019, a notice of appeal setting out the specific part of the proposed Amendment to the Official Plan to which the appeal applies, set out the reasons for the appeal and be accompanied by the fee prescribed under the Ontario Municipal Board Act in the amount of \$300.00 payable by certified cheque to the Minister of Finance, Province of Ontario.

The proposed Amendment to the Official Plan is exempt from approval by the Regional Municipality of Niagara and the Decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Only individuals, Corporations or public bodies may appeal a Decision of the

municipality to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated Association or Group. However, a notice of appeal may be filed in the name of an individual who is a member of the Association or the Group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the Plan was adopted, the person or public body made oral submissions at a Public Meeting or written submissions to the Council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

The land to which this proposed Amendment to the Official Plan applies is also the subject of an Application for Zoning By-law Amendment - File 2019-XX and Application for Draft Plan of Vacant Land Condominium - File 26CD-19-XXXXX.

A copy of the Amendment and Staff Report are available for inspection by the public as of X, 2019 at Infrastructure and Development Services - Planning Division, 60 East Main Street, Welland during regular office hours.

Dated at the City of Welland this X day of X, 2019.

GRANT MUNDAY, B.A.A.
MANAGER OF DEVELOPMENT APPROVALS
INFRASTRUCTURE AND DEVELOPMENT SERVICES
OF THE CORPORATION OF THE CITY OF WELLAND

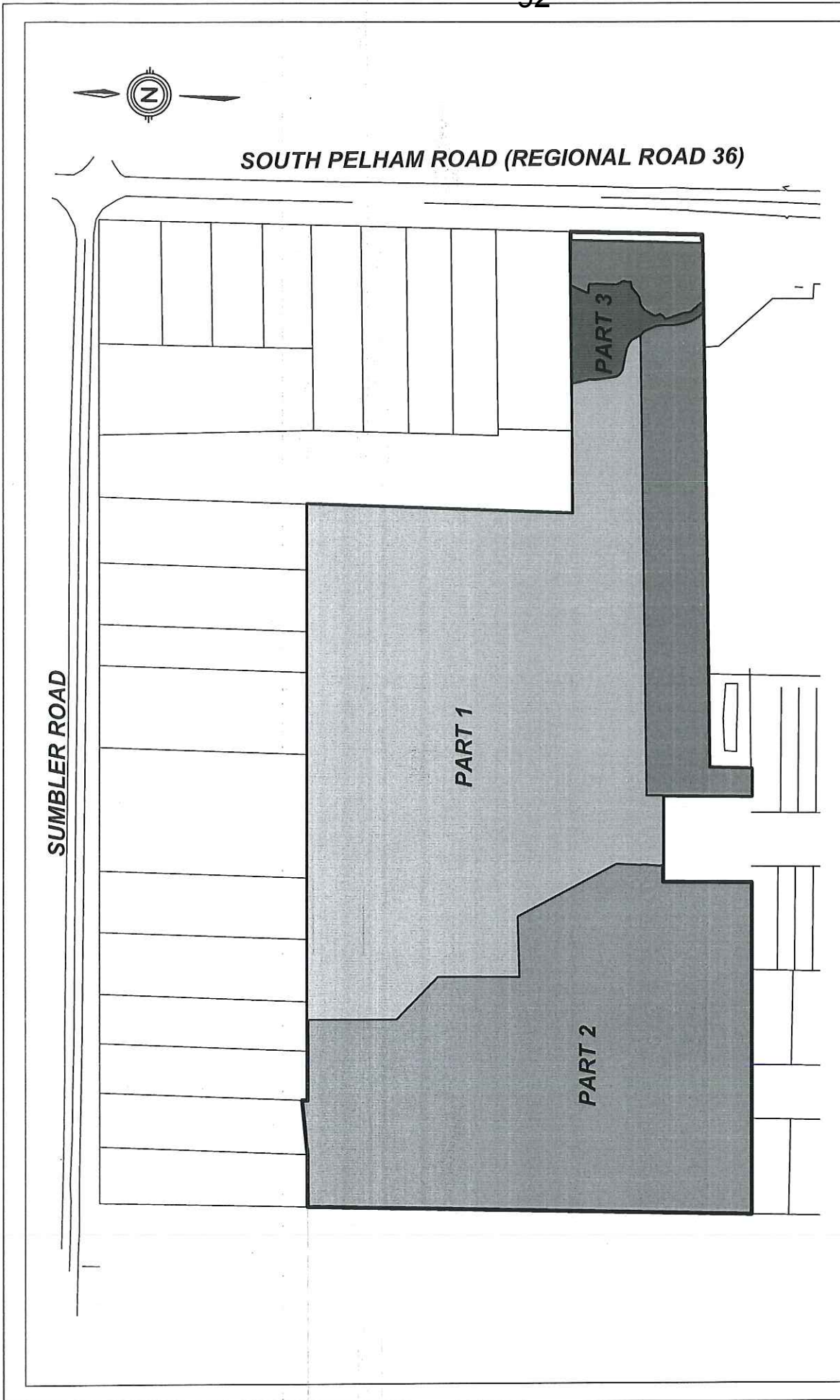
APPENDIX III

- MINUTES OF PUBLIC MEETING -




APPENDIX IV - STAFF REPORT


NOTE: Incorporate additional written comments received after date of report.

APPENDIX V - COUNCIL RESOLUTION



LEGEND

-  PART 1 - FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL (Schedule B1)
-  REMAINS MEDIUM DENSITY RESIDENTIAL
-  REMAINS CORE NATURAL HERITAGE AREA & ENVIRONMENTAL PROTECTION AREA

-  PART 2 - FROM CORE NATURAL HERITAGE AREA, ENVIRONMENTAL PROTECTION AREA & LOW DENSITY RESIDENTIAL TO CORE NATURAL HERITAGE AREA (Schedule B) & ENVIRONMENTAL PROTECTION AREA (Schedule A, C, C1)
-  PART 3 - FROM CORE NATURAL HERITAGE AREA & ENVIRONMENTAL PROTECTION AREA TO MEDIUM DENSITY RESIDENTIAL

SOUTHWOODS

SCHEDULE 'A' TO OFFICIAL PLAN AMENDMENT No. _____

MAYOR: _____

CLERK: _____



Welland
Ontario Canada



September 10, 2019

City of Welland Council
Tara Stephens
Department of City Clerk
Welland City Hall
60 East Main Street
Welland ON L3B 3X4

Re: Slate of Officers and Directors - Welland Downtown Board of Management
2018 – 2022 Term – REVISED

Dear Ms Stephens:

On behalf of the Board of Management of the Welland Downtown Business Improvement Area, the following members of the WDBIA catchment presented their or their representative's name endorsed by 2 members of the WDBIA in good standing.

The nominee has met the requirements as per By-Law 1999-51 as amended by 2015-5.

This *revised list* of the Slate of Directors is to fill remaining vacancies of the Board. The candidates were approved by the following motions of the Board at the General Meeting of September 9 2019:

"Nomination and recommendation of members of the catchment:

Holly Treddenick – Femmes du Feu Creations (King Street)

Leda See – Taris on the Water (West Main)

"Nomination and recommendation of designated person for member of the catchment:

David Alexander – Sages-femme Renaissance Midwifery (East Main)

Motion by : Dolores Bujold Wright

Seconded by: Brenda Herchmer

CARRIED

Board of Management Welland Downtown Business Improvement Area
Slate of Directors 2018-2022 term
Page 2

The new directors in conjunction with the returning directors will complete the duration of the term to municipal election in the fall of 2022.

Respectfully submitted

Kelly Jones

Kelly Jones, CHAIR
chair@downtownwelland.ca
www.downtownwelland.ca
289 820 7467

Enclosure – Revised Slate of Directors

WELLAND DOWNTOWN BUSINESS IMPROVEMENT AREA**SLATE OF DIRECTORS****KELLY JONES**

Manager-Employment Solutions (Welland Heritage Council)
815 Ontario Road, Welland ON
905.788.3751
chair@downtownwelland.ca

BRENDA HERCHMER

Business Owner
The Leisure Loft Cafe
30 King Street, Welland ON
289 820 5373
bherchmer@campusforcommunities.ca

ALYSSA ADAMS

Barrister & Solicitor -Flett Baccario
190 Division Street Welland, ON
905.732.4481
aadmas@flettbaccario.com

LESLIE ROBICHAUD

Business Owner- Elite Hair Salon & Spa
73 Hellems Ave, Welland ON
905.733.0077
elitehairsalon@hotmail.com

GLEN BOWES

Business Owner-Bowes IT Solutions
38 Dorothy Street, Welland ON
289.479.5606
info@bowesit.com

CORY CRUISE

Owner-Cory Cruise Music
16 Hellems Ave, Welland, ON
905.941.0966
cruisedates@gmail.com

HOLLY TREDDENICK

Business Owner – Femmes du Feu Creations / Circus Session
22 King Street
Welland ON
647-234-2583

LEDA SEE

Business Owner-Taris on the Water
25 West Main Street, Welland ON
905.788.0123
taris@taris.ca

DAVID ALEXANDER

Sage Femmes Renaissance Midwifery (appointed by)
196 East Main Street, Welland ON
905.714.7258
Econiagara@gmail.com