



NOTICE

THE MAYOR HAS CALLED
A SPECIAL MEETING OF COUNCIL

AT 5:00 P.M.

TUESDAY, AUGUST 18, 2020

TO DISCUSS THE FOLLOWING:

- RECEIVING OF ADVICE THAT IS SUBJECT TO SOLICITOR-CLIENT PRIVILEGE, INCLUDING COMMUNICATIONS NECESSARY FOR THAT PURPOSE;
 - *Hunters Pointe - legal opinion.*
- PERSONAL MATTERS ABOUT AN IDENTIFIABLE INDIVIDUAL, INCLUDING MUNICIPAL OR LOCAL BOARD EMPLOYEES;
 - *Staffing update.*
- LABOUR RELATIONS OR EMPLOYEE NEGOTIATIONS;
 - *Chief Administrative Officer Recruitment.*
- PERSONAL MATTERS ABOUT AN IDENTIFIABLE INDIVIDUAL, INCLUDING MUNICIPAL OR LOCAL BOARD EMPLOYEES;
 - *Interim CAO.*

IN OPEN SESSION
TO CONSIDER ANY CORRESPONDENCE, REPORTS, AND BY-LAWS

*Due to COVID-19 and the closure of the Civic Square
All Electronic Meetings can be viewed at:
City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>*


Tara Stephens,
City Clerk



SPECIAL COUNCIL MEETING

Tuesday, August 18, 2020

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1. **COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (5:00 PM)**
(See yellow tab)
 - Receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
 - *Hunters Pointe - legal opinion.*
 - Personal matters about an identifiable individual, including municipal or local board employees;
 - *Staffing update.*
 - Labour relations or employee negotiations;
 - *Chief Administrative Officer Recruitment.*
 - Personal matters about an identifiable individual, including municipal or local board employees;
 - *Interim CAO.*

2. **ARISE FROM COMMITTEE-OF-THE-WHOLE (IN-CAMERA)**

3. **OPEN SPECIAL COUNCIL MEETING FOLLOWING THE COMMITTEE-OF-THE-WHOLE (IN-CAMERA)**
 - 3.1 **CALL UPON THE CITY CLERK TO REVIEW COMMITTEE-OF-THE-WHOLE ITEMS (IN-CAMERA) TO BE ADDED TO BLOCK**

 - 3.2 **ADDITIONS/DELETIONS TO AGENDA**

 - 3.3 **DISCLOSURES OF INTEREST**

 - 3.4 **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. **BY-LAWS (SEE AGENDA INDEX)**

5. **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 18th day of August, 2020. Ref. No. 20-1

6. **ADJOURNMENT**



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Page No.

AGENDA BLOCK

1. BUSINESS ARISING FROM MINUTES, PREVIOUS MEETINGS AND OTHER ITEMS REFERRED FROM COUNCIL FOR DISCUSSION - Nil
 2. COMMITTEE AND STAFF REPORTS
 1. Business Arising from Committee-of-the-Whole (closed)
 2. Staff Reports
- | | | |
|---------|--------------------------------|---|
| 1 - 2 | <u>CLK-2020-17</u> | Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Amendment to the Procedural By-law 2017-6. Ref. No. 02-160 (See By-law 1) |
| 3 - 6 | <u>ENG-2020-28</u> | Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - 2020 Sidewalk Missing Link Construction - Award of Tender. Ref. No. 20-26 (See By-law 2) |
| 7 - 9 | <u>ENG-2020-30</u> | Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Towpath Municipal Drain - One Year Extension. Ref. No. 18-52 (See By-law 3) |
| 10 - 13 | <u>TRANS-2020-10</u> | Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Transit Service Recovery Update. Ref. No. 20-13 |
| 14 - 24 | <u>F&ES-2020-02</u> | Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Fire Stations 1, 2, and Training Centre Update. Ref. No. 20-15 |
| 25 - 27 | <u>FIN-2020-17</u> | Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Purchase of Six (6) Loaders for Snow Removal. Ref. No. 20-46 |



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Page No.

3. NEW BUSINESS

28

1. Distress Centre Niagara re: Request to declare September 10, 2020 as "World Suicide Prevention Day". Ref. No. 20-6

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND proclaims September 10, 2020 as World Suicide Prevent Day in the City of Welland.

4. BY-LAWS

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

1. A By-law to amend Procedural By-law 2017-6. Ref. No. 02-160
(See Report CLK-2020-17)
2. A By-law to enter into contract with 1526957 Ontario Limited O/A CTC Contracting for the 2020 Sidewalk Missing Link Construction. Ref. No. 20-26
(See Report ENG-2020-28)
3. A By-law to authorize extension of contract with GM Blueplan Engineering Limited for the Towpath Municipal Drain. Ref. No. 18-52
(See Report ENG-2020-30)
4. A By-law to amend "Schedule A" to By-law 2004-153, as amended, by By-law 2017-132, being which is a By-law regarding the establishment of an Emergency Response Plan. Ref. No. 20-15
(By-law to include the Deputy Fire Chief, as a CEMC alternate).

COUNCIL
CORPORATE SERVICES – CLERKS DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	



REPORT CLK-2020-17
AUGUST 4, 2020

02-160

SUBJECT: AMENDMENT TO THE PROCEDURAL BY-LAW 2017-6

AUTHOR: TARA STEPHENS, CITY CLERK

APPROVING G.M.: STEVE ZORBAS, GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL OFFICER/TREASURER

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the staff report CLK-2020-17: Amendment to the Procedural By-law 2017-6; and
 THAT Welland City Council approves the amendment regarding Electronic Participation; and further;
 THAT Welland City Council authorizes the Mayor and Clerk to execute the necessary by-law amendments.

ORIGIN AND BACKGROUND:

On March 19, 2020 Welland City Council approved an amendment to the procedural by-law to include electronic participation at meetings during the COVID-19 Pandemic.

On July 21, 2020, Bill 197, COVID Economic Recovery Act, 2020 received Royal Assent. Bill 197 amends the Municipal Act, 2001, to allow municipal procedural by-laws to include electronic participation in meetings. These new provisions to the Act will allow electronic participation in open and closed council meetings and count towards quorum outside a declared emergency.

COMMENTS AND ANALYSIS:

Extending the ability for council to participate in electronic meetings has been beneficial to continuing the important work that the municipality has in the community.

The current amendment to the procedural by-law, from March 2020, to allow electronic meetings, will no longer be valid once the declared State of Emergency is lifted in the City of Welland.

Therefore, staff are recommending the following amendment to the procedural by-law:

- Allow the use of electronic participation at a meeting;
- Members can participate in both open meetings and closed meetings; and
- Members participating electronically count towards quorum.

With the ongoing changes due to COVID-19, this amendment would ensure members of council may participate electronically regardless if an emergency is declared.

Currently the council chambers does not allow for all councillors and staff to adhere to physical distancing while attending meetings. Staff will be considering options in the future to allow members of council to return to the council chamber.

The recommended amendment to the procedural by-law will ensure that council and general committee meetings may proceed to ensure municipal business continues to move forward.

FINANCIAL CONSIDERATION:

No financial implications.

OTHER DEPARTMENT IMPLICATIONS:

No other department implications.

SUMMARY AND CONCLUSION:

The Corporate Leadership Team has reviewed the amendments to the Procedural By-law and support the update being proposed.

ATTACHMENTS

N/A

3
COUNCIL
INFRASTRUCTURE AND DEVELOPMENT SERVICES
ENGINEERING DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT ENG-2020-28
AUGUST 4, 2020

2026

**SUBJECT: 2020 SIDEWALK MISSING LINK CONSTRUCTION –
AWARD OF TENDER**

**AUTHOR: MATTHEW MAIN, A.Sc.T., E.I.T.
ENGINEERING DESIGN SUPERVISOR**

**APPROVING MANAGER: SHERRI-MARIE MILLAR, P.ENG.
MANAGER OF ENGINEERING**

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

RECOMMENDATIONS:

1. THAT COUNCIL accepts the tender of **CTC Contracting** in the amount of **\$289,375.00** (plus HST) being the lowest of four (4) tenders received for the 2020 Sidewalk Missing Link Construction tender;
2. THAT Council directs staff to prepare the necessary by-law and documents to execute the project; and
3. THAT Council authorizes the Mayor and Clerk to execute all necessary documents to execute the project.

ORIGIN AND BACKGROUND:

Sidewalks are important municipal assets that promote active transportation, pedestrian safety and connectivity. New sidewalk installations are prioritized within road allowances where links are missing at bus stops, schools, community facilities and institutions. Using the tools available within the City's GIS system, an assessment of the City's sidewalk network was completed identified missing link sections.

The 2020 missing sidewalk links include:

- Quaker Road (First Avenue - Goodwillie Drive);
- St. Augustine Avenue (St. George Street - St. Augustine Catholic Elementary School);
- First Avenue (College Park Drive - Woodlawn Road); and
- Centennial Drive (Cola Street - Thorold Road).

COMMENTS AND ANALYSIS:

The tender for the works was released on Monday July 6, 2020 and was publicly advertised and listed with the Niagara Construction Association, and as well, posted with a major Canadian tendering website for two (2) weeks.

Four (4) tenders were received on closing day, Monday July 20, 2020. Submissions have been reviewed for accuracy and all have been found to be in compliance with City of Welland tender requirements and the provisions of the current Purchasing Policy.

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

CONTRACTOR NAME & ADDRESS	TENDER PRICE (excl. HST)
1526957 Ontario Limited (O/A CTC Contracting) 272 Vigar Drive, Welland, ON L3B 0E2	\$289,375.00
Steed and Evans Limited 300 Ament Line, St Jacobs, ON N0B 2N0	\$320,000.00
Signature Contractors Windsor Inc. 5255 Brendan Lane, Oldcastle, ON N0R 1L0	\$697,600.00
Neptune Security Services Inc. 6-2400 Dundas St. W., Mississauga, ON L5K 2R8	\$414,628.00

CTC Contracting, the low tenderer, is an established company having successfully completed past projects within the City and across the Niagara Region. Staff considers the firm's performance to be satisfactory in accordance with our specifications and standards and therefore recommends that CTC Contracting be awarded the contract.

FINANCIAL CONSIDERATION:

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

2020 Sidewalks Missing Link Construction – Project Costs	Amount
2020 Sidewalk Missing Link Construction	\$289,375.00
Material Testing and Quality Control (2%)	\$5,787.50
Subtotal:	\$295,162.50
City's Portion of HST (1.76%)	\$5,194.86
Total Anticipated Costs:	\$300,357.36

Project Funding Breakdown	Amount
2020 Missing Sidewalk Links (10-316-20615)	\$250,000
2019 Missing Sidewalk Links (10-316-19615)	\$51,000
Total Approved Funding:	\$301,000.00

The tender price from the low bidder plus 2% for material testing and 1.76% for the City's portion of the HST is approximately **\$301,000.00**. There is sufficient funding approved for this project.

OTHER DEPARTMENT IMPLICATIONS:

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

SUMMARY AND CONCLUSION:

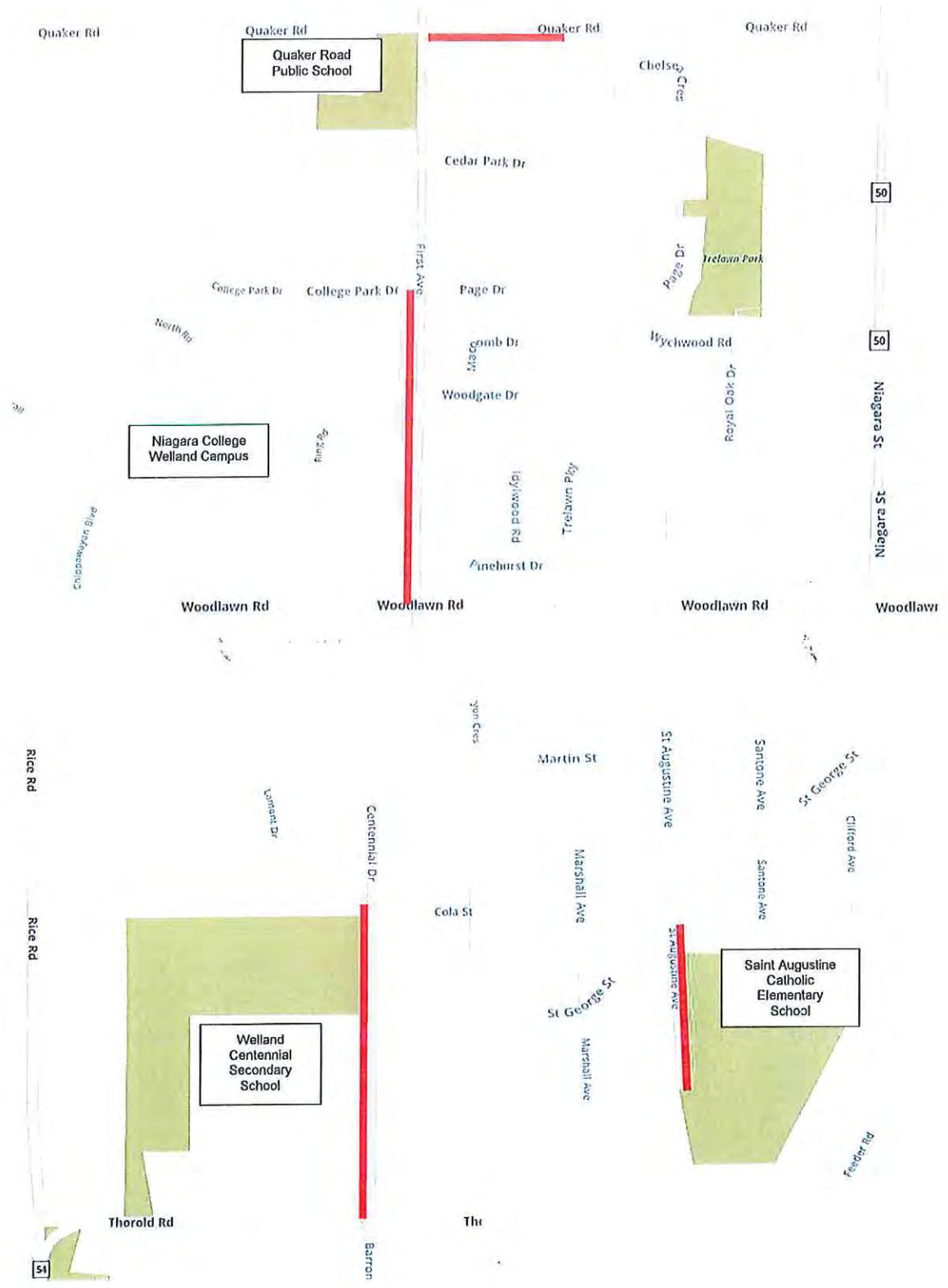
Sidewalks are important infrastructure that can be enjoyed by all residents throughout the City. Prioritizing the addition of missing sidewalk links along highly travelled routes provides accessible, safe pedestrian connectivity.

Staff recommends awarding CTC Contracting the 2020 Sidewalk Missing Links Construction contract.

ATTACHMENTS:

Appendix I – 2020 Sidewalk Missing Links Construction – Location Plan

LOCATION PLAN



— Missing Link Sidewalk Location

7
COUNCIL

INFRASTRUCTURE AND DEVELOPMENT SERVICES
ENGINEERING DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

18-52

REPORT ENG-2020-30
AUGUST 4, 2020

SUBJECT: TOWPATH MUNICIPAL DRAIN – ONE YEAR EXTENSION

AUTHOR: MARVIN INGEBRIGTSEN, P. ENG.
INFRASTRUCTURE PLANNING & DEVELOPMENT
SUPERVISOR

**APPROVING
MANAGER:** SHERRI-MARIE MILLAR, P.ENG.
MANAGER OF ENGINEERING

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

RECOMMENDATIONS:

1. THAT THE COUNCIL OF THE CITY OF WELLAND approves the extension of GM BluePlan Engineering Limited as Appointed Engineer for an additional twelve months; and
2. THAT THE COUNCIL OF THE CITY OF WELLAND place the Towpath Municipal Drain petition on hold for an additional twelve months as requested by the Petitioner.

ORIGIN AND BACKGROUND:

On December 11, 2017, the City Clerk received a Petition for Drainage Works for the lands known as 1110 Hansler Road within the City of Welland. Welland City Council accepted this petition on December 19, 2017 and appointed GM BluePlan Engineering Limited (GMBP) as the Drainage Engineer on March 5, 2018.

As part of the engineering works, GMBP developed six preliminary design alternatives and a hydraulic model based on a model supplied by the Niagara Peninsula Conservation Authority (NPCA). The designs were tested through the model and four of the six were deemed technically feasible. In early April 2019, the design alternatives were presented to the Petitioner and his consultants, Upper Canada Consultants (UCC) and K. Smart Associates Limited, as well as the NPCA and the City of Thorold.

Further to the 2019 design review meeting, the Petitioner requested to pause the project in order to discuss alternatives with the Ministry of Transportation Ontario (MTO) and NPCA to address the drainage issues outside of the Drainage Act.

The Petitioner has since asked for the petition to remain on-hold for another year to continue discussions with the MTO and NPCA. This request will necessitate a twelve-month extension to the GMBP assignment as Drainage Engineer. There is no cost to the City, as the Petitioner has paid for the engineering expenses incurred to date, approximately \$70,000.00.

At the end of the requested twelve-month extension, the Petitioner will be asked to either proceed with the Towpath Municipal Drain or repeal the petition altogether.

FINANCIAL CONSIDERATION:

No immediate financial considerations are expected at this time. All costs to date have been paid by the Petitioner, approximately \$70,000.00.

Initial cost estimates for the project if it were to proceed to construction were between \$1.8M and \$3.8M, depending on the design parameters that are used.

OTHER DEPARTMENT IMPLICATIONS:

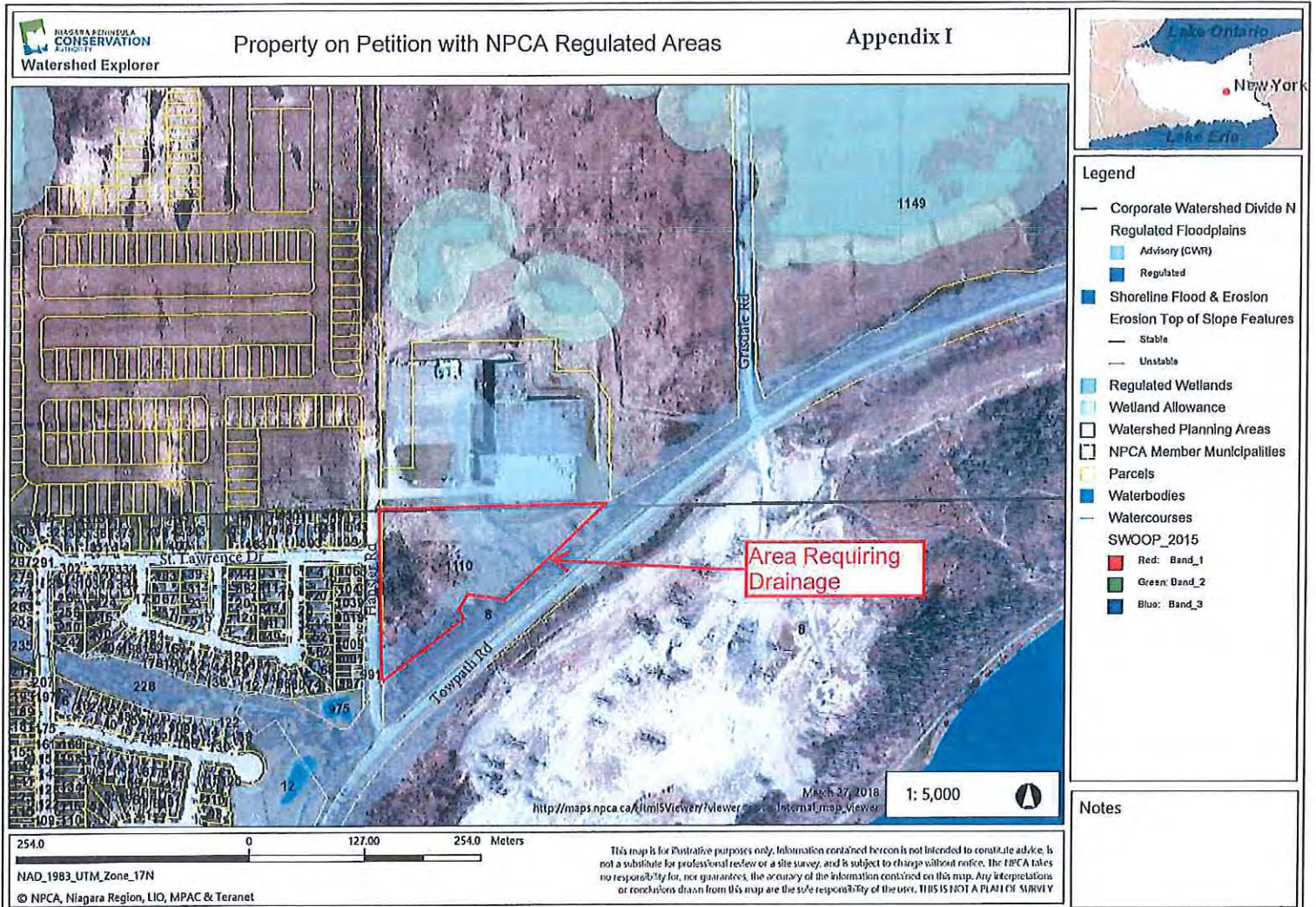
The Clerks Department will remain involved with this municipal drainage petition process and ensure that required steps are followed in accordance with the Municipal Drainage Act R.S.O. 1990.

SUMMARY AND CONCLUSION:

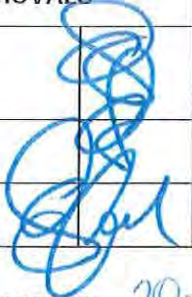
Staff recommends that Council approve the extension of GMBP as the Appointed Engineer and place the Towpath Municipal Drain petition on hold for an additional twelve months as requested by the Petitioner, at no cost to the City. At the end of the extension the Petitioner may proceed with the Towpath Municipal Drain or repeal his petition.

ATTACHMENTS:

Appendix I – Towpath Drain Drainage Area



SPECIAL COUNCIL
CORPORATE SERVICES
TRANSIT DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT TRANS-2020-10
AUGUST 18, 2020

20-13

SUBJECT: TRANSIT SERVICE RECOVERY UPDATE

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-2020-10 – Transit Service Recovery Update; and further

THAT Welland City Council approves the recommendations as outlined within this report.

ORIGIN AND BACKGROUND:

This Covid-19 pandemic has led all municipalities to deal with a variety of challenges, which had never been anticipated, hence addressed before. This has certainly been the case for public transit service providers as these systems wrestled with ideas to provide levels of service to meet the ever evolving needs of their communities in a safe and fiscally responsible manner.

To that end, the City of Welland made every effort to quickly manage these challenges in a timely manner. As the pandemic quickly progressed March through June, 2020, Transit services were reactive to the community health threat and managed the transportation needs of the community while realizing there had been no revenues realized during this especially difficult time. Effective Sunday, June 28th, 2020 Welland Transit resumed with front door boarding and the collection of revenues and on Sunday, August 2nd, 2020 progressed to the Saturday level of service for Monday through Saturday inclusive. Thus, as the community has moved through the three Stages of Phase 2: Restart, Welland Transit has taken a measured approach to our service recovery.

COMMENTS AND ANALYSIS:

At the present time, Welland Transit is providing approximately 70% of the municipal service hours of our full service. With additional Niagara Region Transit services commencing September 7th, 2020, Welland Transit staff will be providing approximately 80% of the hours historically provided during this Fall period. In communication with adjacent municipal Transit providers, they will also be providing about 80% of their full service hours during the September through December, 2020 period. Further, during this September through December schedule period all our full time staff will have returned to work. Our eight part time members will not be scheduled

for regular shifts, but will be assigned work to cover for those away due to illness or a vacation day. These part time members would not receive the number of hours they would normally receive during this schedule period.

For comparative purposes, the 30% reduction in services involves the four lower ridership routes (501, 502, 503, and 504) operating on an hourly frequency throughout the entire day while the busier four routes (505, 506, 508, and 509) operate on a 30 minute frequency for the majority of the day. Also, all the routes complete the day 1 hour earlier (10 p.m.) than the full service day, which ends at 11 p.m.

As the community has opened and Transit service levels have been increased to assist in the recovery, ridership has increased as well. The Community Bus service generated approximately 150 passenger trips per day; the Sunday Service generated approximately 300 passenger trips per day; and the introduction of the current level of service, which was implemented Sunday, August 2nd, 2020 has resulted in ridership steadily moving toward 600 passenger trips per day, which is approximately 25% of pre Covid-19 daily levels.

Transit will continue to monitor the ridership levels and report back to Council. There are many uncertainties ahead, which will have substantial impacts on the generation of Transit ridership, hence revenues. Some of these factors include;

Post-Secondary Students – staff continue to discuss developments at Niagara College with their management team to determine potential student traffic to / from the Welland Campus. The post-secondary traffic has historically represented 40% of Welland Transit ridership during the Fall and Winter semesters.

Secondary Students – Although not as large as post-secondary student traffic, representing approximately 10% of transit ridership, this group will decrease as some students choose to perform their programming in a different manner and will not likely partake in any extra-curricular activities.

Transit Trepidation – Surveys from the University of Toronto have indicated the greatest return to public transit will occur during Phase 2: Restart (Stage 3) as mandatory mask bylaws are implemented and the need for the Transit service increases with further re-openings. Of concern however, the surveys indicated that approximately 25% of the ridership will not return until a proven vaccine is developed and distributed.

Second Wave – Should a 'second wave' become a reality, most health care professionals believe it will arrive in the Fall Flu season when people return to indoor interactions and loosening of restrictions have taken place.

Therefore, Transit staff will continue to ensure all safety measures are taken to protect staff and customers while informing Council of any ridership trends, which may suggest additional Transit service is required to address residents' needs.

During this pandemic period, Transit has made every effort to improve many other aspects of our service to the community. Two of these initiatives include; bus stop enhancements and the installation of GPS technology on all the buses. These projects are occurring simultaneously as over twenty bus stops are realizing improvements to ensure they are safer, convenient, and accessible, while the GPS equipment will provide valuable operational data to Transit staff, as

well as customers to further improve the overall service experience with real time schedule information.

FINANCIAL CONSIDERATION:

The Saturday level of service represents a cost avoidance of approximately \$20,000 per week over the full service level. The gross cost associated with the Saturday level of service is \$74,776 per week and the full level of service is \$94,700 per week.

OTHER DEPARTMENT IMPLICATIONS:

This Transit service recovery initiative will have no implications with other departments.

SUMMARY AND CONCLUSION:

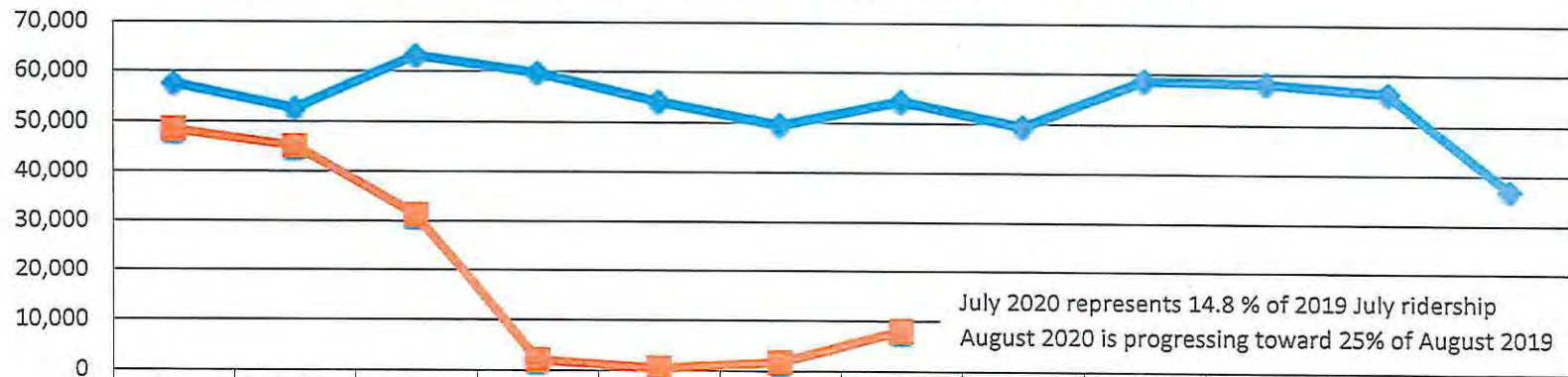
The availability and convenience of public transportation will play an integral part in the economic and social recovery of the community. Enhancing the service to a Saturday level operating Monday through Saturday from 6:30 a.m. to 10 p.m. with half hourly frequency on the four busier routes and hourly on the other four routes has provided a more convenient and affordable option for those needing to travel for employment, education, medical, or social commitments. Ridership has responded with our fareboxes indicating daily boardings are moving toward 600 passenger trips. Although this is approximately 25% of our pre Covid-19 ridership it has been encouraging to experience the synergies realized between the service level and ridership.

With encouraging enrolment indicators arriving from Niagara College coupled with the loosening of restrictions in Stage 3, nearly all businesses and public amenities / spaces have reopened. To fully support these positive developments with public transit service, Transit staff will be monitoring the growth of ridership as we enter the busier 'school year period' and report back to Council with the data for discussion on the service levels to be provided moving forward.

ATTACHMENTS:


Municipal Transit Ridership Chart 2020 vs 2019

2019 vs 2020 Ridership - Municipal Routes



	Jan.	Feb.	Mar.	Apr.	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2019	57,410	52,491	63,099	59,597	53,986	49,419	54,184	49,342	58,515	58,054	56,139	36,770
2020	48,404	45,105	31,207	2,085	534	1,723	8,034					

COUNCIL
FIRE AND EMERGENCY SERVICES

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT F&ES-2020-02
August 18, 2020

20-15

SUBJECT: FIRE STATIONS 1, 2, AND TRAINING CENTRE UPDATE

AUTHOR: ADAM ECKHART, DEPUTY FIRE CHIEF

APPROVING G.M.:
STEVE ZORBAS, GENERAL MANAGER CORPORATE SERVICES/CFO

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives this report for information.

ORIGIN AND BACKGROUND:

The Welland Fire and Emergency Services Facilities Needs Study (2014) has assisted in determining the scope and use of fire stations in Welland. Welland City Council has supported a fire protection model for the community based upon three fire stations. The location of the three stations will triangulate districts and overlap fire protection coverage while making other operational improvements.

This project will see Fire Stations # 1, 2, 4, and 5 closed, and new stations 1 and 2 opened. This amalgamation will consolidate all Volunteers together, along with some Career firefighters at the new Station 1 (Headquarters). Fire Station 1 and Training Centre will co-locate at 400 East Main St. the former Atlas Steel property. Fire Station 2 will be located at 636 King St., behind the current fire station.

The F&ES-2019-03 October 16, 2019 report to Council, provided a revised funding assumption which allocated \$13,670,000 for Station 1 and the Training Tower (on-site at Headquarters). Construction of Fire Station 2 and demolition of the existing building total \$4,218,650. An additional \$150,000 is allocated for Furniture, Fixtures, and Equipment for both stations. A total cost for the project: two stations, and a training tower is \$18,038,650 net of HST.

COMMENTS AND ANALYSIS:

Project Overview

The City's Project Team has been working diligently with the Project Management Firm, Mettko, to ensure creative and cost-conscious decisions are made to produce a high-quality building with a 50-year life expectancy that meets the current and mid-term needs

of the fire department. Thoughtful consideration has been made to design an attractive and energy-efficient station.

Industry experts have thoroughly reviewed the project for cost and design. The Project Team is confident that we will finish on budget and on time. The design and layout will see a Headquarters building that is 21,577 sq. ft (2,005 sq. meters), which includes a large garage area that is nearly 50% of the building and accommodations for volunteer and career staff. Station #2 will provide 6,243 sq. ft (580 sq. meters), the garage space is almost 60% of the overall building size.

The Project Team has adopted a Lean process for the design and construction that will create efficiencies and shorten the overall construction time. All contractors are committed to this Hybrid Model, which will result in cost savings and speed the construction process. This collaborative effort will improve communications and reduce duplication and costly changes.

Welland Firefighters are excited to see this project proceed.

Station 1 – Headquarters at 400 East Main St.

The project will provide a one-story building, including four truck bays, with a capacity of two vehicles in each. Offices and quarters are provided for all staff with a large training room in the center of the building, which will be used daily.

The Project Team has generated creative ideas, overlapping uses, and efficiencies that will optimize the building layout and design while satisfying the needs of staff and visitors.

The former Atlas Steel property at 400 East Main is a prime location for the Fire Department Headquarters, Station 1. The current zoning permits its use as a fire station. An environmental assessment and site remediation is ongoing and will ensure the safety of staff and citizens.

The new Headquarters will improve the operation of the Fire Department by improving response area coverage, supporting volunteer firefighter assembly times, and the relocation of specialized equipment to the geographic middle of the community. The project will improve a Brown Field site and complement the ongoing redevelopment of the downtown core. This site is already zoned for this use.

The site is arranged to support the future expansion of the building, with room to add offices to the North of the current administration area and additional truck bay to the West of the garage area.

Station #1 – Energy and Efficiency

The Project Team is in the process of applying for two grants, one to help with the design and modelling, focusing on the energy use and the other grant will apply towards the construction and design costs.

Station 1 will be designed to exceed the National Energy Code (NEC). Our goal is to reduce NEC performance by -50%. This will reap long-term cost savings to the Corporation by reducing the energy used at the building and make the project eligible for a capital grant application. An Energy Model is being completed. This will show the energy

efficiency as greater than 45% of the NEC. We have been successful in achieving a grant of 50% of the costs incurred to produce the Energy Model. This covers fees incurred since April 1, 2020, and will assist in reducing design costs for the Corporation. This grant will not apply to station 2.

The Project Team has been successful in the first-round application of a Green Energy Fund, Capital Grants Program offered by the Federation of Canadian Municipalities (FCM). We are in the final stages of submitting the stage 2 application. The last remaining requirement of this application is a completed Feasibility Study, and the energy modelling will complete this.

Station #2 – King St. Firehall

Fire station #2 will be constructed at 636 King St., the site of the current fire station. The site is zoned for this existing use, and the environmental assessment has determined the property to be safe. The new building will be constructed behind the old building, which will be removed afterwards.

Station #2 will provide modern quarters for on-duty firefighters and three truck bays, each for one vehicle. The building will improve response times, energy use, and support the long-term staffing needs in this area of the community. This model will be the design basis for Station #3.

Training Centre – Tower and site

The Project Team is planning the training site around the training tower. The tower is the centrepiece with room to navigate vehicles around it, and the site layout will support the training of staff while on-duty without interrupting service delivery efforts. The stormwater pond is being positioned so that the water can be used for training, and recycled back into the pond, reducing the need for municipal water. The layout supports the needs of on-duty firefighters and will allow for a timely response from the training grounds.

Construction Schedule Target Milestones

Station #1

Concrete Removals & Site Clearing	Sept	2020
Construction Start	November	2020
Handover	February	2022
Landscaping	May	2022

Station #2

Construction Start	November	2020
Handover	December	2021
Demolish & landscaping	May	2022

FINANCIAL CONSIDERATION:

Careful analysis and project design have ensured that the project will remain on time and budget. The total budget for the project, including two stations and a training tower, is \$18,038,650 net of HST.

If successful, the FCM Green Municipal Fund Capital Grants Program will offer a low-interest rate loan, worth 80% of the construction and design costs of Station 1, capped at \$10m. The program also provides 15% of the 80% in a grant payment. This is estimated to return approximately \$1.2m to the Corporation.

Cost

Fire Station #1 (includes training facility)	\$	13,670,000.00
Fire Station # 2 (includes demolition)	\$	4,218,650.00
Furniture, Fixture and Equipment (both stations)	\$	<u>150,000.00</u>
	\$	18,038,650.00

Budget Approvals

2018 Capital Budget	\$	1,000,000.00
2019 Capital Budget	\$	6,320,000.00
2019 Capital Budget	\$	3,500,000.00
2020 Capital Budget	\$	4,218,650.00
2021 Capital Forecast	\$	2,850,000.00
2022 Capital Forecast	\$	<u>150,000.00</u>
	\$	18,038,650.00

Funding

Transfer from Operating	\$	872,467.00
Debenture	\$	9,350,000.00
Development Charges	\$	700,000.00
Capital Surplus	\$	1,500,000.00
Reserve Fund - Economic Development	\$	4,496,183.00
Reserve Fund- Fire	\$	<u>1,120,000.00</u>
	\$	18,038,650.00

OTHER DEPARTMENT IMPLICATIONS:

No other department implications.

SUMMARY AND CONCLUSION:

Construction is expected as below. Both buildings are in the design stage now and are progressing well. Firefighters are excited to see the project move forward and begin using the new Training Centre.

ATTACHMENT:

- Appendix I – Station 1 preliminary design and layout
- Appendix II – Station 1 site plan
- Appendix III – Station 2 preliminary design and layout
- Appendix IV – Station 2 site plan

APPENDIX I
Station 1 preliminary design and layout



View of station 1 – looking at entryway from Patterson Ave. (East side of Bldg.)



View of Station 1 – looking at front of building from East Main St. (South side of bldg.)



View of Station 1 – Rear of building looking from Training Centre (North side of bldg.)



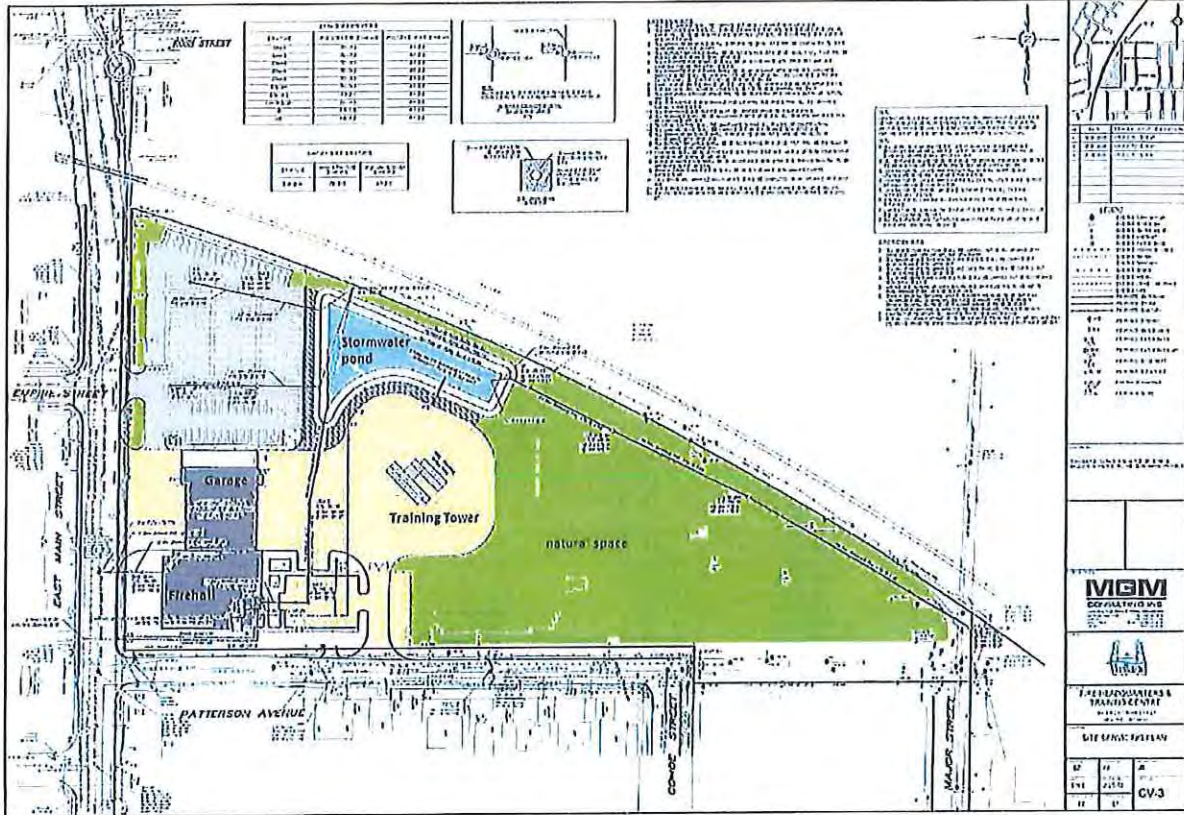
East Main St.

TOTAL GFA 21,603 SF.

CITY OF WILLOW BROS FIRE DEPARTMENT HEADQUARTERS COL-103

Station 1 Floor Plan

APPENDIX II
Station 1 site plan



400 East Main St. Site Plan

APPENDIX III
Station 2 preliminary design and layout



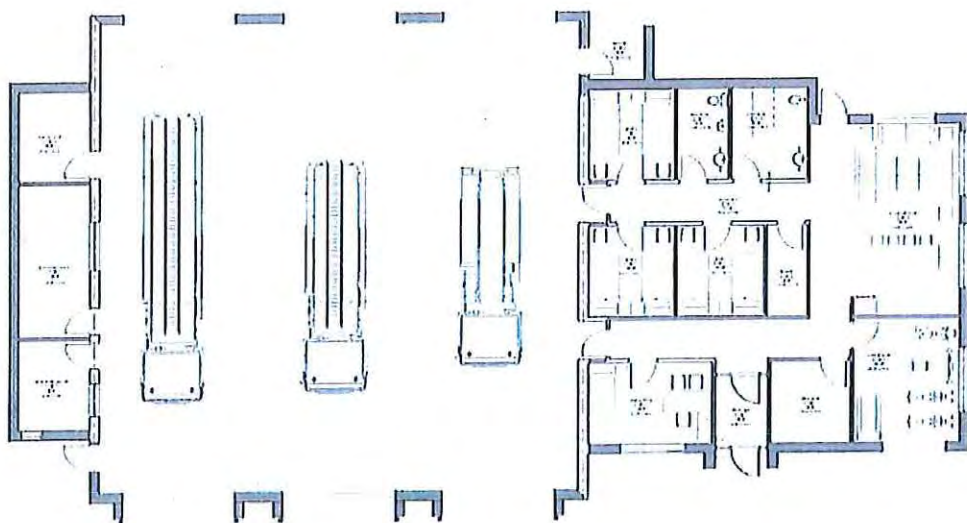
Station 2 – View from King St. (East side of bldg.)



Station 2 – Side view (South of bldg.)

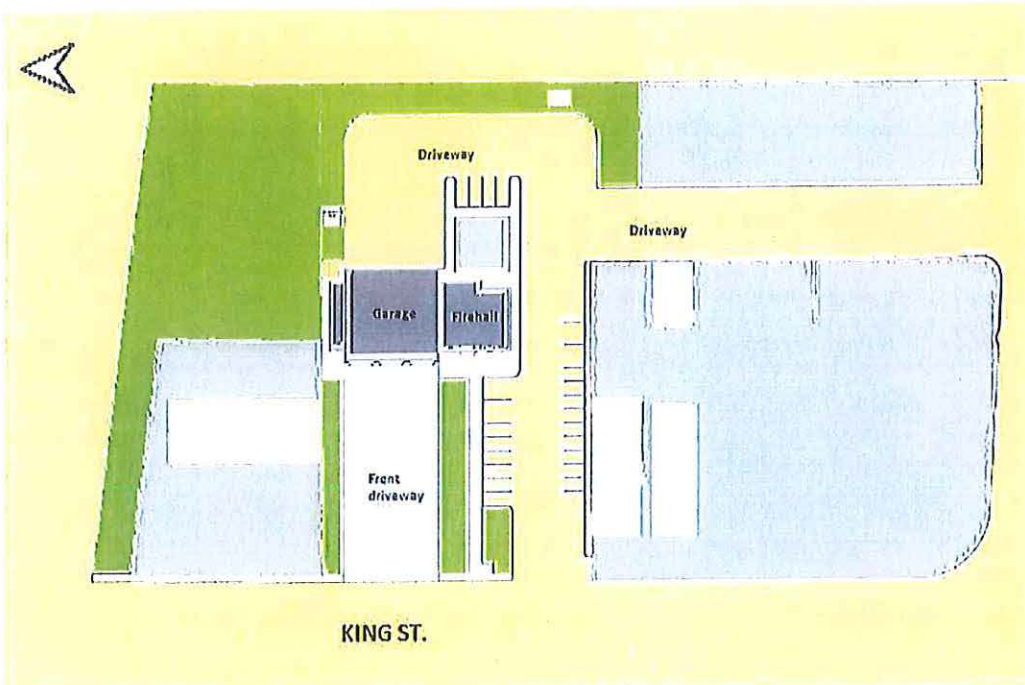


Station 2 – Rear view (West side of bldg.)



Station 2 floor plan (trucks facing King St.)

APPENDIX IV
Station 2 site plan



636 King St. site plan

COUNCIL
CORPORATE SERVICES
FINANCE DIVISION

APPROVALS	
GENERAL MANAGER	
TREASURER	
CAO	

REPORT FIN-2020-17
AUGUST 18, 2020

SUBJECT: PURCHASE OF SIX (6) LOADERS FOR SNOW REMOVAL

AUTHOR: ADAM BERES
MANAGER OF FLEET, EQUIPMENT & PURCHASING

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

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND accepts the Best and Final Offer pricing received from Brandt Tractor for the purchase of six (6) new John Deere 444L loaders equipped with a 12ft blade and snow tires as fleet enhancement for snow removal operations; and further

THAT THE COUNCIL OF THE CITY OF WELLAND authorizes City Purchasing to prepare necessary Purchase Order(s) to complete the acquisition of the described equipment herein.

ORIGIN AND BACKGROUND:

The City of Welland has been renting articulated loaders equipped with a 12ft blade to support the operation of seasonal snow removal. The previous rental contract was a five-year term, which included maintenance and repairs from the supporting equipment dealer. The winter of 2019/2020 was the conclusion of the five-year term. This dealership and others of similar capacity are no longer renting this type of equipment, as they have found it not economically viable to do so. This change in business model has provided an opportunity for the City of Welland to consider owning equipment as a compliment to existing snow removal fleet.

COMMENTS AND ANALYSIS:

In 2015, the City released a Tender for the five-season rental of loaders for snow removal. Staff have found this type of equipment is nimble and effective for snow removal operations in various parts of the City due maneuverability and having a 12ft blade attached makes efficient work of this task.

For the upcoming season's needs, a comparison was prepared of ongoing rental costs vs. the acquisition of rental loader fleet as an alternative. With less dealerships willing to rent this type of equipment, it further promotes the alternative of owning the fleet rather than renting. Staff have considered the equipment will be relatively idle during the off-season, occasionally loading trucks or performing other small tasks around the City and Public Works yard. The true value in this ownership is when the equipment is needed for the snow removal operations and avoiding the ongoing seasonal rental costs.

FINANCIAL CONSIDERATION:

The previous rental agreement was for six (6) loaders equipped with a 12ft blade.

This four-month rental term had a seasonal cost of \$100,800 excluding City portion of HST for use of the six units, \$16,800 per unit, per season. The total five-season term was a cost of \$504,000 plus City's share of HST.

In June of 2020, staff released a Tender requesting a five-year rental term in a similar structure to the previous rental contract. The bid did not receive many responses, as many previous suppliers no longer rent equipment fleet in this manner.

City staff elected to re-bid seeking purchase options from interested vendors. This bid received favorable responses with four respondents providing various leasing options.

After initial review of these responses, City purchasing requested these vendors to provide a Best and Final Offer (BAFO) for the purchase of six (6) units through the City's Infrastructure Renewal reserve fund at an interest rate of 3%.

These units will be received for the 2020 / 2021 winter control season, used for five seasons and sold prior to the sixth season. The units will have low hours and will attract a premium price when re-sold. Proceeds of the sale will go toward purchase of six brand new units for the 2025/2026 season, which again shall be re-sold prior to the sixth season of ownership. This will provide an ongoing funding model supplying new equipment for this task every five years. This long-term plan will be a benefit compared to funds spent for the temporary use.

During the ownership term, the recommended units will have full, extended warranty coverage. City mechanic staff shall perform the routine maintenance.

Dealer	Make	Model	Horsepower	Weight	Standard Warranty	Extended Warranty	Extended Warranty Cost
Strongco LP	Case	621G	151	29,119	72 Months	Included	0
Brandt Tractor	John Deere	444L	124	26,639	12 Months	72mo / 3000hr	\$5,400
Strongco	Volvo	L50H	117	20,988	60 mo / 2500hr	72 Months	\$800
Toromont	Cat	920	120	21,742	12 Months	72mo / 2500hr	\$6,460

Dealer	Make	Model	Price Ea with Extended Warranty	Estimated 5 Year Resale Value	Net Difference, w/Ext'd warranty	Usage Cost / Year Each	Routine Maintenance
Strongco LP	Case	621G	\$194,000	\$140,000	\$54,000	\$10,800	Minimal
Brandt Tractor	John Deere	444L	\$187,400	\$138,000	\$49,400	\$9,880	Minimal
Strongco	Volvo	L50H	\$158,800	\$100,000	\$58,800	\$11,760	Minimal
Toromont	Cat	920	\$192,000	\$140,000	\$52,000	\$10,400	Minimal

Cost Savings

Acquisition Cost: (6 x 190,698)	\$1,144,190
Less: Estimated sale of 6 units at end of 5 years = (6 x 138,000)	\$(828,000)
Net Cost	\$316,190

The previous rental cost for the six units was \$512,870 and proceeding with the purchase option will report in savings of approximately \$200,000 over a 5-year period.

Staff recommendation is the John Deere 444L supplied by Brandt Tractor as this unit offers the lowest anticipated Usage Cost per Year, has a higher horse power and weight rating vs the lower priced Volvo L50H (which will be beneficial for snow clearing operations) and offers an attractively priced extended warranty. These units will have one year of warranty remaining when resold as a selling feature.

OTHER DEPARTMENT IMPLICATIONS:

Public Works staff have reviewed the proposed equipment and support the recommendation.

SUMMARY AND CONCLUSION:

THAT THE COUNCIL OF THE CITY OF WELLAND accepts the Best and Final Offer pricing received by Brandt Tractor and authorizes the purchase of six (6) new John Deere 444L loaders equipped with a 12ft blade and snow tires as fleet enhancement for snow removal operations as a cost effective method to avoid ongoing equipment rental costs, and further...

THAT THE COUNCIL OF THE CITY OF WELLAND authorizes the City Purchasing to prepare necessary Purchase Order(s) to complete the acquisition of the described equipment herein.

ATTACHMENTS:

None.



Dear Mayor Campion

Distress Centre Niagara is honored to invite you to participate in our 15th Annual Suicide Awareness Walk being held on September 10th at 7:00pm in an online (virtual) format. This event date coincides with World Suicide Prevention day which is held to support those who have been impacted by suicide and to increase awareness in the community we have supported for 50 years.

In Niagara alone, 2019 statistics shared by Niagara Region Public Health show that in our region, someone dies by suicide approximately every nine days.

How can your community help with prevention and awareness? We would greatly appreciate your support in bringing this cause to a forefront in the city you serve. We would invite you to film a three to five minute pre-recorded message that can be shared before the walk on various social media platforms as well as throughout the live streamed event. We would be happy to provide someone to record at your convenience.

If you are unsure of what to include in your recording, here are some ideas:

- Ways in which you and/or your city promote/support or intend to promote/support mental health awareness
- Issues that you have experienced or issues that you are aware of that impact mental health

We greatly appreciate your consideration. If you have any questions and/or would like to arrange a time to complete the recording, please contact Pam by email at pam@distresscentreniagara.com or by telephone at 289-214-7092.

Kindest regards,

2020 Walk Committee

Distress Centre Niagara.

20-6

DISTRESSCENTRENIAGARA.COM

3250 Schmon Parkway, Unit 9, Thorold ON L2V 4Y6

p 905-682-8122 f 905-682-7959 dcniaagara@distresscentreniagara.com

