

**City of Port Colborne
Council Meeting Agenda**

Date: Tuesday, April 26, 2022
Time: 6:30 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Pages

1. Call to Order

2. Confidential Items

Confidential reports will be distributed under separate cover. Items may require a closed meeting in accordance with the Municipal Act, 2001.

2.1. Minutes of the closed session portion of the February 22, 2022 Council Meeting

2.2. Chief Administrative Office Report 2022-52, Advice that is Subject to Solicitor-Client Privilege

3. National Anthem

4. Land Acknowledgment

5. Proclamations

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5.2. May is Museum Month, 2022 3

5.3. Community Living Port Colborne-Wainfleet - Request for Proclamation of May is Community Living Month 4

a. Joanna Mataya, CEO Community Living Port Colborne-Wainfleet

5.4. Family and Children Services Niagara - Request for Proclamation of Mountainview LemonAID Day 13

- a. Darlene McDowell, Past President, FACS Foundation Board
and Brett Sweeney, FACS Niagara

6. Adoption of Agenda

7. Disclosures of Interest

8. Approval of Minutes

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11. Presentations

12. Delegations

In order to speak at a Council meeting, individuals must register no later than 12 noon on the date of the scheduled meeting. To register, complete the online application at www.portcolborne.ca/delegation, email deputyclerk@portcolborne.ca or phone 905-835-2900, ext. 115.

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Memorandum

To: Nicole Rubli, Acting Manager of Legislative Services/City Clerk
Saima Tufail, Interim Deputy City Clerk

From: Bram Cotton Economic Development Officer, Economic
Development and Tourism Division

Date: April 26, 2022

Re: May 1st Doctors Day Proclamation

The Economic Development and Tourism Division would like City Council to proclaim May 1, 2022 as "Doctors' Day" in the City of Port Colborne.

Ontario Medical Association celebrate Doctors' Day, which happens every May 1.

It's a day for Ontarians to show their appreciation for the extraordinary doctors who have been on the front lines during the COVID-19 pandemic and to recognize the contributions they continue to make in our city.

Please see attached proclamation.

Sincerely,

Bram Cotton
Economic Development Officer, Economic Development and Tourism Division



PORT COLBORNE

April 26, 2022

Moved by Councillor
Seconded by Councillor

WHEREAS Doctor's Day is an annual celebration with the Ontario Medical Association; and

WHEREAS COVID-19 pandemic health emergency in Canada has been very challenging for physicians who have been through more than a year of unprecedented challenges; and

WHEREAS support for your local physicians as we look to maintain and recover from these challenges;

NOW THEREFORE, I, Mayor, William C. Steele, proclaim May 1st, 2022 "**Doctors' Day**" in the City of Port Colborne and encourage all citizens to recognize and celebrate our Doctors in Port Colborne.

William C. Steele
Mayor



April 26, 2022

Moved by Councillor
Seconded by Councillor

WHEREAS throughout our community, museums, art galleries, and heritage sites reflect our local history and culture and contribute to our development; and

WHEREAS this month provides an opportunity to increase awareness of our community's museums and celebrate the contributions these institutions make to quality of life, education, and economic development; and

WHEREAS museums, galleries, and heritage sites welcome visitors and tourists to our community, and

WHEREAS these museums, galleries and heritage sites are valuable resources for education and learning, and are important community hubs; and

NOW THEREFORE I, Mayor William C. Steele, do hereby proclaim May 2022 as **"May is Museum Month"** in the City of Port Colborne and encourage all residents and tourists to visit our local museum in May.

In addition, Museum Memberships are free this year so sign up and enjoy the benefits of our local community museum membership.

William C. Steele
Mayor

April 19, 2022

City Council
City of Port Colborne
66 Charlotte St
Port Colborne, On
L3K 3C8

To Whom It May Concern:

Annually, in May all across Ontario we celebrate Community Living Month and this year Community Living Port Colborne-Wainfleet will be celebrating our 60th Anniversary in June 2022.

To promote Community Living Month in May we are requesting that council proclaim the Month of May as Community Living Month. We are also requesting to organize a flag raising ceremony at City Hall together with Mayor Steele and people we support.

In addition to commemorate our 60th Anniversary, we are hosting a celebration on June 4, 2022 from 2-5pm at Market Square and King George Park in Port Colborne. We have invited local dignitaries and the event is open to the public. We are in the process of planning the event and hope to have food trucks, music and games.

Our ultimate goal and focus during this time is community awareness. We are planning a number of events in the months of May and June to promote Community Living Port Colborne- Wainfleet and what we do. We appreciate the City of Port Colborne and the years of support and raising our flag in the Month of May.

Sincerely,
Joanna Mataya
CEO
100 McRae Avenue
Port Colborne, On
L3K2A8
jmataya@clpcw.com





VISION

A Community Where Everyone Belongs

MISSION

To empower and support people with intellectual disabilities to achieve their desired quality of life in partnership with the community.

VALUES

The Board of Directors, Employees, and Volunteers strive to be ambassadors that practice and promote the following values for people receiving services by Community Living Port Colborne-Wainfleet

- ✓ **SOCIAL INCLUSION** - people live, learn, work, and play in their community
- ✓ **RIGHTS and RESPONSIBILITIES** - advocacy for and on behalf of people
- ✓ **DIGNITY and RESPECT** - all people are equal and need to be treated as such
- ✓ **INDIVIDUALITY** - accept and respect individual choices and opinions of people
- ✓ **INDEPENDENCE** - provide opportunities for learning and allow people to live the lives they choose

What we do...

Community Living Port Colborne-Wainfleet:

- We support people with Intellectual Disabilities to achieve their desired quality of life both in their homes and to families throughout the community.
- We have 10 Group Living locations, a self advocates group, Children's and after school programs, March Break, and Summer Camps.
- We have 155 employees. We are the third largest employer in Port Colborne.

Our Goals are...

- To empower the people we support
- To enhance Community Awareness
- To be more visible and build natural relationships throughout our community
- To find meaningful employment for people supported
- To get people we support involved

Our History -1962



Founding Members of “Port Colborne District Association for Retarded Children”

A Parents’ Group made up of 15 families looking for support for their children:

- **The first general meeting was held June 20, 1962**
- **A ground breaking ceremony for the first “Home Care Residence” was held July 16, 1966**
- **The current group living buildings on Northland Ave.**

Our History

Give Port Colborne Go Ahead For New Retarded Association

Delegates from Port Colborne received permission to start their own Local Association for Retarded Wednesday evening at the meeting of Region 3 of the Ontario Association for Retarded held at the Gardeners school in St. Catharines.

It is expected that future meetings will be held with local associations in Welland, Port Erie and Hamilton county which will be attended by the formation of this new group. Boundaries and financial help are among the items to be straightened out with the birth of the group.

Guest speaker for the evening was Mrs. A. Kiehlström, of Port Colborne, assistant research chairman, who told the meeting of recent developments in medical and educational methods for the mentally retarded.

Mrs. W. O'Halloran of Welland, chairman of the Region 3 group, reported on the recent highly successful Niagara Seminar Workshop held in Buffalo.

A letter is to be sent to Dr. M. B. Dymond, Ontario minister of health, commending him for announcing the establishment of a hospital - school in the Niagara peninsula and hoping that he will see that it is built as soon as possible.

Two representatives from the hospital - schools, one as staff quota and the other as new schools were passed, to be presented at the Ontario Association for Retarded Conference in May, which will be held in North Bay.

It was decided that Region 3 would sponsor the sending of a delegate from the staff of the Cedar Springs school to the conference in May.

Special guests present at the meeting were Dr. Mary Veldman of Hamilton and Dr. Ursula M. Anderson who shortly will take over the chairmanship of the Erie County Board of Health at New York State.

The next meeting will be held on June 12 at Niagara-on-the-Lake. It is hoped a meeting later in the year will be held in Dundas. A strong interest in other areas of the plight of retarded was shown.

June 1962



A representative of the Ontario Association for Retarded, Dr. Mary Veldman, presented a certificate to Mrs. A. Kiehlström, assistant research chairman of the Port Colborne Local Association for Retarded.



The members of the Port Colborne Local Association for Retarded, standing from left to right: Mrs. A. Kiehlström, Mrs. W. O'Halloran, Mrs. J. Kiehlström, Mrs. J. Kiehlström, Mrs. J. Kiehlström, Mrs. J. Kiehlström, and Mrs. J. Kiehlström.

Annually In The Month of May:

Across Ontario we celebrate Community Living Month. We commemorate this by doing an Annual Flag Raising Event with the People Helping People Achieve Group, the people we support, and the Port Colborne Mayor at City Hall.

In the month of June, this year we celebrate 60 Years!

- We are hosting an event on Saturday June 4, 2022 from 2-5pm at Market Square and King George Park in Port Colborne
- Local Dignitaries will be attending
- It's a fun-filled day, with displays of the history of CLPCW and our future plans.
- Music, food, games and fun.
- We will be highly visible across town for this event.



Come and celebrate with us!

We appreciate your support!



April 26, 2022

Moved by Councillor
Seconded by Councillor

WHEREAS annually in May, all across Ontario we celebrate Community Living Month; and

WHEREAS Community Living Port Colborne~Wainfleet will be celebrating its 60th Anniversary in June; and

WHEREAS Community Living Port Colborne~Wainfleet has provided supports and services to individuals with intellectual disabilities and their families in the City of Port Colborne for the past 60 years; and

WHEREAS to help bring awareness and promote Community Living Port Colborne~Wainfleet, a number of events are being planned in the months of May and June, 2022.

NOW THEREFORE I, Mayor William C. Steele, do hereby proclaim May 2022 as “**Community Living Month**” in the City of Port Colborne.

William C. Steele
Mayor



MOUNTAINVIEW LEMONAID

FAMILY AND CHILDREN'S SERVICES NIAGARA

Sunday, June 12th Mountainview LemonAID Day in Niagara!

Mountainview LemonAID Day is about "Kids Helping Kids"!

Family and Children's Services Niagara is excited to inform you of an amazing upcoming fundraising opportunity and community event. We are working with Mountainview Building Group to encourage people to raise money to send kids to camp this summer by hosting a lemonade stand on Sunday June 12th.

We are respectfully asking the City of Port Colborne to proclaim Sunday June 12th Mountainview LemonAID Day in Port Colborne and to have this proclamation put on the April 26, 2022 Council agenda.

What is the Mountainview LemonAID Day?

It's a fun, family day that gives children and families the opportunity to set up their own stand to sell lemonade and donate all the proceeds to FACS Niagara to send kids to summer camp. Every dollar raised will send vulnerable kids to "Summer Smiles" camps this July and August.



Thanks to generous sponsors, 100 stands and kits will be available to junior-squeezer teams across the Niagara Peninsula. Each team will spread the word in their community about their stand and can decorate their stand with balloons, sidewalk chalk, signs, music, etc. to draw attention to their cause.

Sending Kids to "Summer Smiles" Camp:

Our goal is to raise \$1,000 so that we can send four children to week-long, day camps or one child to an overnight camp outside of the Niagara Peninsula. After everything we've been through with the pandemic, wouldn't it be wonderful for a child in need to enjoy a week away at a "traditional" camp in a cabin, and experience hiking, swimming, and canoeing and learn some time-honored songs around the campfire.



Each team and each participant will be registered on a special LemonAID Day website to accept larger or long-distance donations. We will also offer a QR code to make it easy for people to give on the spot.

Not only do we have prizes for the team that raises the most and the best decorated stand in your community, every dollar your community raises helps send kids to camp.

Thanks for helping vulnerable kids enjoy "Summer Smiles" camps!

Sincerely yours,

Caroline Polgrabia
President, FACS Niagara Foundation



PROCLAMATION

The Corporation of the City of Port Colborne

proclaims **SUNDAY June 12, 2022**

“**MOUNTAINVIEW LEMONAID DAY, 2022**”

- WHEREAS** *Family and Children’s Services (FACS) Niagara* has been dedicated to protecting and supporting children and improving the lives of vulnerable children, youth, and families across the Niagara Peninsula since 1898; AND
- WHEREAS** *Mountainview Building Group* and other generous sponsors are supporting *FACS Niagara Foundation* in these efforts by encouraging children and families to give back to their community by registering online and setting up a lemonade stands across the **City of Port Colborne** and the Niagara Peninsula on Sunday, June 12th; AND
- WHEREAS** *Mountainview Building Group* and other great community sponsors have generously provided 100 LemonAID Day Kits, so every family and child have the resources needed to successfully participate, and so that ALL the funds raised by children go directly to sending vulnerable children supported by FACS Niagara to summer camps; AND
- WHEREAS** by instilling the values of community, generosity and goodwill in the next generation, *Mountainview Building Group* and other generous sponsors are helping build a brighter future for Niagara; AND
- WHEREAS** **The City of Port Colborne** commends the hundreds of young citrus-squeezing children for their philanthropy and hard work, generosity, goodwill, and for making our community a much better place to live.
- THEREFORE, BE IT RESOLVED** THAT the Council of the **City of Port Colborne** hereby encourages children of the **City of Port Colborne** to participate in the annual *Mountainview LemonAID Day*; AND
- Encourages all citizens of the **City of Port Colborne** to support these children in their efforts by generously donating in person or online to the *Mountainview LemonAID Day* stands, AND help send 450 children from Niagara Peninsula to experience summer camp in 2022; AND

THAT the Council of the City of Port Colborne hereby proclaims Sunday, June 12, 2022 as *Mountainview LemonAID Day* in the City of Port Colborne

Dated this 26th day of April, 2022

Mayor Bill Steele
City of Port Colborne



Mountainview LemonAID Day



Sunday, June 12, 2022



Kids Helping Kids

Mountainview LemonAID Day is a community driven event, encouraging kids to help kids by raising funds to send children to summer camps.

On Sunday, June 12, teams of kids will set up lemonade stands across Niagara to ask for donations.



MOUNTAINVIEW
LEMONAID

FAMILY AND CHILDREN'S SERVICES NIAGARA

Mountainview LemonAID Day

Video



Click this link:

<https://youtu.be/1z-vQuoJWhA>

Give “Summer Smiles”

Because of generous sponsors, all funds raised will send vulnerable children and youth to summer camps this July and August.

After two-pandemic years, these kids need the positive experiences that camps offer more than ever!



100 Stands & 100%

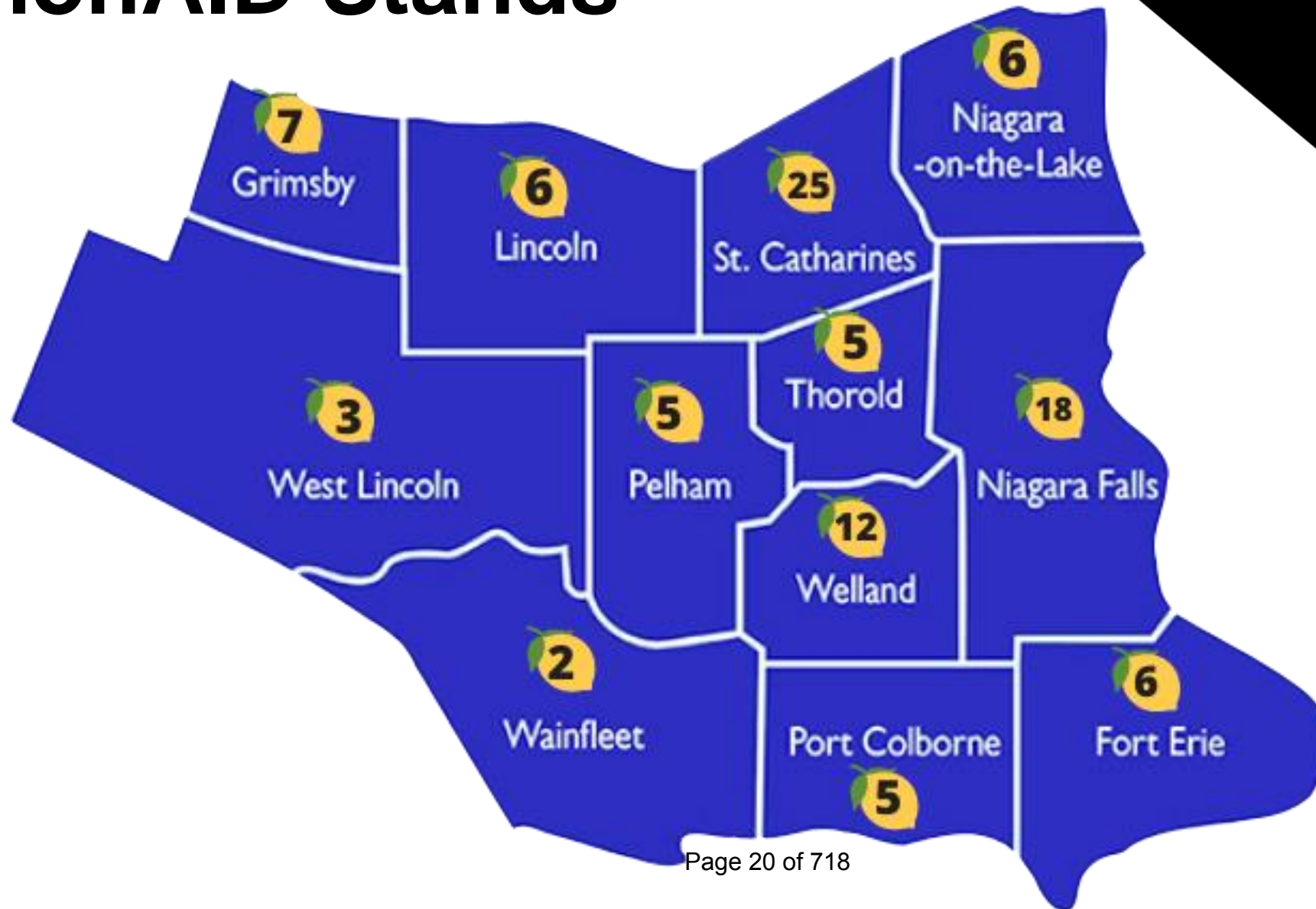
Each of 100 “Teams” across Niagara Region will receive:

- ✓ LemonAID Stand & Banner
- ✓ Four (4) T-Shirts & Hats
- ✓ Lemonade Concentrate
- ✓ Pitchers & Stickers
- ✓ 100 cups & more

**Every dollar (100%) raised by
kids will send other
kids to camp!**



LemonAID Stands





**Please Proclaim
SUNDAY, JUNE 12**



We Need Your Support!

- ✓ Proclaim Sunday, June 12
Mountainview LemonAID Day
- ✓ Encourage the community
- ✓ Participate on Sunday, June 12

Register today at
www.facsniagarafoundation.org

For more information, please contact
905-937-7731 or
foundation@facsniagara.on.ca



MOUNTAINVIEW
LEMONAID
FAMILY AND CHILDREN'S SERVICES NIAGARA



April 26, 2022

Moved by Councillor
Seconded by Councillor

WHEREAS *Family and Children's Services (FACS) Niagara* has been dedicated to protecting and supporting children and improving the lives of vulnerable children, youth, and families across the Niagara Peninsula since 1898; and

WHEREAS *Mountainview Building Group* and other generous sponsors are supporting *FACS Niagara Foundation* in these efforts by encouraging children and families to give back to their community by registering online and setting up lemonade stands across the **City of Port Colborne** and Niagara Peninsula on Sunday, June 12th; and

WHEREAS *Mountainview Building Group* and other great community sponsors have generously provided 100 LemonAID Day Kits, so every family and child have the resources needed to successfully participate, and so that ALL the funds raised by children go directly to sending vulnerable children supported by FACS Niagara to summer camps; and

WHEREAS by instilling the values of community, generosity and goodwill in the next generation, *Mountainview Building Group* and other generous sponsors are helping build a brighter future for Niagara; and

WHEREAS The City of Port Colborne commends the hundreds of young citrus-squeezing children for their philanthropy and hard work, generosity, goodwill, and for making our community a much better place to live.

NOW THEREFORE BE IT RESOLVED that the Council of the City of Port Colborne hereby encourages children of the City of Port Colborne to participate in the annual *Mountainview LemonAID Day*; and

Encourages all citizens of the City of Port Colborne to support these children in their efforts by generously donating in person or online to the *Mountainview LemonAID Day* stands and help send 450 children from Niagara Peninsula to experience summer camp in 2022.

I, Mayor William C. Steele, do hereby proclaim Sunday, June 12th, 2022 as "***Mountainview LemonAID Day***" in the City of Port Colborne.

William C. Steele
Mayor

City of Port Colborne Council Meeting Minutes

Date: Tuesday, April 12, 2022
Time: 6:30 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Members Present: M. Bagu, Councillor
E. Beauregard, Presiding Officer as Deputy Mayor
R. Bodner, Councillor
G. Bruno, Councillor
F. Danch, Councillor
A. Desmarais, Councillor
D. Kalailieff, Councillor
H. Wells, Councillor

Member(s) Absent: W. Steele, Mayor (presiding officer)

Staff Present: C. Madden, Deputy Clerk (minutes)
B. Boles, Director of Corporate Services/Treasurer
S. Lawson, Fire Chief and Acting Chief Administrative Officer
S. Tufail, Acting Deputy Clerk
N. Rubli, Acting City Clerk
D. Suddard, Acting Director of Public Works

1. Call to Order

Deputy Mayor Eric Beauregard called the meeting to order.

2. National Anthem

3. Land Acknowledgment

4. Proclamations

4.1 National Day of Mourning - April 28, 2022

Moved by Councillor D. Kalailieff
Seconded by Councillor M. Bagu

That April 28, 2022 be proclaimed as National Day of Mourning in the City of Port Colborne.

Carried

5. Adoption of Agenda

Item 8.1, Architectural and Engineering Design Services for the Waterfront Centre was withdrawn at the request of staff.

Moved by Councillor D. Kalailieff
Seconded by Councillor M. Bagu

That the agenda dated April 12, 2022 be confirmed, as amended .

Carried

6. Disclosures of Interest

6.1 Councillor E. Beauregard - Recommendation Report for Site Plan Control Application D11-01-22, North Side of Killaly Street East, 2022-68

The Councillor has an indirect pecuniary interest as he is employed by Upper Canada Consultants, which are consultants who worked on this application.

7. Approval of Minutes

7.1 Regular Meeting of Council - March 22, 2022

Moved by Councillor H. Wells
Seconded by Councillor R. Bodner

That the minutes of the regular meeting of Council, held on March 22, 2022, be approved as presented.

Carried

8. Staff Reports

Moved by Councillor F. Danch
Seconded by Councillor R. Bodner

That items 8.2 to 8.4 be approved, and the recommendations contained therein be adopted.

Carried

8.2 Heritage Report for Proposed Alterations at 1001 Firelane 1, 2022-72

That Development and Legislative Services Report 2022-72 be received; and

That Council approve the proposed addition of a balcony on the south side of the building located at 1001 Firelane 1 in accordance with Section 33 of the Ontario Heritage Act and the Project Overview attached hereto as Appendix A; and

That the property owner and the Ontario Heritage Trust be so notified.

8.3 Proposed Stop up and Close By-law for Borden Avenue Road Allowance, 2022-34

That Office of the Chief Administrative Officer Report 2022-34 be received; and

That the Stop Up and Close By-law, being a By-law to stop up and close the unimproved Borden Avenue Road Allowance, legally described as Part of the road allowance between Lots 15 and 16 on Plan 10, and Lots 23 and 24 on Plan 33 between Steele Street and Knoll Street be approved.

8.4 AMO-LAS Water & Sewer Warranty Program, 2022-64

That Public Works Department Report 2022-64 be received;

That Council approve entering into an agreement with Service Line Warranties of Canada, Inc., attached as Appendix A to Public Works Department Report 2022-64, to offer the Water and Sewer Warranty Program to City of Port Colborne residents; and

That a by-law to enter into the agreement with Service Line Warranties of Canada, Inc. be brought forward.

8.1 Architectural and Engineering Design Services for the Waterfront Centre, 2022-63

This item was withdrawn at the request of staff.

9. Correspondence Items

Moved by Councillor F. Danch

Seconded by Councillor R. Bodner

That items 9.1 to 9.11 be received for information

9.1 Niagara Region - Motion respecting Safety and Security of Staff and Elected Officials

9.2 Niagara Region - Niagara Official Plan - Notice of Open House and Public Meeting

9.3 Niagara Region - Niagara Official Plan - Preferred Urban Settlement Area Recommendations

9.4 Niagara Region - Regional Transitional Incentive Timelines

9.5 CN Rail - CN Right-of-Way Vegetation Control Notice

9.6 MTO - Detail Design of the Replacement of 33 Non-Structural Culverts

9.7 Ministry of Municipal Affairs and Housing - Phase 2 Consultation on Growing the Greenbelt

9.8 Ministry of Municipal Affairs and Housing - More Homes for Everyone Plan

9.9 Town of The Blue Mountains - Ontario Housing Affordability Task Force Report

9.10 City of Barrie, Municipality of Mississippi Mills and Town of Bracebridge - Request to the Province of Ontario for a Plan of Action to Address Joint and Several Liability

9.11 County of Simcoe Regional Government Review Service Delivery Task Force - Fire Services

10. Presentations

11. Delegations

12. Mayor's Report

13. Regional Councillor's Report

14. Staff Remarks

15. Councillors' Remarks

15.1 Update on the City of Port Colborne Welcome Sign (Bagu)

In response to Councillor Bagu's inquiry regarding a progress update on the City of Port Colborne's welcome signs, the Manager of Water/Wastewater advised there is ongoing discussion with the Ministry of Transportation on this matter and the anticipated timeline is Fall of 2022.

15.2 Speed Reduction Program (Bagu)

Councillors Bagu requested a progress update on the Speed Reduction program, the Director of Community Safety & Enforcement confirmed that the request would be relayed to the Port Colborne's Staff Sergeant. Furthermore, Acting Director of Public Works advised Council that staff data analysis is pending however, have received positive feedback from residents.

15.3 Road Deterioration (Bruno)

In response to Councillor Bruno's inquiry regarding signs of road deterioration on Main Street, Acting Director of Public Works confirmed that she would investigate and contact the Region.

15.4 Main Street West (Bruno)

Councillor Bruno expressed his concerns regarding the conditions of the road on Main Street and encouraged residents to participate in a survey initiated by CAA Niagara.

15.5 Street Sweeping (Danch)

Councillor Danch informed Council that street cleaning on Main Street is scheduled to take place at the end of April.

15.6 Bridge Maintenance (Desmarais)

In response to Councillor Desmarais' concern regarding surface maintenance of the bridges throughout the City, the Deputy Mayor confirmed that staff will contact Seaway to raise the concerns.

16. Consideration of Items Requiring Separate Discussion

16.1 Recommendation Report for Official Plan and Zoning By-law Amendment at 54 George St., Files D09-03-21 and D14-15-21, 2022-71

Moved by Councillor H. Wells
Seconded by Councillor D. Kalailieff

That Development and Legislative Services Department Report 2022-71 be received;

That the Official Plan Amendment attached as Appendix A to Development and Legislative Services Department Report 2022-71 be approved;

That the Zoning By-law Amendment attached as Appendix B to Development and Legislative Services Department Report 2022-71 be approved; and

That Planning staff be directed to issue the formal Notice of Adoption/Passing in accordance with the *Planning Act*.

Carried

- a. **Delegation Material from David and Jennifer Gardiner, Residents**
- b. **Delegation Material from Karl and Tracy Reker, Residents**
- c. **Delegation Material from John C Manwaring, Resident**

16.2 Recommendation Report for Site Plan Control Application D11-01-22, North Side of Killaly Street East, 2022-68

Councillor E. Beauregard declared a conflict on this item. (The Councillor has an indirect pecuniary interest as he is employed by Upper Canada Consultants, which are consultants who worked on this application.)

Moved by Councillor D. Kalailieff
Seconded by Councillor H. Wells

That Development and Legislative Services Department Report 2022-68 be received;

That Council approve the Site Plan Control Application from 1338277 Ontario Inc. for the property known Part of Lot 27, Concession 2, being Part 1 on Plan 59R-1871, on the north side of Killaly Street East; and

That the Mayor and Clerk be authorized to sign and execute the Site Plan Agreement between the City and 1338277 Ontario Inc. for the property known Part of Lot 27, Concession 2, being Part 1 on Plan 59R-1871, on the north side of Killaly Street East, subject to technical review and approval by the Director of Public Works.

Carried

a. Delegation Material from Melissa and Mary Bigford, Residents

16.3 Ontario Land Tribunal Information Report, 2022-69

Moved by Councillor H. Wells

Seconded by Councillor M. Bagu

That Development and Legislative Services Report 2022-69 be received for information.

Carried

16.4 Election Sign By-law – 2022-74

Moved by Councillor M. Bagu

Seconded by Councillor D. Kalailieff

That Development and Legislative Services Department Report 2022-74 be received; and

That the Election Sign By-law be brought forward; and

That the proposed fees for storage and removal of signs be approved as outlined in Report 2022-74 and added to Schedule P of the User Fees and Charges By-law 6949/95/21; and

That the updated Schedule P of the User Fees and Charges By-law be included in a future amendment to By-law 6949/95/21.

Amendment: Moved by Councillor M. Bagu

Seconded by Councillor D. Kalailieff

That Development and Legislative Services Department Report 2022-74 be received; and

That Section 6.4 of the proposed Election Sign By-law be amended from 5 days to remove elections signs to 3 days.

That the Election Sign By-law be brought forward; and

That the proposed fees for storage and removal of signs be approved as outlined in Report 2022-74 and added to Schedule P of the User Fees and Charges By-law 6949/95/21; and

That the updated Schedule P of the User Fees and Charges By-law be included in a future amendment to By-law 6949/95/21.

Carried

16.5 Update on Inflow and Infiltration Activities, 2022-65

Moved by Councillor D. Kalailieff

Seconded by Councillor M. Bagu

That Public Works Department Report 2022-65 be received for information.

Carried

16.6 Town of Halton Hills - Request for Endorsement - Moratorium on New Gravel Mining Approvals in Ontario

Moved by Councillor H. Wells

Seconded by Councillor R. Bodner

That correspondence from the Town of Halton Hills regarding a request to impose a moratorium on all new Gravel Applications, be referred to the Acting Director of Development and Legislative Services Department to investigate and bring a report forward with further information at the Council Meeting on May 10, 2022.

Carried

16.7 City of Cambridge - Request to Impose a Moratorium on all new Gravel Applications

Moved by Councillor H. Wells

Seconded by Councillor R. Bodner

That correspondence from the City of Cambridge regarding request to impose a moratorium on all new Gravel Applications, be referred to the Acting Director of Development and Legislative Services Department to investigate and bring a report forward with further information at the Council Meeting on May 10, 2022.

Carried

17. Motions

18. Notice of Motions

18.1 Declaring Farmers Market Square as Freedom Square (Councillor Kalailieff)

Moved by Councillor D. Kalailieff
Seconded by Councillor M. Bagu

That the rules respecting notice of motion, as outlined under Section 26 of the Procedural By-law, be waived in order to dispense with notice.

Carried

Moved by Councillor D. Kalailieff
Seconded by Councillor M. Bagu

WHEREAS Freedom Square represents freedom and democracy that can never be taken for granted; and

WHEREAS the City of Port Colborne stands with the Ukrainian people in support of freedom; and,

WHEREAS the City stands for pursuing a course of peace and understanding; and

WHEREAS renaming the Market Square to Freedom Square recognizes the brave people of Ukraine fighting for their freedom;

NOW THEREFORE BE IT HEREBY RESOLVED That the City of Port Colborne hereby renames the Market Square to Freedom Square.

Amendment: Moved by Councillor D. Kalailieff
Seconded by Councillor M. Bagu

WHEREAS Freedom Square represents freedom and democracy that can never be taken for granted; and

WHEREAS the City of Port Colborne stands with the Ukrainian people in support of freedom; and,

WHEREAS the City stands for pursuing a course of peace and understanding; and

WHEREAS renaming the Market Square to **Freedom Square for Ukraine** recognizes the brave people of Ukraine fighting for their freedom;

NOW THEREFORE BE IT HEREBY RESOLVED That the City of Port Colborne hereby renames the Market Square to **Freedom Square for Ukraine for the 2022 Farmer Market season.**

Carried

18.2 Moratorium on new Gravel Applications (Councillor Wells)

Councillor Wells provided notice of his intention to bring a motion forward at the April 26, 2022 Council meeting with respect to request to impose a Moratorium on all new Gravel Applications.

19. Minutes of Boards & Committees

Moved by Councillor F. Danch

Seconded by Councillor R. Bodner

That items 19.1 to 19.3 be approved, as presented.

Carried

19.1 Active Transportation Advisory Committee Minutes, September 28, 2021

19.2 Senior Advisory Council Minutes, January 16, 2020, September 9, 2021 and October 14, 2021

19.3 Port Colborne Environmental Advisory Committee - Annual Report

20. By-laws

Moved by Councillor A. Desmarais

Seconded by Councillor G. Bruno

That items 20.1, 20.2, 20.3 as amended and 20.4 to 20.6 be enacted and passed.

20.1 By-law to Adopt Amendment No. 10 to the Official Plan for the City of Port Colborne Respecting 54 George Street

20.2 By-law to Amend Zoning By-law 6575/30/18 Respecting 54 George Street

20.3 By-Law to Regulate Election Signs in the City of Port Colborne

- 20.4 By-law to Stop Up and Close Part of the Road Allowance between Lots 15 and 16 on Plan 10, and Lots 23 and 24 on Plan 33 between Steele Street and Knoll Street**
- 20.5 By-law to Authorize Entering into a Contract Agreement with Service Line Warranties of Canada, Inc. to offer the Water and Sewer Warranty Program to City of Port Colborne Residents**
- 20.6 By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne**
- 21. Confidential Items**
- 22. Procedural Motions**
- 23. Information items**
- 24. Adjournment**

Deputy Mayor Beauregard adjourned the meeting at approximately 9:10pm.

William C. Steele, Mayor

Nicole Rubli, Acting City Clerk

Subject: Architectural and Engineering Design Services for the Waterfront Centre

To: Council

From: Office of the Chief Administrative Officer

Report Number: 2022-63

Meeting Date: April 26, 2022

Recommendation:

That Office of the Chief Administrative Officer Report 2022-63 be received; and

That Council approve and award an architectural and engineering design services contract for the waterfront centre to J.P. Thomson Architects Ltd.

Purpose:

The purpose of this report is to update Council on the results of a process to procure architectural and engineering design services for the waterfront centre and to approve a recommendation to award a contract for these services to J.P. Thomson Architects. As part of an open competition to procure services greater than the \$100,000 threshold, the Director of Corporate Services/Treasurer and Chief Administrative Officer have the authority to sign this contract.

Background:

A City project team was formed in early 2021 to focus on redevelopment of the canal-fronting area at the south end of West Street. The City has used and maintained parts of this area for more than 50 years under lease agreements with the St. Lawrence Seaway and Transport Canada. A significant portion was occupied by the Public Works Department up until the new engineering and operations centre opened in 2017. Taking into consideration the adjacent wharf as a prospective berthing dock for cruise ships, as well as the priorities and vision for Port Colborne that can be found in the City's 2020-2023 Strategic Plan, 2018-2028 Economic Development Strategy, and Cruise

Destination Business Case, the project team recommended the construction of a multi-purpose facility as a viable redevelopment project.

This recommendation was brought forward in report 2021-200 at the July 12, 2021 Council meeting, where staff requested approval to submit an application to the Canada Community Revitalization Fund (CCRF). On October 25, 2021, Council approved entering into an agreement with the Federal Economic Development Agency for Southern Ontario (FedDev Ontario) for the federal government's \$750,000 contribution towards the project. Since then, and over the following eight weeks, staff in various departments worked together to develop an RFP for architectural and engineering design services. The RFP was issued on Biddingo.com and the City's website on December 22, 2021, and it closed on February 4, 2022.

Discussion:

In compliance with the principles in the City's procurement policy, the contents of the RFP outlined a fair and open intake and evaluation process. A total of 10 firms ("proponents") submitted proposals by the deadline in two (i.e., technical and financial components) separate files. All 10 proposals were collected by the Deputy Clerk, and on February 10th, distributed to members of the City's evaluation committee by the Manager of Strategic Initiatives. This committee was comprised of seven staff, one from Corporate Services, one from Development & Legislative Services, two from Public Works & Engineering, and three from Economic Development & Tourism Services. A multi-disciplinary committee structure was used to reflect and balance differing perspectives and areas of expertise.

Using a form that contained the evaluation criteria listed in the RFP, committee members independently reviewed the 10 proposals. The evaluation criteria, as indicated in the RFP, were grouped under two categories: technical and financial.

Technical Criteria		Financial Criterion	
Description of firm	15 points	Pricing	30 points*
Project manager	10 points		
Project team	10 points		
Contribution matrix	5 points		
Project experience	30 points		
100 total points			

Before looking at and evaluating proposals on the basis of price, committee members focused solely on technical criteria. A brief meeting among committee members was held on February 23rd as a checkpoint to determine progress in completing the evaluations. It was at this meeting that the committee decided to request the City's

engineering consultants (CIMA+) to have a subject matter expert evaluate all 10 proposals. This decision was made on the grounds of believing an outside expert opinion would serve as a benchmark or point of reference to compare the committee's scores.

The committee met again on March 8th when all members had completed the evaluations. Using the form provided earlier in the process, committee members awarded and deducted points according to the proposal's ability to completely and comprehensively address the requirements of each criterion. Committee members also recorded written comments to support and communicate the reasoning behind the scores. Every committee member's technical criteria scores for each proposal were entered into a scoring matrix. This matrix was used to calculate an average score for each proposal across all seven committee members. Average scores were then readjusted to account for the points earned through a formula that assesses price.

Once the committee's final scores were tallied, they were compared to the scores submitted by the subject matter expert from CIMA+. This expert's scores did not get included with the committee's scores and served only to indicate any potential discrepancies that would have signaled a serious inconsistency. The committee's final scores, as well as those of the subject matter expert, revealed J.P. Thomson Architects Ltd. as the top-ranked proponent. From there, the committee recommended that CIMA+ conduct an assessment of the two highest-scoring proponents and their bid prices for conformity with the scope of work (outlined in the RFP and the proponent's proposal) and alignment with industry best practices in pricing. A letter from CIMA+ is attached in the appendix of this report to attest to the results of this assessment.

The committee agreed that performing a reference check and interviewing J.P. Thomson Architects were necessary to corroborate the information in their proposal and validate the firm's suitability for the City's waterfront centre project. Interviews with three references and the firm itself upheld the evaluation committee's ranking of J.P. Thomson Architects as among the best suited for providing architectural and engineering design services. Thus, with the evaluation process now complete, the committee requests that Council approve the recommendation to award a contract to J.P. Thomson Architects.

The RFP describes that the architect and their sub-consultants will complete work in two stages: site plan development and detailed design. An update report will be brought to Council later in Q2 and provide more detail on the steps involved in both stages. For the time being, it suffices to say that the goal of the site plan development stage is to complete any necessary investigations (e.g., environmental, topographical, and Geotechnical), review the results of these investigations and their potential impact on the cost and time estimates for the project, and conduct a concurrent review of the City's Official Plan, zoning by-law, and any other pertinent municipal by-laws.

Contractors with an interest in submitting a bid to construct the waterfront centre will, as a condition of pre-qualification, be required to attend an on-site meeting when the Geotechnical investigation is being performed and a debrief meeting after the investigation's results are received. This condition will be written into the construction RFP and also require the bidding contractors to sign an acknowledgment of having read and understood the Geotechnical report. Leading up to the second stage, which entails completing the waterfront centre's schematic design (i.e., encompassing functionality, layout configuration, sustainable design, etc.), will be consultative engagements between the architect and City staff, key stakeholders, authorities having jurisdiction, and the local community to ensure their needs and vision are adequately addressed.

Internal Consultations:

The process of evaluating the 10 submitted proposals was conducted by a committee of staff from Corporate Services, Development & Legislative Services, Public Works & Engineering, and Economic Development & Tourism Services. This committee met on two separate occasions (February 23rd and March 8th) to confer about the evaluation process and consolidate scores in order to identify the top-ranked proponent.

Financial Implications:

Apart from the evaluation committee's review and scoring of J.P. Thomson Architects' bid price, a subject matter expert from the City's engineering consultants at CIMA+ was asked to assess this price in relation to the firm's understanding of the scope of work and the anticipated capital expenditures (CAPEX) or costs of the project. The expert's assessment is included with this report and specifies that the bid price of \$228,000 (excluding HST) falls within the 6-10% of CAPEX range.

The price for the firm's architectural and engineering design services will be paid using the City's CCRF funds.

Public Engagement:

The public was engaged by way of an open competition RFP that had been issued on the City's website and Biddingo.com from December 22nd, 2021 to February 4th, 2022.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillars of the strategic plan:

- Attracting Business Investment and Tourists to Port Colborne
 - City-Wide Investments in Infrastructure and Recreational/Cultural Spaces
-

Conclusion:

For transparency purposes, this report details the process that City staff followed in procuring architectural and engineering design services for the waterfront centre. After receiving and evaluating 10 proposals, the proponent that ranked first in this open competition was J.P. Thomson Architects. With Council's approval, the Windsor-based firm will move on to entering into a contract that is to be signed by the Director of Corporate Services/Treasurer and Chief Administrative Officer. Details on the next steps involved in the architect's work, including site plan development, community engagement and a detailed design for the waterfront centre, will be provided in a new report later in Q2.

Appendices:

- a. Waterfront Centre Award Recommendation - CIMA Canada Inc.

Respectfully submitted,

Greg Higginbotham
Tourism Coordinator
905-835-2900 x505
Greg.Higginbotham@portcolborne.ca

Gary Long
Manager of Strategic Initiatives
905-835-2900 x502
Gary.Long@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

March 17, 2022

VIA EMAIL

City of Port Colborne
1 Killaly Street West,
Port Colborne, ON L3K 6H1

Attention: Gary Long, Manager of Strategic Initiatives, City of Port Colborne

Subject: Waterfront Centre Design Services Award Recommendation

Reference: RFP 2021-44 Architectural and Engineering Design Services for the City of Port Colborne Waterfront Centre

Dear Sir:

The Request for Proposal "RFP 2021-44 Architectural and Engineering Design Services for the City of Port Colborne Waterfront Centre" was issued on Biddingo.com by the City of Port Colborne (City) on December 22, 2021, and closed February 4, 2022. The City received ten (10) proposals by the Tender closing date.

All proposals were reviewed and scored by a number of reviews from the City and a CIMA+ reviewer. Our Senior Project Manager and Subject Matter Expert, Hasan Alfarra, reviewed and scored each proposal according to the evaluation form developed by the City.

The City shortlisted two proponents JP Thomson Architects Ltd. and [REDACTED] as the top ranked proponents after the initial review. CIMA+ further analysed financial proposals from both shortlisted proponents at the request of the City. Financials were compared to the scope outlined in the Request for Proposal for completeness and alignment with industry best practice. From this assessment CIMA+ recommends the City award the work to JP Thomson Architects Ltd. based on the following.

1. The scope of work outlined by both proponents in their respective technical packages are similar and reflect the request for proposal scope of work. On review it is not clear and apparent that JP Thomson Architects Ltd. overlooked scope, however, the pricing submitted by [REDACTED] is 31% higher than JP Thomson Architects Ltd. (a difference of \$[REDACTED]). Information in the proposals is not sufficient to conclude that each proponent fully understands the scope of work. If required, conducting interviews can provide further certainty.
2. Both proponents developed a team with expertise in the different disciplines required to complete the project. Each proponent outlined subconsultants and cost consultants in their technical proposal.
3. We believe pricing of both proponents fall within the industry best practice pricing range for this work, however [REDACTED] is very close to the upper threshold. Considering the anticipated capital costs of the work (CAPEX) is \$3,000,000, from industry best practice consultant fees for this type of a building are typically between 6-10% of CAPEX depending on the design scope and location of the building.
4. From industry best practices fee split between the scope of work outlined in Stage 1 and Stage 2 is typically around 20% to 80% respectively. The analysis in Appendix A shows that both proponents are within that range. This suggests that neither proponent front loaded their financial proposal.

5. From the analysis of the proponent's average hourly rates in Appendix A, JP Thomson Architects Ltd.'s rate is \$■ per hour lower than ■■■■■ for the Stage 1 work (roughly 10%) and \$■ per hour lower for Stage 2 work (roughly 70%). The lower average hourly rates and larger number of hours required during Stage 2 suggest JP Thomson Architects Ltd. intend to utilize more junior staff during Stage 2. Lower rates can also be a product of the firm's location, as they are situated in Windsor, hourly rates are likely lower than the hourly rates in ■■■■■ where ■■■■■ is located.

In addition to the scope of work of the successful proponent the Waterfront Center business case should consider Contract Administration services and Technical Consultant Services during construction.

From our assessment we believe both proponents shortlisted by the City are capable of successfully delivering the Waterfront Center project. Based on the information both proponents provided in their submissions we can not find a sufficient reason to justify the pricing difference of about \$■■■■■ and therefore recommend the City award the work to JP Thomson Architects Ltd.

Sincerely,

CIMA Canada Inc.



Subject: 2021 Year End Surplus and Project Close Out

To: Council

From: Corporate Services Department

Report Number: 2022-73

Meeting Date: April 26, 2022

Recommendation:

That Corporate Service Department 2022-73 be received; and

That the capital and related project and reserve balances of Appendices E, F and G of Corporate Service Department Report 2022-73 be approved; and

That the following capital and related projects be approved as highlighted in the presentation attached as Appendix A to Corporate Service Department Report 2022-73;

- \$1,000,000 for the Vale Health and Wellness Roof Repair
- \$200,000 for enhancements to the roads base and resurfacing program
- \$150,000 for the tangible capital asset reserve
- \$130,000 for Cemetery land acquisition
- \$68,607 for energy audits and monitoring
- \$66,200 for Electrical Vehicle (EV) charging stations; and

That Council support the Lions Field Enhancement application to the Public Realm Investment program and if successful, up to \$200,000 be approved and funded from the roads base and resurfacing program.

Purpose:

This report highlights the funding budget to actual results, provides recommendations pertaining to surplus, capital and related project closeouts and reserve activity.

Background:

In 2021, Financial Services introduced a Trimester 1 and Trimester 2 forecast. This report provides the year-end unaudited actuals for the year ended December 31, 2021. At the time of writing this report, the City's auditors are conducting the annual audit. It is anticipated that the Audited Financial Statements will be available by the second Council meeting in May.

Financial Services identifies this report contains certain forward-looking information. In preparing this report, certain assumptions and estimates were necessary. These estimates are based on information available to management at the time of preparing this report. Council and other users are cautioned that actual results may vary.

Financial Services reminds Council and users of this report that it is based on fund accounting that follows the cashflow of the budget. For greater clarity, this report is not prepared in accordance with full Canadian public sector accounting standards like the audited financial statements that follow accrual accounting. For example, this report reflects capital purchases as cash outlays instead of capitalizing them on the balance sheet and amortizing them over their useful life. As a reminder, fund accounting is utilized by all municipalities as a mechanism to develop budgets and track cashflow. While accrual accounting can provide for a longer-term picture of an organization by capitalizing assets and recording long-term liabilities like employee future benefits, fund accounting helps the municipality ensure funding is available in the immediate term to cover current obligations.

As communicated during the trimester reports, the 2021 budget has been re-forecasted to account for the reorganization of the Community Services division.

New this year, a presentation of the City's financial results has been prepared and will be presented at Council. The presentation is attached as Appendix A.

While high-level comments to the year end financial results have been provided in the report, Financial Services encourages Council members to reach out to staff for further discussion.

Discussion:

For the fiscal year ended December 31, 2021, the City experienced a Levy surplus of \$914,847 as identified below:

Levy	Actual	Budget	Net
Revenue	32,435,003	28,890,515	3,544,488
Personnel Expense	(15,264,829)	(15,098,800)	(166,029)
Operating Expense	(11,948,400)	(12,656,291)	707,891
Surplus before Transfers	5,221,774	1,135,424	4,086,350

Transfer (to)/from Capital	(7,014,090)	(3,661,738)	(3,352,352)
Transfer (to)/from Reserves	259,833	395,370	(135,537)
Transfer (to)/from Funds	2,447,330	2,130,944	316,386
Surplus / (Deficit)	914,847	-	914,847
Recommended Transfers	914,847	-	914,847
Surplus / (Deficit)	-	-	-

The summarized chart above identifies revenue coming in significantly greater than budgeted.

The primary revenue driver was the successful application and award of numerous grants, many of them capital in nature, that arose after the 2021 budget approval. The next largest impact was the sale of surplus lands. In this respect, the increase in revenue was the primary driver of the corresponding increase in funds transferred to capital funds and reserves. Staff highlight these revenue and transfers to capital and reserve funds should not be considered structural in the budget process. **Slide 7 of Appendix A** highlights in greater detail salient budget to actual differences related to revenue.

While personnel expenses ended the year 1% over budget, operating expenses were more than 5% under budget. Savings were primarily driven by reduced utilities with the temporary closure of certain facilities due to COVID-19 restrictions, canceled events, curtailed staff training and development, and less of a need for grants and sponsorships which has been corrected in the 2022 levy budget. Savings in these areas were offset by legal fees primarily related to building and development. **Slide 8 of Appendix A** highlights in greater detail salient budget to actual differences related to operating expenses.

While the dollar figure change in reserve transfers may be less than other budgetary items there are a number of moving parts, including the transfer of \$1,518,000 in funds for the Erie Street water project to the capital fund. **Slide 9 of Appendix A** highlights in greater detail salient budget to actual differences related to reserves.

The Transfer from Funds amount relates to transfers from the rate budgets of water, wastewater and storm sewer. This relates to changes in overhead charges between the Levy and Rate budgets noted in the trimester 2 report and budgeted on a go forward basis in the 2022 budget.

Summary comments related to self-sustaining entities can be found on **Slide 10 of Appendix A**.

For greater detail at an account level Staff encourage Council and readers to review **Appendix B and C**.

For the fiscal year ended December 31, 2021, the City experienced combined Rate surpluses of \$800,051. This surplus can be seen as the change in reserve transfers as identified below:

Rate	Actual	Budget	Net
Revenue	12,231,080	12,355,826	(124,746)
Personnel Expense	(1,018,256)	(1,122,700)	104,444
Operating Expense	(7,051,181)	(8,187,920)	1,136,739
Surplus Before Transfers	4,161,643	3,045,206	1,116,437
Transfer (to)/from Reserves	(1,714,313)	(914,262)	(800,051)
Transfer (to)/from Funds	(2,447,330)	(2,130,944)	(316,386)
Surplus/(Deficit)	-	-	-

The summary chart above identifies revenue less than budgeted. This was driven by the storm sewer refunds. Operating expenses were less than budget primarily because of improved water loss and inflow and infiltration which at the time of writing this report is most likely the result of lower lake levels. These occurrences resulted in Niagara Region wastewater charges being \$539,254 and water charges being \$198,709 less than budget. **Slide 11 and 12 of the Appendix A** highlights in greater detail salient budget to actual differences related to the rate budgets.

For greater detail at an account level Staff encourage Council and readers to review **Appendix D**.

Included in the Levy figures above are the following salient COVID-19 financial pressures with a two-year view:

	2020	2021	Total
Positive Financial Impact			
Vale Health and Wellness Centre reduced Utility Costs	198,000	378,600	576,600
COVID-19 Funding	622,700	666,600	1,289,300
Programs, Grants and Activities	476,100	203,000	679,100
	1,296,800	1,248,200	2,545,000
Negative Financial Impact			
Personnel Expenses*	694,200	397,200	1,091,400
Information Technology	103,300	24,700	128,000
Material, Contract Costs	151,400	107,300	258,700
Vale Health and Wellness Centre Lost Revenue, net YMCA costs	290,000	298,600	588,600
	1,238,900	827,800	2,066,700
Net Levy Impact before SSE impact	57,900	420,400	478,300
SSE: Sugarloaf Marina Impact (funded through Marina reserve)	(232,800)		(232,800)
Net Impact	(174,900)	420,400	245,500
SSE: Sugarloaf Marina Impact 2020 Reimbursement	-	(125,000)	-
Remaining Grants Available	-	295,400	-

The “Net Impact” line represents costs to date, whereby, savings and funding received to date has resulted in funding exceeding costs by \$245,500. However, as a result of grant timing, only \$125,000 of the previous \$232,800 impact from the Marina has been applied to the funding received. This will continue to be reviewed as the Province finalizes COVID-19 reporting details. As a result, at the time of writing this report, the City maintains \$295,400 in unspent/unallocated grants to offset the on-going costs of COVID-19 in 2022.

This report contains a summary of Capital and Related Projects recommended for closeout and still on-going in **Appendices E and F. Slide 13 of Appendix A** highlights that as of 2021, 68 approved capital and related projects remain open. Staff closed out 43 projects and in doing so were underbudget on those projects by \$232,196. The dollar figure associated with the 68 remaining projects is \$6,506,882. The three largest projects are Erie Street water, the infrastructure needs study (“INS”) and Downtown CIP. An update on 2022 activity will be provided with the first trimester reporting that will be prepared for the period ending April 30, 2021 and reported at the June 14th Council meeting (the third Council meeting following the April 26th Council meeting). Staff identify Council approved 93 capital and related projects in the 2022 budget with a total

value of \$21,730,959. These figures do not include the additional projects recommended in this report.

In **Appendix G**, Financial Services has summarized reserve activity and identified the approved reserve targets and/or progress or steps required to establishing a final target. The completion of the INS will help establish targets for many of the reserves still requiring targets.

Council and users of this report will also find **Appendix H – Investments** and **Appendix I – Debt Management** that highlight the City's investment returns and debt management along with related compliance with approved policies.

Financial Services identifies there is no new debt approved or forecasted at this time. As forecasted in **Appendix I** the City's borrowing capacity as defined by the annual repayment limit (ARL) is forecasted to expand over time and is forecasted at 6.2% in 2022 on an in-year basis, it remains well below the City's self-imposed limit of 15% and the Province of Ontario maximum of 25%.

Public Realm Investment Program Opportunity (Lions Field Enhancement Project)

An opportunity to apply for funding under the public realm Investment program was recently announced. Established in 2016, the Public Realm Investment Program enables Niagara Region to partner and support local municipalities on capital projects that provide important public enhancements across 250 kilometres of Regional roads.

The enhancement of streetscapes attracts investment and creates vibrant public spaces that sustain businesses, improve transportation and celebrate community. People enjoy well-designed places that are inclusive and accessible. Attractive and vibrant places offer a higher quality of life to residents and visitors.

The program offers funding for over 40 different enhancements in categories such as:

- Hardscaping
- Complete streets infrastructure
- Road crossing measures
- Street furniture
- Landscaping
- Community identity and wayfinding
- Environmental sustainability

Staff are seeking Council approval to apply for funding to enhance Lions Field under this grant opportunity. Enhancements will include new landscaping, replacement decorative fencing, exterior building enhancements and entrance upgrades, including an arch gateway. Staff have been working with the Niagara Region on this application

and understand approximately \$97,000 is available in grant funding with the City's contribution being an estimated \$200,000 for a total project cost of \$297,000. If successful, the City's portion will be funded from the roads base and resurfacing program and project completion will occur in 2023. Council approval of the grant application and funding is required as part of the application process.

Internal Consultations:

Financial Services would like to thank all departments for their assistance and cooperation.

Financial Implications:

This report recommends allocating the year end levy surplus and unallocated Ontario Community Infrastructure funding ("OCIF") as follows:

	Total	Funding		Purpose
		YE Surplus	Grants*	
Vale Health and Wellness Roof Repair	1,000,000	500,000	500,000	Repair the roof.
Increase to the Roads Base and Resurfacing Budget	200,000	-	200,000	Enhance road repairs and/or grant opportunity.
Tangible Capital Asset Reserve	150,000	150,000	-	Anticipated investments needs coming from the Asset Management Plan and Inflation.
Cemetery land acquisition	130,000	130,000	-	Substitute funding for previously approved internal financing.
Energy audits and monitoring	68,607	68,607	-	Reduce consumption, improved environmental, and reduce cost.
Charging stations	66,200	66,200	-	Expand previously planned electric vehicle charger options.
Total	1,614,807	914,807	700,000	

* Ontario Community Infrastructure Fund

Council and users of this report may note these unallocated funds are the result of funding allocations the City received between the writing of this report and approving the 2022 Capital and Related Project Budget.

For greater clarity on a couple of the recommendations above:

- Public Works department will have a sum total of \$1,401,840 for the roads budget with the recommendation above. This figure is comprised of \$1,072,000 from the 2022 Capital and Related Project Budget + \$129,840 unspent from 2021 Capital and Related Project Budget + \$200,000 as recommended in this report.
- The budget for charging stations for electric vehicles will increase to a forecasted \$200,000. \$100,000 funded through anticipated grant applications, \$33,800 from the 2022 Capital and Related Project Budget, plus the \$66,200 recommended in this report. The initial locations planned for charging stations are the Vale Health and Wellness Centre and the Farmers Market in front of City Hall. The initial goal is for two at each location.

The capital and related project and reserve balances are presented in **Appendices E, F, and G** following City policies and practices, including that of the Reserve Policy. One area requiring additional disclosure is that of the encumbrance reserve which is a reserve utilized when there is no other reserve but funds have been budgeted in one year and/or are needed or required to be carried forward to the following year. The encumbrance reserve is made up of the following:

	2020	2021	Total
Cannabis Grant	34,548		34,548
Cannabis Strategy	30,000		30,000
Smoke Alarm Program	5,437		5,437
Physician Recruitment	69,300	41,600	110,900
General Insurance	58,000	(58,000)	-
HH Knoll Washroom		21,878	21,878
Purchasing staff payroll		92,600	92,600
	199,305	100,099	295,363

The majority of the balance relates to Physician Recruitment and the temporary purchasing staff support. The funding for Physician Recruitment came from unspent funds in 2020 and 2021. Financial Services understands about 1/3 of the balance has

already been committed. In 2022 the City adjusted the budget to only include incentive funding for one doctor per year. The remaining 2/3 balance is available to fund a second doctor's incentive funding should a second become available. The funding for the temporary purchasing staff support was approved by Council previously and has allowed the City to retain purchasing staff support until the end of 2022. Staff will identify this person has been invaluable to the purchasing program at the City and moving certain projects forward.

Public Engagement:

The City's Budget and Financial Reporting can be found at:

<https://www.portcolborne.ca/en/city-hall/budget-and-financial-reporting.aspx>

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Service and Simplicity - Quality and Innovative Delivery of Customer Services
 - Attracting Business Investment and Tourists to Port Colborne
 - City-Wide Investments in Infrastructure and Recreational/Cultural Spaces
 - Value: Financial Management to Achieve Financial Sustainability
 - People: Supporting and Investing in Human Capital
 - Governance: Communications, Engagement, and Decision-Making
-

Conclusion:

That the recommendations contained in this report be approved.

Appendices:

- a. Appendix A – 2021 Year End Financial Presentation
- b. Appendix B – 2021 Year End Levy Summary
- c. Appendix C – 2021 Year End Levy Department and Division Summaries
- d. Appendix D – 2021 Year End Rate Summary and Department Detail
- e. Appendix E – Capital and Related Projects Summary
- f. Appendix F – Capital and Related Project Holding Accounts

- g. Appendix G – Reserves
- h. Appendix H – Investments
- i. Appendix I – Debt Management

Respectfully submitted,

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Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

2021 Year End Financial Presentation

April 26, 2022



Agenda

- ☐ Recommendation
- ☐ Vision/Mission/Values
- ☐ Strategic Pillars
- ☐ COVID-19
- ☐ Levy
- ☐ Self-Sustaining Entities
- ☐ Rate
- ☐ Capital and Related Projects
- ☐ Debt Management
- ☐ Looking Forward
- ☐ Thank You
- ☐ Recommendation



In preparing this presentation, certain assumptions and estimates are necessary. They are based on information available to staff at the time. Actual results will vary although as regulated through the Municipal Act, a balanced budget is required.

Note: Due to rounding certain summary totals may be +/- 1.



Recommendation

That Corporate Service Department, Financial Services Division, Report No. 2022-73 Subject: 2021 Year End Surplus and Project Close Out Report, **BE RECEIVED**; and

That the capital and related project and reserve balances of Appendices E, F and G of Corporate Service Department Report 2022-73 **BE APPROVED**; and

That the following capital and related projects **BE APPROVED** as highlighted in the presentation attached as Appendix A to Corporate Service Department Report 2022-73

- \$1,000,000 for the Vale Health and Wellness Roof Repair
- \$200,000 for enhancements to the roads base and resurfacing program
- \$150,000 for the tangible capital asset reserve
- \$130,000 for Cemetery land acquisition
- \$68,607 for energy audits and monitoring
- \$66,200 for Electrical Vehicle (EV) charging stations; and

That Council support the Lions Field Enhancement application to the Public Realm Investment program and if successful, up to \$200,000 be approved and funded from the roads base and resurfacing program.



Vision/Mission/Values



Vision Statement:

A vision statement expresses an organization's desires for the future. This is our vision statement:

A vibrant waterfront community embracing growth for future generations

Mission Statement:

A mission statement expresses the immediate goals of an organization, clearly and concisely. This is our mission statement:

To provide an exceptional small-town experience in a big way

Corporate Values:

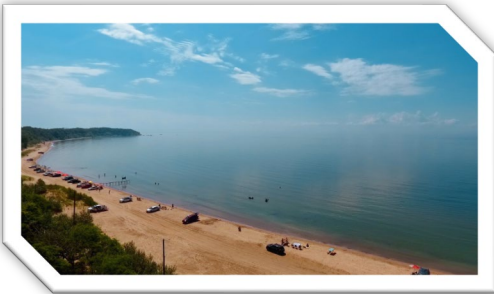
Corporate Values are guiding principles and beliefs supported by everyone in an organization so that they can work toward common goals in a cohesive and positive way. These are our corporate values:

Integrity – we interact with others ethically and honourably **Respect** – we treat each other with empathy and understanding **Inclusion** – we welcome everyone
Responsibility – we make tomorrow better **Collaboration** – we are better together



PORT COLBORNE

Strategic Pillars



Community Pillars

These pillars are areas that directly benefit our residents, businesses, and visitors.

1. Service and Simplicity - Quality and Innovative Delivery of Customer Services
2. Attracting Business Investment and Tourists to Port Colborne
3. City-Wide Investment in Infrastructure and Recreational/Cultural Spaces

Corporate Pillars

These pillars are the day-to-day practices, processes, and governance that Council and staff are focused on to ensure maximum value and benefit for our residents.

1. Value: Financial Management to Achieve Financial Sustainability
2. People: Supporting and Investing in Human Capital
3. Governance: Communications, Engagement, and Decision-Making



COVID-19



	2020	2021	Total
Positive Financial Impact			
Vale Health and Wellness Centre reduced Utility Costs	198,000	378,600	576,600
COVID-19 Funding	622,700	666,600	1,289,300
Programs, Grants and Activities	476,100	203,000	679,100
	1,296,800	1,248,200	2,545,000
Negative Financial Impact			
Personnel Expenses, net	694,200	397,200	1,091,400
Information Technology	103,300	24,700	128,000
Material, Contract Costs	151,400	107,300	258,700
Vale Health and Wellness Centre Lost Revenue, net YMCA costs	290,000	298,600	588,600
	1,238,900	827,800	2,066,700
Net Levy Impact before SSE impact	57,900	420,400	478,300
SSE: Sugarloaf Marina Impact (funded through Marina reserve) -	232,800	-	232,800
Net Impact	(174,900)	420,400	245,500
SSE: Sugarloaf Marina Impact 2020 Reimbursement	-	125,000	
Remaining Grants Available		295,400	



Available for COVID-19 costs in 2022





Levy

Levy	Actual	Budget	Net
Revenue	32,435,003	28,890,515	3,544,488
Personnel Expense	(15,264,829)	(15,098,800)	(166,029)
Operating Expense	(11,948,400)	(12,656,291)	707,891
Surplus before Transfers	5,221,774	1,135,424	4,086,350
Transfer (to)/from Capital	(7,014,090)	(3,661,738)	(3,352,352)
Transfer (to)/from Reserves	259,833	395,370	(135,537)
Transfer (to)/from Funds	2,447,330	2,130,944	316,386
Surplus / (Deficit)	914,847	-	914,847
Recommended Transfers	914,847	-	914,847
Surplus / (Deficit)	-	-	-

Salient revenue comments

Grants

- ✓ Community Building Fund (formerly Gas Tax) \$580,578*
- ✓ COVID Funding \$589,169
- ✓ Vale Community Improvement Fund \$250,000*
- ✓ Niagara Region Nickel Storm Sewer \$285,144*
- ✓ Aggregate Resource Trust (ART) \$125,637
- ✓ Library OTF Funding \$121,200*

Other

- ✓ Surplus Property Sales \$632,000
- ✓ Interest and Penalties \$164,563
- ✓ VHWC (\$372,747)
- ✓ Canal Days (\$160,500)

Self Sustaining Entities

- ✓ Sugarloaf Marina \$294,979 [includes Fuel]
- ✓ Nickel Beach \$146,434
- ✓ Building Department \$115,147

* Part of the transfer (to)/from capital difference, remaining comes from reserves, see following slides.



Levy



Levy	Actual	Budget	Net
Revenue	32,435,003	28,890,515	3,544,488
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Surplus / (Deficit)	914,847	-	914,847
Recommended Transfers	914,847	-	914,847
Surplus / (Deficit)	-	-	-

Salient operating expense comments

Grants

- ✓ Legal \$251,951 [Building and Development]
- ✓ Utilities (\$409,900) [mainly VHWC]
- ✓ Staff Training and Development (\$231,544)

Other

- ✓ Canal Days (\$285,000)
- ✓ Grants and Sponsorship (\$173,078) [Physician, CIP, etc.]

Self Sustaining Entities

- ✓ COGS Marina \$122,784 [Fuel]



Levy



Levy	Actual	Budget	Net
Revenue	32,435,003	28,890,515	3,544,488
Personnel Expense	(15,264,829)	(15,098,800)	(166,029)
Operating Expense	(11,948,400)	(12,656,291)	707,891
Surplus before Transfers	5,221,774	1,135,424	4,086,350
Transfer (to)/from Capital	(7,014,090)	(3,661,738)	(3,352,352)
Transfer (to)/from Reserves	259,833	395,370	(135,537)
Transfer (to)/from Funds	2,447,330	2,130,944	316,386
Surplus / (Deficit)	914,847	-	914,847
Recommended Transfers	914,847	-	914,847
Surplus / (Deficit)	-	-	-

Salient reserve comments

- ✓ Erie Street (\$1,518,000) [2021-205]*
- ✓ CIP Review (\$125,000) [2021-68]*
- ✓ Working Capital \$129,400 [2021-263]

Reserve policy and practices

- ✓ Surplus Property Sales, net \$591,525
- ✓ Future liabilities \$320,484
- ✓ Sustainability reserve not required, \$253,400
- ✓ Building department \$168,131
- ✓ Tangible Capital Assets \$125,637 [from ART]
- ✓ Canal Days \$125,000

* Remaining part of the transfer (to)/from capital difference

Note: The transfer to/(from) funds increased as a result of the overhead charge changed between levy and rate noted in the trimester 2 report and budgeted on a go forward basis in the 2022 budget.



Self-Sustaining Entities



Net Individual Self-Sustaining Budget

Department	Actual	Budget	Variance (\$)	Transfer to/(from) Reserve
Cemetery	(20,822)	-	(20,822)	-
Marina	61,234	-	61,234	61,234
Beach Operations	66,237	-	66,237	66,237
Building	168,131	-	168,131	168,131
Surplus/(Deficit) Subtotal	274,780	-	274,780	295,602

Reserve Balance and Forecast

Department	2021 Year End Balance	2022 Budget	2022 Forecast Balance
Cemetery	-	6,700	6,700
Marina	244,488	(40,800)	203,688
Marina - Internal Financing	(291,067)	(581,910)	(872,977)
Beach Operations	278,966	(113,750)	165,216
Building	168,151	-	168,151
Surplus/(Deficit) Subtotal	400,538	(729,760)	(329,222)

Salient comments

- ✓ Cemetery deficit is funded via the Levy. It does not represent cemetery maintenance only net activity from new activity. Staff are finalizing a review of fees and future maintenance costs for Council's review at the second Council meeting in May.
- ✓ Sugarloaf Marina surplus resulted from 2020 COVID cost reimbursement less write-offs of certain uncollectible accounts. As we progress through 2022 into 2023 Sugarloaf Marina will be moving away from an accounts receivable model.
- ✓ Beach Operations were particularly strong in 2021. In 2022 Staff have programmed time cards to track time at Nickel and Centennial-Cedar Bay to provide a more detailed financial picture of the two beaches in the future.
- ✓ Building department surplus is not considered structural as it resulted from one larger project. Staff are finalizing a review of fees for Council's review at the first Council meeting in June.



Rate



Rate	Actual	Budget	Net
Revenue	12,231,080	12,355,826	(124,746)
Personnel Expense	(1,018,256)	(1,122,700)	104,444
Operating Expense	(7,051,181)	(8,187,920)	1,136,739
Surplus Before Transfers	4,161,643	3,045,206	1,116,437
Transfer (to)/from Reserves	(1,714,313)	(914,262)	(800,051)
Transfer (to)/from Funds	(2,447,330)	(2,130,944)	(316,386)
Surplus/(Deficit)	-	-	-

Salient revenue comments

- ✓ Storm Sewer refunds (\$161,634)

Salient expense comments

- ✓ Niagara Region wastewater charges (\$539,254)
- ✓ Niagara Region water charges (\$198,709)
- ✓ Contracted services (\$100,944)
- ✓ Repair and maintenance (\$80,587)
- ✓ GIS Grant (\$69,256)

Salient transfer to/(from) reserves

- ✓ Wastewater \$712,301 surplus
- ✓ Water \$250,624 surplus
- ✓ Storm Sewer, (\$162,874) deficit

Note: The transfer (to)/from funds increased as a result of the overhead charge changed between levy and rate noted in the trimester 2 report and budgeted on a go forward basis in the 2022 budget.





Rate

Net Individual Rate Budget

Department	Actual	Budget	Variance (\$)	Transfer to/(from) Reserve
Wastewater	712,301	-	712,301	712,301
Water	250,624	-	250,624	250,624
Storm Sewer	(162,874)	-	(162,874)	(162,874)
Surplus/(Deficit) Subtotal	800,051	-	800,051	800,051

Reserve Balance and Forecast

Department	2021 Year End Balance	2022 Budget	2022 Forecast Balance
Wastewater	1,061,002	413,191	1,474,193
Water	324,296	400,195	724,491
Storm Sewer	116,975	390,944	507,919
Surplus/(Deficit) Subtotal	1,502,273	1,204,330	2,706,603

Salient comments:

- ✓ Wastewater surplus was driven by a reduction in Niagara Region wastewater charges. The primary driver is anticipated to be lower lake levels and adverse weather events.
- ✓ Water surplus was driven by a reduction in Niagara Region water charges. During the 2022 budget process the reduction in water loss was identified as a key driver.
- ✓ Storm Sewer deficit is the result of refunds to residents removed from the Storm Sewer boundary as a result of changes to the Storm Sewer boundary towards the end of 2021.



Capital and Related Projects



Summary

	<u>2020</u>	<u>2021</u>	<u>Total (#)</u>	<u>Total (\$)</u>
Carried Forward	64	-	64	2,730,095
Capital Budget approved	-	33	33	4,680,360
Mid-year approved	-	14	14	3,032,016
	64	47	111	10,442,471
Closed	-26	-17	-43	-3,935,589
Open Approved Projects	38	30	68	6,506,882
Holding Funds	3	4	7	2,796,513
Utilized Funds	-1	-	-1	-678,917
Available Holding Funds	2	4	6	2,117,596
Total Open Approved Projects/Available Holding Funds	40	34	74	8,624,478

\$1,467,426 was deployed through the 2022 Capital and Related Project Budget

Closed out projects were \$232,196 under budget. Under/Over Reserve now has \$248,391

+ 93 projects valued at \$21,730,959 approved in the 2022 Capital and Related Project Budget





Capital and Related Projects

Proposed capital and related projects budget adjustments

	Total	Funding		Purpose
		YE Surplus	Grants*	
Vale Health and Wellness Roof Repair	1,000,000	500,000	500,000	Repair the roof.
Increase to the Roads Base and Resurfacing Program	200,000	-	200,000	Enhance road repairs.
Tangible Capital Asset Reserve	150,000	150,000		Anticipated investments needs coming Asset Management Plan and Inflation.
Cemetery land acquisition	130,000	130,000		- Substitute funding for previously approved internal financing.
Energy audits and monitoring	68,607	68,607		- Reduce consumption, improved environmental, and reduce cost.
Charging stations – Electric Vehicles	66,200	66,200		- Expand previously planned charger options.
Total	1,614,807	914,807	700,000	
* Ontario Community Infrastructure Fund				
		2022 Adjusted Budget		2022 Adjusted Budget
2022 Budget	33,800			2021 Carryover 129,840
Proposed Increase	66,200			2022 Budget 1,072,000
Known funding	100,000			1,201,840
Future grant applications	100,000			
Total	200,000			
				Proposed One-time Increase from OCIF 200,000
				Total Roads Budget 1,401,840





Reserves

	Year End Balance Before Surplus / (Deficit)	2021 Budget Transfers	In-Year Approved Transfers	Year End Transfers per Reserve Policy / Practice	Year End Transfers to Approve	2021 Year End Balance	Net 2022 Capital and Related Project Budget	Forecasted Reserve Balance
Total Boards and Committees Reserves	384,163	-	-	69,641	-	453,804	(20,000)	433,804
Total Programs, Grants and Activities	1,126,016	45,000	-	224,976	-	1,395,992	(568,688)	827,304
Total Self Sustaining Entities	127,246	(55,794)	-	329,085	130,000	530,537	(859,760)	(329,223)
Total General Government	8,020,900	(206,086)	129,400	1,138,487	-	9,082,701	(79,363)	9,003,338
Total Capital	4,926,311	716,902	(1,880,728)	833,558	(350,000)	4,746,043	349,339	5,095,382
Total Reserves before WIP	14,584,636	500,022	(1,751,328)	2,595,746	(220,000)	16,209,076	(1,178,472)	15,030,604
Work-in-progress (WIP)	4,540,195	5,329,738	(2,772,829)	-	1,134,807	8,231,911	-	8,231,911
Total Reserves	19,124,831	5,829,760	(4,524,157)	2,595,746	914,807	24,440,987	(1,178,472)	23,262,515

Other notable account increases not included in the reserve totals above:

1. The Parkland balance increased from \$260,110 to \$475,401 or 83%
2. The Development charge (DC) balances increase from \$79,602 to \$167,224 or 110%
 - Residential DC's were charged at 40% until October 6, 2021 when they increased to 60%, next increase in October 7, 2022 to 80%
 - Multiple dwelling and non-residential DC's are 0% until October 7, 2023





Debt Management

Figures are 'in millions

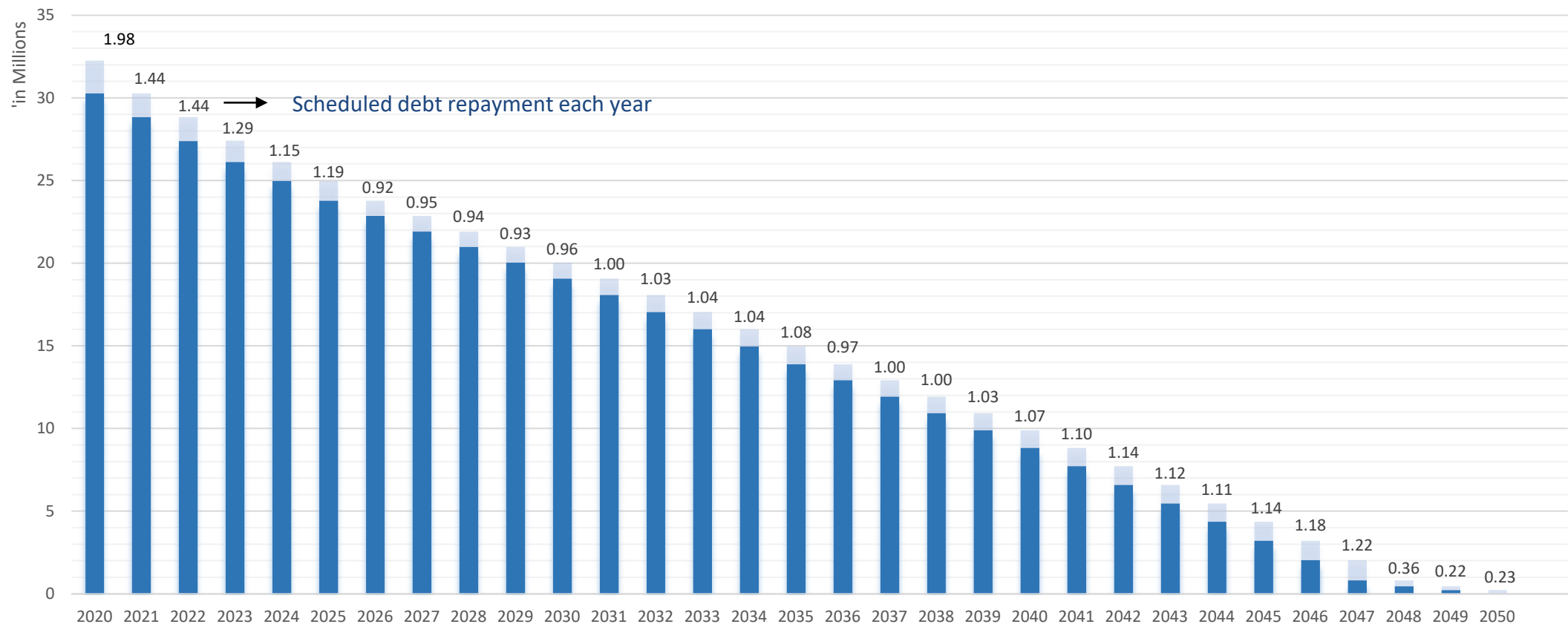
('000s in millions)	2020	2021	2022	2023	2024	2025	2026
Projected Year End Debt	30,270	28,831	27,411	26,123	24,968	23,777	22,859
Committed Capital Leases	58	27	2	-	-	-	-
Total Borrowing (External)	30,328	28,858	27,413	26,123	24,968	23,777	22,859
Internal Financing	368	292	873	743	613	483	353
Total Borrowing (External & Internal)	30,696	29,150	28,286	26,866	25,581	24,260	23,212
Interest	915	962	920	878	840	804	766
Principal	1,975	1,440	1,444	1,289	1,155	1,191	948
External Borrowing Charges	2,890	2,402	2,364	2,167	1,995	1,995	1,714
Illustrative In-Year ARL*		6.5%	6.2%	5.5%	4.8%	4.6%	4.0%
City Self Imposed Max		15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Provincial Imposed Max		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%

* This projection utilized a 4% increase in own source revenue (2% inflation, 2% infrastructure).





Debt Outlook





Looking Forward

- Development of departmental tactical plans to mobilize the City's Strategic Plan.
- Implementing Human Resources' new Performance Management program.
- Human Resources to complete Post-Retirement benefits review.
- Tender insurance contract.
- Complete a review of computer software programs.
- Review PGA Tourism activities and related other sources of revenue.
- Review fees and costs associated with the cemetery to ensure the active cemetery is self sustaining.
- Review fees associated with the Building Inspection division.
- Develop a fee framework and related reporting mechanism for all fees.
- Complete the cost allocation model started in 2021 that is consistent with the Provincial Financial Information Return (FIR) guidelines to approximate full cost accounting for programs.
- Establishing Key Performance Indicators (KPIs) and related benchmarks, where applicable.
- Complete the Infrastructure Needs Assessment to support future capital and related project budgets and related budgets.
- Enhancing drainage, ditching and storm sewer financial planning. Specifically reviewing the \$132,900 of drain costs (in addition to the \$85,000 budgeted for City drains) on the levy.
- Develop a multi-year fleet plan.
- Implement a new purchasing by-law.
- Complete the beach and road end studies.

Trimester 1 Reporting is planned for
the June 14, 2022 Council meeting



Thank You



Recommendation

That Corporate Service Department, Financial Services Division, Report No. 2022-73 Subject: 2021 Year End Surplus and Project Close Out Report, **BE RECEIVED**; and

That the capital and related project and reserve balances of Appendices E, F and G of Corporate Service Department Report 2022-73 **BE APPROVED**; and

That the following capital and related projects **BE APPROVED** as highlighted in the presentation attached as Appendix A to Corporate Service Department Report 2022-73

- \$1,000,000 for the Vale Health and Wellness Roof Repair
- \$200,000 for enhancements to the roads base and resurfacing program
- \$150,000 for the tangible capital asset reserve
- \$130,000 for Cemetery land acquisition
- \$68,607 for energy audits and monitoring
- \$66,200 for Electrical Vehicle (EV) charging stations

That Council support the Lions Field Enhancement application to the Public Realm Investment program and if successful, up to \$200,000 be approved and funded from the roads base and resurfacing program.



Appendix B - Levy Summary

Levy Summary

City of Port Colborne
Operating Fund
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Advertising and Sponsorship	15,500.00	88,500.00	(73,000.00)	(82.49%)
Donations	443,237.37	137,900.00	305,337.37	221.42%
Fines	49,924.50	11,500.00	38,424.50	334.13%
Investment Income	160,453.06	109,000.00	51,453.06	47.20%
Lease Income	310,195.57	337,600.00	(27,404.43)	(8.12%)
Licences and Permits	511,883.38	389,700.00	122,183.38	31.35%
Rentals	254,180.61	530,500.00	(276,319.39)	(52.09%)
Other Revenue	876,058.14	142,500.00	733,558.14	514.78%
Fees	1,012,334.24	582,600.00	429,734.24	73.76%
Provincial Offences Act	15,955.01		15,955.01	0.00%
Grants - Other	467,033.39	122,600.00	344,433.39	280.94%
Grant - Federal	1,395,009.66	555,355.00	839,654.66	151.19%
Grant - Provincial	3,948,894.06	3,300,560.00	648,334.06	19.64%
Sales	1,237,022.93	1,020,100.00	216,922.93	21.26%
Penalties and Interest	615,063.15	450,500.00	164,563.15	36.53%
Property Taxes	20,577,236.63	20,577,600.00	(363.37)	(0.00%)
Payment In lieu	328,749.87	384,000.00	(55,250.13)	(14.39%)
Supplemental Tax	216,271.41	150,000.00	66,271.41	44.18%
Total Revenue	32,435,002.98	28,890,515.00	3,544,487.98	12.27%
Expense				
Salaries and Wages - Full Time	9,388,271.15	9,387,500.00	771.15	0.01%
Salaries and Wages - Part Time	1,596,452.12	1,438,100.00	158,352.12	11.01%
Salaries and Wages - Students	396,565.96	537,900.00	(141,334.04)	(26.28%)
Overtime Pay	217,453.00	302,500.00	(85,047.00)	(28.11%)
Employee Benefits	3,666,086.80	3,477,800.00	188,286.80	5.41%
Association/Membership Fees	59,201.95	86,300.00	(27,098.05)	(31.40%)
Auto - Fuel	187,445.93	208,500.00	(21,054.07)	(10.10%)
Cleaning Supplies	29,023.92	59,700.00	(30,676.08)	(51.38%)
Library Collection	66,460.23	72,800.00	(6,339.77)	(8.71%)
Comm and Public Relations	81,921.37	133,800.00	(51,878.63)	(38.77%)
Computer Software	342,040.52	275,000.00	67,040.52	24.38%
Contract Services	2,923,729.06	2,848,100.00	75,629.06	2.66%
Cost of Borrowing Ext Interest	962,287.70	944,182.00	18,105.70	1.92%
Cost of Borrowing Ext Principl	1,439,541.99	1,462,713.00	(23,171.01)	(1.58%)
Cost of of Goods Sold	263,212.36	160,500.00	102,712.36	64.00%
Credit Card Fees	105,788.54	84,500.00	21,288.54	25.19%
Equipment - Purchase	156,742.00	158,400.00	(1,658.00)	(1.05%)
Equipment - Rental	398,198.99	600,000.00	(201,801.01)	(33.63%)
Financial Expenses	11,675.60	7,000.00	4,675.60	66.79%
Land Leases	36,493.94		36,493.94	0.00%
Grants and Sponsorship Expense	200,422.20	373,500.00	(173,077.80)	(46.34%)
Hospitality Expense	13,485.61	26,800.00	(13,314.39)	(49.68%)
Insurance - Contract	611,515.00	517,500.00	94,015.00	18.17%
Insurance Ded and Adm cost	70,184.80	150,000.00	(79,815.20)	(53.21%)
Office Supplies	82,845.58	76,300.00	6,545.58	8.58%
Postage & Courier	46,743.35	56,100.00	(9,356.65)	(16.68%)
Program Supplies	103,246.95	210,900.00	(107,653.05)	(51.04%)
Protective & Uniform Clothing	110,960.60	127,700.00	(16,739.40)	(13.11%)
R&M Grounds	295,436.94	260,900.00	34,536.94	13.24%
R&M Trails	70,831.59	113,800.00	(42,968.41)	(37.76%)
R&M Consumables and Parts	531,725.06	473,900.00	57,825.06	12.20%
Repairs and Maintenance - Auto	249,799.85	151,800.00	97,999.85	64.56%

	YTD Dec	2021		
	ACTUAL	BUDGET	VARIANCE	VAR %
R&M Playground	22,297.10	3,000.00	19,297.10	643.24%
Repairs and Maintenance - Tree	16,677.44	21,200.00	(4,522.56)	(21.33%)
Staff Training & Development	165,705.56	399,300.00	(233,594.44)	(58.50%)
SME - Audit and Actuary	86,022.43	61,500.00	24,522.43	39.87%
SME - Consultants	261,575.16	240,000.00	21,575.16	8.99%
Subject Matter Experts - Legal	371,950.57	120,000.00	251,950.57	209.96%
Subscriptions and Publications	10,124.76	10,400.00	(275.24)	(2.65%)
Telephone/Internet	199,639.54	222,900.00	(23,260.46)	(10.44%)
Travel	1,866.56	78,700.00	(76,833.44)	(97.63%)
Utilities - Gas	131,872.72	170,400.00	(38,527.28)	(22.61%)
Utilities - Hydro	728,222.74	1,053,800.00	(325,577.26)	(30.90%)
Utilities - Water	148,603.59	194,400.00	(45,796.41)	(23.56%)
City Owned Property Drainage Charges	14,967.34		14,967.34	0.00%
Reassessment/Uncollectable	281,235.46	323,996.00	(42,760.54)	(13.20%)
Property Taxes - Rebates	27,765.53	37,000.00	(9,234.47)	(24.96%)
Tax Incentive Grants	28,912.24	34,000.00	(5,087.76)	(14.96%)
Total Expense	27,213,229.40	27,755,091.00	(541,861.60)	(1.95%)
Surplus/(Deficit) Before Allocation	5,221,773.58	1,135,424.00	4,086,349.58	359.90%
Surplus/(Deficit) Directly Attributable	5,221,773.58	1,135,424.00	4,086,349.58	359.90%
Surplus/(Deficit) After Allocations	5,221,773.58	1,135,424.00	4,086,349.58	359.90%
Transfer to/ (from) Capital	7,014,090.29	3,661,738.00	3,352,352.29	91.55%
Transfer to/ (from) Reserves	(259,833.10)	(395,370.00)	135,536.90	(34.28%)
Transfer Between Funds	(2,447,330.41)	(2,130,944.00)	(316,386.41)	14.85%
Total Transfers	4,306,926.78	1,135,424.00	3,171,502.78	279.32%
Surplus / (Deficit)	914,846.80	-	914,846.80	0.00%

Appendix C - Levy Detail by Department

Global Divisional Summary and Detail

City of Port Colborne
General Government
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	389,309.00	125,000.00	264,309.00	211.45%
Investment Income	156,217.83	105,000.00	51,217.83	48.78%
Lease Income	43,731.67	40,200.00	3,531.67	8.79%
Rentals	21,104.13	18,000.00	3,104.13	17.25%
Other Revenue	755,554.53		755,554.53	0.00%
Provincial Offences Act	15,955.01		15,955.01	0.00%
Grants - Other	410,780.97		410,780.97	0.00%
Grant - Federal	1,319,991.16	555,355.00	764,636.16	137.68%
Grant - Provincial	3,299,969.00	3,109,860.00	190,109.00	6.11%
Penalties and Interest	615,063.15	470,500.00	144,563.15	30.73%
Property Taxes	20,577,236.63	20,577,600.00	(363.37)	(0.00%)
Payment In lieu	328,749.87	384,000.00	(55,250.13)	(14.39%)
Supplemental Tax	216,271.41	150,000.00	66,271.41	44.18%
Total Revenue	28,149,934.36	25,535,515.00	2,614,419.36	10.24%
Expense				
Salaries and Wages - Full Time	180,626.05	35,138.00	145,488.05	414.05%
Employee Benefits	(300,355.26)	13,400.00	(313,755.26)	(2341.46%)
Association/Membership Fees	9,220.19	12,700.00	(3,479.81)	(27.40%)
Auto - Fuel	185,660.40	208,500.00	(22,839.60)	(10.95%)
Computer Software	316,861.53	274,000.00	42,861.53	15.64%
Contract Services	788,425.78	641,100.00	147,325.78	22.98%
Cost of Borrowing Ext Interest	962,287.70	944,182.00	18,105.70	1.92%
Cost of Borrowing Ext Principl	1,439,541.99	1,462,713.00	(23,171.01)	(1.58%)
Credit Card Fees	105,788.54	84,500.00	21,288.54	25.19%
Equipment - Purchase	2,662.70		2,662.70	0.00%
Equipment - Rental	352,529.75	427,600.00	(75,070.25)	(17.56%)
Financial Expenses	11,421.30	7,000.00	4,421.30	63.16%
Land Leases	36,493.94		36,493.94	0.00%
Insurance - Contract	611,515.00	517,500.00	94,015.00	18.17%
Insurance Ded and Adm cost	70,184.80	150,000.00	(79,815.20)	(53.21%)
Program Supplies	5,500.00		5,500.00	0.00%
Protective & Uniform Clothing	25,293.37	32,300.00	(7,006.63)	(21.69%)
R&M Consumables and Parts	145,508.30	136,000.00	9,508.30	6.99%
Repairs and Maintenance - Auto	249,799.85	151,800.00	97,999.85	64.56%
Staff Training & Development	43,915.65	88,800.00	(44,884.35)	(50.55%)
Subject Matter Experts - Legal	371,950.57	120,000.00	251,950.57	209.96%
Telephone/Internet	101,799.81	105,900.00	(4,100.19)	(3.87%)
Travel		17,800.00	(17,800.00)	(100.00%)
Utilities - Gas	131,872.72	170,400.00	(38,527.28)	(22.61%)
Utilities - Hydro	728,222.74	1,053,800.00	(325,577.26)	(30.90%)
Utilities - Water	148,603.59	194,400.00	(45,796.41)	(23.56%)
Reassessment/Uncollectable	231,714.49	323,996.00	(92,281.51)	(28.48%)
Property Taxes - Rebates	27,765.53	37,000.00	(9,234.47)	(24.96%)
Tax Incentive Grants	28,912.24	34,000.00	(5,087.76)	(14.96%)
Total Expense	7,013,723.27	7,244,529.00	(230,805.73)	(3.19%)
Surplus/(Deficit) Before Allocation	21,136,211.09	18,290,986.00	2,845,225.09	15.56%
Surplus/(Deficit) Directly Attributable	21,136,211.09	18,290,986.00	2,845,225.09	15.56%

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Allocation:Between Departments	995,361.49	789,106.00	206,255.49	26.14%
Allocation:SSE/BC	(666,615.81)	(555,777.00)	(110,838.81)	19.94%
Surplus/(Deficit) After Allocations	20,807,465.41	18,057,657.00	2,749,808.41	15.23%
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Transfer to/ (from) Capital	7,014,090.29	3,661,738.00	3,352,352.29	91.55%
Transfer to/ (from) Reserves	(801,245.01)	(139,293.00)	(661,952.01)	475.22%
Transfer Between Funds	(1,837,489.93)	(1,455,844.00)	(381,645.93)	26.21%
Total Transfers	4,375,355.35	2,066,601.00	2,308,754.35	111.72%
Surplus / (Deficit)	16,432,110.06	15,991,056.00	441,054.06	2.76%

City of Port Colborne
Global Revenue
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	10.00		10.00	0.00%
Investment Income	156,217.83	105,000.00	51,217.83	48.78%
Lease Income	43,731.67	40,200.00	3,531.67	8.79%
Rentals	21,104.13	18,000.00	3,104.13	17.25%
Other Revenue	728,592.86		728,592.86	0.00%
Provincial Offences Act	15,955.01		15,955.01	0.00%
Grant - Federal	10,888.84		10,888.84	0.00%
Grant - Provincial	2,717,400.00	2,691,100.00	26,300.00	0.98%
Penalties and Interest	615,063.15	470,500.00	144,563.15	30.73%
Property Taxes	20,577,236.63	20,577,600.00	(363.37)	(0.00%)
Payment In lieu	328,749.87	384,000.00	(55,250.13)	(14.39%)
Supplemental Tax	216,271.41	150,000.00	66,271.41	44.18%
Total Revenue	25,431,221.40	24,436,400.00	994,821.40	4.07%
Expense				
Salaries and Wages - Full Time	180,626.05	35,138.00	145,488.05	414.05%
Employee Benefits	(300,355.26)	13,400.00	(313,755.26)	(2341.46%)
Contract Services	30,040.00		30,040.00	0.00%
Subject Matter Experts - Legal	10,435.41		10,435.41	0.00%
Telephone/Internet		1,400.00	(1,400.00)	(100.00%)
Reassessment/Uncollectable	231,714.49	323,996.00	(92,281.51)	(28.48%)
Property Taxes - Rebates	27,765.53	37,000.00	(9,234.47)	(24.96%)
Tax Incentive Grants	28,912.24	34,000.00	(5,087.76)	(14.96%)
Total Expense	209,138.46	444,934.00	(235,795.54)	(53.00%)
Surplus/(Deficit) Before Allocation	25,222,082.94	23,991,466.00	1,230,616.94	5.13%
Surplus/(Deficit) Directly Attributable	25,222,082.94	23,991,466.00	1,230,616.94	5.13%
Allocation:SSE/BC	(84,677.00)	(140,277.00)	55,600.00	(39.64%)
Surplus/(Deficit) After Allocations	25,306,759.94	24,131,743.00	1,175,016.94	4.87%
Transfer to/ (from) Reserves	1,010,114.12	103,767.00	906,347.12	873.44%
Transfer Between Funds	828,600.00	828,600.00		0.00%
Total Transfers	1,838,714.12	932,367.00	906,347.12	97.21%
Surplus / (Deficit)	23,468,045.82	23,199,376.00	268,669.82	1.16%

City of Port Colborne
Capital - Non-Debt Funding
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	264,299.00		264,299.00	0.00%
Other Revenue	1,422.47		1,422.47	0.00%
Grants - Other	410,780.97		410,780.97	0.00%
Grant - Federal	1,309,102.32	555,355.00	753,747.32	135.72%
Grant - Provincial	582,569.00	418,760.00	163,809.00	39.12%
Total Revenue	2,568,173.76	974,115.00	1,594,058.76	163.64%
Expense				
Surplus/(Deficit) Before Allocation	2,568,173.76	974,115.00	1,594,058.76	163.64%
Surplus/(Deficit) Directly Attributable	2,568,173.76	974,115.00	1,594,058.76	163.64%
Allocation:SSE/BC	(60,000.00)	(60,000.00)		0.00%
Surplus/(Deficit) After Allocations	2,628,173.76	1,034,115.00	1,594,058.76	154.15%
Transfer to/ (from) Capital	7,014,090.29	3,661,738.00	3,352,352.29	91.55%
Transfer to/ (from) Reserves	(1,943,937.53)	(282,360.00)	(1,661,577.53)	588.46%
Transfer Between Funds	(668,724.00)	(668,724.00)		0.00%
Total Transfers	4,401,428.76	2,710,654.00	1,690,774.76	62.38%
Surplus / (Deficit)	(1,773,255.00)	(1,676,539.00)	(96,716.00)	5.77%

City of Port Colborne
Capital - Borrowing Costs
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	125,000.00	125,000.00		0.00%
Total Revenue	125,000.00	125,000.00		0.00%
Expense				
Cost of Borrowing Ext Interest	962,287.70	944,182.00	18,105.70	1.92%
Cost of Borrowing Ext Principl	1,439,541.99	1,462,713.00	(23,171.01)	(1.58%)
Total Expense	2,401,829.69	2,406,895.00	(5,065.31)	(0.21%)
Surplus/(Deficit) Before Allocation	(2,276,829.69)	(2,281,895.00)	5,065.31	(0.22%)
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Surplus/(Deficit) Directly Attributable	(2,276,829.69)	(2,281,895.00)	5,065.31	(0.22%)
Surplus/(Deficit) After Allocations	(2,276,829.69)	(2,281,895.00)	5,065.31	(0.22%)
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Transfer Between Funds	(895,547.34)	(900,120.00)	4,572.66	(0.51%)
Total Transfers	(895,547.34)	(900,120.00)	4,572.66	(0.51%)
Surplus / (Deficit)	(1,381,282.35)	(1,381,775.00)	492.65	(0.04%)

City of Port Colborne
Global Facilities
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Contract Services	547,991.96	457,600.00	90,391.96	19.75%
Equipment - Purchase	2,662.70		2,662.70	0.00%
Equipment - Rental	4,774.98	9,400.00	(4,625.02)	(49.20%)
Land Leases	36,493.94		36,493.94	0.00%
R&M Consumables and Parts	142,481.94	136,000.00	6,481.94	4.77%
Utilities - Gas	131,872.72	170,400.00	(38,527.28)	(22.61%)
Utilities - Hydro	728,222.74	1,053,800.00	(325,577.26)	(30.90%)
Utilities - Water	148,603.59	194,400.00	(45,796.41)	(23.56%)
Total Expense	1,743,104.57	2,021,600.00	(278,495.43)	(13.78%)
Surplus/(Deficit) Before Allocation	(1,743,104.57)	(2,021,600.00)	278,495.43	(13.78%)
Surplus/(Deficit) Directly Attributable	(1,743,104.57)	(2,021,600.00)	278,495.43	(13.78%)
Allocation: Between Departments	782,342.35	403,687.00	378,655.35	93.80%
Allocation: SSE/BC	(246,755.67)	(256,200.00)	9,444.33	(3.69%)
Surplus/(Deficit) After Allocations	(2,278,691.25)	(2,169,087.00)	(109,604.25)	5.05%
Transfer to/ (from) Reserves	21,878.40		21,878.40	0.00%
Transfer Between Funds	(77,753.59)	(72,700.00)	(5,053.59)	6.95%
Total Transfers	(55,875.19)	(72,700.00)	16,824.81	(23.14%)
Surplus / (Deficit)	(2,222,816.06)	(2,096,387.00)	(126,429.06)	6.03%

City of Port Colborne
Global Fleet
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Auto - Fuel	185,660.40	208,500.00	(22,839.60)	(10.95%)
Contract Services	127,299.56	106,000.00	21,299.56	20.09%
Equipment - Rental	347,754.77	418,200.00	(70,445.23)	(16.84%)
Repairs and Maintenance - Auto	249,799.85	151,800.00	97,999.85	64.56%
Telephone/Internet	27,075.66	25,000.00	2,075.66	8.30%
Total Expense	937,590.24	909,500.00	28,090.24	3.09%
Surplus/(Deficit) Before Allocation	(937,590.24)	(909,500.00)	(28,090.24)	3.09%
Surplus/(Deficit) Directly Attributable	(937,590.24)	(909,500.00)	(28,090.24)	3.09%
Allocation: Between Departments	216,349.75	385,419.00	(169,069.25)	(43.87%)
Surplus/(Deficit) After Allocations	(1,153,939.99)	(1,294,919.00)	140,979.01	(10.89%)
Surplus / (Deficit)	(1,153,939.99)	(1,294,919.00)	140,979.01	(10.89%)

City of Port Colborne
Global Operations
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue	25,539.20		25,539.20	0.00%
Total Revenue	25,539.20		25,539.20	0.00%
Expense				
Association/Membership Fees	9,220.19	12,700.00	(3,479.81)	(27.40%)
Computer Software	316,861.53	274,000.00	42,861.53	15.64%
Contract Services	83,094.26	77,500.00	5,594.26	7.22%
Credit Card Fees	105,788.54	84,500.00	21,288.54	25.19%
Financial Expenses	11,421.30	7,000.00	4,421.30	63.16%
Insurance - Contract	611,515.00	517,500.00	94,015.00	18.17%
Insurance Ded and Adm cost	70,184.80	150,000.00	(79,815.20)	(53.21%)
Program Supplies	5,500.00		5,500.00	0.00%
Protective & Uniform Clothing	25,293.37	32,300.00	(7,006.63)	(21.69%)
R&M Consumables and Parts	3,026.36		3,026.36	0.00%
Staff Training & Development	43,915.65	88,800.00	(44,884.35)	(50.55%)
Subject Matter Experts - Legal	361,515.16	120,000.00	241,515.16	201.26%
Telephone/Internet	74,724.15	79,500.00	(4,775.85)	(6.01%)
Travel		17,800.00	(17,800.00)	(100.00%)
Total Expense	1,722,060.31	1,461,600.00	260,460.31	17.82%
Surplus/(Deficit) Before Allocation	(1,696,521.11)	(1,461,600.00)	(234,921.11)	16.07%
Surplus/(Deficit) Directly Attributable	(1,696,521.11)	(1,461,600.00)	(234,921.11)	16.07%
Allocation: Between Departments	(3,330.61)		(3,330.61)	0.00%
Allocation: SSE/BC	(275,183.14)	(99,300.00)	(175,883.14)	177.12%
Surplus/(Deficit) After Allocations	(1,418,007.36)	(1,362,300.00)	(55,707.36)	4.09%
Transfer to/ (from) Reserves	110,700.00	39,300.00	71,400.00	181.68%
Transfer Between Funds	(1,024,065.00)	(642,900.00)	(381,165.00)	59.29%
Total Transfers	(913,365.00)	(603,600.00)	(309,765.00)	51.32%
Surplus / (Deficit)	(504,642.36)	(758,700.00)	254,057.64	(33.49%)

Appendix C - Levy Detail by Department

Programs, Grants and Activities (PGA) Divisional Summary and Detail

City of Port Colborne
Programs, Grants & Activities
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Advertising and Sponsorship		53,000.00	(53,000.00)	(100.00%)
Lease Income	158,584.07	151,000.00	7,584.07	5.02%
Rentals	(5.18)	(2,300.00)	2,294.82	(99.77%)
Other Revenue	40,835.80		40,835.80	#DIV/0!
Fees	10,623.70	48,900.00	(38,276.30)	(78.27%)
Grants - Other		26,200.00	(26,200.00)	(100.00%)
Grant - Provincial	499,057.80	138,000.00	361,057.80	261.64%
Sales		25,000.00	(25,000.00)	(100.00%)
Penalties and Interest		(20,000.00)	20,000.00	(100.00%)
Total Revenue	709,096.19	419,800.00	289,296.19	68.91%
Expense				
Salaries and Wages - Full Time	276.15		276.15	0.00%
Salaries and Wages - Part Time	128,243.14	273,500.00	(145,256.86)	(53.11%)
Salaries and Wages - Students		40,000.00	(40,000.00)	(100.00%)
Employee Benefits	15,398.94	73,500.00	(58,101.06)	(79.05%)
Association/Membership Fees		200.00	(200.00)	(100.00%)
Cleaning Supplies	5,048.24	20,700.00	(15,651.76)	(75.61%)
Comm and Public Relations	6,998.18	42,000.00	(35,001.82)	(83.34%)
Computer Software	24,699.49		24,699.49	0.00%
Contract Services	587,605.72	648,300.00	(60,694.28)	(9.36%)
Cost of of Goods Sold		15,000.00	(15,000.00)	(100.00%)
Equipment - Rental		115,000.00	(115,000.00)	(100.00%)
Grants and Sponsorship Expense	196,432.20	373,500.00	(177,067.80)	(47.41%)
Office Supplies	44.03	500.00	(455.97)	(91.19%)
Program Supplies	35,200.08	107,700.00	(72,499.92)	(67.32%)
Protective & Uniform Clothing	19,021.15	48,000.00	(28,978.85)	(60.37%)
R&M Grounds	124,931.42	87,500.00	37,431.42	42.78%
R&M Consumables and Parts	93.41		93.41	0.00%
Staff Training & Development	588.18	6,800.00	(6,211.82)	(91.35%)
SME - Consultants	1,450.27	40,000.00	(38,549.73)	(96.37%)
Telephone/Internet		1,000.00	(1,000.00)	(100.00%)
Travel	164.88	1,400.00	(1,235.12)	(88.22%)
Total Expense	1,146,195.48	1,894,600.00	(748,404.52)	(39.50%)
Surplus/(Deficit) Before Allocation	(437,099.29)	(1,474,800.00)	1,037,700.71	(70.36%)
Surplus/(Deficit) Directly Attributable	(437,099.29)	(1,474,800.00)	1,037,700.71	(70.36%)
Allocation: Between Departments	298,317.50	152,950.00	145,367.50	95.04%
Allocation: SSE/BC	131,965.32		131,965.32	0.00%
Surplus/(Deficit) After Allocations	(867,382.11)	(1,627,750.00)	760,367.89	(46.71%)
Transfer to/ (from) Reserves	272,394.14	(208,400.00)	480,794.14	(230.71%)
Transfer Between Funds	56,412.50		56,412.50	0.00%
Total Transfers	328,806.64	(208,400.00)	537,206.64	(257.78%)
Surplus / (Deficit)	(1,196,188.75)	(1,419,350.00)	223,161.25	(15.72%)

City of Port Colborne
Crossing Guards
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	276.15		276.15	0.00%
Salaries and Wages - Part Time	128,243.14	273,500.00	(145,256.86)	(53.11%)
Employee Benefits	15,398.94	73,500.00	(58,101.06)	(79.05%)
Office Supplies	44.03	500.00	(455.97)	(91.19%)
Program Supplies	287.38	1,000.00	(712.62)	(71.26%)
Protective & Uniform Clothing	2,574.21	3,000.00	(425.79)	(14.19%)
R&M Consumables and Parts	93.41		93.41	0.00%
Staff Training & Development	588.18	6,800.00	(6,211.82)	(91.35%)
Travel	164.88	1,400.00	(1,235.12)	(88.22%)
Total Expense	147,670.32	359,700.00	(212,029.68)	(58.95%)
Surplus/(Deficit) Before Allocation	(147,670.32)	(359,700.00)	212,029.68	(58.95%)
Surplus/(Deficit) Directly Attributable	(147,670.32)	(359,700.00)	212,029.68	(58.95%)
Allocations: Between Departments	203,000.00	-	203,000.00	0.00%
Surplus/(Deficit) After Allocations	(350,670.32)	(359,700.00)	9,029.68	(2.51%)
Surplus / (Deficit)	(350,670.32)	(359,700.00)	9,029.68	(2.51%)

City of Port Colborne
Airport
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue	4,803.56		4,803.56	0.00%
Total Revenue	4,803.56		4,803.56	0.00%
Expense				
Contract Services	29,406.00	30,000.00	(594.00)	(1.98%)
Total Expense	29,406.00	30,000.00	(594.00)	(1.98%)
Surplus/(Deficit) Before Allocation	(24,602.44)	(30,000.00)	5,397.56	(17.99%)
<hr/>				
Surplus/(Deficit) Directly Attributable	(24,602.44)	(30,000.00)	5,397.56	(17.99%)
Surplus/(Deficit) After Allocations	(24,602.44)	(30,000.00)	5,397.56	(17.99%)
<hr/>				
Surplus / (Deficit)	(24,602.44)	(30,000.00)	5,397.56	(17.99%)

City of Port Colborne
Animal Control
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Contract Services	183,060.39	189,800.00	(6,739.61)	(3.55%)
Total Expense	183,060.39	189,800.00	(6,739.61)	(3.55%)
Surplus/(Deficit) Before Allocation	(183,060.39)	(189,800.00)	6,739.61	(3.55%)
Surplus/(Deficit) Directly Attributable	(183,060.39)	(189,800.00)	6,739.61	(3.55%)
Allocation: Between Departments	656.59	3,700.00	(3,043.41)	(82.25%)
Surplus/(Deficit) After Allocations	(183,716.98)	(193,500.00)	9,783.02	(5.06%)
Surplus / (Deficit)	(183,716.98)	(193,500.00)	9,783.02	(5.06%)

City of Port Colborne
Canal Days
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Advertising and Sponsorship		52,500.00	(52,500.00)	(100.00%)
Rentals		45,000.00	(45,000.00)	(100.00%)
Fees		38,000.00	(38,000.00)	(100.00%)
Sales		25,000.00	(25,000.00)	(100.00%)
Total Revenue		160,500.00	(160,500.00)	(100.00%)
Expense				
Comm and Public Relations		20,000.00	(20,000.00)	(100.00%)
Contract Services		75,000.00	(75,000.00)	(100.00%)
Cost of Goods Sold		15,000.00	(15,000.00)	(100.00%)
Equipment - Rental		115,000.00	(115,000.00)	(100.00%)
Grants and Sponsorship Expense		4,500.00	(4,500.00)	(100.00%)
Program Supplies		56,000.00	(56,000.00)	(100.00%)
Total Expense		285,500.00	(285,500.00)	(100.00%)
Surplus/(Deficit) Before Allocation		(125,000.00)	125,000.00	(100.00%)
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Surplus/(Deficit) Directly Attributable		(125,000.00)	125,000.00	(100.00%)
Allocation: Between Departments	7,965.94	66,475.00	(58,509.06)	(88.02%)
Surplus/(Deficit) After Allocations	(7,965.94)	(191,475.00)	183,509.06	(95.84%)
<hr/>				
Transfer to/ (from) Reserves	125,000.00		125,000.00	0.00%
Total Transfers	125,000.00		125,000.00	0.00%
Surplus / (Deficit)	(132,965.94)	(191,475.00)	58,509.06	(30.56%)

City of Port Colborne
CIP Incentives
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Grants and Sponsorship Expense	16,592.20	68,000.00	(51,407.80)	(75.60%)
Total Expense	16,592.20	68,000.00	(51,407.80)	(75.60%)
Surplus/(Deficit) Before Allocation	(16,592.20)	(68,000.00)	51,407.80	(75.60%)
Surplus/(Deficit) Directly Attributable	(16,592.20)	(68,000.00)	51,407.80	(75.60%)
Surplus/(Deficit) After Allocations	(16,592.20)	(68,000.00)	51,407.80	(75.60%)
Transfer to/ (from) Reserves	56,543.00		56,543.00	0.00%
Total Transfers	56,543.00		56,543.00	0.00%
Surplus / (Deficit)	(73,135.20)	(68,000.00)	(5,135.20)	7.55%

City of Port Colborne
Civic Celebrations
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Fees		2,400.00	(2,400.00)	(100.00%)
Grants - Other		26,200.00	(26,200.00)	(100.00%)
Total Revenue		28,600.00	(28,600.00)	(100.00%)
Expense				
Contract Services	2,289.60		2,289.60	0.00%
Program Supplies	32,412.70	42,700.00	(10,287.30)	(24.09%)
R&M Grounds		2,500.00	(2,500.00)	(100.00%)
Total Expense	34,702.30	45,200.00	(10,497.70)	(23.23%)
Surplus/(Deficit) Before Allocation	(34,702.30)	(16,600.00)	(18,102.30)	109.05%
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Surplus/(Deficit) Directly Attributable	(34,702.30)	(16,600.00)	(18,102.30)	109.05%
Allocation: Between Departments	7,965.94	53,180.00	(45,214.06)	(85.02%)
Surplus/(Deficit) After Allocations	(42,668.24)	(69,780.00)	27,111.76	(38.85%)
<hr/>				
Surplus / (Deficit)	(42,668.24)	(69,780.00)	27,111.76	(38.85%)

City of Port Colborne
Community Grants
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Grants and Sponsorship Expense	102,350.00	144,200.00	(41,850.00)	(29.02%)
Total Expense	102,350.00	144,200.00	(41,850.00)	(29.02%)
Surplus/(Deficit) Before Allocation	(102,350.00)	(144,200.00)	41,850.00	(29.02%)
Surplus/(Deficit) Directly Attributable	(102,350.00)	(144,200.00)	41,850.00	(29.02%)
Allocation: Between Departments	15,070.23	14,700.00	370.23	2.52%
Surplus/(Deficit) After Allocations	(117,420.23)	(158,900.00)	41,479.77	(26.10%)
Transfer to/ (from) Reserves	15,750.00	15,000.00	750.00	5.00%
Total Transfers	15,750.00	15,000.00	750.00	5.00%
Surplus / (Deficit)	(133,170.23)	(173,900.00)	40,729.77	(23.42%)

City of Port Colborne
Residential Rebates
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Grants and Sponsorship Expense	800.00		800.00	0.00%
Total Expense	800.00		800.00	0.00%
Surplus/(Deficit) Before Allocation	(800.00)		(800.00)	0.00%
<hr/>				
Surplus/(Deficit) Directly Attributable	(800.00)		(800.00)	0.00%
Surplus/(Deficit) After Allocations	(800.00)		(800.00)	0.00%
<hr/>				
Surplus / (Deficit)	(800.00)		(800.00)	0.00%

City of Port Colborne

COVID-19

For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Rentals		(58,900.00)	58,900.00	(100.00%)
Other Revenue	36,032.24		36,032.24	0.00%
Grant - Provincial	335,197.80		335,197.80	0.00%
Penalties and Interest		(20,000.00)	20,000.00	(100.00%)
Total Revenue	371,230.04	(78,900.00)	450,130.04	(570.51%)
Expense				
Salaries and Wages - Students		40,000.00	(40,000.00)	(100.00%)
Cleaning Supplies	5,048.24	20,000.00	(14,951.76)	(74.76%)
Comm and Public Relations	3,127.08	20,000.00	(16,872.92)	(84.36%)
Computer Software	24,699.49		24,699.49	0.00%
Contract Services	82,705.00	49,500.00	33,205.00	67.08%
Protective & Uniform Clothing	16,446.94	45,000.00	(28,553.06)	(63.45%)
Total Expense	132,026.75	174,500.00	(42,473.25)	(24.34%)
Surplus/(Deficit) Before Allocation	239,203.29	(253,400.00)	492,603.29	(194.40%)
Surplus/(Deficit) Directly Attributable	239,203.29	(253,400.00)	492,603.29	(194.40%)
Allocation: Between Departments	50,825.47		50,825.47	0.00%
Allocation: SSE/BC	131,965.32		131,965.32	0.00%
Surplus/(Deficit) After Allocations	56,412.50	(253,400.00)	309,812.50	(122.26%)
Transfer to/ (from) Reserves		(253,400.00)	253,400.00	(100.00%)
Transfer Between Funds	56,412.50		56,412.50	0.00%
Total Transfers	56,412.50	(253,400.00)	309,812.50	(122.26%)
Surplus / (Deficit)	-	-	-	-

City of Port Colborne
ED and Tourism Grants
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Grants and Sponsorship Expense	6,190.00	25,000.00	(18,810.00)	(75.24%)
Total Expense	6,190.00	25,000.00	(18,810.00)	(75.24%)
Surplus/(Deficit) Before Allocation	(6,190.00)	(25,000.00)	18,810.00	(75.24%)
Surplus/(Deficit) Directly Attributable	(6,190.00)	(25,000.00)	18,810.00	(75.24%)
Allocation: Between Departments	3,982.98	3,989.00	(6.02)	(0.15%)
Surplus/(Deficit) After Allocations	(10,172.98)	(28,989.00)	18,816.02	(64.91%)
Surplus / (Deficit)	(10,172.98)	(28,989.00)	18,816.02	(64.91%)

City of Port Colborne
Outdoor Vendors
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Lease Income	8,584.07		8,584.07	0.00%
Rentals	(5.18)	11,600.00	(11,605.18)	(100.04%)
Total Revenue	8,578.89	11,600.00	(3,021.11)	(26.04%)
Expense				
Cleaning Supplies		700.00	(700.00)	(100.00%)
Contract Services	595.30	300.00	295.30	98.43%
Program Supplies	2,500.00	5,000.00	(2,500.00)	(50.00%)
Total Expense	3,095.30	6,000.00	(2,904.70)	(48.41%)
Surplus/(Deficit) Before Allocation	5,483.59	5,600.00	(116.41)	(2.08%)
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Surplus/(Deficit) Directly Attributable	5,483.59	5,600.00	(116.41)	(2.08%)
Allocation: Between Departments	5,519.74	4,258.00	1,261.74	29.63%
Surplus/(Deficit) After Allocations	(36.15)	1,342.00	(1,378.15)	(102.69%)
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Surplus / (Deficit)	(36.15)	1,342.00	(1,378.15)	(102.69%)

City of Port Colborne
Goderich Elevator
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Lease Income	150,000.00	150,000.00		0.00%
Total Revenue	150,000.00	150,000.00		0.00%
Expense				
R&M Grounds	124,931.42	85,000.00	39,931.42	46.98%
Total Expense	124,931.42	85,000.00	39,931.42	46.98%
Surplus/(Deficit) Before Allocation	25,068.58	65,000.00	(39,931.42)	(61.43%)
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Surplus/(Deficit) Directly Attributable	25,068.58	65,000.00	(39,931.42)	(61.43%)
Surplus/(Deficit) After Allocations	25,068.58	65,000.00	(39,931.42)	(61.43%)
<hr/>				
Transfer to/ (from) Reserves	(39,931.42)		(39,931.42)	0.00%
Total Transfers	(39,931.42)		(39,931.42)	0.00%
Surplus / (Deficit)	65,000.00	65,000.00		0.00%

City of Port Colborne
Municipal Election
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Contract Services	1,997.04		1,997.04	0.00%
Total Expense	1,997.04		1,997.04	0.00%
Surplus/(Deficit) Before Allocation	(1,997.04)		(1,997.04)	0.00%
Surplus/(Deficit) Directly Attributable	(1,997.04)		(1,997.04)	0.00%
Surplus/(Deficit) After Allocations	(1,997.04)		(1,997.04)	0.00%
Transfer to/ (from) Reserves	28,002.96	30,000.00	(1,997.04)	(6.66%)
Total Transfers	28,002.96	30,000.00	(1,997.04)	(6.66%)
Surplus / (Deficit)	(30,000.00)	(30,000.00)		0.00%

City of Port Colborne
Physician Recruitment
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Lease Income		1,000.00	(1,000.00)	(100.00%)
Total Revenue		1,000.00	(1,000.00)	(100.00%)
Expense				
Association/Membership Fees		200.00	(200.00)	(100.00%)
Grants and Sponsorship Expense	45,500.00	106,800.00	(61,300.00)	(57.40%)
SME - Consultants	1,450.27	40,000.00	(38,549.73)	(96.37%)
Telephone/Internet		1,000.00	(1,000.00)	(100.00%)
Total Expense	46,950.27	148,000.00	(101,049.73)	(68.28%)
Surplus/(Deficit) Before Allocation	(46,950.27)	(147,000.00)	100,049.73	(68.06%)
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Surplus/(Deficit) Directly Attributable	(46,950.27)	(147,000.00)	100,049.73	(68.06%)
<hr/>				
Surplus/(Deficit) After Allocations	(46,950.27)	(147,000.00)	100,049.73	(68.06%)
<hr/>				
Transfer to/ (from) Reserves	41,600.00		41,600.00	0.00%
Total Transfers	41,600.00		41,600.00	0.00%
Surplus / (Deficit)	(88,550.27)	(147,000.00)	58,449.73	(39.76%)

City of Port Colborne
Showboat - Lighthouse
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Grants and Sponsorship Expense	25,000.00	25,000.00		0.00%
Total Expense	25,000.00	25,000.00		0.00%
Surplus/(Deficit) Before Allocation	(25,000.00)	(25,000.00)		0.00%
Surplus/(Deficit) Directly Attributable	(25,000.00)	(25,000.00)		0.00%
Surplus/(Deficit) After Allocations	(25,000.00)	(25,000.00)		0.00%
Surplus / (Deficit)	(25,000.00)	(25,000.00)		0.00%

City of Port Colborne
SportsFest
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Advertising and Sponsorship		500.00	(500.00)	(100.00%)
Fees		8,500.00	(8,500.00)	(100.00%)
Total Revenue		9,000.00	(9,000.00)	(100.00%)
Expense				
Comm and Public Relations		2,000.00	(2,000.00)	(100.00%)
Program Supplies		3,000.00	(3,000.00)	(100.00%)
Total Expense		5,000.00	(5,000.00)	(100.00%)
Surplus/(Deficit) Before Allocation		4,000.00	(4,000.00)	(100.00%)
<hr/>				
Surplus/(Deficit) Directly Attributable		4,000.00	(4,000.00)	(100.00%)
Allocation:Between Departments		6,648.00	(6,648.00)	(100.00%)
Surplus/(Deficit) After Allocations		(2,648.00)	2,648.00	(100.00%)
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Surplus / (Deficit)		(2,648.00)	2,648.00	(100.00%)

City of Port Colborne
Transit
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Fees	10,623.70		10,623.70	0.00%
Grant - Provincial	163,860.00	138,000.00	25,860.00	18.74%
Total Revenue	174,483.70	138,000.00	36,483.70	26.44%
Expense				
Comm and Public Relations	3,871.10		3,871.10	0.00%
Contract Services	287,552.39	303,700.00	(16,147.61)	(5.32%)
Total Expense	291,423.49	303,700.00	(12,276.51)	(4.04%)
Surplus/(Deficit) Before Allocation	(116,939.79)	(165,700.00)	48,760.21	(29.43%)
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Surplus/(Deficit) Directly Attributable	(116,939.79)	(165,700.00)	48,760.21	(29.43%)
Allocation: Between Departments	3,330.61		3,330.61	0.00%
Surplus/(Deficit) After Allocations	(120,270.40)	(165,700.00)	45,429.60	(27.42%)
<hr/>				
Transfer to/ (from) Reserves	45,429.60		45,429.60	0.00%
Total Transfers	45,429.60		45,429.60	0.00%
Surplus / (Deficit)	(165,700.00)	(165,700.00)		0.00%

Appendix C - Levy Detail by Department

Boards and Committees Divisional Summary and Detail

City of Port Colborne
Boards and Committees
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	48,168.37	12,900.00	35,268.37	273.40%
Fines		500.00	(500.00)	(100.00%)
Rentals	50.00	11,300.00	(11,250.00)	(99.56%)
Other Revenue	1,528.79		1,528.79	0.00%
Fees	56,678.45	16,500.00	40,178.45	243.51%
Grants - Other	28,262.42	91,400.00	(63,137.58)	(69.08%)
Grant - Federal	19,238.86		19,238.86	0.00%
Grant - Provincial	71,904.00		71,904.00	0.00%
Sales	9,053.00	12,500.00	(3,447.00)	(27.58%)
Total Revenue	234,883.89	145,100.00	89,783.89	61.88%
Expense				
Salaries and Wages - Full Time	620,731.89	559,600.00	61,131.89	10.92%
Salaries and Wages - Part Time	164,458.24	118,500.00	45,958.24	38.78%
Overtime Pay	563.02		563.02	0.00%
Employee Benefits	237,669.55	212,900.00	24,769.55	11.63%
Association/Membership Fees	652.25	1,800.00	(1,147.75)	(63.76%)
Cleaning Supplies	43.76		43.76	0.00%
Library Collection	66,460.23	72,800.00	(6,339.77)	(8.71%)
Comm and Public Relations	5,286.94	6,600.00	(1,313.06)	(19.89%)
Computer Software	22.39	1,000.00	(977.61)	(97.76%)
Contract Services	24,529.72	51,000.00	(26,470.28)	(51.90%)
Cost of Goods Sold	428.51	5,000.00	(4,571.49)	(91.43%)
Equipment - Purchase	7,677.79	27,300.00	(19,622.21)	(71.88%)
Financial Expenses	45.27		45.27	0.00%
Hospitality Expense	869.49	1,900.00	(1,030.51)	(54.24%)
Office Supplies	5,702.28	6,500.00	(797.72)	(12.27%)
Postage & Courier	3,786.81	2,400.00	1,386.81	57.78%
Program Supplies	11,383.44	18,300.00	(6,916.56)	(37.80%)
Protective & Uniform Clothing	342.63	1,900.00	(1,557.37)	(81.97%)
R&M Consumables and Parts	2,466.89		2,466.89	0.00%
Staff Training & Development	5,994.57	11,500.00	(5,505.43)	(47.87%)
SME - Audit and Actuary	6,913.08	6,500.00	413.08	6.36%
Subscriptions and Publications	757.09		757.09	0.00%
Telephone/Internet	12,660.47	11,600.00	1,060.47	9.14%
Travel	635.93	1,400.00	(764.07)	(54.58%)
Total Expense	1,180,082.24	1,118,500.00	61,582.24	5.51%
Surplus/(Deficit) Before Allocation	(945,198.35)	(973,400.00)	28,201.65	(2.90%)
Surplus/(Deficit) Directly Attributable	(945,198.35)	(973,400.00)	28,201.65	(2.90%)
Allocation:SSE/BC	113,399.01	117,600.00	(4,200.99)	(3.57%)
Surplus/(Deficit) After Allocations	(1,058,597.36)	(1,091,000.00)	32,402.64	(2.97%)
Transfer to/ (from) Reserves	54,036.16		54,036.16	0.00%
Transfer Between Funds	(669,781.41)	(675,100.00)	5,318.59	(0.79%)

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Total Transfers	(615,745.25)	(675,100.00)	59,354.75	(8.79%)
Surplus / (Deficit)	(442,852.11)	(415,900.00)	(26,952.11)	6.48%

City of Port Colborne
Library
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	2,444.70	400.00	2,044.70	511.18%
Fines		500.00	(500.00)	(100.00%)
Rentals	50.00	300.00	(250.00)	(83.33%)
Other Revenue	60.41		60.41	0.00%
Fees	1,627.84	1,400.00	227.84	16.27%
Grants - Other	2,376.00	38,300.00	(35,924.00)	(93.80%)
Grant - Provincial	38,328.00		38,328.00	0.00%
Sales	957.50		957.50	0.00%
Total Revenue	45,844.45	40,900.00	4,944.45	12.09%
Expense				
Salaries and Wages - Full Time	424,481.00	407,000.00	17,481.00	4.30%
Salaries and Wages - Part Time	49,842.66	42,000.00	7,842.66	18.67%
Overtime Pay	563.02		563.02	0.00%
Employee Benefits	145,617.82	150,100.00	(4,482.18)	(2.99%)
Association/Membership Fees	150.00	800.00	(650.00)	(81.25%)
Library Collection	66,460.23	72,800.00	(6,339.77)	(8.71%)
Comm and Public Relations	732.16	1,000.00	(267.84)	(26.78%)
Computer Software	22.39	1,000.00	(977.61)	(97.76%)
Contract Services	4,496.98	3,200.00	1,296.98	40.53%
Equipment - Purchase	4,050.86	7,300.00	(3,249.14)	(44.51%)
Financial Expenses	45.27		45.27	0.00%
Hospitality Expense	462.39	1,100.00	(637.61)	(57.96%)
Office Supplies	2,217.54	3,500.00	(1,282.46)	(36.64%)
Postage & Courier	31.27	400.00	(368.73)	(92.18%)
Program Supplies	2,727.07	3,000.00	(272.93)	(9.10%)
Protective & Uniform Clothing		1,200.00	(1,200.00)	(100.00%)
Staff Training & Development	5,049.77	7,100.00	(2,050.23)	(28.88%)
SME - Audit and Actuary	6,913.08	6,500.00	413.08	6.36%
Subscriptions and Publications	(556.71)		(556.71)	0.00%
Telephone/Internet	7,514.92	7,500.00	14.92	0.20%
Travel	474.43	500.00	(25.57)	(5.11%)
Total Expense	721,296.15	716,000.00	5,296.15	0.74%
Surplus/(Deficit) Before Allocation	(675,451.70)	(675,100.00)	(351.70)	0.05%
Surplus/(Deficit) Directly Attributable	(675,451.70)	(675,100.00)	(351.70)	0.05%
Surplus/(Deficit) After Allocations	(675,451.70)	(675,100.00)	(351.70)	0.05%
Transfer to/ (from) Reserves	(5,670.29)		(5,670.29)	0.00%
Transfer Between Funds	(669,781.41)	(675,100.00)	5,318.59	(0.79%)
Total Transfers	(675,451.70)	(675,100.00)	(351.70)	0.05%
Surplus / (Deficit)	-	-	-	-

City of Port Colborne

Museum

For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	40,193.97	12,000.00	28,193.97	234.95%
Rentals		7,000.00	(7,000.00)	(100.00%)
Fees	240.22	13,000.00	(12,759.78)	(98.15%)
Grants - Other	14,310.00	33,100.00	(18,790.00)	(56.77%)
Grant - Federal	19,238.86		19,238.86	0.00%
Grant - Provincial	33,576.00		33,576.00	0.00%
Sales	7,830.95	12,200.00	(4,369.05)	(35.81%)
Total Revenue	115,390.00	77,300.00	38,090.00	49.28%
Expense				
Salaries and Wages - Full Time	162,029.54	152,600.00	9,429.54	6.18%
Salaries and Wages - Part Time	85,285.81	21,800.00	63,485.81	291.22%
Employee Benefits	72,459.64	53,100.00	19,359.64	36.46%
Association/Membership Fees	502.25	800.00	(297.75)	(37.22%)
Comm and Public Relations	4,402.14	5,500.00	(1,097.86)	(19.96%)
Contract Services	1,152.45		1,152.45	0.00%
Cost of Goods Sold	428.51	5,000.00	(4,571.49)	(91.43%)
Equipment - Purchase	3,400.60	18,500.00	(15,099.40)	(81.62%)
Hospitality Expense	407.10	500.00	(92.90)	(18.58%)
Office Supplies	3,181.86	3,000.00	181.86	6.06%
Postage & Courier	3,755.54	2,000.00	1,755.54	87.78%
Program Supplies	7,919.87	14,500.00	(6,580.13)	(45.38%)
Protective & Uniform Clothing	342.63	700.00	(357.37)	(51.05%)
R&M Consumables and Parts	2,349.96		2,349.96	0.00%
Staff Training & Development	944.80	4,100.00	(3,155.20)	(76.96%)
Subscriptions and Publications	1,313.80		1,313.80	0.00%
Telephone/Internet	3,157.79	3,000.00	157.79	5.26%
Travel	161.50	700.00	(538.50)	(76.93%)
Total Expense	353,195.79	285,800.00	67,395.79	23.58%
Surplus/(Deficit) Before Allocation	(237,805.79)	(208,500.00)	(29,305.79)	14.06%
Allocations: Within Departments	(28,600.00)	(28,600.00)		0.00%
Surplus/(Deficit) Directly Attributable	(209,205.79)	(179,900.00)	(29,305.79)	16.29%
Allocation:SSE/BC	35,587.82	44,600.00	(9,012.18)	(20.21%)
Surplus/(Deficit) After Allocations	(244,793.61)	(224,500.00)	(20,293.61)	9.04%
Transfer to/ (from) Reserves	27,306.25		27,306.25	0.00%
Total Transfers	27,306.25		27,306.25	0.00%
Surplus / (Deficit)	(272,099.86)	(224,500.00)	(47,599.86)	21.20%

City of Port Colborne
Heritage Archives
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	5,529.70	500.00	5,029.70	1005.94%
Rentals		4,000.00	(4,000.00)	(100.00%)
Fees	174.39	2,100.00	(1,925.61)	(91.70%)
Grants - Other	11,576.42	5,000.00	6,576.42	131.53%
Sales	264.55	300.00	(35.45)	(11.82%)
Total Revenue	17,545.06	11,900.00	5,645.06	47.44%
Expense				
Salaries and Wages - Full Time	34,221.35		34,221.35	0.00%
Salaries and Wages - Part Time	29,329.77	54,700.00	(25,370.23)	(46.38%)
Employee Benefits	19,592.09	9,700.00	9,892.09	101.98%
Association/Membership Fees		200.00	(200.00)	(100.00%)
Comm and Public Relations		100.00	(100.00)	(100.00%)
Equipment - Purchase	43.52	1,500.00	(1,456.48)	(97.10%)
Hospitality Expense		300.00	(300.00)	(100.00%)
Office Supplies	302.88		302.88	0.00%
Program Supplies	736.50	800.00	(63.50)	(7.94%)
Staff Training & Development		300.00	(300.00)	(100.00%)
Travel		200.00	(200.00)	(100.00%)
Total Expense	84,226.11	67,800.00	16,426.11	24.23%
Surplus/(Deficit) Before Allocation	(66,681.05)	(55,900.00)	(10,781.05)	19.29%
Allocations: Within Departments	28,600.00	28,600.00		0.00%
Surplus/(Deficit) Directly Attributable	(95,281.05)	(84,500.00)	(10,781.05)	12.76%
Allocation: SSE/BC	7,702.59	11,600.00	(3,897.41)	(33.60%)
Surplus/(Deficit) After Allocations	(102,983.64)	(96,100.00)	(6,883.64)	7.16%
Surplus / (Deficit)	(102,983.64)	(96,100.00)	(6,883.64)	7.16%

City of Port Colborne
Roselawn
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue	1,468.38		1,468.38	0.00%
Grants - Other		15,000.00	(15,000.00)	(100.00%)
Total Revenue	1,468.38	15,000.00	(13,531.62)	(90.21%)
Expense				
Cleaning Supplies	43.76		43.76	0.00%
Comm and Public Relations	152.64		152.64	0.00%
Contract Services	1,780.29	3,200.00	(1,419.71)	(44.37%)
Equipment - Purchase	182.81		182.81	0.00%
R&M Consumables and Parts	116.93		116.93	0.00%
Telephone/Internet	1,987.76	1,100.00	887.76	80.71%
Total Expense	4,264.19	4,300.00	(35.81)	(0.83%)
Surplus/(Deficit) Before Allocation	(2,795.81)	10,700.00	(13,495.81)	(126.13%)
<hr/>				
Surplus/(Deficit) Directly Attributable	(2,795.81)	10,700.00	(13,495.81)	(126.13%)
Allocation:SSE/BC	70,108.60	61,400.00	8,708.60	14.18%
Surplus/(Deficit) After Allocations	(72,904.41)	(50,700.00)	(22,204.41)	43.80%
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Surplus / (Deficit)	(72,904.41)	(50,700.00)	(22,204.41)	43.80%

City of Port Colborne
NSCTA
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Contract Services	1,449.80	30,000.00	(28,550.20)	(95.17%)
Total Expense	1,449.80	30,000.00	(28,550.20)	(95.17%)
Surplus/(Deficit) Before Allocation	(1,449.80)	(30,000.00)	28,550.20	(95.17%)
Surplus/(Deficit) Directly Attributable	(1,449.80)	(30,000.00)	28,550.20	(95.17%)
Surplus/(Deficit) After Allocations	(1,449.80)	(30,000.00)	28,550.20	(95.17%)
Transfer to/ (from) Reserves	28,550.20		28,550.20	0.00%
Total Transfers	28,550.20		28,550.20	0.00%
Surplus / (Deficit)	(30,000.00)	(30,000.00)		0.00%

City of Port Colborne
Committees
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Fees	54,636.00		54,636.00	0.00%
Total Revenue	54,636.00		54,636.00	0.00%
Expense				
Contract Services	15,650.20	14,600.00	1,050.20	7.19%
Total Expense	15,650.20	14,600.00	1,050.20	7.19%
Surplus/(Deficit) Before Allocation	38,985.80	(14,600.00)	53,585.80	(367.03%)
<hr/>				
Surplus/(Deficit) Directly Attributable	38,985.80	(14,600.00)	53,585.80	(367.03%)
Surplus/(Deficit) After Allocations	38,985.80	(14,600.00)	53,585.80	(367.03%)
<hr/>				
Transfer to/ (from) Reserves	3,850.00		3,850.00	0.00%
Total Transfers	3,850.00		3,850.00	0.00%
Surplus / (Deficit)	35,135.80	(14,600.00)	49,735.80	(340.66%)

Appendix C - Levy Detail by Department

Council Divisional Detail

**City of Port Colborne
Council
For the Twelve Months Ending December**

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Part Time	138,209.00	141,400.00	(3,191.00)	(2.26%)
Employee Benefits	101,971.86	93,700.00	8,271.86	8.83%
Contract Services	24,880.32	24,100.00	780.32	3.24%
Hospitality Expense	4,276.23	7,300.00	(3,023.77)	(41.42%)
Office Supplies	5,219.04	3,600.00	1,619.04	44.97%
Postage & Courier	748.95	100.00	648.95	648.95%
Staff Training & Development	3,429.32	31,800.00	(28,370.68)	(89.22%)
Telephone/Internet	745.52	7,100.00	(6,354.48)	(89.50%)
Travel	105.73	6,400.00	(6,294.27)	(98.35%)
Total Expense	279,585.97	315,500.00	(35,914.03)	(11.38%)
Surplus/(Deficit) Before Allocation	(279,585.97)	(315,500.00)	35,914.03	(11.38%)
Surplus/(Deficit) Directly Attributable	(279,585.97)	(315,500.00)	35,914.03	(11.38%)
Surplus/(Deficit) After Allocations	(279,585.97)	(315,500.00)	35,914.03	(11.38%)
Surplus / (Deficit)	(279,585.97)	(315,500.00)	35,914.03	(11.38%)

Appendix C - Levy Detail by Department

Chief Administrative Officer Divisional Summary and Detail

City of Port Colborne
Chief Administrator's Office
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue	7,500.00		7,500.00	0.00%
Grants - Other	24,490.00		24,490.00	0.00%
Grant - Provincial	18,862.00	3,700.00	15,162.00	409.78%
Total Revenue	50,852.00	3,700.00	47,152.00	1274.38%
Expense				
Salaries and Wages - Full Time	682,726.66	717,862.00	(35,135.34)	(4.89%)
Salaries and Wages - Part Time	81,511.05		81,511.05	0.00%
Salaries and Wages - Students	32,734.60	27,000.00	5,734.60	21.24%
Overtime Pay	9,619.05		9,619.05	0.00%
Employee Benefits	240,270.74	210,800.00	29,470.74	13.98%
Association/Membership Fees	19,439.53	23,800.00	(4,360.47)	(18.32%)
Comm and Public Relations	52,811.83	51,400.00	1,411.83	2.75%
Computer Software	457.11		457.11	0.00%
Contract Services	3,610.56	10,000.00	(6,389.44)	(63.89%)
Grants and Sponsorship Expense	3,990.00		3,990.00	0.00%
Hospitality Expense	1,470.04	900.00	570.04	63.34%
Office Supplies	2,237.08	2,800.00	(562.92)	(20.10%)
Postage & Courier	4.58	300.00	(295.42)	(98.47%)
Program Supplies	1,281.89		1,281.89	0.00%
Staff Training & Development	4,935.71	18,300.00	(13,364.29)	(73.03%)
SME - Consultants	73,848.46	60,000.00	13,848.46	23.08%
Subscriptions and Publications	4,182.39	1,200.00	2,982.39	248.53%
Telephone/Internet	7,930.12	6,500.00	1,430.12	22.00%
Travel		3,600.00	(3,600.00)	(100.00%)
Total Expense	1,223,061.40	1,134,462.00	88,599.40	7.81%
Surplus/(Deficit) Before Allocation	(1,172,209.40)	(1,130,762.00)	(41,447.40)	3.67%
Surplus/(Deficit) Directly Attributable	(1,172,209.40)	(1,130,762.00)	(41,447.40)	3.67%
Allocation: Between Departments	12,753.17		12,753.17	0.00%
Allocation: SSE/BC	(20,000.00)	(20,000.00)		0.00%
Surplus/(Deficit) After Allocations	(1,164,962.57)	(1,110,762.00)	(54,200.57)	4.88%
Surplus / (Deficit)	(1,164,962.57)	(1,110,762.00)	(54,200.57)	4.88%

City of Port Colborne

CAO

For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	382,341.47	349,000.00	33,341.47	9.55%
Salaries and Wages - Part Time	32,356.52		32,356.52	0.00%
Overtime Pay	2,831.74		2,831.74	0.00%
Employee Benefits	122,051.73	94,300.00	27,751.73	29.43%
Association/Membership Fees	2,651.28	2,900.00	(248.72)	(8.58%)
Hospitality Expense	1,084.29	300.00	784.29	261.43%
Office Supplies	894.57	1,200.00	(305.43)	(25.45%)
Postage & Courier		100.00	(100.00)	(100.00%)
Staff Training & Development	2,300.12	8,700.00	(6,399.88)	(73.56%)
SME - Consultants	17,673.25	30,000.00	(12,326.75)	(41.09%)
Telephone/Internet	669.03	2,400.00	(1,730.97)	(72.12%)
Travel		1,700.00	(1,700.00)	(100.00%)
Total Expense	564,854.00	490,600.00	74,254.00	15.14%
Surplus/(Deficit) Before Allocation	(564,854.00)	(490,600.00)	(74,254.00)	15.14%
Surplus/(Deficit) Directly Attributable	(564,854.00)	(490,600.00)	(74,254.00)	15.14%
Allocation: Between Departments	(20,917.40)		(20,917.40)	0.00%
Surplus/(Deficit) After Allocations	(543,936.60)	(490,600.00)	(53,336.60)	10.87%
Surplus / (Deficit)	(543,936.60)	(490,600.00)	(53,336.60)	10.87%

City of Port Colborne
Marketing and Communication
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	96,069.33	156,200.00	(60,130.67)	(38.50%)
Salaries and Wages - Part Time	49,143.17		49,143.17	0.00%
Salaries and Wages - Students	8,781.34	18,000.00	(9,218.66)	(51.21%)
Overtime Pay	6,787.31		6,787.31	0.00%
Employee Benefits	44,710.73	44,500.00	210.73	0.47%
Association/Membership Fees	375.10	1,400.00	(1,024.90)	(73.21%)
Comm and Public Relations	52,811.83	51,400.00	1,411.83	2.75%
Contract Services	3,610.56	10,000.00	(6,389.44)	(63.89%)
Hospitality Expense		200.00	(200.00)	(100.00%)
Office Supplies	265.97	800.00	(534.03)	(66.75%)
Postage & Courier		100.00	(100.00)	(100.00%)
Staff Training & Development		3,900.00	(3,900.00)	(100.00%)
SME - Consultants		10,000.00	(10,000.00)	(100.00%)
Subscriptions and Publications	4,182.39	1,200.00	2,982.39	248.53%
Telephone/Internet	1,680.36	1,600.00	80.36	5.02%
Travel		800.00	(800.00)	(100.00%)
Total Expense	268,418.09	300,100.00	(31,681.91)	(10.56%)
Surplus/(Deficit) Before Allocation	(268,418.09)	(300,100.00)	31,681.91	(10.56%)
Surplus/(Deficit) Directly Attributable	(268,418.09)	(300,100.00)	31,681.91	(10.56%)
Allocation: Between Departments	(1,835.85)		(1,835.85)	0.00%
Surplus/(Deficit) After Allocations	(266,582.24)	(300,100.00)	33,517.76	(11.17%)
Surplus / (Deficit)	(266,582.24)	(300,100.00)	33,517.76	(11.17%)

City of Port Colborne
Economic Development
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue	7,500.00		7,500.00	0.00%
Grants - Other	24,490.00		24,490.00	0.00%
Grant - Provincial	18,862.00	3,700.00	15,162.00	409.78%
Total Revenue	50,852.00	3,700.00	47,152.00	1274.38%
Expense				
Salaries and Wages - Full Time	204,315.86	212,662.00	(8,346.14)	(3.92%)
Salaries and Wages - Part Time	11.36		11.36	0.00%
Salaries and Wages - Students	23,953.26	9,000.00	14,953.26	166.15%
Employee Benefits	73,508.28	72,000.00	1,508.28	2.09%
Association/Membership Fees	16,413.15	19,500.00	(3,086.85)	(15.83%)
Computer Software	457.11		457.11	0.00%
Grants and Sponsorship Expense	3,990.00		3,990.00	0.00%
Hospitality Expense	385.75	400.00	(14.25)	(3.56%)
Office Supplies	1,076.54	800.00	276.54	34.57%
Postage & Courier	4.58	100.00	(95.42)	(95.42%)
Program Supplies	1,281.89		1,281.89	0.00%
Staff Training & Development	2,635.59	5,700.00	(3,064.41)	(53.76%)
SME - Consultants	56,175.21	20,000.00	36,175.21	180.88%
Telephone/Internet	5,580.73	2,500.00	3,080.73	123.23%
Travel		1,100.00	(1,100.00)	(100.00%)
Total Expense	389,789.31	343,762.00	46,027.31	13.39%
Surplus/(Deficit) Before Allocation	(338,937.31)	(340,062.00)	1,124.69	(0.33%)
Surplus/(Deficit) Directly Attributable	(338,937.31)	(340,062.00)	1,124.69	(0.33%)
Allocation: Between Departments	35,506.42		35,506.42	0.00%
Allocation: SSE/BC	(20,000.00)	(20,000.00)		0.00%
Surplus/(Deficit) After Allocations	(354,443.73)	(320,062.00)	(34,381.73)	10.74%
Surplus / (Deficit)	(354,443.73)	(320,062.00)	(34,381.73)	10.74%

Appendix C - Levy Detail by Department

Corporate Services & Recreation Divisional Summary and Detail

City of Port Colborne
Corporate Services
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Advertising and Sponsorship	15,000.00	35,000.00	(20,000.00)	(57.14%)
Lease Income		18,700.00	(18,700.00)	(100.00%)
Licences and Permits	21,840.00	16,000.00	5,840.00	36.50%
Rentals	229,519.16	497,000.00	(267,480.84)	(53.82%)
Other Revenue	1,186.04		1,186.04	0.00%
Fees	11,714.94	82,700.00	(70,985.06)	(85.83%)
Sales		4,800.00	(4,800.00)	(100.00%)
Total Revenue	279,260.14	654,200.00	(374,939.86)	(57.31%)
Expense				
Salaries and Wages - Full Time	1,910,879.38	1,943,000.00	(32,120.62)	(1.65%)
Salaries and Wages - Part Time	178,529.71	187,000.00	(8,470.29)	(4.53%)
Salaries and Wages - Students	13,144.98	80,900.00	(67,755.02)	(83.75%)
Overtime Pay	39,565.20	38,500.00	1,065.20	2.77%
Employee Benefits	721,724.42	646,300.00	75,424.42	11.67%
Association/Membership Fees	9,149.73	14,400.00	(5,250.27)	(36.46%)
Cleaning Supplies	10,094.75	21,500.00	(11,405.25)	(53.05%)
Comm and Public Relations	50.00		50.00	0.00%
Contract Services	298,612.30	393,100.00	(94,487.70)	(24.04%)
Cost of Goods Sold		500.00	(500.00)	(100.00%)
Equipment - Purchase	4,893.09	8,500.00	(3,606.91)	(42.43%)
Equipment - Rental		3,400.00	(3,400.00)	(100.00%)
Hospitality Expense	1,421.16	3,500.00	(2,078.84)	(59.40%)
Office Supplies	34,512.98	29,200.00	5,312.98	18.20%
Postage & Courier	36,711.39	49,200.00	(12,488.61)	(25.38%)
Program Supplies	3,768.90	13,600.00	(9,831.10)	(72.29%)
Protective & Uniform Clothing	1,220.55	1,000.00	220.55	22.06%
R&M Grounds	23,085.45	27,800.00	(4,714.55)	(16.96%)
R&M Consumables and Parts	286.65		286.65	0.00%
Staff Training & Development	15,840.29	57,600.00	(41,759.71)	(72.50%)
SME - Audit and Actuary	79,109.35	55,000.00	24,109.35	43.84%
SME - Consultants	36,339.15	40,000.00	(3,660.85)	(9.15%)
Subscriptions and Publications	1,202.75	3,000.00	(1,797.25)	(59.91%)
Telephone/Internet	14,213.84	20,700.00	(6,486.16)	(31.33%)
Travel	588.91	11,500.00	(10,911.09)	(94.88%)
Total Expense	3,434,944.93	3,649,200.00	(214,255.07)	(5.87%)
Surplus/(Deficit) Before Allocation	(3,155,684.79)	(2,995,000.00)	(160,684.79)	5.37%
Surplus/(Deficit) Directly Attributable	(3,155,684.79)	(2,995,000.00)	(160,684.79)	5.37%
Allocation: Between Departments	(626,345.67)	(132,950.00)	(493,395.67)	371.11%
Allocation: SSE/BC	(99,302.65)	(85,300.00)	(14,002.65)	16.42%
Surplus/(Deficit) After Allocations	(2,430,036.47)	(2,776,750.00)	346,713.53	(12.49%)
Transfer to/ (from) Reserves	(33,400.00)		(33,400.00)	0.00%
Total Transfers	(33,400.00)		(33,400.00)	0.00%

	YTD Dec	2021		
	ACTUAL	BUDGET	VARIANCE	VAR %
Surplus / (Deficit)	(2,396,636.47)	(2,776,750.00)	380,113.53	(13.69%)

City of Port Colborne
Corporate Services - Global
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	165,514.23	147,900.00	17,614.23	11.91%
Overtime Pay		28,500.00	(28,500.00)	(100.00%)
Employee Benefits	50,652.82	36,600.00	14,052.82	38.40%
Association/Membership Fees	997.25	2,400.00	(1,402.75)	(58.45%)
Contract Services		10,000.00	(10,000.00)	(100.00%)
Hospitality Expense	1,421.16	3,500.00	(2,078.84)	(59.40%)
Office Supplies	34,253.01	26,100.00	8,153.01	31.24%
Postage & Courier	200.93	700.00	(499.07)	(71.30%)
Staff Training & Development	206.54	3,700.00	(3,493.46)	(94.42%)
SME - Consultants	33,225.29	40,000.00	(6,774.71)	(16.94%)
Telephone/Internet	878.49	800.00	78.49	9.81%
Travel		700.00	(700.00)	(100.00%)
Total Expense	287,349.72	300,900.00	(13,550.28)	(4.50%)
Surplus/(Deficit) Before Allocation	(287,349.72)	(300,900.00)	13,550.28	(4.50%)
Allocations: Within Departments	(178,798.39)	(215,600.00)	36,801.61	(17.07%)
Surplus/(Deficit) Directly Attributable	(108,551.33)	(85,300.00)	(23,251.33)	27.26%
Allocation: Between Departments	(9,248.68)		(9,248.68)	0.00%
Allocation: SSE/BC	(99,302.65)	(85,300.00)	(14,002.65)	16.42%
Surplus / (Deficit)	-	-	-	-

City of Port Colborne
Customer Service
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	137,641.12	123,100.00	14,541.12	11.81%
Salaries and Wages - Part Time	105,461.13	66,400.00	39,061.13	58.83%
Salaries and Wages - Students	7,923.40	9,000.00	(1,076.60)	(11.96%)
Overtime Pay	1,689.26	4,000.00	(2,310.74)	(57.77%)
Employee Benefits	69,995.54	54,200.00	15,795.54	29.14%
Association/Membership Fees		1,200.00	(1,200.00)	(100.00%)
Staff Training & Development	642.93	4,800.00	(4,157.07)	(86.61%)
Subscriptions and Publications		500.00	(500.00)	(100.00%)
Telephone/Internet	595.78	800.00	(204.22)	(25.53%)
Travel		1,000.00	(1,000.00)	(100.00%)
Total Expense	323,949.16	265,000.00	58,949.16	22.24%
Surplus/(Deficit) Before Allocation	(323,949.16)	(265,000.00)	(58,949.16)	22.24%
Allocations: Within Departments	18,847.41	17,800.00	1,047.41	5.88%
Surplus/(Deficit) Directly Attributable	(342,796.57)	(282,800.00)	(59,996.57)	21.22%
Allocation: Between Departments	(66,000.00)		(66,000.00)	0.00%
Surplus/(Deficit) After Allocations	(276,796.57)	(282,800.00)	6,003.43	(2.12%)
Surplus / (Deficit)	(276,796.57)	(282,800.00)	6,003.43	(2.12%)

City of Port Colborne
Financial Services
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Licences and Permits	21,840.00	16,000.00	5,840.00	36.50%
Other Revenue	142.94		142.94	0.00%
Fees	4,524.00	12,700.00	(8,176.00)	(64.38%)
Total Revenue	26,506.94	28,700.00	(2,193.06)	(7.64%)
Expense				
Salaries and Wages - Full Time	541,573.83	540,300.00	1,273.83	0.24%
Salaries and Wages - Part Time	52,770.65		52,770.65	0.00%
Salaries and Wages - Students		9,000.00	(9,000.00)	(100.00%)
Overtime Pay	18,947.09	4,000.00	14,947.09	373.68%
Employee Benefits	201,318.47	174,000.00	27,318.47	15.70%
Association/Membership Fees	2,772.50	4,800.00	(2,027.50)	(42.24%)
Contract Services		1,000.00	(1,000.00)	(100.00%)
Postage & Courier	36,503.95	48,000.00	(11,496.05)	(23.95%)
Staff Training & Development	2,111.50	13,600.00	(11,488.50)	(84.47%)
SME - Audit and Actuary	79,109.35	55,000.00	24,109.35	43.84%
Subscriptions and Publications		500.00	(500.00)	(100.00%)
Telephone/Internet	1,170.15	4,000.00	(2,829.85)	(70.75%)
Travel		2,700.00	(2,700.00)	(100.00%)
Total Expense	936,277.49	856,900.00	79,377.49	9.26%
Surplus/(Deficit) Before Allocation	(909,770.55)	(828,200.00)	(81,570.55)	9.85%
Allocations: Within Departments	54,472.76	57,700.00	(3,227.24)	(5.59%)
Surplus/(Deficit) Directly Attributable	(964,243.31)	(885,900.00)	(78,343.31)	8.84%
Allocation: Between Departments	(1,054.58)		(1,054.58)	0.00%
Surplus/(Deficit) After Allocations	(963,188.73)	(885,900.00)	(77,288.73)	8.72%
Transfer to/ (from) Reserves	(33,400.00)		(33,400.00)	0.00%
Total Transfers	(33,400.00)		(33,400.00)	0.00%
Surplus / (Deficit)	(929,788.73)	(885,900.00)	(43,888.73)	4.95%

City of Port Colborne
Human Resources
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	328,001.85	330,600.00	(2,598.15)	(0.79%)
Salaries and Wages - Students		9,000.00	(9,000.00)	(100.00%)
Overtime Pay	82.94		82.94	0.00%
Employee Benefits	114,047.43	99,600.00	14,447.43	14.51%
Association/Membership Fees	4,461.73	4,800.00	(338.27)	(7.05%)
Postage & Courier		400.00	(400.00)	(100.00%)
Staff Training & Development	8,061.50	10,800.00	(2,738.50)	(25.36%)
SME - Consultants	3,113.86		3,113.86	0.00%
Subscriptions and Publications	828.27	1,500.00	(671.73)	(44.78%)
Telephone/Internet	1,652.70	2,400.00	(747.30)	(31.14%)
Travel		2,200.00	(2,200.00)	(100.00%)
Total Expense	460,250.28	461,300.00	(1,049.72)	(0.23%)
Surplus/(Deficit) Before Allocation	(460,250.28)	(461,300.00)	1,049.72	(0.23%)
Allocations: Within Departments	26,777.43	31,000.00	(4,222.57)	(13.62%)
Surplus/(Deficit) Directly Attributable	(487,027.71)	(492,300.00)	5,272.29	(1.07%)
Allocation: Between Departments	(48,707.66)		(48,707.66)	0.00%
Surplus/(Deficit) After Allocations	(438,320.05)	(492,300.00)	53,979.95	(10.96%)
Surplus / (Deficit)	(438,320.05)	(492,300.00)	53,979.95	(10.96%)

City of Port Colborne
Information Technology
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	183,774.70	258,300.00	(74,525.30)	(28.85%)
Salaries and Wages - Part Time	2,520.60		2,520.60	0.00%
Salaries and Wages - Students		9,000.00	(9,000.00)	(100.00%)
Overtime Pay	4,645.99	2,000.00	2,645.99	132.30%
Employee Benefits	69,211.04	80,300.00	(11,088.96)	(13.81%)
Association/Membership Fees		1,200.00	(1,200.00)	(100.00%)
Staff Training & Development		6,500.00	(6,500.00)	(100.00%)
Subscriptions and Publications	374.48	500.00	(125.52)	(25.10%)
Telephone/Internet	1,994.45	2,400.00	(405.55)	(16.90%)
Travel		1,300.00	(1,300.00)	(100.00%)
Total Expense	262,521.26	361,500.00	(98,978.74)	(27.38%)
Surplus/(Deficit) Before Allocation	(262,521.26)	(361,500.00)	98,978.74	(27.38%)
Allocations: Within Departments	15,273.53	24,300.00	(9,026.47)	(37.15%)
Surplus/(Deficit) Directly Attributable	(277,794.79)	(385,800.00)	108,005.21	(28.00%)
Allocation: Between Departments	(36,200.10)		(36,200.10)	0.00%
Surplus/(Deficit) After Allocations	(241,594.69)	(385,800.00)	144,205.31	(37.38%)
Surplus / (Deficit)	(241,594.69)	(385,800.00)	144,205.31	(37.38%)

City of Port Colborne Events For the Twelve Months Ending December				
	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	50,166.90	64,200.00	(14,033.10)	(21.86%)
Salaries and Wages - Students	5,221.58	44,900.00	(39,678.42)	(88.37%)
Overtime Pay	1,414.16		1,414.16	0.00%
Employee Benefits	17,505.10	23,700.00	(6,194.90)	(26.14%)
Staff Training & Development	101.76	3,200.00	(3,098.24)	(96.82%)
Telephone/Internet		1,600.00	(1,600.00)	(100.00%)
Travel		600.00	(600.00)	(100.00%)
Total Expense	74,409.50	138,200.00	(63,790.50)	(46.16%)
Surplus/(Deficit) Before Allocation	(74,409.50)	(138,200.00)	63,790.50	(46.16%)
Allocations: Within Departments	5,250.00	(5,250.00)	10,500.00	(200.00%)
Surplus/(Deficit) Directly Attributable	(79,659.50)	(132,950.00)	53,290.50	(40.08%)
Allocation: Between Departments	(79,659.50)	(132,950.00)	53,290.50	(40.08%)
Surplus / (Deficit)	-	-	-	-

City of Port Colborne
Comm Sports and Rec (VHWC)
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Advertising and Sponsorship	15,000.00	35,000.00	(20,000.00)	(57.14%)
Lease Income		18,700.00	(18,700.00)	(100.00%)
Rentals	229,519.16	497,000.00	(267,480.84)	(53.82%)
Other Revenue	1,043.10		1,043.10	0.00%
Fees	7,190.94	70,000.00	(62,809.06)	(89.73%)
Sales		4,800.00	(4,800.00)	(100.00%)
Total Revenue	252,753.20	625,500.00	(372,746.80)	(59.59%)
Expense				
Salaries and Wages - Full Time	504,206.75	478,600.00	25,606.75	5.35%
Salaries and Wages - Part Time	17,777.33	120,600.00	(102,822.67)	(85.26%)
Overtime Pay	12,785.76		12,785.76	0.00%
Employee Benefits	198,994.02	177,900.00	21,094.02	11.86%
Association/Membership Fees	918.25		918.25	0.00%
Cleaning Supplies	10,094.75	21,500.00	(11,405.25)	(53.05%)
Comm and Public Relations	50.00		50.00	0.00%
Contract Services	298,612.30	382,100.00	(83,487.70)	(21.85%)
Cost of of Goods Sold		500.00	(500.00)	(100.00%)
Equipment - Purchase	4,893.09	8,500.00	(3,606.91)	(42.43%)
Equipment - Rental		3,400.00	(3,400.00)	(100.00%)
Office Supplies	259.97	3,100.00	(2,840.03)	(91.61%)
Postage & Courier	6.51	100.00	(93.49)	(93.49%)
Program Supplies	3,768.90	13,600.00	(9,831.10)	(72.29%)
Protective & Uniform Clothing	1,220.55	1,000.00	220.55	22.06%
R&M Grounds	23,085.45	27,800.00	(4,714.55)	(16.96%)
R&M Consumables and Parts	286.65		286.65	0.00%
Staff Training & Development	4,716.06	15,000.00	(10,283.94)	(68.56%)
Telephone/Internet	7,922.27	8,700.00	(777.73)	(8.94%)
Travel	588.91	3,000.00	(2,411.09)	(80.37%)
Total Expense	1,090,187.52	1,265,400.00	(175,212.48)	(13.85%)
Surplus/(Deficit) Before Allocation	(837,434.32)	(639,900.00)	(197,534.32)	30.87%
Allocations: Within Departments	58,177.26	90,050.00	(31,872.74)	(35.39%)
Surplus/(Deficit) Directly Attributable	(895,611.58)	(729,950.00)	(165,661.58)	22.69%
Allocation: Between Departments	(385,475.15)		(385,475.15)	0.00%
Surplus/(Deficit) After Allocations	(510,136.43)	(729,950.00)	219,813.57	(30.11%)
Surplus / (Deficit)	(510,136.43)	(729,950.00)	219,813.57	(30.11%)

Appendix C - Levy Detail by Department

Legislative Services Divisional Summary and Detail

City of Port Colborne
Legislative Services
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Licences and Permits	27,973.63	21,500.00	6,473.63	30.11%
Fees	146,853.10	184,100.00	(37,246.90)	(20.23%)
Total Revenue	174,826.73	205,600.00	(30,773.27)	(14.97%)
Expense				
Salaries and Wages - Full Time	653,811.35	585,200.00	68,611.35	11.72%
Salaries and Wages - Students	8,721.26	27,000.00	(18,278.74)	(67.70%)
Overtime Pay	10,206.55		10,206.55	0.00%
Employee Benefits	217,668.74	184,700.00	32,968.74	17.85%
Association/Membership Fees	3,231.92	3,900.00	(668.08)	(17.13%)
Comm and Public Relations	1,816.42	5,000.00	(3,183.58)	(63.67%)
Contract Services	40.60		40.60	0.00%
Equipment - Purchase	46.80		46.80	0.00%
Hospitality Expense	1,044.01	1,200.00	(155.99)	(13.00%)
Office Supplies	2,309.70	2,000.00	309.70	15.49%
Postage & Courier	40.52	500.00	(459.48)	(91.90%)
Staff Training & Development	3,225.78	14,600.00	(11,374.22)	(77.91%)
SME - Consultants	78,757.54	30,000.00	48,757.54	162.53%
Subscriptions and Publications	333.00	800.00	(467.00)	(58.38%)
Telephone/Internet	3,241.99	3,200.00	41.99	1.31%
Travel		2,900.00	(2,900.00)	(100.00%)
Total Expense	984,496.18	861,000.00	123,496.18	14.34%
Surplus/(Deficit) Before Allocation	(809,669.45)	(655,400.00)	(154,269.45)	23.54%
Surplus/(Deficit) Directly Attributable	(809,669.45)	(655,400.00)	(154,269.45)	23.54%
Allocation: Between Departments	(28,040.84)		(28,040.84)	0.00%
Allocation: SSE/BC	(82,217.69)	(70,500.00)	(11,717.69)	16.62%
Surplus/(Deficit) After Allocations	(699,410.92)	(584,900.00)	(114,510.92)	19.58%
Surplus / (Deficit)	(699,410.92)	(584,900.00)	(114,510.92)	19.58%

City of Port Colborne
Planning Global
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	137,748.61	136,900.00	848.61	0.62%
Overtime Pay	2,167.68		2,167.68	0.00%
Employee Benefits	40,317.21	34,600.00	5,717.21	16.52%
Association/Membership Fees	984.60	1,200.00	(215.40)	(17.95%)
Hospitality Expense	1,044.01	1,200.00	(155.99)	(13.00%)
Office Supplies	1,355.41	400.00	955.41	238.85%
Staff Training & Development		3,400.00	(3,400.00)	(100.00%)
SME - Consultants	37,916.64	30,000.00	7,916.64	26.39%
Telephone/Internet	899.40	800.00	99.40	12.43%
Travel		700.00	(700.00)	(100.00%)
Total Expense	222,433.56	209,200.00	13,233.56	6.33%
Surplus/(Deficit) Before Allocation	(222,433.56)	(209,200.00)	(13,233.56)	6.33%
Allocations: Within Departments	(140,215.87)	(138,700.00)	(1,515.87)	1.09%
Surplus/(Deficit) Directly Attributable	(82,217.69)	(70,500.00)	(11,717.69)	16.62%
Allocation:SSE/BC	(82,217.69)	(70,500.00)	(11,717.69)	16.62%
Surplus / (Deficit)	-	-	-	-

City of Port Colborne

Clerks

For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Licences and Permits	27,973.63	21,500.00	6,473.63	30.11%
Fees	3,198.82	1,200.00	1,998.82	166.57%
Total Revenue	31,172.45	22,700.00	8,472.45	37.32%
Expense				
Salaries and Wages - Full Time	311,998.88	288,200.00	23,798.88	8.26%
Salaries and Wages - Students		9,000.00	(9,000.00)	(100.00%)
Overtime Pay	219.70		219.70	0.00%
Employee Benefits	112,037.26	91,100.00	20,937.26	22.98%
Association/Membership Fees	869.78	2,400.00	(1,530.22)	(63.76%)
Postage & Courier	36.44	400.00	(363.56)	(90.89%)
Staff Training & Development	2,320.12	7,200.00	(4,879.88)	(67.78%)
Subscriptions and Publications	185.50	500.00	(314.50)	(62.90%)
Telephone/Internet	1,181.26	1,600.00	(418.74)	(26.17%)
Travel		1,400.00	(1,400.00)	(100.00%)
Total Expense	428,848.94	401,800.00	27,048.94	6.73%
Surplus/(Deficit) Before Allocation	(397,676.49)	(379,100.00)	(18,576.49)	4.90%
Allocations: Within Departments	78,906.15	85,500.00	(6,593.85)	(7.71%)
Surplus/(Deficit) Directly Attributable	(476,582.64)	(464,600.00)	(11,982.64)	2.58%
Allocation: Between Departments	(26,514.58)		(26,514.58)	0.00%
Surplus/(Deficit) After Allocations	(450,068.06)	(464,600.00)	14,531.94	(3.13%)
Surplus / (Deficit)	(450,068.06)	(464,600.00)	14,531.94	(3.13%)

City of Port Colborne
Planning and Development
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Fees	143,654.28	182,900.00	(39,245.72)	(21.46%)
Total Revenue	143,654.28	182,900.00	(39,245.72)	(21.46%)
Expense				
Salaries and Wages - Full Time	204,063.86	160,100.00	43,963.86	27.46%
Salaries and Wages - Students	8,721.26	18,000.00	(9,278.74)	(51.55%)
Overtime Pay	7,819.17		7,819.17	0.00%
Employee Benefits	65,314.27	59,000.00	6,314.27	10.70%
Association/Membership Fees	1,377.54	300.00	1,077.54	359.18%
Comm and Public Relations	1,816.42	5,000.00	(3,183.58)	(63.67%)
Contract Services	40.60		40.60	0.00%
Equipment - Purchase	46.80		46.80	0.00%
Office Supplies	954.29	1,600.00	(645.71)	(40.36%)
Postage & Courier	4.08	100.00	(95.92)	(95.92%)
Staff Training & Development	905.66	4,000.00	(3,094.34)	(77.36%)
SME - Consultants	40,840.90		40,840.90	0.00%
Subscriptions and Publications	147.50	300.00	(152.50)	(50.83%)
Telephone/Internet	1,161.33	800.00	361.33	45.17%
Travel		800.00	(800.00)	(100.00%)
Total Expense	333,213.68	250,000.00	83,213.68	33.29%
Surplus/(Deficit) Before Allocation	(189,559.40)	(67,100.00)	(122,459.40)	182.50%
Allocations: Within Departments	61,309.72	53,200.00	8,109.72	15.24%
Surplus/(Deficit) Directly Attributable	(250,869.12)	(120,300.00)	(130,569.12)	108.54%
Allocation: Between Departments	(1,526.26)		(1,526.26)	0.00%
Surplus/(Deficit) After Allocations	(249,342.86)	(120,300.00)	(129,042.86)	107.27%
Surplus / (Deficit)	(249,342.86)	(120,300.00)	(129,042.86)	107.27%

Appendix C - Levy Detail by Department

Community Safety Divisional Summary and Detail

City of Port Colborne
Community Safety
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	2,325.00		2,325.00	0.00%
Fines	49,924.50	11,000.00	38,924.50	353.86%
Licences and Permits	15,222.83	20,500.00	(5,277.17)	(25.74%)
Other Revenue	100.00		100.00	0.00%
Fees	159,413.56	20,600.00	138,813.56	673.85%
Grant - Provincial	9,100.00		9,100.00	0.00%
Sales	1,929.33		1,929.33	0.00%
Total Revenue	238,015.22	52,100.00	185,915.22	356.84%
Expense				
Salaries and Wages - Full Time	1,936,520.59	1,927,200.00	9,320.59	0.48%
Salaries and Wages - Part Time	394,832.49	438,600.00	(43,767.51)	(9.98%)
Salaries and Wages - Students	29,100.89	19,300.00	9,800.89	50.78%
Overtime Pay	33,290.98	72,800.00	(39,509.02)	(54.27%)
Employee Benefits	1,049,647.17	809,300.00	240,347.17	29.70%
Association/Membership Fees	2,633.16	3,200.00	(566.84)	(17.71%)
Cleaning Supplies	2,545.46	3,000.00	(454.54)	(15.15%)
Comm and Public Relations	6,533.65	16,300.00	(9,766.35)	(59.92%)
Contract Services	177,840.02	105,800.00	72,040.02	68.09%
Equipment - Purchase	46,761.32	26,200.00	20,561.32	78.48%
Hospitality Expense	2,865.92	6,000.00	(3,134.08)	(52.23%)
Office Supplies	8,764.17	8,000.00	764.17	9.55%
Postage & Courier	4,148.31	2,600.00	1,548.31	59.55%
Program Supplies	15,667.25	44,000.00	(28,332.75)	(64.39%)
Protective & Uniform Clothing	35,333.06	25,000.00	10,333.06	41.33%
Staff Training & Development	45,749.92	60,400.00	(14,650.08)	(24.26%)
Subscriptions and Publications	1,387.88	1,500.00	(112.12)	(7.47%)
Telephone/Internet	11,710.66	8,700.00	3,010.66	34.61%
Travel	57.38	12,100.00	(12,042.62)	(99.53%)
Total Expense	3,805,390.28	3,590,000.00	215,390.28	6.00%
Surplus/(Deficit) Before Allocation	(3,567,375.06)	(3,537,900.00)	(29,475.06)	0.83%
Surplus/(Deficit) Directly Attributable	(3,567,375.06)	(3,537,900.00)	(29,475.06)	0.83%
Allocation: Between Departments	(52,918.01)		(52,918.01)	0.00%
Surplus/(Deficit) After Allocations	(3,514,457.05)	(3,537,900.00)	23,442.95	(0.66%)
Surplus / (Deficit)	(3,514,457.05)	(3,537,900.00)	23,442.95	(0.66%)

City of Port Colborne
Bylaws
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Fines	49,924.50	11,000.00	38,924.50	353.86%
Licences and Permits	15,222.83	20,500.00	(5,277.17)	(25.74%)
Other Revenue	100.00		100.00	0.00%
Fees	50,621.81		50,621.81	0.00%
Total Revenue	115,869.14	31,500.00	84,369.14	267.84%
Expense				
Salaries and Wages - Full Time	211,995.57	245,400.00	(33,404.43)	(13.61%)
Salaries and Wages - Part Time	45,668.88		45,668.88	0.00%
Salaries and Wages - Students	29,100.89	10,300.00	18,800.89	182.53%
Overtime Pay	9,361.40	14,000.00	(4,638.60)	(33.13%)
Employee Benefits	88,159.76	83,800.00	4,359.76	5.20%
Association/Membership Fees	461.00	1,200.00	(739.00)	(61.58%)
Comm and Public Relations	100.00	500.00	(400.00)	(80.00%)
Contract Services	82,707.02	15,500.00	67,207.02	433.59%
Hospitality Expense	222.72		222.72	0.00%
Office Supplies	2,182.25	1,600.00	582.25	36.39%
Postage & Courier	3,136.40	2,000.00	1,136.40	56.82%
Protective & Uniform Clothing	9,840.09	1,000.00	8,840.09	884.01%
Staff Training & Development		6,500.00	(6,500.00)	(100.00%)
Telephone/Internet	6,539.93	3,200.00	3,339.93	104.37%
Travel		1,300.00	(1,300.00)	(100.00%)
Total Expense	489,475.91	386,300.00	103,175.91	26.71%
Surplus/(Deficit) Before Allocation	(373,606.77)	(354,800.00)	(18,806.77)	5.30%
Allocations: Within Departments	99,072.00	99,072.00		0.00%
Surplus/(Deficit) Directly Attributable	(472,678.77)	(453,872.00)	(18,806.77)	4.14%
Allocation: Between Departments	(10,595.45)		(10,595.45)	0.00%
Surplus/(Deficit) After Allocations	(462,083.32)	(453,872.00)	(8,211.32)	1.81%
Surplus / (Deficit)	(462,083.32)	(453,872.00)	(8,211.32)	1.81%

City of Port Colborne

Fire

For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	2,325.00		2,325.00	0.00%
Fees	108,791.75	20,600.00	88,191.75	428.12%
Grant - Provincial	9,100.00		9,100.00	0.00%
Sales	1,929.33		1,929.33	0.00%
Total Revenue	122,146.08	20,600.00	101,546.08	492.94%
Expense				
Salaries and Wages - Full Time	1,724,525.02	1,681,800.00	42,725.02	2.54%
Salaries and Wages - Part Time	349,163.61	438,600.00	(89,436.39)	(20.39%)
Salaries and Wages - Students		9,000.00	(9,000.00)	(100.00%)
Overtime Pay	23,929.58	58,800.00	(34,870.42)	(59.30%)
Employee Benefits	961,487.41	725,500.00	235,987.41	32.53%
Association/Membership Fees	2,172.16	2,000.00	172.16	8.61%
Cleaning Supplies	2,545.46	3,000.00	(454.54)	(15.15%)
Comm and Public Relations	6,433.65	15,800.00	(9,366.35)	(59.28%)
Contract Services	95,133.00	90,300.00	4,833.00	5.35%
Equipment - Purchase	46,761.32	26,200.00	20,561.32	78.48%
Hospitality Expense	2,643.20	6,000.00	(3,356.80)	(55.95%)
Office Supplies	6,581.92	6,400.00	181.92	2.84%
Postage & Courier	1,011.91	600.00	411.91	68.65%
Program Supplies	15,667.25	44,000.00	(28,332.75)	(64.39%)
Protective & Uniform Clothing	25,492.97	24,000.00	1,492.97	6.22%
Staff Training & Development	45,749.92	53,900.00	(8,150.08)	(15.12%)
Subscriptions and Publications	1,387.88	1,500.00	(112.12)	(7.47%)
Telephone/Internet	5,170.73	5,500.00	(329.27)	(5.99%)
Travel	57.38	10,800.00	(10,742.62)	(99.47%)
Total Expense	3,315,914.37	3,203,700.00	112,214.37	3.50%
Surplus/(Deficit) Before Allocation	(3,193,768.29)	(3,183,100.00)	(10,668.29)	0.34%
Allocations: Within Departments	(99,072.00)	(99,072.00)		0.00%
Surplus/(Deficit) Directly Attributable	(3,094,696.29)	(3,084,028.00)	(10,668.29)	0.35%
Allocation: Between Departments	(42,322.56)		(42,322.56)	0.00%
Surplus/(Deficit) After Allocations	(3,052,373.73)	(3,084,028.00)	31,654.27	(1.03%)
Surplus / (Deficit)	(3,052,373.73)	(3,084,028.00)	31,654.27	(1.03%)

Appendix C - Levy Detail by Department

Public Works Divisional Summary and Detail

City of Port Colborne
Public Works
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	3,435.00		3,435.00	0.00%
Rentals		6,000.00	(6,000.00)	(100.00%)
Other Revenue	5,842.15	142,500.00	(136,657.85)	(95.90%)
Fees	278,457.17	28,000.00	250,457.17	894.49%
Grants - Other	3,500.00	5,000.00	(1,500.00)	(30.00%)
Grant - Federal	55,779.64		55,779.64	0.00%
Grant - Provincial	50,001.26	49,000.00	1,001.26	2.04%
Total Revenue	397,015.22	230,500.00	166,515.22	72.24%
Expense				
Salaries and Wages - Full Time	3,247,124.62	3,239,200.00	7,924.62	0.24%
Salaries and Wages - Part Time	312,974.59	220,300.00	92,674.59	42.07%
Salaries and Wages - Students	118,306.00	170,500.00	(52,194.00)	(30.61%)
Overtime Pay	115,238.59	189,200.00	(73,961.41)	(39.09%)
Employee Benefits	1,251,333.64	1,088,500.00	162,833.64	14.96%
Association/Membership Fees	10,036.97	20,100.00	(10,063.03)	(50.06%)
Cleaning Supplies	6,039.82	7,000.00	(960.18)	(13.72%)
Comm and Public Relations	508.51	3,000.00	(2,491.49)	(83.05%)
Contract Services	813,831.95	874,400.00	(60,568.05)	(6.93%)
Equipment - Purchase	93,141.98	90,300.00	2,841.98	3.15%
Equipment - Rental	37,817.24	47,100.00	(9,282.76)	(19.71%)
Hospitality Expense	1,340.50	6,000.00	(4,659.50)	(77.66%)
Office Supplies	17,977.24	18,100.00	(122.76)	(0.68%)
Postage & Courier	815.82	600.00	215.82	35.97%
Program Supplies	24,389.63	25,700.00	(1,310.37)	(5.10%)
Protective & Uniform Clothing	26,760.32	15,700.00	11,060.32	70.45%
R&M Grounds	124,925.54	116,600.00	8,325.54	7.14%
R&M Trails	70,831.59	113,800.00	(42,968.41)	(37.76%)
R&M Consumables and Parts	276,207.50	292,900.00	(16,692.50)	(5.70%)
R&M Playground	22,297.10	3,000.00	19,297.10	643.24%
Repairs and Maintenance - Tree	16,677.44	21,200.00	(4,522.56)	(21.33%)
Staff Training & Development	37,310.97	90,600.00	(53,289.03)	(58.82%)
SME - Consultants	52,113.57	70,000.00	(17,886.43)	(25.55%)
Subscriptions and Publications	1,979.65	3,500.00	(1,520.35)	(43.44%)
Telephone/Internet	27,146.05	39,000.00	(11,853.95)	(30.39%)
Travel	313.73	18,300.00	(17,986.27)	(98.29%)
City Owned Property Drainage Charges	14,967.34		14,967.34	0.00%
Total Expense	6,722,407.90	6,784,600.00	(62,192.10)	(0.92%)
Surplus/(Deficit) Before Allocation	(6,325,392.68)	(6,554,100.00)	228,707.32	(3.49%)
Surplus/(Deficit) Directly Attributable	(6,325,392.68)	(6,554,100.00)	228,707.32	(3.49%)
Allocation: Between Departments	(599,127.64)	(809,106.00)	209,978.36	(25.95%)
Surplus/(Deficit) After Allocations	(5,726,265.04)	(5,744,994.00)	18,728.96	(0.33%)
Transfer to/ (from) Reserves	72,554.27	85,000.00	(12,445.73)	(14.64%)
Transfer Between Funds	3,528.43		3,528.43	0.00%

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Total Transfers	76,082.70	85,000.00	(8,917.30)	(10.49%)
Surplus / (Deficit)	(5,802,347.74)	(5,829,994.00)	27,646.26	(0.47%)

City of Port Colborne
Public Works - Global
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue	5,692.55		5,692.55	0.00%
Total Revenue	5,692.55		5,692.55	0.00%
Expense				
Salaries and Wages - Full Time	285,932.21	212,800.00	73,132.21	34.37%
Overtime Pay	1,206.20	184,200.00	(182,993.80)	(99.35%)
Employee Benefits	83,812.43	57,700.00	26,112.43	45.26%
Association/Membership Fees	3,950.04	3,000.00	950.04	31.67%
Hospitality Expense	924.76	6,000.00	(5,075.24)	(84.59%)
Office Supplies	15,603.53	18,100.00	(2,496.47)	(13.79%)
Postage & Courier	49.15	500.00	(450.85)	(90.17%)
Protective & Uniform Clothing	17,535.01	11,900.00	5,635.01	47.35%
Staff Training & Development	14,594.91	8,700.00	5,894.91	67.76%
SME - Consultants	52,113.57	70,000.00	(17,886.43)	(25.55%)
Subscriptions and Publications	1,081.73	600.00	481.73	80.29%
Telephone/Internet	3,835.75	1,600.00	2,235.75	139.73%
Travel	116.57	1,700.00	(1,583.43)	(93.14%)
Total Expense	480,755.86	576,800.00	(96,044.14)	(16.65%)
Surplus/(Deficit) Before Allocation	(475,063.31)	(576,800.00)	101,736.69	(17.64%)
Allocations: Within Departments	(467,428.46)	(576,800.00)	109,371.54	(18.96%)
Surplus/(Deficit) Directly Attributable	(7,634.85)		(7,634.85)	0.00%
Allocation: Between Departments	(7,634.85)		(7,634.85)	0.00%
Surplus / (Deficit)	-	-	-	-

City of Port Colborne
Project Management
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	609,797.51	592,500.00	17,297.51	2.92%
Salaries and Wages - Part Time	104.73		104.73	0.00%
Salaries and Wages - Students	11,518.14	26,900.00	(15,381.86)	(57.18%)
Overtime Pay	33,997.64		33,997.64	0.00%
Employee Benefits	214,499.01	190,700.00	23,799.01	12.48%
Association/Membership Fees	1,349.17	3,400.00	(2,050.83)	(60.32%)
Comm and Public Relations	508.51	2,000.00	(1,491.49)	(74.57%)
R&M Consumables and Parts	77.64		77.64	0.00%
Staff Training & Development	3,345.61	14,800.00	(11,454.39)	(77.39%)
Subscriptions and Publications	897.92	900.00	(2.08)	(0.23%)
Telephone/Internet	4,315.01	6,300.00	(1,984.99)	(31.51%)
Travel		3,000.00	(3,000.00)	(100.00%)
Total Expense	880,410.89	840,500.00	39,910.89	4.75%
Surplus/(Deficit) Before Allocation	(880,410.89)	(840,500.00)	(39,910.89)	4.75%
Allocations: Within Departments	65,914.63	81,107.00	(15,192.37)	(18.73%)
Surplus/(Deficit) Directly Attributable	(946,325.52)	(921,607.00)	(24,718.52)	2.68%
Allocation: Between Departments	(402.27)		(402.27)	0.00%
Surplus/(Deficit) After Allocations	(945,923.25)	(921,607.00)	(24,316.25)	2.64%
Surplus / (Deficit)	(945,923.25)	(921,607.00)	(24,316.25)	2.64%

City of Port Colborne
Drainage
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue		140,000.00	(140,000.00)	(100.00%)
Fees	189,633.42		189,633.42	0.00%
Grant - Provincial	50,001.26	49,000.00	1,001.26	2.04%
Total Revenue	239,634.68	189,000.00	50,634.68	26.79%
Expense				
Salaries and Wages - Full Time	138,280.41	145,500.00	(7,219.59)	(4.96%)
Overtime Pay	4,284.50	5,000.00	(715.50)	(14.31%)
Employee Benefits	43,368.53	47,900.00	(4,531.47)	(9.46%)
Association/Membership Fees	395.00	500.00	(105.00)	(21.00%)
Contract Services	274.75		274.75	0.00%
Equipment - Purchase	228.76		228.76	0.00%
Staff Training & Development	1,489.92	3,800.00	(2,310.08)	(60.79%)
Telephone/Internet	1,460.96	1,600.00	(139.04)	(8.69%)
Travel		800.00	(800.00)	(100.00%)
City Owned Property Drainage Charges	14,967.34		14,967.34	0.00%
Total Expense	204,750.17	205,100.00	(349.83)	(0.17%)
Surplus/(Deficit) Before Allocation	34,884.51	(16,100.00)	50,984.51	(316.67%)
Allocations: Within Departments	59,023.54	1,554.00	57,469.54	3698.17%
Surplus/(Deficit) Directly Attributable	(24,139.03)	(17,654.00)	(6,485.03)	36.73%
Allocation: Between Departments	48,170.29		48,170.29	0.00%
Surplus/(Deficit) After Allocations	(72,309.32)	(17,654.00)	(54,655.32)	309.59%
Transfer to/ (from) Reserves	72,554.27	85,000.00	(12,445.73)	(14.64%)
Transfer Between Funds	3,528.43		3,528.43	0.00%
Total Transfers	76,082.70	85,000.00	(8,917.30)	(10.49%)
Surplus / (Deficit)	(148,392.02)	(102,654.00)	(45,738.02)	44.56%

City of Port Colborne
Enviromental
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Fees	2,684.64		2,684.64	0.00%
Grant - Federal	54,779.64		54,779.64	0.00%
Total Revenue	57,464.28		57,464.28	0.00%
Expense				
Salaries and Wages - Full Time	128,812.53	154,300.00	(25,487.47)	(16.52%)
Salaries and Wages - Part Time	1,559.25		1,559.25	0.00%
Employee Benefits	46,457.93	45,200.00	1,257.93	2.78%
Association/Membership Fees	1,245.40	2,400.00	(1,154.60)	(48.11%)
Contract Services	13,830.25	12,500.00	1,330.25	10.64%
Staff Training & Development	1,049.40	3,900.00	(2,850.60)	(73.09%)
Telephone/Internet	751.33	800.00	(48.67)	(6.08%)
Travel		800.00	(800.00)	(100.00%)
Total Expense	193,706.09	219,900.00	(26,193.91)	(11.91%)
Surplus/(Deficit) Before Allocation	(136,241.81)	(219,900.00)	83,658.19	(38.04%)
Allocations: Within Departments	14,502.39	21,220.00	(6,717.61)	(31.66%)
Surplus/(Deficit) Directly Attributable	(150,744.20)	(241,120.00)	90,375.80	(37.48%)
Allocation: Between Departments	(223.69)		(223.69)	0.00%
Surplus/(Deficit) After Allocations	(150,520.51)	(241,120.00)	90,599.49	(37.57%)
Surplus / (Deficit)	(150,520.51)	(241,120.00)	90,599.49	(37.57%)

City of Port Colborne
Facilities
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	260,505.64	277,500.00	(16,994.36)	(6.12%)
Salaries and Wages - Part Time	16,729.82		16,729.82	0.00%
Overtime Pay	27,396.80		27,396.80	0.00%
Employee Benefits	95,097.74	93,500.00	1,597.74	1.71%
Association/Membership Fees	418.02	300.00	118.02	39.34%
Equipment - Purchase	1,662.70	1,500.00	162.70	10.85%
Protective & Uniform Clothing	1,863.68	1,800.00	63.68	3.54%
Staff Training & Development	5,586.33	6,900.00	(1,313.67)	(19.04%)
Subscriptions and Publications		300.00	(300.00)	(100.00%)
Telephone/Internet	3,531.62	3,200.00	331.62	10.36%
Travel		1,400.00	(1,400.00)	(100.00%)
Total Expense	412,792.35	386,400.00	26,392.35	6.83%
Surplus/(Deficit) Before Allocation	(412,792.35)	(386,400.00)	(26,392.35)	6.83%
Allocations: Within Departments	28,321.77	37,287.00	(8,965.23)	(24.04%)
Surplus/(Deficit) Directly Attributable	(441,114.12)	(423,687.00)	(17,427.12)	4.11%
Allocation: Between Departments	(441,114.12)	(423,687.00)	(17,427.12)	4.11%
Surplus / (Deficit)	-	-	-	-

City of Port Colborne
Fleet
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	146,758.84	237,000.00	(90,241.16)	(38.08%)
Overtime Pay	3,463.22		3,463.22	0.00%
Employee Benefits	64,232.96	75,700.00	(11,467.04)	(15.15%)
Equipment - Purchase	4,792.14	5,000.00	(207.86)	(4.16%)
Postage & Courier	748.76	100.00	648.76	648.76%
Program Supplies	24,389.63	25,000.00	(610.37)	(2.44%)
Staff Training & Development	562.62	5,900.00	(5,337.38)	(90.46%)
Subscriptions and Publications		800.00	(800.00)	(100.00%)
Telephone/Internet	583.42	800.00	(216.58)	(27.07%)
Travel		1,200.00	(1,200.00)	(100.00%)
Total Expense	245,531.59	351,500.00	(105,968.41)	(30.15%)
Surplus/(Deficit) Before Allocation	(245,531.59)	(351,500.00)	105,968.41	(30.15%)
Allocations: Within Departments	18,382.47	33,919.00	(15,536.53)	(45.80%)
Surplus/(Deficit) Directly Attributable	(263,914.06)	(385,419.00)	121,504.94	(31.53%)
Allocation: Between Departments	(263,914.06)	(385,419.00)	121,504.94	(31.53%)
Surplus / (Deficit)	-	-	-	-

City of Port Colborne Stores For the Twelve Months Ending December				
	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Expense				
Salaries and Wages - Full Time	114,647.52	113,000.00	1,647.52	1.46%
Overtime Pay	168.23		168.23	0.00%
Employee Benefits	44,835.14	35,900.00	8,935.14	24.89%
R&M Consumables and Parts	20,278.09		20,278.09	0.00%
Staff Training & Development	351.87	2,800.00	(2,448.13)	(87.43%)
Travel		600.00	(600.00)	(100.00%)
Total Expense	180,280.85	152,300.00	27,980.85	18.37%
Surplus/(Deficit) Before Allocation	(180,280.85)	(152,300.00)	(27,980.85)	18.37%
Allocations: Within Departments	13,497.27	14,697.00	(1,199.73)	(8.16%)
Surplus/(Deficit) Directly Attributable	(193,778.12)	(166,997.00)	(26,781.12)	16.04%
Allocation: Between Departments	(15,852.20)		(15,852.20)	0.00%
Surplus/(Deficit) After Allocations	(177,925.92)	(166,997.00)	(10,928.92)	6.54%
Surplus / (Deficit)	(177,925.92)	(166,997.00)	(10,928.92)	6.54%

City of Port Colborne
Transportation
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue	149.60	2,500.00	(2,350.40)	(94.02%)
Fees	45,019.72	25,000.00	20,019.72	80.08%
Total Revenue	45,169.32	27,500.00	17,669.32	64.25%
Expense				
Salaries and Wages - Full Time	1,029,267.68	1,004,800.00	24,467.68	2.44%
Salaries and Wages - Part Time	136,756.57	111,800.00	24,956.57	22.32%
Salaries and Wages - Students	18,152.19	20,500.00	(2,347.81)	(11.45%)
Overtime Pay	19,946.65		19,946.65	0.00%
Employee Benefits	422,545.89	349,600.00	72,945.89	20.87%
Association/Membership Fees	473.75	3,400.00	(2,926.25)	(86.07%)
Comm and Public Relations		1,000.00	(1,000.00)	(100.00%)
Contract Services	742,719.45	817,400.00	(74,680.55)	(9.14%)
R&M Consumables and Parts	255,851.77	292,900.00	(37,048.23)	(12.65%)
Repairs and Maintenance - Tree	1,994.50	5,600.00	(3,605.50)	(64.38%)
Staff Training & Development	8,224.93	27,900.00	(19,675.07)	(70.52%)
Subscriptions and Publications		900.00	(900.00)	(100.00%)
Telephone/Internet	7,059.33	13,500.00	(6,440.67)	(47.71%)
Travel		5,600.00	(5,600.00)	(100.00%)
Total Expense	2,642,992.71	2,654,900.00	(11,907.29)	(0.45%)
Surplus/(Deficit) Before Allocation	(2,597,823.39)	(2,627,400.00)	29,576.61	(1.13%)
Allocations: Within Departments	156,892.81	253,540.00	(96,647.19)	(38.12%)
Surplus/(Deficit) Directly Attributable	(2,754,716.20)	(2,880,940.00)	126,223.80	(4.38%)
Allocation: Between Departments	(17,689.34)		(17,689.34)	0.00%
Surplus/(Deficit) After Allocations	(2,737,026.86)	(2,880,940.00)	143,913.14	(5.00%)
Surplus / (Deficit)	(2,737,026.86)	(2,880,940.00)	143,913.14	(5.00%)

City of Port Colborne
Parks and Trails
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Donations	3,435.00		3,435.00	0.00%
Rentals		6,000.00	(6,000.00)	(100.00%)
Fees	41,119.39	3,000.00	38,119.39	1270.65%
Grants - Other	3,500.00	5,000.00	(1,500.00)	(30.00%)
Grant - Federal	1,000.00		1,000.00	0.00%
Total Revenue	49,054.39	14,000.00	35,054.39	250.39%
Expense				
Salaries and Wages - Full Time	533,122.28	501,800.00	31,322.28	6.24%
Salaries and Wages - Part Time	157,824.22	108,500.00	49,324.22	45.46%
Salaries and Wages - Students	88,635.67	123,100.00	(34,464.33)	(28.00%)
Overtime Pay	24,775.35		24,775.35	0.00%
Employee Benefits	236,484.01	192,300.00	44,184.01	22.98%
Association/Membership Fees	2,205.59	7,100.00	(4,894.41)	(68.94%)
Cleaning Supplies	6,039.82	7,000.00	(960.18)	(13.72%)
Contract Services	57,007.50	44,500.00	12,507.50	28.11%
Equipment - Purchase	86,458.38	83,800.00	2,658.38	3.17%
Equipment - Rental	37,817.24	47,100.00	(9,282.76)	(19.71%)
Hospitality Expense	415.74		415.74	0.00%
Office Supplies	2,373.71		2,373.71	0.00%
Postage & Courier	17.91		17.91	0.00%
Program Supplies		700.00	(700.00)	(100.00%)
Protective & Uniform Clothing	7,361.63	2,000.00	5,361.63	268.08%
R&M Grounds	124,925.54	116,600.00	8,325.54	7.14%
R&M Trails	70,831.59	113,800.00	(42,968.41)	(37.76%)
R&M Playground	22,297.10	3,000.00	19,297.10	643.24%
Repairs and Maintenance - Tree	14,682.94	15,600.00	(917.06)	(5.88%)
Staff Training & Development	2,105.38	15,900.00	(13,794.62)	(86.76%)
Telephone/Internet	5,608.63	11,200.00	(5,591.37)	(49.92%)
Travel	197.16	3,200.00	(3,002.84)	(93.84%)
Total Expense	1,481,187.39	1,397,200.00	83,987.39	6.01%
Surplus/(Deficit) Before Allocation	(1,432,133.00)	(1,383,200.00)	(48,933.00)	3.54%
Allocations: Within Departments	110,893.58	133,476.00	(22,582.42)	(16.92%)
Surplus/(Deficit) Directly Attributable	(1,543,026.58)	(1,516,676.00)	(26,350.58)	1.74%
Allocation: Between Departments	99,532.60		99,532.60	0.00%
Surplus/(Deficit) After Allocations	(1,642,559.18)	(1,516,676.00)	(125,883.18)	8.30%
Surplus / (Deficit)	(1,642,559.18)	(1,516,676.00)	(125,883.18)	8.30%

Appendix C - Levy Detail by Department

Self Sustaining Entities (SSE) Divisional Summary and Detail

City of Port Colborne
Self Sustaining Entities
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Advertising and Sponsorship	500.00	500.00		0.00%
Investment Income	4,235.23	4,000.00	235.23	5.88%
Lease Income	107,879.83	127,700.00	(19,820.17)	(15.52%)
Licences and Permits	446,846.92	331,700.00	115,146.92	34.71%
Rentals	3,512.50	500.00	3,012.50	602.50%
Other Revenue	63,510.83		63,510.83	0.00%
Fees	348,593.32	201,800.00	146,793.32	72.74%
Sales	1,226,040.60	977,800.00	248,240.60	25.39%
Total Revenue	2,201,119.23	1,644,000.00	557,119.23	33.89%
Expense				
Salaries and Wages - Full Time	155,574.46	380,300.00	(224,725.54)	(59.09%)
Salaries and Wages - Part Time	197,693.90	58,800.00	138,893.90	236.21%
Salaries and Wages - Students	194,558.23	173,200.00	21,358.23	12.33%
Overtime Pay	8,969.61	2,000.00	6,969.61	348.48%
Employee Benefits	130,757.00	144,700.00	(13,943.00)	(9.64%)
Association/Membership Fees	4,838.20	6,200.00	(1,361.80)	(21.96%)
Auto - Fuel	1,785.53		1,785.53	0.00%
Cleaning Supplies	5,251.89	7,500.00	(2,248.11)	(29.97%)
Comm and Public Relations	7,915.84	9,500.00	(1,584.16)	(16.68%)
Contract Services	204,352.09	100,300.00	104,052.09	103.74%
Cost of of Goods Sold	262,783.85	140,000.00	122,783.85	87.70%
Equipment - Purchase	1,558.32	6,100.00	(4,541.68)	(74.45%)
Equipment - Rental	7,852.00	6,900.00	952.00	13.80%
Financial Expenses	209.03		209.03	0.00%
Hospitality Expense	198.26		198.26	0.00%
Office Supplies	6,079.06	5,600.00	479.06	8.55%
Postage & Courier	486.97	400.00	86.97	21.74%
Program Supplies	6,055.76	1,600.00	4,455.76	278.49%
Protective & Uniform Clothing	2,989.52	3,800.00	(810.48)	(21.33%)
R&M Grounds	22,494.53	29,000.00	(6,505.47)	(22.43%)
R&M Consumables and Parts	107,162.31	45,000.00	62,162.31	138.14%
Staff Training & Development	4,715.17	18,900.00	(14,184.83)	(75.05%)
SME - Consultants	19,066.17		19,066.17	0.00%
Subscriptions and Publications	282.00	400.00	(118.00)	(29.50%)
Telephone/Internet	20,191.08	19,200.00	991.08	5.16%
Travel		3,300.00	(3,300.00)	(100.00%)
Reassessment/Uncollectable	49,520.97		49,520.97	0.00%
Total Expense	1,423,341.75	1,162,700.00	260,641.75	22.42%
Surplus/(Deficit) Before Allocation	777,777.48	481,300.00	296,477.48	61.60%
Surplus/(Deficit) Directly Attributable	777,777.48	481,300.00	296,477.48	61.60%
Allocation:SSE/BC	622,771.82	613,977.00	8,794.82	1.43%
Surplus/(Deficit) After Allocations	155,005.66	(132,677.00)	287,682.66	(216.83%)
Transfer to/ (from) Reserves	175,827.34	(132,677.00)	308,504.34	(232.52%)

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Total Transfers	175,827.34	(132,677.00)	308,504.34	(232.52%)
Surplus / (Deficit)	(20,821.68)		(20,821.68)	0.00%

City of Port Colborne
Building Inspection
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Licences and Permits	446,846.92	331,700.00	115,146.92	34.71%
Total Revenue	446,846.92	331,700.00	115,146.92	34.71%
Expense				
Salaries and Wages - Full Time	72,661.82	231,300.00	(158,638.18)	(68.59%)
Salaries and Wages - Part Time	57,117.02		57,117.02	0.00%
Overtime Pay	8,969.61	2,000.00	6,969.61	348.48%
Employee Benefits	45,210.02	69,800.00	(24,589.98)	(35.23%)
Association/Membership Fees	2,498.16	2,000.00	498.16	24.91%
Comm and Public Relations		1,000.00	(1,000.00)	(100.00%)
Contract Services	8,083.42	2,500.00	5,583.42	223.34%
Hospitality Expense	198.26		198.26	0.00%
Office Supplies	2,308.72	1,200.00	1,108.72	92.39%
Postage & Courier	476.15	400.00	76.15	19.04%
Protective & Uniform Clothing	611.56	800.00	(188.44)	(23.56%)
Staff Training & Development	2,389.93	11,700.00	(9,310.07)	(79.57%)
SME - Consultants	2,936.17		2,936.17	0.00%
Subscriptions and Publications	282.00	400.00	(118.00)	(29.50%)
Telephone/Internet	2,014.36	2,400.00	(385.64)	(16.07%)
Travel		2,300.00	(2,300.00)	(100.00%)
Total Expense	205,757.20	327,800.00	(122,042.80)	(37.23%)
Surplus/(Deficit) Before Allocation	241,089.72	3,900.00	237,189.72	6081.79%
Surplus/(Deficit) Directly Attributable	241,089.72	3,900.00	237,189.72	6081.79%
Allocation:SSE/BC	156,159.13	87,100.00	69,059.13	79.29%
Surplus/(Deficit) After Allocations	84,930.59	(83,200.00)	168,130.59	(202.08%)
Transfer to/ (from) Reserves	84,930.59	(83,200.00)	168,130.59	(202.08%)
Total Transfers	84,930.59	(83,200.00)	168,130.59	(202.08%)
Surplus / (Deficit)	-	-	-	-

City of Port Colborne
Sugarloaf Marina
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Advertising and Sponsorship	500.00	500.00		0.00%
Lease Income	107,879.83	127,700.00	(19,820.17)	(15.52%)
Rentals	3,512.50	500.00	3,012.50	602.50%
Other Revenue	63,510.83		63,510.83	0.00%
Fees	5,959.44	5,600.00	359.44	6.42%
Sales	1,182,816.87	934,900.00	247,916.87	26.52%
Total Revenue	1,364,179.47	1,069,200.00	294,979.47	27.59%
Expense				
Salaries and Wages - Full Time	82,912.64	149,000.00	(66,087.36)	(44.35%)
Salaries and Wages - Part Time	124,008.90	58,800.00	65,208.90	110.90%
Salaries and Wages - Students	95,984.15	92,300.00	3,684.15	3.99%
Employee Benefits	68,983.79	66,100.00	2,883.79	4.36%
Association/Membership Fees	2,340.04	3,000.00	(659.96)	(22.00%)
Auto - Fuel	1,785.53		1,785.53	0.00%
Cleaning Supplies	4,226.75	5,000.00	(773.25)	(15.47%)
Comm and Public Relations	4,891.00	4,500.00	391.00	8.69%
Contract Services	116,797.47	59,000.00	57,797.47	97.96%
Cost of of Goods Sold	262,783.85	140,000.00	122,783.85	87.70%
Equipment - Purchase	803.97	5,000.00	(4,196.03)	(83.92%)
Equipment - Rental	1,440.00		1,440.00	0.00%
Financial Expenses	209.03		209.03	0.00%
Office Supplies	3,770.34	4,400.00	(629.66)	(14.31%)
Postage & Courier	10.82		10.82	0.00%
Program Supplies	6,055.76	1,500.00	4,555.76	303.72%
Protective & Uniform Clothing	1,377.53	2,500.00	(1,122.47)	(44.90%)
R&M Grounds	12,558.52	15,000.00	(2,441.48)	(16.28%)
R&M Consumables and Parts	107,162.31	45,000.00	62,162.31	138.14%
Staff Training & Development	2,325.24	5,200.00	(2,874.76)	(55.28%)
SME - Consultants	4,130.00		4,130.00	0.00%
Telephone/Internet	17,664.07	16,000.00	1,664.07	10.40%
Travel		1,000.00	(1,000.00)	(100.00%)
Reassessment/Uncollectable	49,520.97		49,520.97	0.00%
Total Expense	971,742.68	673,300.00	298,442.68	44.33%
Surplus/(Deficit) Before Allocation	392,436.79	395,900.00	(3,463.21)	(0.87%)
Surplus/(Deficit) Directly Attributable	392,436.79	395,900.00	(3,463.21)	(0.87%)
Allocation:SSE/BC	344,380.16	409,077.00	(64,696.84)	(15.82%)
Surplus/(Deficit) After Allocations	48,056.63	(13,177.00)	61,233.63	(464.70%)
Transfer to/ (from) Reserves	48,056.63	(13,177.00)	61,233.63	(464.70%)
Total Transfers	48,056.63	(13,177.00)	61,233.63	(464.70%)
Surplus / (Deficit)	-	-	-	-

City of Port Colborne
Nickel Beach
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Fees	342,633.88	196,200.00	146,433.88	74.64%
Total Revenue	342,633.88	196,200.00	146,433.88	74.64%
Expense				
Salaries and Wages - Part Time	16,567.98		16,567.98	0.00%
Salaries and Wages - Students	98,574.08	80,900.00	17,674.08	21.85%
Employee Benefits	16,563.19	8,800.00	7,763.19	88.22%
Cleaning Supplies	1,025.14	2,500.00	(1,474.86)	(58.99%)
Comm and Public Relations	3,024.84	4,000.00	(975.16)	(24.38%)
Contract Services	79,141.70	36,700.00	42,441.70	115.64%
Equipment - Purchase	324.93		324.93	0.00%
Program Supplies		100.00	(100.00)	(100.00%)
Protective & Uniform Clothing	1,000.43	500.00	500.43	100.09%
R&M Grounds	2,175.54	5,100.00	(2,924.46)	(57.34%)
Staff Training & Development		2,000.00	(2,000.00)	(100.00%)
Telephone/Internet	512.65	800.00	(287.35)	(35.92%)
Total Expense	218,910.48	141,400.00	77,510.48	54.82%
Surplus/(Deficit) Before Allocation	123,723.40	54,800.00	68,923.40	125.77%
Surplus/(Deficit) Directly Attributable	123,723.40	54,800.00	68,923.40	125.77%
Allocation:SSE/BC	57,486.53	52,500.00	4,986.53	9.50%
Surplus/(Deficit) After Allocations	66,236.87	2,300.00	63,936.87	2779.86%
Transfer to/ (from) Reserves	66,236.87	2,300.00	63,936.87	2779.86%
Total Transfers	66,236.87	2,300.00	63,936.87	2779.86%
Surplus / (Deficit)	-	-	-	-

City of Port Colborne
Cemetery
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Investment Income	4,235.23	4,000.00	235.23	5.88%
Sales	43,223.73	42,900.00	323.73	0.75%
Total Revenue	47,458.96	46,900.00	558.96	1.19%
Expense				
Association/Membership Fees		1,200.00	(1,200.00)	(100.00%)
Contract Services	329.50	2,100.00	(1,770.50)	(84.31%)
Equipment - Purchase	429.42	1,100.00	(670.58)	(60.96%)
Equipment - Rental	6,412.00	6,900.00	(488.00)	(7.07%)
R&M Grounds	7,760.47	8,900.00	(1,139.53)	(12.80%)
SME - Consultants	12,000.00		12,000.00	0.00%
Total Expense	26,931.39	20,200.00	6,731.39	33.32%
Surplus/(Deficit) Before Allocation	20,527.57	26,700.00	(6,172.43)	(23.12%)
Surplus/(Deficit) Directly Attributable	20,527.57	26,700.00	(6,172.43)	(23.12%)
Allocation:SSE/BC	64,746.00	65,300.00	(554.00)	(0.85%)
Surplus/(Deficit) After Allocations	(44,218.43)	(38,600.00)	(5,618.43)	14.56%
Transfer to/ (from) Reserves	(23,396.75)	(38,600.00)	15,203.25	(39.39%)
Total Transfers	(23,396.75)	(38,600.00)	15,203.25	(39.39%)
Surplus / (Deficit)	(20,821.68)		(20,821.68)	0.00%

Appendix D - Rate Summary and Detail by Department

Rate Summary and Detail

Appendix D.1 - Rate Summary

City of Port Colborne
Water/WasteWater/Storm
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue	91,844.29		91,844.29	0.00%
Fees	47,745.46		47,745.46	0.00%
Sales	15,437.02		15,437.02	0.00%
Penalties and Interest	27,649.34	72,998.00	(45,348.66)	(62.12%)
Rate Revenue - Variable	3,163,050.05	4,336,213.00	(1,173,162.95)	(27.06%)
Rate Revenue - Fixed	8,885,353.46	7,946,615.00	938,738.46	11.81%
Total Revenue	12,231,079.62	12,355,826.00	(124,746.38)	(1.01%)
Expense				
Salaries and Wages - Full Time	708,095.35	834,600.00	(126,504.65)	(15.16%)
Salaries and Wages - Part Time	12,587.37		12,587.37	0.00%
Salaries and Wages - Students	29,830.58		29,830.58	0.00%
Overtime Pay	7,041.07	41,300.00	(34,258.93)	(82.95%)
Employee Benefits	260,702.15	246,800.00	13,902.15	5.63%
Association/Membership Fees	4,984.91	4,000.00	984.91	24.62%
Comm and Public Relations		20,000.00	(20,000.00)	(100.00%)
Computer Software	11,877.72	12,900.00	(1,022.28)	(7.92%)
Contract Services	395,065.73	496,010.00	(100,944.27)	(20.35%)
Cost of of Goods Sold	12,537.98		12,537.98	0.00%
PAP / Online Incentives	37,200.00	40,000.00	(2,800.00)	(7.00%)
GIS Credit	30,744.00	100,000.00	(69,256.00)	(69.26%)
Equipment - Purchase	22,702.48	30,800.00	(8,097.52)	(26.29%)
Equipment - Rental	21,430.58	14,900.00	6,530.58	43.83%
Hospitality Expense	102.71		102.71	0.00%
Office Supplies	8,967.46	27,500.00	(18,532.54)	(67.39%)
Postage & Courier	43,512.10	80,000.00	(36,487.90)	(45.61%)
Protective & Uniform Clothing	7,643.15	10,000.00	(2,356.85)	(23.57%)
R&M Consumables and Parts	77,512.62	158,100.00	(80,587.38)	(50.97%)
Staff Training & Development	6,820.24	36,800.00	(29,979.76)	(81.47%)
SME - Consultants	19,285.30	59,000.00	(39,714.70)	(67.31%)
Telephone/Internet	8,712.29	8,800.00	(87.71)	(1.00%)
Travel	85.88	3,600.00	(3,514.12)	(97.61%)
Utilities - Hydro	19,921.22	28,000.00	(8,078.78)	(28.85%)
Utilities - Water	1,064.52	900.00	164.52	18.28%
City Owned Property Tax Charges	10,594.75	10,440.00	154.75	1.48%
City Owned Property SS Charges	26,649.51	28,330.00	(1,680.49)	(5.93%)
Reassessment/Uncollectable	4,471.50		4,471.50	0.00%
Region Rate - Fixed	4,855,162.25	5,395,000.00	(539,837.75)	(10.01%)
Region Rate - Variable	1,424,131.02	1,622,840.00	(198,708.98)	(12.24%)
Total Expense	8,069,436.44	9,310,620.00	(1,241,183.56)	(13.33%)
Surplus/(Deficit) Before Allocation	4,161,643.18	3,045,206.00	1,116,437.18	36.66%
Surplus/(Deficit) Directly Attributable	4,161,643.18	3,045,206.00	1,116,437.18	36.66%
Surplus/(Deficit) After Allocations	4,161,643.18	3,045,206.00	1,116,437.18	36.66%
Transfer to/ (from) Reserves	1,714,312.77	914,262.00	800,050.77	87.51%

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Transfer Between Funds	2,447,330.41	2,130,944.00	316,386.41	14.85%
Total Transfers	4,161,643.18	3,045,206.00	1,116,437.18	36.66%
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Surplus / (Deficit)	-	-	-	-
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City of Port Colborne
Storm Sewer
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Rate Revenue - Fixed	693,085.96	854,720.00	(161,634.04)	(18.91%)
Total Revenue	693,085.96	854,720.00	(161,634.04)	(18.91%)
Expense				
Salaries and Wages - Full Time	70,809.54		70,809.54	0.00%
Salaries and Wages - Part Time	1,258.74		1,258.74	0.00%
Salaries and Wages - Students	2,983.06		2,983.06	0.00%
Overtime Pay	704.11		704.11	0.00%
Employee Benefits	26,070.22		26,070.22	0.00%
Contract Services	13,549.13	137,700.00	(124,150.87)	(90.16%)
Equipment - Rental	20,583.94	12,000.00	8,583.94	71.53%
R&M Consumables and Parts	4,428.83	8,500.00	(4,071.17)	(47.90%)
Utilities - Hydro	12,077.42	5,000.00	7,077.42	141.55%
Utilities - Water	1,064.52	900.00	164.52	18.28%
City Owned Property Tax Charges	10,594.75	10,440.00	154.75	1.48%
City Owned Property SS Charges	26,649.51	28,330.00	(1,680.49)	(5.93%)
Total Expense	190,773.77	202,870.00	(12,096.23)	(5.96%)
Surplus/(Deficit) Before Allocation	502,312.19	651,850.00	(149,537.81)	(22.94%)
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Surplus/(Deficit) Directly Attributable	502,312.19	651,850.00	(149,537.81)	(22.94%)
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Surplus/(Deficit) After Allocations	502,312.19	651,850.00	(149,537.81)	(22.94%)
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Transfer to/ (from) Reserves	(120,567.47)	42,307.00	(162,874.47)	(384.98%)
Transfer Between Funds	622,879.66	609,543.00	13,336.66	2.19%
Total Transfers	502,312.19	651,850.00	(149,537.81)	(22.94%)
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Surplus / (Deficit)	-	-	-	-

City of Port Colborne
WasteWater
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Fees	47,518.10		47,518.10	0.00%
Penalties and Interest	16,444.21	33,000.00	(16,555.79)	(50.17%)
Rate Revenue - Variable	1,022,570.73	2,207,282.00	(1,184,711.27)	(53.67%)
Rate Revenue - Fixed	5,624,115.37	4,519,326.00	1,104,789.37	24.45%
Total Revenue	6,710,648.41	6,759,608.00	(48,959.59)	(0.72%)
Expense				
Salaries and Wages - Full Time	212,428.61	417,300.00	(204,871.39)	(49.09%)
Salaries and Wages - Part Time	3,776.21		3,776.21	0.00%
Salaries and Wages - Students	8,949.17		8,949.17	0.00%
Overtime Pay	2,112.32	20,650.00	(18,537.68)	(89.77%)
Employee Benefits	78,210.65	123,400.00	(45,189.35)	(36.62%)
Association/Membership Fees	1,949.06	2,000.00	(50.94)	(2.55%)
Comm and Public Relations		10,000.00	(10,000.00)	(100.00%)
Computer Software	3,968.64	5,000.00	(1,031.36)	(20.63%)
Contract Services	188,618.39	187,550.00	1,068.39	0.57%
PAP / Online Incentives	18,600.00	20,000.00	(1,400.00)	(7.00%)
GIS Credit	30,744.00	100,000.00	(69,256.00)	(69.26%)
Equipment - Purchase	1,820.82	13,500.00	(11,679.18)	(86.51%)
Equipment - Rental	846.64		846.64	0.00%
Office Supplies	4,069.04	13,750.00	(9,680.96)	(70.41%)
Postage & Courier	21,730.39	40,000.00	(18,269.61)	(45.67%)
Protective & Uniform Clothing	3,600.84	4,000.00	(399.16)	(9.98%)
R&M Consumables and Parts	11,042.33	45,100.00	(34,057.67)	(75.52%)
Staff Training & Development	1,371.49	18,400.00	(17,028.51)	(92.55%)
SME - Consultants	14,988.76	25,000.00	(10,011.24)	(40.04%)
Travel		1,800.00	(1,800.00)	(100.00%)
Utilities - Hydro	5,566.43	20,400.00	(14,833.57)	(72.71%)
Region Rate - Fixed	4,265,746.25	4,805,000.00	(539,253.75)	(11.22%)
Total Expense	4,880,140.04	5,872,850.00	(992,709.96)	(16.90%)
Surplus/(Deficit) Before Allocation	1,830,508.37	886,758.00	943,750.37	106.43%
Surplus/(Deficit) Directly Attributable	1,830,508.37	886,758.00	943,750.37	106.43%
Surplus/(Deficit) After Allocations	1,830,508.37	886,758.00	943,750.37	106.43%
Transfer to/ (from) Reserves	970,508.37	258,207.00	712,301.37	275.86%
Transfer Between Funds	860,000.00	628,551.00	231,449.00	36.82%
Total Transfers	1,830,508.37	886,758.00	943,750.37	106.43%
Surplus / (Deficit)	-	-	-	-

City of Port Colborne
Water
For the Twelve Months Ending December

	YTD Dec ACTUAL	2021 BUDGET	VARIANCE	VAR %
Revenue				
Other Revenue	91,844.29		91,844.29	0.00%
Fees	227.36		227.36	0.00%
Sales	15,437.02		15,437.02	0.00%
Penalties and Interest	11,205.13	39,998.00	(28,792.87)	(71.99%)
Rate Revenue - Variable	2,140,479.32	2,128,931.00	11,548.32	0.54%
Rate Revenue - Fixed	2,568,152.13	2,572,569.00	(4,416.87)	(0.17%)
Total Revenue	4,827,345.25	4,741,498.00	85,847.25	1.81%
Expense				
Salaries and Wages - Full Time	424,857.20	417,300.00	7,557.20	1.81%
Salaries and Wages - Part Time	7,552.42		7,552.42	0.00%
Salaries and Wages - Students	17,898.35		17,898.35	0.00%
Overtime Pay	4,224.64	20,650.00	(16,425.36)	(79.54%)
Employee Benefits	156,421.28	123,400.00	33,021.28	26.76%
Association/Membership Fees	3,035.85	2,000.00	1,035.85	51.79%
Comm and Public Relations		10,000.00	(10,000.00)	(100.00%)
Computer Software	7,909.08	7,900.00	9.08	0.11%
Contract Services	192,898.21	170,760.00	22,138.21	12.96%
Cost of Goods Sold	12,537.98		12,537.98	0.00%
PAP / Online Incentives	18,600.00	20,000.00	(1,400.00)	(7.00%)
Equipment - Purchase	20,881.66	17,300.00	3,581.66	20.70%
Equipment - Rental		2,900.00	(2,900.00)	(100.00%)
Hospitality Expense	102.71		102.71	0.00%
Office Supplies	4,898.42	13,750.00	(8,851.58)	(64.38%)
Postage & Courier	21,781.71	40,000.00	(18,218.29)	(45.55%)
Protective & Uniform Clothing	4,042.31	6,000.00	(1,957.69)	(32.63%)
R&M Consumables and Parts	62,041.46	104,500.00	(42,458.54)	(40.63%)
Staff Training & Development	5,448.75	18,400.00	(12,951.25)	(70.39%)
SME - Consultants	4,296.54	34,000.00	(29,703.46)	(87.36%)
Telephone/Internet	8,712.29	8,800.00	(87.71)	(1.00%)
Travel	85.88	1,800.00	(1,714.12)	(95.23%)
Utilities - Hydro	2,277.37	2,600.00	(322.63)	(12.41%)
Reassessment/Uncollectable	4,471.50		4,471.50	0.00%
Region Rate - Fixed	589,416.00	590,000.00	(584.00)	(0.10%)
Region Rate - Variable	1,424,131.02	1,622,840.00	(198,708.98)	(12.24%)
Total Expense	2,998,522.63	3,234,900.00	(236,377.37)	(7.31%)
Surplus/(Deficit) Before Allocation	1,828,822.62	1,506,598.00	322,224.62	21.39%
Surplus/(Deficit) Directly Attributable	1,828,822.62	1,506,598.00	322,224.62	21.39%
Surplus/(Deficit) After Allocations	1,828,822.62	1,506,598.00	322,224.62	21.39%
Transfer to/ (from) Reserves	864,371.87	613,748.00	250,623.87	40.83%
Transfer Between Funds	964,450.75	892,850.00	71,600.75	8.02%
Total Transfers	1,828,822.62	1,506,598.00	322,224.62	21.39%
Surplus / (Deficit)	-	-	-	-

Appendix E - Capital and Related Projects Summary

Project Name	Project ID	Approved Budget	In Year Spending	Unspent Before Close-out	Closed Out	Budgets Carried Forward	REF
2020 Carryforward Projects							
Overholt Cemetery Expansion	20C-CE-L56	80,330		80,330		80,330	
Modernization Grant Projects	20C-CS-L01	440,779	78,838	361,941		361,941	
IT-Access Control Door Reader	20C-CS-L53	2,000		2,000		2,000	
Genetec Security Systm Upgrade	20C-CS-L54	3,000	2,613	387	(387)	-	[A]
IT - Server Room Relocation	20C-CS-L55	180,000		180,000	(82,000)	98,000	[F]
Cruise Ship Berthing Facility	20C-ED-L46	10,000		10,000		10,000	
Tourism Strategy & Cruise DST	20C-ED-L47	185,148	148,044	37,104		37,104	
Industrial Land clearing	20C-ED-L48	60,000	34,822	25,178		25,178	
HarbourMaster Building Repairs	20C-MA-L57	24,500		24,500		24,500	
Museum - Exhibit Cases	20C-MU-L59	5,000		5,000		5,000	
Museum - Cedar shingles	20C-MU-L60	10,000	21,512	(11,512)	11,512	-	[A]
Museum Archive Building HVAC	20C-MU-L61	18,500	11,133	7,367		7,367	
Repair Sidewalks to Archive	20C-MU-L62	5,000	1,126	3,874	(3,874)	-	[A]
Archive Shelving/Art Rack	20C-MU-L63	25,000		25,000		25,000	
Museum Lifeboat/Garage Upgrade	20C-MU-L64	10,000	7,768	2,232	(2,232)	-	[A]
Planning - Plotter	20C-PL-L65	10,000		10,000		10,000	
Picnic Tables In Various Parks	20C-PW-L02	26,307	5,802	20,505	(20,505)	-	[A]
Flashing Amber Beacons	20C-PW-L03	18,355	758	17,596	(17,596)	-	[A]
VHWC BOCCE Insulation	20C-PW-L04	4,600	1,522	3,078	(3,078)	-	[A]
VHWC Rink 1 Insulation	20C-PW-L05	16,500	17,446	(946)	946	-	[A]
City Hall - Window Replacement	20C-PW-L06	85,000	75,953	9,047	(9,047)	-	[A]
City Hall - HVAC Units Upgrade	20C-PW-L07	20,000		20,000		20,000	
City Hall - Fall Arrest	20C-PW-L08	12,000		12,000		12,000	
City Hall - Flat Roof Repairs	20C-PW-L09	10,000		10,000		10,000	
City Hall - Bus Vestibule Vent	20C-PW-L10	2,500		2,500	(2,500)	-	[A]
City Hall - Carpeting/painting	20C-PW-L11	5,000	19,550	(14,550)	14,550	-	[A]
City Hall -3rd Floor Furniture	20C-PW-L12	54,420	52,431	1,989	(1,989)	-	[A]
City Hall - Monitoring System	20C-PW-L13	5,000		5,000		5,000	
Fire Hall - Facility Repairs	20C-PW-L14	67,500	69,627	(2,127)	2,127	-	[A]

Project Name	Project ID	Approved Budget	In Year Spending	Unspent Before Close-out	Closed Out	Budgets Carried Forward	REF
Fire Hall - Monitoring System	20C-PW-L15	5,000		5,000		5,000	
Elm St & Elgin St Intersection	20C-PW-L16	50,000		50,000		50,000	
Lake End Access Gates	20C-PW-L17	22,500		22,500		22,500	
11 King St Facility Demolition	20C-PW-L18	35,000	39,483	(4,483)	4,483	-	[A]
Bethel Furnace Replacement	20C-PW-L19	16,000		16,000		16,000	
Bethel Roof Replacement	20C-PW-L20	51,000	13,341	37,659		37,659	
Bethel Security /Accessability	20C-PW-L21	3,500		3,500	(3,500)	-	[A]
New solar lighting for Parks	20C-PW-L22	45,000		45,000		45,000	
Centennial Park LED Lighting	20C-PW-L23	6,500		6,500	(6,500)	-	[A]
Centennial Park Pavilion Roof	20C-PW-L24	17,400	13,294	4,106	(4,106)	-	[A]
HH Knoll Park Band Shell roof	20C-PW-L25	16,500	13,046	3,454	(3,454)	-	[A]
Friendship Trail Repair	20C-PW-L26	32,938	6,336	26,602		26,602	
Soccer Complex Bridge Repair	20C-PW-L27	17,600	18,752	(1,152)	1,152	-	[A]
Skateboard Park Parking Lot	20C-PW-L28	4,000		4,000		4,000	
HH Knoll Park Walkways Repairs	20C-PW-L29	55,326	18,349	36,977		36,977	
Sherkston Accessibility Issues	20C-PW-L30	2,500		2,500	(2,500)	-	[A]
Sherkston Roof Repairs	20C-PW-L31	12,000		12,000		12,000	
Sherkston Chimney/HotWaterTank	20C-PW-L32	7,500		7,500		7,500	
Sherkston Septic System	20C-PW-L33	47,800		47,800	(47,800)	-	[A]
Soccer Complex Sanitary Pump	20C-PW-L34	5,000		5,000		5,000	
VHWC Main Entrance Pylon Sign	20C-PW-L35	70,000	2,600	67,400		67,400	
VHWC Fitness Areas Water Drips	20C-PW-L36	10,000		10,000		10,000	
VHWC Pool Rehab of Tiles	20C-PW-L37	42,000		42,000		42,000	
VHWC Monitoring system	20C-PW-L38	5,000		5,000		5,000	
PC Operations Centre Upgrades	20C-PW-L39	193,230	11,117	182,113		182,113	
Bulk Water Station Project	20C-PW-L42	170,134	98,881	71,253	(71,253)	-	[C]
Sunset Park Asphalt Walkway	20C-PW-L44	18,055	18,373	(318)	318	-	[A]
Dawg's Project	20C-PW-L67	30,888	21,238	9,650	(9,650)	-	[A]
Economic Development Strategy	20O-ED-L49	30,000	29,227	773	(773)	-	[A]
New Tourism Branding	20O-ED-L50	10,000		10,000		10,000	
Affordable Housing Strategy	20O-ED-L52	75,000		75,000		75,000	
Marina Business Plan Study	20O-MA-L58	44,786	24,882	19,905	(19,905)	-	[B]

Project Name	Project ID	Approved Budget	In Year Spending	Unspent Before Close-out	Closed Out	Budgets Carried Forward	REF
Building Inspection Technology	200-PL-L66	46,500		46,500		46,500	
Urban Forest Management Plan	200-PW-L45	85,000		85,000		85,000	
Active Transportation Masterpl	200-PW-L51	50,000		50,000		50,000	
Subtotal		2,730,095	877,863	1,852,233	(277,562)	1,574,671	

2021 Capital Projects Approved in Budget and Mid-Year

2021 Capital Projects Approved in Budget

Cemetery - Columbarium repairs	21C-CE-B34	40,000	35,963	4,037		4,037	
ITS - Server Back-up	21C-CS-B01	52,000	16,717	35,283		35,283	
ITS - Evergreening	21C-CS-B02	150,000	149,283	717	(717)	-	[A]
Edraulic Combi Tool	21C-FD-B08	20,000	17,696	2,304	(2,304)	-	[A]
Fire Hose Replacement	21C-FD-B09	75,000	64,008	10,992	(10,992)	-	[A]
Library Capital	21C-LB-B31	45,000	10,194	34,806	(34,806)	-	[D]
Marina - Hydro Pedestals	21C-MA-B33	15,000	14,324	676	(676)	-	[B]
Museum Capital	21C-MU-B32	5,000	7,958	(2,958)	2,958	-	[A]
Multi-Use Trail Repairs	21C-PW-B03	335,000	283,010	51,990	(51,990)	-	[A]
East / West Wig Wags	21C-PW-B04	82,360	9,688	72,672		72,672	
Splash Pad Pump Replacement	21C-PW-B05	8,000	5,976	2,024	(2,024)	-	[A]
VHWC - Berm Headwall	21C-PW-B06	20,000	19,957	43	(43)	-	[A]
West St Electrical Infra.	21C-PW-B07	10,000		10,000		10,000	
Railway Crossing Improvements	21C-PW-B10	75,000	953	74,047		74,047	
Bridges Culverts Walls Repairs	21C-PW-B11	105,500		105,500		105,500	
CIMCO System Gantry Crane	21C-PW-B12	18,000		18,000		18,000	
COPC Welcome Centre Upgrades	21C-PW-B13	14,500		14,500		14,500	
VHWC Air Removal Unit	21C-PW-B14	18,000		18,000		18,000	
Downtown CIP	21C-PW-B15	1,000,000		1,000,000	(250,000)	750,000	[F]
Fire Station HVAC Upgrades	21C-PW-B16	18,000		18,000		18,000	
Fire Station Security Upgrades	21C-PW-B17	24,000	725	23,275		23,275	
Fleet replacement/Purchase	21C-PW-B18	300,000	28,696	271,304		271,304	
Flow Monitors - Wastewater	21C-PW-B19	100,000		100,000		100,000	
Glycol Pipe Insulation	21C-PW-B20	52,000	48,215	3,785	(3,785)	-	[A]
Harbourmaster Roof Replacement	21C-PW-B21	12,500	5,866	6,634	(6,634)	-	[A]

Project Name	Project ID	Approved Budget	In Year Spending	Unspent Before Close-out	Closed Out	Budgets Carried Forward	REF
Infrastructure Needs Studies	21C-PW-B22	750,000	22,638	727,362		727,362	
PCOC Facilities Upgrades	21C-PW-B23	83,500	76,877	6,623	(6,623)	-	[A]
Programmable Speed Radar Signs	21C-PW-B24	20,000	19,857	143	(143)	-	[A]
Programmable Speed Zone Beacon	21C-PW-B25	12,000		12,000		12,000	
Roads Resurfacing Program	21C-PW-B26	960,000	830,160	129,840		129,840	
Sidewalk Construction	21C-PW-B28	100,000	100,912	(912)	912	-	[A]
Site Remediation	21C-PW-B29	130,000		130,000		130,000	
Tennessee Gate Inspec & Design	21C-PW-B30	30,000		30,000		30,000	
		4,680,360	1,769,673	2,910,687	(366,867)	2,543,821	
2021 Capital Projects Approved Mid-Year							
Community Impro Plans Review	21C-ED-R47	125,000	13,807	111,193		111,193	
Parkette at Lakeview Park	21C-ED-R49	150,000		150,000		150,000	
Purchase Industrial Park Land	21C-ED-R51	-	5,000	(5,000)		(5,000)	
OTF Resilient Communities Grant	21C-LB-G43	121,200	41,834	79,366		79,366	
Building Condition Assessment	21C-LB-R44	20,000	11,041	8,959		8,959	
Clarence Sidewalk Construction	21C-PW-R35	165,000	120,060	44,940	(44,940)	-	[A]
City Hall Elevator Repairs	21C-PW-R39	100,000		100,000		100,000	
Chippawa Road Construction	21C-PW-R40	35,000		35,000		35,000	
Erie St Wtmain Design & Inspec	21C-PW-R45	198,216	54,124	144,092		144,092	
Rainbow Crosswalk	21C-PW-R46	15,000	13,533	1,467	(1,467)	-	[A]
Erie St Wtmain Construction	21C-PW-R48	1,880,000		1,880,000		1,880,000	
New Excavator - Drain	21C-PW-R50	-	488,365	(488,365)	488,365	-	[E]
Facility Condition Index	21C-PW-R52	75,000		75,000		75,000	
Project Management	21O-PW-R41	147,600	1,817	145,783		145,783	
		3,032,016	749,580	2,282,436	441,957	2,724,393	
Subtotal		7,712,376	2,519,253	5,193,123	75,091	5,268,213	

2022 Approved Capital Projects Pre-Spending

O.3 Perimeter Fence - Nickel Beach	22C-BE-B83		3,405	(3,405)		(3,405)	
C.6 Lotus Migration&Building Permit	22C-CS-B33		30,833	(30,833)		(30,833)	
Q.2 Lagoon Shorline Repair - Marina	22C-MA-B87		35,000	(35,000)		(35,000)	
A.13 Waterfront Centre	22C-PW-B13		202,423	(202,423)		(202,423)	

Project Name	Project ID	Approved Budget	In Year Spending	Unspent Before Close-out	Closed Out	Budgets Carried Forward	REF
B.1 Mobile Column Lifts&Welder-PCOC	22C-PW-B14		4,462	(4,462)		(4,462)	
G.10 Drain - Road Culvert Rplc	22C-PW-B61		41,289	(41,289)		(41,289)	
I.1 Neff St Outlet Retrofit	22C-SS-B64		11,285	(11,285)		(11,285)	
J.3 + K.1 Excavator Bucket	22C-WW-B70		7,305	(7,305)		(7,305)	
Subtotal			336,002	(336,002)		(336,002)	
Capital Projects Total		10,442,471	3,733,118	6,709,353	(202,471)	6,506,882	

Reference:

[A] Closed out to Capital Under/Over Reserve

[B] Closed out to Marina Reserve

[C] Closed out to Water Reserve

[D] Closed out to Library Capital Reserve

[E] Closed out to Drainage Equipment Reserve

[F] Partial 'Transfer to Holding'

Appendix F - Capital and Related Project Holding Accounts

Project Name	Project ID	Approved Budget	Allocated to approved projects	Additional Funding	Available Holding Funds at YE 2021	Allocated in 2022 Budget	Remaining Funds in 2022	REF
2020 Holding Funds								
Nickel Area Storm Sewer Projec	20C-PW-L40	573,072		285,144	858,217	(338,724)	519,493	[a]
Wastewater Capital Projects	20C-PW-L41	519,403			519,403	(519,403)	-	
Water Capital Projects	20C-PW-L43	437,516	(437,516)		-		-	[c]
Subtotal		1,529,991	(437,516)	285,144	1,377,620	(858,127)	519,493	
2021 Holding Funds								
Capital Contingency Fund	21C-CS-B39	106,953	-	332,000	438,953	(332,000)	106,953	[b]
Water Capital Projects	21C-PW-B36	268,701	(241,402)	-	27,299	(27,299)	-	[c]
Wastewater Capital Projects	21C-PW-B37	250,000	-	-	250,000	(250,000)	-	
Storm Sewer Capital Projects	21C-PW-B38	23,724	-	-	23,724		23,724	
Subtotal		649,378	(241,402)	332,000	739,976	(609,299)	130,677	
Holding Funds Total		2,179,369	(678,918)	617,144	2,117,596	(1,467,426)	650,170	

Reference:

[a] Additional CSO Program funding received

[b] Partial transfer from approved Capital Projects

[c] Transfer to Erie St Watermain Project

	Year End Balance Before Surplus / (Deficit)	2021 Budget Transfers	In-Year Approved Transfers	Year End Transfers per Reserve Policy / Practice	Year End Transfers to Approve	2021 Year End Balance	Net 2022 Capital and Related Project Budget	Forecasted Reserve Balance	Funding Target	Progress
Grants Committee Reserve (W)	12,250			750		13,000		13,000	Varies - Dependent on Activity^	Achieved
Library Bequest Reserve	4,188					4,188		4,188	Varies - Dependent on Library Board Requirements^	Achieved
Library Employee Future Benefit Reserve	54,129					54,129		54,129	75% of Employee Future Benefit and WSIB Liability (Estimated target \$120,375)	Not Achieved - Long-Term Target
Library Capital	120,712			14,806		135,518		135,518	Varies - Dependent on Library Board Requirements	Requires Facility Condition Study - Public Works is reviewing options with the Library to complete
Library Contingency Reserve	52,602			(5,670)		46,932		46,932	5% of the gross Library budget (Estimated at \$45,850)	Achieved
Local Architectural Conservation Advisory Committee (LACAC) Reserve (W)	10,184			1,000		11,184		11,184	Varies - Dependent on Activity^	Achieved
NEW Community Safety Committee (W)	3,947			1,000		4,947		4,947	Varies - Dependent on Activity^	Achieved
Mayors Youth Council Committee (MYCC) Reserve (W)	3,217			1,000		4,217		4,217	Varies - Dependent on Activity^	Achieved
Museum Bequest Reserve	51,473			27,354		78,827		78,827	Varies - Dependent on Museum Board Requirements^	Achieved
Museum Capital	31,667					31,667	(20,000)	11,667	Varies - Dependent on Museum Board Requirements^	Achieved
Seniors Advisory Committee (SAC) Reserve (W)	4,392			850		5,242		5,242	Varies - Dependent on Activity^	Achieved
Niagara South Coast Tourism (W)	35,402			28,550		63,952		63,952	Varies - Dependent on Activity^	Achieved
Total Boards and Committees Reserves	384,163	-	-	69,641	-	453,804	(20,000)	433,804		
Canada Summer Games Reserve	30,000	15,000				45,000	(45,000)	-	Council Commitment	Achieved
Canal Days Reserve	50,000			125,000		175,000	(125,000)	50,000	5% of the gross Canada Day budget (Estimated target at \$32,600)	Achieved - Temporary elevated as a result of 2020/2021 being canceled.
CIP Incentives Reserve (W)	110,054			56,543		166,597		166,597	Council Commitment	Awaiting Study approved Report 2021-81
Roselawn	679,299					679,299	(122,500)	556,799	TBD	Roselawn Plan, being developed
Transit (W)	166,078			45,430		211,508	(157,600)	53,908	Bridge Funding	Achieved
Municipal Election Reserve (W)	90,585	30,000		(1,997)		118,588	(118,588)	(0)	Clerk proposed budget	Achieved
Total Programs, Grants and Activities	1,126,016	45,000	-	224,976	-	1,395,992	(568,688)	827,304		
Building Department Reserve (RF)	83,220	(83,200)		168,131		168,151		168,151	Funded by User Fees - Surplus / (Deficit) - Zero	Achieved - User fees will need to increase in the future to maintain

Beach Reserve	212,729	2,300		63,937		278,966	(113,750)	165,216	Funded by User Fees - Surplus / (Deficit) - 5% of gross Beach budget plus pay-as-you-go balance required for capital and related projects	Achieved
Overholt Cemetery Reserve	23,397	(38,600)		15,203	130,000	130,000	(123,300)	6,700	Funded by User Fees - Surplus / (Deficit) - 5% of gross Overholt Cemetery budget plus pay-as-you-go balance required for capital and related projects	Business Plan being developed
Sugarloaf Marina Reserve	175,851	(13,177)		81,814		244,488	(40,800)	203,688	Funded by User Fees - Surplus / (Deficit) - 5% of gross Marina budget plus pay-as-you-go balance required for capital and related projects	Business Plan being developed
Marina Internal Financing	(367,951)	76,883				(291,068)	(581,910)	(872,978)	Council approved to be repaid through Sugarloaf Marina budget over 5 years	
Total Self Sustaining Entities	127,246	(55,794)	-	329,085	130,000	530,537	(859,760)	(329,223)		
Economic Development Reserve (W)	-	-		466,525		466,525	(195,000)	271,525	Varies - Dependent on Activity^	Achieved
Encumbrance Reserve (W)	197,285	-		98,078	-	295,363	(295,363)	0	Zero	Achieved
Future Liabilities Reserve (W)	1,355,755	8,014		320,484		1,684,253	411,000	2,095,253	75% of Employee Future Benefit and WSIB Liability (Estimated target \$7,233,300)	Not Achieved - Long-Term Target
General Stabilization	2,240,562	(253,400)		253,400		2,240,562		2,240,562	10% of the Levy (Estimated target \$2,187,400)	Achieved
Opportunities Fund	2,000,000	-	-			2,000,000		2,000,000	Established at \$2,000,000 from successful NRBN initiative	Achieved
Subject Matter Experts Reserves (W)	208,598	-	-			208,598		208,598	0.25% of the City's consolidated budget (Estimated target of \$50,000)	Achieved
Working Capital Reserve	2,018,700	39,300	129,400			2,187,400		2,187,400	10% of the Levy (Estimated target \$2,187,400)	Achieved
Total General Government	8,020,900	(206,086)	129,400	1,138,487	-	9,082,701	(79,363)	9,003,338		
(A) Development Charges (RF)	339,713	2,010	-	300,902		642,625		642,625	Varies - Dependent on requirements identified in multi-year forecasts	Public Works is leading infrastructure needs studies / planning, including facilities condition assessments. These will be
Drain Reserve	343,955	85,000	-	(14,967)		413,988		413,988		
Drain Internal Financing			(488,365)	2,522		(485,843)	74,500	(411,343)		
Facilities Reserve	131,386	-	-			131,386		131,386		
Fleet and Equipment Reserve	704,237	-	-			704,237	(704,237)	-		
Goderich Maintenance Agreement (W)	83,852	-	-	(39,931)		43,921		43,921		
(A) Grants - Federal Gas Tax (RF)	1,069,588	(1,063,258)	285,561	11,978		303,869	(303,869)	-		

(A) Grants - Ontario Community Infrastructure Fund (RF)	755,955	(751,485)	347,254	8,322	(500,000)	(139,954)	185,926	45,972		assessments. These will be used to establish these reserve levels when complete.
General TCA Reserve	2,441,383	(282,360)	125,637	1,422	150,000	2,436,082	(225,254)	2,210,828		
Storm Sewer Reserve	235,832	42,307	-	(161,164)		116,975	390,944	507,919	10% of budget plus pay-as-you go balance required for capital and related projects (Estimated target \$141,000 plus capital and related projects)	Public Works is leading infrastructure needs studies / planning, including facilities condition assessments. These will be used to establish these reserve levels when complete.
Waste Water Reserve	84,936	258,207	-	717,859		1,061,002	413,191	1,474,193	10% of budget plus pay-as-you go balance required for capital and related projects (Estimated target \$694,000 plus capital and related projects)	
Water Reserve	900,730	613,748	(1,518,000)	327,818		324,296	400,195	724,491	10% of budget plus pay-as-you go balance required for capital and related projects (Estimated target based on budget = \$476,000 plus capital and related projects)	
Total Capital (including DR)	7,091,567	(1,095,831)	(1,247,913)	1,154,760	(350,000)	5,552,584	231,396	5,783,980		
Less: Deferred Revenue (Sum of A 's) recognizing these are recorded on the Balance Sheet as an Asset	(2,165,256)	1,812,733	(632,815)	(321,202)		(806,540)	117,943	(688,597)		
Total Capital	4,926,311	716,902	(1,880,728)	833,558	(350,000)	4,746,043	349,339	5,095,382		
Total Reserves before WIP	14,584,636	500,022	(1,751,328)	2,595,746	(220,000)	16,209,076	(1,178,472)	15,030,604		
Work-in-progress (WIP)	4,540,195	5,329,738	(2,772,829)		1,134,807	8,231,911	-	8,231,911	Note: "Forecast" reflects actual spend from Appendix D - Capital and Related Projects	
Total Reserves	19,124,831	5,829,760	(4,524,157)	2,595,746	914,807	24,440,987	(1,178,472)	23,262,515		

Appendix H - Investments

Investment Report

Investment income in 2021 was \$181,281

At the time of writing this report, FIN – 01 stipulates no more than 50% of the City's investments should be concentrated in any one Schedule I Bank. As previously communicated the City's investments were historically in one Schedule I Bank. Financial Services added one Credit Union and is in the processes of adding one additional bank to bring the City in compliance with its policy.

Investment Performance

The City experienced a favorable budget to actual variance in Trimester 1 despite the low interest rate environment. As the City's remaining GIC's are maturing Council can expect investment income to moderate in the following trimesters.

	Trimester 1	Trimester 2	Trimester 3	Total	Annualized Return
Actual	69,737	59,916	51,628	181,281	1.01%
Budget	35,000	35,000	35,000	105,000	
Variance	34,737	24,916	16,628	76,281	

Investment Term Holdings

Funds	Book Value	Weight
Investments < 1 Year	4,500,000	24.3%
Cash	14,004,683	75.7%
Total Portfolio	18,504,683	100.0%

Financial Services highlights that the investment to cash ratio is temporarily skewed to cash as a result of lower interest rates and the interest rate floor that our bank account has provided. Should interest rates rise the investment to cash ratio will move towards investments.

Investments

Institution	Type of Investment^	Purchased Amount	Interest Rate	Maturity Date	Percentage of Holdings
Meridian	Credit Union - GIC	500,000	0.95%	2022-06-25	2.3%
Meridian	Credit Union - GIC	500,000	1.10%	2022-12-25	2.3%
Meridian	Credit Union - GIC	500,000	1.24%	2023-06-25	2.3%
Scotiabank	Bank - GIC	3,000,000	0.75%	2022-12-23	13.6%
Total excluding cash		4,500,000			20.3%
Primarily CIBC	Chequing Account	14,004,683	0.450%/ 0.600%		63.3%
Scotiabank	Chequing Account	3,632,702	0.45%		16.4%
Total including Cash *		22,137,385			100.0%

^The City does not own any of its own long-term or short-term debentures.

* All figures are in Canadian dollars.

Appendix I - Debt Management

In accordance with policy FIN - 03 the following debt management appendix has been prepared. The figures in this appendix are in '000s.

A multi-year forecast of internal and external borrowing and lease financing and the related cost of borrowing and lease financing:

('000s in millions)	2020	2021	2022	2023	2024	2025	2026
Projected Year End Debt	30,270	28,831	27,411	26,123	24,968	23,777	22,859
Committed Capital Leases	58	27	2	-	-	-	-
Total Borrowing (External)	30,328	28,858	27,413	26,123	24,968	23,777	22,859
Internal Financing	368	292	873	743	613	483	353
Total Borrowing (External & Internal)	30,696	29,150	28,286	26,866	25,581	24,260	23,212
Interest	915	962	920	878	840	804	766
Principal	1,975	1,440	1,444	1,289	1,155	1,191	948
External Borrowing Charges	2,890	2,402	2,364	2,167	1,995	1,995	1,714
Illustrative In-Year ARL*		6.5%	6.2%	5.5%	4.8%	4.6%	4.0%
City Self Imposed Max		15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Provincial Imposed Max		25.0%	25.0%	25.0%	25.0%	25.0%	25.0%

* This projection utilized a 4% increase in own source revenue (2% inflation, 2% infrastructure).

~ This has been updated for 2022 budget approvals

At the present time there is no future borrowing planned for illustrative purposes. Staff are working on updating the Tangible Capital Asset Management Plan in accordance with Ontario Regulation 588/17. The timing of this project is June 30, 2022 and will align with the City's infrastructure needs work. A forecasted funding model will accompany the updated Tangible Capital Asset Management Plan.

Presently the two primary risk associated with borrowing are the perceived opportunity cost associated with interest rate levels and the City itself maintain a strong fiscal framework to support on-going investments.

Financial Services advises that decision to borrow are based on matching project requirements to cash flow needs and related funding requirements. These decisions are often made a year or more prior to borrowing is to occur. They are also subject to the borrowing windows allotted by the Niagara Region. Borrowing decisions are therefore not recommended based on trying to time interest rates and as such Financial Services advises while some may identify an opportunity cost associated with timing interest rates, Financial Services assesses no risk recognizing decisions to recommend borrowing are not interest rate dependent.

At the time of writing this report, borrowing is consistent with the Debt Management Policy except for the fact certain tangible capital assets would have been below the current borrowing threshold at the time the original debt was issued. Financial Services recommends no related action to be taken.



Subject: 2022 Property Tax and Storm Sewer By-Law

To: Council

From: Corporate Services Department

Report Number: 2022-76

Meeting Date: April 26, 2022

Recommendation:

That Corporate Services Department Report 2022-76 be received;

That the 2022 property tax rates outlined in Appendix A of Corporate Services Report 2022-76 be approved; and

That the 2022 Property Tax Rate By-law attached as Appendix B of Corporate Services Report 2022-76 be approved.

Purpose:

To establish the 2022 property tax rates and corresponding by-law.

Background:

The City of Port Colborne (the “City”) levies property taxes annually through a four-installment model. Property taxes are based on approved budgetary requirements that are identified in the budget process as the annual levy. The 2022 budget was approved on November 8, 2021 by way of report 2021-275.

The City operates in a multi-tier municipal system with the City being the “lower-tier” and the Niagara Region being the “upper-tier”. In this model, the Niagara Region establishes tax policy, including tax ratios and any discount factors. The City bills property owners for the City and Niagara Region levies and the property tax rates set by the Province of Ontario for Education purposes. The total assessment for each property class, tax ratios, discount factors, rates and amounts being levied are included in Appendix A.

Local property tax rates are established through by-law in accordance with Section 312 of the Municipal Act, 2001 as amended.

Amounts raised by way of a special levy for the Downtown Development Board (BIA) and the Main Street Gateway (BIA) are done so in accordance with Section 208 (1) of the Municipal Act, 2001, as amended.

Discussion:

The combined residential property tax rate, including the City, Niagara Region, and Education are summarized as follows:

	2022	2021	\$	%
City	0.00980471	0.00929437	0.00051034	5.49%
Niagara Region	0.00603552	0.00587571	0.00015981	2.72%
Niagara Region: Waste Management	0.00095899	0.00092220	0.00003679	3.99%
Education	0.00153000	0.00153000	0.00000000	0.00%
Total	0.01832922	0.01762228	0.00070694	4.01%

The City's year over year increase on a blended property tax basis is 2.94% (5.49% x 53.49% which is the City's portion of the combined tax rate). This compares to 2.80% (1.70% estimated on operations and 1.10% estimated on capital) during the budget process.

The impact on the blended property tax rates on the average (avg.) residential, commercial, and industrial property in the City is as follows:

	CVA	2022	2021	\$	%
Avg. Residential	\$212,031	\$3,886	\$3,736	\$150	4.01%
Avg. Commercial	\$320,468	\$9,340	\$8,947	\$393	4.39%
Avg. Industrial	\$786,373	\$34,743	\$33,281	\$1,462	4.39%

The residential property average above represents the average of all residential properties in the City, including waterfront properties.

The property sample for the commercial and industrial class does not include larger industrial, shopping centre, office buildings, parking lots or subclass properties. Rates for all property classes are included in Appendix A.

The average commercial and industrial property tax change highlighted above are slightly higher than the residential change. Factors that can impact a difference include changes in current value assessment ("CVA") of commercial and industrial properties, tax shifts, and tax policy approved at the Niagara Region or Province. This compares to the prior year when the change in commercial and industrial properties was below that of residential properties. The prior year changes of 0.31% for average commercial and minus 3.78% for average industrial were the result of the Province's decision to cut

Education rates to these property classes. There was no reduction in the Education rate on residential properties in the prior year. The net result was commercial properties saw almost no increase and industrial properties saw a reduction in property taxes on a blended rate basis in 2021.

The storm sewer rates were approved by way of report 2021-312 approved by Council on December 13, 2021, these rates are included in the 2022 Property Tax Rates Bylaw as Schedule B to the By-law.

The final tax due dates for all classes are recommended as July 15 and September 29, 2022. The recommended July date will allow staff to manage workloads between the third instalment and Canal Days. The September date is recommended to move from the 30th which became Truth and Reconciliation Day in 2021.

Financial Implications:

The proposed tax rates form the basis to fund the City's approved 2022 budget.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Service and Simplicity - Quality and Innovative Delivery of Customer Services
- Attracting Business Investment and Tourists to Port Colborne
- City-Wide Investments in Infrastructure and Recreational/Cultural Spaces
- Value: Financial Management to Achieve Financial Sustainability
- People: Supporting and Investing in Human Capital
- Governance: Communications, Engagement, and Decision-Making

Conclusion:

Staff recommend the proposed 2022 property tax rates in Appendix A be approved.

Appendices: (If none delete section)

- a. 2022 Property Tax Rates
- b. By-law to Set and Levy the Rates of Taxation for City Purposes for the Year 2022

Respectfully submitted,

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Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

Appendix A - 2022 Property Tax Rates

Report 2022-76

**City of Port Colborne
General 2022 Tax Rates**

Appendix A

Property Class	RTC Code	2022 Current Value Assessment	Tax Ratio	Discount Factor
Residential	RT	1,659,891,635	1.000000	1.00
Multi-Residential	MT	39,175,000	1.970000	1.00
New Multi-Residential	NT	913,000	1.000000	1.00
Commercial	CT	112,494,680	1.734900	1.00
Excess Land	CU	126,300	1.734900	0.85
Vacant Land	CX	2,723,100	1.734900	0.85
Commercial Other	GT	317,500	1.734900	1.00
Commercial Other	ST	11,949,227	1.734900	1.00
Comm - New Construction	XT	10,244,600	1.734900	1.00
Comm - New Const. Excess	XU	230,900	1.734900	0.85
Industrial	IT	22,755,500	2.630000	1.00
Excess Land	IU	393,900	2.630000	0.85
Vacant Land	IX	7,723,400	2.630000	0.85
Ind - New Construction	JT	11,844,900	2.630000	1.00
Ind - New Const. Excess	JU	75,700	2.630000	0.85
Large Industrial	LT	40,345,338	2.630000	1.00
Excess Land	LU	2,266,166	2.630000	0.85
Pipelines	PT	10,736,000	1.702100	1.00
Farmlands	FT	56,711,638	0.250000	1.00
FAD I	R1	1,407,700	1.000000	0.75
Managed Forests	TT	912,352	0.250000	1.00
		<u>1,993,238,536</u>		

Payments-In-Lieu

Property Class	RTC Code	2022 Current Value Assessment	Tax Ratio	Discount Factor
Residential - Full	RF	1,108,000	1.000000	1.00
Residential - Gen	RG	383,400	1.000000	1.00
Commercial - Full	CF	11,105,500	1.734900	1.00
Commercial - Gen	CG	500,000	1.734900	1.00
Industrial - Hydro	IH	110,000	2.630000	1.00
		<u>13,206,900</u>		

Appendix A - 2022 Property Tax Rates

City of Port Colborne General 2022 Tax Rates (Continued)

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential	RT	0.00980471	0.00603552	0.00095899	0.00153000	0.01832922
Multi-Residential	MT	0.01931528	0.01188997	0.00188921	0.00153000	0.03462446
New Multi-Residential	NT	0.00980471	0.00603552	0.00095899	0.00153000	0.01832922
Commercial	CT	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Excess Land	CU	0.01445866	0.00890037	0.00141419	0.00880000	0.03357322
Vacant Land	CX	0.01445866	0.00890037	0.00141419	0.00880000	0.03357322
Commercial Other	GT	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Commercial Other	ST	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Comm - New Construction	XT	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Comm - New Const. Excess	XU	0.01445866	0.00890037	0.00141419	0.00880000	0.03357322
Industrial	IT	0.02578639	0.01587342	0.00252214	0.00880000	0.05298195
Excess Land	IU	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Vacant Land	IX	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Ind - New Construction	JT	0.02578639	0.01587342	0.00252214	0.00880000	0.05298195
Ind - New Const. Excess	JU	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Large Industrial	LT	0.02578639	0.01587342	0.00252214	0.00880000	0.05298195
Excess Land	LU	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Pipelines	PT	0.01668860	0.01027306	0.00163230	0.00880000	0.03739396
Farmlands	FT	0.00245118	0.00150888	0.00023975	0.00038250	0.00458231
FAD I	R1	0.00735353	0.00452664	0.00071924	0.00114750	0.01374691
Managed Forests	TT	0.00245118	0.00150888	0.00023975	0.00038250	0.00458231

Payments-In-Lieu

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential - Full	RF	0.00980471	0.00603552	0.00095899	0.00153000	0.01832922
Residential - Gen	RG	0.00980471	0.00603552	0.00095899	-	0.01679922
Commercial - Full	CF	0.01701019	0.01047102	0.00166375	0.00980000	0.03894496
Commercial - Gen	CG	0.01701019	0.01047102	0.00166375	-	0.02914496
Industrial - Hydro	IH	0.02578639	0.01587342	0.00252214	0.01250000	0.05668195

Appendix A - 2022 Property Tax Rates

City of Port Colborne General 2022 Tax Rates (Continued)

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential	RT	16,274,751	10,018,309	1,591,819	2,539,634	30,424,514
Multi-Residential	MT	756,676	465,790	74,010	59,938	1,356,413
New Multi-Residential	NT	8,952	5,510	876	1,397	16,735
Commercial	CT	1,913,556	1,177,934	187,163	989,953	4,268,606
Excess Land	CU	1,826	1,124	179	1,111	4,240
Vacant Land	CX	39,372	24,237	3,851	23,963	91,423
Commercial Other	GT	5,401	3,325	528	2,794	12,048
Commercial Other	ST	203,259	125,121	19,881	105,153	453,413
Comm - New Construction	XT	174,263	107,271	17,044	90,152	388,731
Comm - New Const. Excess	XU	3,339	2,055	327	2,032	7,752
Industrial	IT	586,782	361,208	57,393	200,248	1,205,631
Excess Land	IU	8,634	5,315	844	3,466	18,259
Vacant Land	IX	169,285	104,207	16,558	67,966	358,016
Ind - New Construction	JT	305,437	188,019	29,874	104,235	627,566
Ind - New Const. Excess	JU	1,659	1,021	162	666	3,509
Large Industrial	LT	1,040,361	640,418	101,757	355,039	2,137,575
Excess Land	LU	49,671	30,576	4,858	19,942	105,047
Pipelines	PT	179,169	110,292	17,524	94,477	401,462
Farmlands	FT	139,010	85,571	13,597	21,692	259,870
FAD I	R1	10,352	6,372	1,012	1,615	19,352
Managed Forests	TT	2,236	1,377	219	349	4,181
		21,873,989	13,465,051	2,139,476	4,685,825	42,164,341

Payments-In-Lieu

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential - Full	RF	10,864	6,687	1,063	1,695	20,309
Residential - Gen	RG	3,759	2,314	368	-	6,441
Commercial - Full	CF	188,907	116,286	18,477	108,834	432,503
Commercial - Gen	CG	8,505	5,236	832	-	14,572
Industrial - Hydro	IH	2,837	1,746	277	1,375	6,235
		214,871	132,269	21,016	111,904	480,060

The Corporation of the City of Port Colborne

By-Law No.

Being a By-Law to Set and Levy the Rates of Taxation
for City Purposes for the Year 2022

Whereas at its meeting of November 8, 2021 the Council of The Corporation of the City of Port Colborne ("Council") approved the recommendations of Corporate Services Department Report No. 2021-275, Subject: 2022 Levy Budget; and

Whereas at its meeting of December 13 26, 2021, Council approved the recommendations of Corporate Services Department Report No. 2021-312, Subject: 2022 Rate Setting; and

Whereas the City of Port Colborne (the "City") shall in each year prepare and adopt a budget including estimates of all sums required during the year for the purposes of the City pursuant to Section 290(1) of the *Municipal Act*, 2001, S.O. 2001, C. 25 as amended, (hereinafter referred to as the "*Municipal Act*"); and

Whereas the City shall in each year levy a separate tax rate on the assessment in each property class pursuant to Section 312 of the *Municipal Act*, as amended; and

Whereas the Regional Municipality of Niagara (the "Niagara Region") through by-law sets the tax ratios and the tax rate reductions for prescribed property classes for the 2022 taxation year; and

Whereas the Niagara Region through by-law sets the tax rates for the Niagara Region, including Niagara Region Waste Management and the Province of Ontario sets the tax rates for Education purposes; and

Whereas the City shall annually raise the amount required for the purposes of a Board of Management (Business Improvement Areas) pursuant to subsection 208(1) of the *Municipal Act*, 2001, as amended.

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. That the rates of taxation be based on the levy amount of \$21,873,989.
2. That in accordance with Section 312 and Subsection 208(1) of the *Municipal Act*, the City shall levy upon the property tax classes the property tax rates set out in Schedule "A" attached hereto.
3. That the City shall levy upon the assessment of such property classes set out in Schedule "A" attached hereto, the rate of taxation pursuant to current value assessment as returned on the assessment roll from the Municipal Property Assessment Corporation.
4. That the levy provided for in Schedule "A" attached hereto shall be reduced by the amount of the interim levy for 2022 that was requisitioned in accordance with By-Law No. 6954/100/21.
5. That payments-in-lieu of taxes due to the City, the actual amount due to the City shall be based upon the assessment roll and the tax rates for the year 2022.
6. That railway rights-of-way taxes due to the City in accordance with the regulations as established by the Minister of Finance, pursuant to the *Municipal Act*, the actual amount due to the City shall be based on the

assessment roll and the tax rates for the year 2022.

7. The City will levy on behalf of the Port Colborne Downtown Business Improvement Area an amount of \$46,045. The Commercial occupied rate will be 0.00133693.
8. The City will levy on behalf of the Port Colborne Gateway Business Improvement Area an amount of \$10,000. The Commercial occupied rate will be 0.00100386, with no property having an assessment of more than \$5,000 being billed less than \$125.00 or more than \$250.00.
9. That the City shall charge the Storm Sewer fees by property class set out in Schedule "B" attached hereto.
10. That in accordance with Section 343 of the *Municipal Act*, the demand date shall be June 24, 2022, effective for the Residential, Commercial, Industrial, Multi-Residential, Pipelines, Farmlands, Managed Forests and Farmland Awaiting Development property classes.
11. That in accordance with Section 343 of the *Municipal Act*, the Treasurer shall send a bill to the taxpayer's residence or place of business, or to the premises in respect of which the taxes are payable unless the taxpayer directs the Treasurer, in writing, to send the bill to another address.
12. That in accordance with Section 342 and 346 of the *Municipal Act*:
 - a. The payment of taxes, including local improvement assessments and other rates as taxes, to be made to the office of the Treasurer in one amount or by installments on the dates of July 15, 2022 and September 29, 2022, on which the taxes or installments are due, and provide for the immediate payment of any installments if earlier installments are not paid on time. The due dates for installments, as mentioned, are effective for the Residential, Commercial, Industrial, Multi-Residential, Pipelines, Farmlands, Managed Forests and Farmland Awaiting Development property classes.
 - b. The payment of taxes to the Municipality may also be paid by any person to any financial institution within the City of Port Colborne.
 - c. The payment of taxes be made according to the established preauthorized payment plan on either a due date or monthly plan in the year for which the taxes are imposed to allow taxpayers to spread the payment of taxes more evenly over the year and that monthly payments be made on the 1st of the month from January to December, inclusive.
13. That in accordance with Section 347 of the *Municipal Act*, the Treasurer may accept part payment on account and allocate such payments in accordance with this Section.
14. That in accordance with By-Law No. 6841/91/20, a penalty and interest charge for late or non-payment of taxes shall be imposed.
15. That in accordance with Section 355 of the *Municipal Act*, where the sum of such taxes would be less than \$5.00, the amount of actual taxes payable shall be zero.

16. Where the sum of taxes would be \$150.00 or less, the amount shall be due and payable in one installment on the same date as the first installment.
17. All monies raised, levied or collected under authority of this by-law shall be paid into the hands of the City.

Enacted and passed this 26th day of April, 2022.

William C. Steele
Mayor

Nicole Rubli
Acting City Clerk

Schedule A - 2022 Property Tax Rates

**City of Port Colborne
General 2022 Tax Rates**

Property Class	RTC Code	2022 Current Value Assessment	Tax Ratio	Discount Factor
Residential	RT	1,659,891,635	1.000000	1.00
Multi-Residential	MT	39,175,000	1.970000	1.00
New Multi-Residential	NT	913,000	1.000000	1.00
Commercial	CT	112,494,680	1.734900	1.00
Excess Land	CU	126,300	1.734900	0.85
Vacant Land	CX	2,723,100	1.734900	0.85
Commercial Other	GT	317,500	1.734900	1.00
Commercial Other	ST	11,949,227	1.734900	1.00
Comm - New Construction	XT	10,244,600	1.734900	1.00
Comm - New Const. Excess	XU	230,900	1.734900	0.85
Industrial	IT	22,755,500	2.630000	1.00
Excess Land	IU	393,900	2.630000	0.85
Vacant Land	IX	7,723,400	2.630000	0.85
Ind - New Construction	JT	11,844,900	2.630000	1.00
Ind - New Const. Excess	JU	75,700	2.630000	0.85
Large Industrial	LT	40,345,338	2.630000	1.00
Excess Land	LU	2,266,166	2.630000	0.85
Pipelines	PT	10,736,000	1.702100	1.00
Farmlands	FT	56,711,638	0.250000	1.00
FAD I	R1	1,407,700	1.000000	0.75
Managed Forests	TT	912,352	0.250000	1.00
		<u>1,993,238,536</u>		

Payments-In-Lieu

Property Class	RTC Code	2022 Current Value Assessment	Tax Ratio	Discount Factor
Residential - Full	RF	1,108,000	1.000000	1.00
Residential - Gen	RG	383,400	1.000000	1.00
Commercial - Full	CF	11,105,500	1.734900	1.00
Commercial - Gen	CG	500,000	1.734900	1.00
Industrial - Hydro	IH	110,000	2.630000	1.00
		<u>13,206,900</u>		

Schedule A - 2022 Property Tax Rates

**City of Port Colborne
General 2022 Tax Rates (Continued)**

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential	RT	0.00980471	0.00603552	0.00095899	0.00153000	0.01832922
Multi-Residential	MT	0.01931528	0.01188997	0.00188921	0.00153000	0.03462446
New Multi-Residential	NT	0.00980471	0.00603552	0.00095899	0.00153000	0.01832922
Commercial	CT	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Excess Land	CU	0.01445866	0.00890037	0.00141419	0.00880000	0.03357322
Vacant Land	CX	0.01445866	0.00890037	0.00141419	0.00880000	0.03357322
Commercial Other	GT	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Commercial Other	ST	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Comm - New Construction	XT	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Comm - New Const. Excess	XU	0.01445866	0.00890037	0.00141419	0.00880000	0.03357322
Industrial	IT	0.02578639	0.01587342	0.00252214	0.00880000	0.05298195
Excess Land	IU	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Vacant Land	IX	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Ind - New Construction	JT	0.02578639	0.01587342	0.00252214	0.00880000	0.05298195
Ind - New Const. Excess	JU	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Large Industrial	LT	0.02578639	0.01587342	0.00252214	0.00880000	0.05298195
Excess Land	LU	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Pipelines	PT	0.01668860	0.01027306	0.00163230	0.00880000	0.03739396
Farmlands	FT	0.00245118	0.00150888	0.00023975	0.00038250	0.00458231
FAD I	R1	0.00735353	0.00452664	0.00071924	0.00114750	0.01374691
Managed Forests	TT	0.00245118	0.00150888	0.00023975	0.00038250	0.00458231

Payments-In-Lieu

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential - Full	RF	0.00980471	0.00603552	0.00095899	0.00153000	0.01832922
Residential - Gen	RG	0.00980471	0.00603552	0.00095899	-	0.01679922
Commercial - Full	CF	0.01701019	0.01047102	0.00166375	0.00980000	0.03894496
Commercial - Gen	CG	0.01701019	0.01047102	0.00166375	-	0.02914496
Industrial - Hydro	IH	0.02578639	0.01587342	0.00252214	0.01250000	0.05668195

Schedule A - 2022 Property Tax Rates

**City of Port Colborne
General 2022 Tax Rates (Continued)**

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential	RT	16,274,751	10,018,309	1,591,819	2,539,634	30,424,514
Multi-Residential	MT	756,676	465,790	74,010	59,938	1,356,413
New Multi-Residential	NT	8,952	5,510	876	1,397	16,735
Commercial	CT	1,913,556	1,177,934	187,163	989,953	4,268,606
Excess Land	CU	1,826	1,124	179	1,111	4,240
Vacant Land	CX	39,372	24,237	3,851	23,963	91,423
Commercial Other	GT	5,401	3,325	528	2,794	12,048
Commercial Other	ST	203,259	125,121	19,881	105,153	453,413
Comm - New Construction	XT	174,263	107,271	17,044	90,152	388,731
Comm - New Const. Excess	XU	3,339	2,055	327	2,032	7,752
Industrial	IT	586,782	361,208	57,393	200,248	1,205,631
Excess Land	IU	8,634	5,315	844	3,466	18,259
Vacant Land	IX	169,285	104,207	16,558	67,966	358,016
Ind - New Construction	JT	305,437	188,019	29,874	104,235	627,566
Ind - New Const. Excess	JU	1,659	1,021	162	666	3,509
Large Industrial	LT	1,040,361	640,418	101,757	355,039	2,137,575
Excess Land	LU	49,671	30,576	4,858	19,942	105,047
Pipelines	PT	179,169	110,292	17,524	94,477	401,462
Farmlands	FT	139,010	85,571	13,597	21,692	259,870
FAD I	R1	10,352	6,372	1,012	1,615	19,352
Managed Forests	TT	2,236	1,377	219	349	4,181
		21,873,989	13,465,051	2,139,476	4,685,825	42,164,341

Payments-In-Lieu

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential - Full	RF	10,864	6,687	1,063	1,695	20,309
Residential - Gen	RG	3,759	2,314	368	-	6,441
Commercial - Full	CF	188,907	116,286	18,477	108,834	432,503
Commercial - Gen	CG	8,505	5,236	832	-	14,572
Industrial - Hydro	IH	2,837	1,746	277	1,375	6,235
		214,871	132,269	21,016	111,904	480,060

Schedule B - 2022 Storm Sewer Rates

By-Law Code	Property Type	Flat Fee (\$) Per Year 2022
SS01	Single Family Properties	127.05
SS02	Multi-Residential 2 to 5 Units	381.15
SS03	Multi-Residential 6 to 10 Units	1,270.50
SS05	Institutional/Multi-Residential > 10 Units	2,541.00
SS05A	112 Charlotte St Condo 23 Units	114.35
SS05B	112 Sugarloaf St Condo 22 Units	114.35
SS05C	72 Main St E Condo 31 Units	114.35
SS06	Small Commercial	635.25
SS07	Medium Commercial	1,270.50
SS08	Large Commercial	2,541.00
SS09	Light Industrial	1,270.50
SS10	Heavy Industrial	5,082.00
SS12	CNPI Owned	2,541.00
SS13	Hydro One Owned	2,541.00
SS15	Niagara Region	2,541.00



Subject: Billing of the Schihl Municipal Drain

To: Council

From: Public Works Department

Report Number: 2022-67

Meeting Date: April 26, 2022

Recommendation:

That Corporate Services Department Report 2022-67 be received;

That the billing for the Schihl Municipal Drain be invoiced in accordance with the Drainage Act, as outlined in Appendix A of Public Works Department Report 2022-67; and

That the Schihl Drain Levy By-law be approved.

Purpose:

This report has been prepared to inform Council of the completion of construction and the receipt of the Ontario Ministry of Agriculture, Food, and Rural Affairs (OMAFRA) grant for farm parcels, and to seek permission to complete the billing for said works of the Schihl Municipal Drain.

Background:

John Kuntze, P. Eng of K. Smart Associates Limited was appointed on November 6, 2002, and Neal Morris, P. Eng of K. Smart Associates Limited was appointed on November 27, 2017, to review and finalize the Schihl Municipal Drain Report under Section 4 of *The Drainage Act R.S.O. 1990*.

A tender was issued, awarded to Anthony's Excavating Central Inc., and construction of the drain began in February of 2020. The project was complete and final inspection was held on May 13, 2020. Substantial completion was provided by the appointed Engineer on December 18, 2020. An application for the construction grant was made through OMAFRA, and notification of approval was received on March 17, 2022.

Discussion:

As required for all new engineer's reports, 3 points of appeal were presented to the members of the watershed, however, no individuals chose to challenge the report and the construction continued as originally presented.

The original estimate of this project as outlined in the Engineer's Report was \$392,980.

Through the tendering process and the ability to compete a portion of the project with municipal staff, the total project cost amounted to \$363,000.71, reducing the amount of the project by 7.16%. The net cost of the project to be billed to the watershed is \$222,347.49. The net cost is inclusive of two components. The first is an OMAFRA (Ontario Ministry of Agriculture, Food and Rural Affairs) grant for farm parcels, a total of \$35,853.23 has been received. The second are allowances provided by the Engineer for payment to the parcel owners for affected land for right of way and damages, a total of \$104,800. The amount of \$104,800 is raised as a part of the overall project and is apportioned to all the property assessed through the project.

The net cost of the project is as follows:

	Residential*	Municipal	Total
City of Port Colborne	\$ 129,725.24	\$ 6,994.73	\$ 136,719.97
Town of Fort Erie	\$ 29,600.77	\$ 56,026.77	\$ 85,627.52
Total	\$ 159,326.01	\$ 63,021.50	\$ 222,347.49

Details of the above are included in Appendix A.

Internal Consultations:

Consultation was held with the finance department to relay the duties required to complete the invoicing of this work.

Financial Implications:

When the municipality completes work on a municipal drain, the costs are held at the City's expense until the time of billing, at which point those funds can be collected from the owners of property within the watershed.

Public Engagement:

The Drainage Act has many points of public consultation. All of these points were exercised through the completion of this report and construction of the drain.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- City-Wide Investments in Infrastructure and Recreational/Cultural Spaces
-

Conclusion:

Staff would like to proceed with the passing of the by-law as defined in Section 61(1), a Levy by-law, of the Drainage Act R.S.O. 1990 to complete the billing of the drainage work. If these funds are not collected from ratepayers, the City would need to absorb these costs. The total assessment for the Schihl Drain is \$222,347.49, approval of this report will allow staff to proceed with the billing of these works and collect the amount of \$215,352.76 from the affected property owners. The remaining balance of \$6994.73 is the City's portion of the assessment and will be paid through the City's approved drainage budget.

Appendices:

- a. Assessment Schedule
- b. Schihl Drain Levy By-law

Respectfully submitted,

Alana Vander Veen
Drainage Superintendent
905-835 2900 ext. 291
alana.vanderveen@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

March 28, 2019
Actual : December 9, 2020SCHEDULE C - ASSESSMENTS FOR ACTUAL COST BY-LAW
SCHIHL DRAIN
City of Port ColbornePage 2
File No. 02-210

						Actual						Optional Yearly Payment 5% / 5 YRS 0.230929174
Farm Tax Rated	Con	Lot	Roll No.	Owner/Address	Report Gross Total	Actual Gross Total	Special	1/3 Grant	Allowances	Net Assessments		
	14NR	Pt 14	(27-03-020-0) 31-086-00	R. Singleton	5,338	4,169.03		0.00	4,200	-30.97		
	14NR	Pt 14	31-087-00	J. Robertson & S. Cavey	5347	4,176.06		0.00	4,200	-23.94		
	14NR	Pt 14	31-088-00	D. Merritt	3343	2,610.92	4,223.04	0.00	2,600	4,233.96	\$977.74	
	14NR	Pt 14	31-089-00	D. Merritt	3,243	2,532.82	4,223.04	0.00	2,500	4,255.86	\$982.80	
	14NR	Pt 13	31-093-00	C. Wegelin	37	28.90		0	-	28.90	\$6.67	
F	14NR	Pt 14	31-094-00	R. Charron	9,521	7,436.00		2,478.67	8,400	-3,442.67		
	14NR	Pt 14	31-096-00	R. & D. Willick	52	40.61		0.00	-	40.61	\$9.38	
F	15NR	Pt 12	31-137-01	J. Mymryk	104	81.23		27.08	-	54.15	\$12.50	
F	15NR	Pts 13&14	31-140-00	Willoyd Ltd.	22,211	17,347.03		5,782.34	14,300	-2,735.31		
F	15NR	Pt 14	31-141-00	H. Van Der Meer	22,395	17,490.73	1,788.98	6,426.57	14,000	-1,146.86		
	15NR	Pt 14	31-142-00	K. & S. Sider	313	244.46		0.00	-	244.46	\$56.45	
F	15NR	Pt 14	31-143-00	W. & S. Kikkert	313	244.46		81.49	-	162.97	\$37.63	
	15NR	Pt 14	31-144-00	D. Dagesse & D. Holloway	313	244.46		0.00	-	244.46	\$56.45	
	15NR	Pt 14	31-145-00	L. & A. Smith	313	244.46		0.00	-	244.46	\$56.45	
	15NR	Pt 14	31-146-00	W. Yuan & G. Li	4,343	3,391.93		0.00	1,600	1,791.93	\$413.81	
	15NR	Pt 14	31-147-00	C. Stackwood	5,900	4,607.96		0.00	1,900	2,707.96	\$625.35	
F	15NR	Pt 14	31-148-00	R. & A. Swinson	6,999	5,466.29		1,822.10	1,900	1,744.19	\$402.78	
	16NR	Pt 11	31-160-04	P. Potts	183	142.92		0.00	-	142.92	\$33.00	
F	16NR	Pts 11&12	31-162-00	R. Brost & T. Chute	2,570	2,007.20		669.07	-	1,338.13	\$309.01	
F	16NR	Pt 13	31-162-01	P. & A. Brunet	1,515	1,183.23		394.41	-	788.82	\$182.16	
F	16NR	Pt 13	31-163-00	D. Cregheur	659	514.69		171.56	-	343.13	\$79.24	
	16NR	Pt 13	31-164-00	C. Mugas & K. Beardwood	176	137.46		0.00	-	137.46	\$31.74	
	16NR	Pt 13	31-165-00	W. & K. Hawkins	5,930	4,631.39		0.00	4,600	31.39	\$7.25	
	16NR	Pt 14	31-165-10	D. & T. Brewster	15,725	12,281.39	1,831.68	0.00	12,700	1,413.07	\$326.32	
	16NR	Pt 14	31-165-15	A. & J. Natale	198	154.64		0.00	-	154.64	\$35.71	
	16NR	Pt 14	31-165-17	A. & J. Natale	352	274.92		0.00	-	274.92	\$63.49	
	16NR	Pt 14	31-166-00	H. & S. Dyck	373	291.32		0.00	-	291.32	\$67.27	
	16NR	Pt 14	31-166-02	J. Brooks	88	68.73		0.00	-	68.73	\$15.87	
M	16NR	Pt 14	31-172-22	Town of Fort Erie	285	222.59		0.00	-	222.59		
	16NR	Pt 14	31-172-24	A. & J. Natale	439	342.86		0.00	-	342.86	\$79.18	
	15&16NR	Pts 13&14	31-996-00	C P Rail - Caso	17,085	13,343.57	2,633.04	0.00	300	15,676.61		
x	Total Assessments on Lands:				135,663	105,954	14,699.78	17,853	73,200	29,600.75		
x												
M	Point Abino Road				16,123	12,592.23		0		12,592.23		
M	Burger Road				16,463	12,857.78		0		12,857.78		
S	Special Assess. to Burger Road				25,235		23,809.31	0		23,809.31		
M	1/2 Holloway Bay Road				8,176	6,385.54		0		6,385.54		
M	Fox Road				489	381.91		0		381.91		
x	Total Assessments on Roads:				66,486	32,217.46	23,809	0	0	56,026.77		
x	TOTAL TOWNSHIP OF FORT ERIE				202,149	138,171.72	38,509.09	17,853.29	73,200	85,627.52		
x	(2711-040-00) City of Port Colborne											
F	4	Pts 1&2	6-072-15	776542 Ont. Ltd.	2,424	1,893.17		631.06	0	1,262.11	\$291.46	
F	4	Pt 3	6-075-00	776542 Ont. Ltd.	3,754	2,931.91		977.30	200	1,754.61	\$405.19	
	4	Pt 4	6-078-00	D. & S. Anderson	1,267	989.54		0.00	0	989.54	\$228.51	
F	5	Pts 1&2	6-113-00	776542 Ont. Ltd.	50,008	39,056.77		13,018.92	31,100	-5,062.15		
F	5	Pts 1&2	6-114-00	S. & J. Hwang	2,596	2,027.50		675.83	0	1,351.67	\$312.14	
F	5	Pts 3&4	6-119-00	Loeffen Farms Ltd.	155	121.06		40.35	0	80.71	\$18.64	
F	5	Pts 3&4	6-120-00	2144894 Ont Ltd	144	112.47		37.49	0	74.98	\$17.32	
F	5	Pts 3&4	6-121-00	776542 Ontario Ltd	10,060	7,856.97		2,618.99	300	4,937.98	\$1,140.32	
	5	Pt 4	6-122-00	P. Aiello	490	382.69		0.00	0	382.69	\$88.37	
	5	Pts 1 to 4	6-996-00	C.P.Rail-Caso	865	675.57		0.00	0	675.57		
x	Total Assessments on Lands:					56,047.65	0.00	17,999.94	31,600	6,447.71		
x												
M	Reg. Rd. 98 (Schihl Rd. & Forkes Rd)				44,777	34,971.32		0		34,971.33		
S	Special Assess. to Reg. Rd 98 (Schihl Rd & Forkes Rd)				63,335		88,306.20	0		88,306.20		
M	1/2 Holloway Bay Road				8,265	6,455.05		0		6,455.05		
M	Forkes Road				550	429.56		0		429.56		
M	Zavitz Road				141	110.12		0		110.12		
x	Total Assessments on Roads:				117,068	41,966.05	88,306.20	0.00	0.00	130,272.26		
x	TOTAL CITY OF PORT COLBORNE				188,831	98,013.70	88,306.20	17,999.94	31,600.00	136,719.97		
x	TOTAL ASSESSMENTS FOR SCHIHL DRAIN:				390,980	236,185.42	126,815.29	35,853.23	104,800.00	222,347.49		

Notes:

- All of the above lands noted with an "F" are classified as agricultural and currently have the Farm Property Class Tax Rate (F.P.C.T.R.).
- Section 21 of the Drainage Act, RSO 1990 requires that assessments be shown opposite each parcel of land and road affected. The affected parcels of land have been identified using the roll number from the last revised assessment roll for the Municipality. For convenience only, the owners' names as shown by the last revised assessment roll, has also been included.
- The lands noted above in the City of Port Colborne and Town of Fort Erie are in the geographic Township of Bertie and Humberstone.
- The value of the assessments identified in this schedule are estimates only and should not be considered final.

\server\data\2002\02-210\Engineering\Final Cost\Schihl Drain Final Cost Schedules 02-210

The Corporation of the City of Port Colborne

By-Law No. _____

Being a By-law to Amend the Assessment Schedule to
Levy the Actual Costs Incurred in Constructing a Drainage Works
Known as the Schihl Municipal Drain

Whereas Section 61 Chapter D.17 of the *Drainage Act* R.S.O. 1990 authorizes a municipality, upon the completion of the drainage works, to levy the final cost thereof to the lands and roads liable, as stated in the engineer's report; and

Whereas By-law 6708/72/19, Being a By-law to Provide for Drainage Works in the City of Port Colborne in the Regional Municipality of Niagara, known as the Schihl Municipal Drain, was enacted the 15th day of October, 2019, and provided for the construction of the Schihl Municipal Drain based on the estimates contained in the drainage report dated March 28, 2019, as submitted by Neal Morris P. Eng, from the firm of K. Smart Associates Ltd.; and

Whereas the Drainage Works was completed as per the Engineer's Report, as amended, and the total actual costs incurred were \$363,000.71 compared to an original estimated cost of \$390,980. Actual costs for the drain were 7.16% under the Engineer's estimate. The net cost of the project to be billed to the watershed is \$222,347.49. The net cost is inclusive of two components. The first is an OMAFRA (Ontario Ministry of Agriculture, Food and Rural Affairs) grant for farm parcels, a total of \$35,853.23 has been received. The second are allowances provided by the Engineer for payment to the parcel owners for affected land for right of way and damages, a total of \$104,800. The amount of \$104,800 is raised as a part of the overall project and is apportioned to all the property assessed through the project.

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. That the Treasurer invoice the Town of Fort Erie in accordance with Schedule 'A', attached hereto, being the amounts to be charged for completing the construction of the drainage works known as the Schihl Drain for the portions of work within the Town of Fort Erie, with the invoice being due within 30 days of the invoice date.
2. That the Treasurer levy the remaining amount in accordance with Schedule 'A', attached hereto, against the lands and roads in the City of Port Colborne, being the amounts to be charged for completing the construction of the drainage works known as the Schihl Drain.
3. That the owners of the property's within the City of Port Colborne have the option of submitting full payment of the net cost or make yearly payments over a period of 5 years at 5% interest per annum. The full payments not received by September 1, 2022 shall be added to the final tax bill beginning in the year 2023 and ending in the year 2027.
4. That in the event of nonpayment, the City of Port Colborne's penalty and interest charges on outstanding accounts receivable, By-law 6841/91/20 shall be followed.
5. That By-law 6708/72/19 is hereby amended by replacing the assessment schedule with Schedule 'A' appended hereto.
6. This by-law shall come into force and take effect on the day of its final passing.

Enacted and passed this 26th day of April, 2022.

William C. Steele
Mayor

Nicole Rubli
Acting City Clerk

Subject: Downtown Cruise Nights

To: Council

From: Corporate Services Department

Report Number: 2022-82

Meeting Date: April 26, 2022

Recommendation:

That Corporate Services Department Report 2022-82 be received;

That the following road closures be approved on Thursday evenings from 5 p.m. to 9 p.m. from May 19, 2022, to September 8, 2022, as shown in Appendix A:

- Clarence street, from the eastern limit of Catherine Street to the western limit of King Street;
- Clarence street, from the eastern limit of King Street to the western limit of West Street;
- Catherine Street from the southern limit of Clarence Street to the Northern limit of Charlotte Street;
- The Northern parking spaces in Market Square on the southern border of King George Park.

That the Port Colborne Downtown Cruiser's Association (PCDCA) be required to file a Certificate of Insurance, naming the City as an additional insured, in the amount of \$2,000,000, prior to the event;

That the fees be waived for the use of King George Park and access to hydro for the staging of the Cruise Night events; and

That the fee for a Noise By-law Exemption application be waived.

Purpose:

The purpose of this report is to present a request from the Port Colborne Downtown's Cruiser's Association (PCDCA) for temporary road closures to host the 2022 Downtown Cruise Nights. In 2022, Cruise Nights are proposed to take place on recurring Thursday

evenings from 5 p.m. to 9 p.m. beginning on May 19, 2022 and continuing until September 8, 2022.

Background:

The PCDCA was established to display hot rods, classic cars, and trucks in Downtown Port Colborne. The PCDCA has successfully hosted the Cruise Night event in Downtown Port Colborne since 2014, with a small interruption in 2020 due to restrictions surrounding COVID-19. This weekly, summer-time event is vibrant and has successfully attracted visitors and benefits the City's tourism and economic sectors.

Cruise Nights draw participants and visitors from throughout the Niagara Region and beyond, including the United States. The event generally showcases more than 150 classic vehicles. Participants register with PCDCA to take part in the event each week.

The City's policies and procedures concerning festivals and events outline guidelines for the City to provide assistance to local associations and organizations to host special events in municipally owned facilities and/or property. To manage municipal resources for these events and ensure public safety (as per the City's User Pay Policy) event organizers may request to borrow certain City-owned equipment and materials. Equipment such as picnic tables, waste receptacles, snow fencing, barricades, and traffic barriers/pylons may be loaned by the City, provided the event organizer reimburses the City for any additional costs that may be incurred (i.e. through the transportation and delivery of materials, staff overtime, and equipment, etc.). Event organizers are also responsible for any loss and/or damage to municipal facilities/property, including equipment/materials on loan, which are subject to full recovery charges for the actual replacement/repair costs incurred by the City.

In addition to other conditions of approval that may be imposed by the City, the City's festivals and events insurance policy requires event organizers to carry a minimum of \$2 million in general liability insurance (or \$5 million for an event involving alcohol). The organizer is required to file a Certificate of Insurance, naming the City as an additional insured, to the City prior to the event. Further, event organizers are required to submit an application for a Noise By-law exemption to the By-law Enforcement Division, if they are intending to provide amplified music during the event.

Discussion:

Recreation staff are in support of this request, and recommend temporary road closures, as follows:

- Clarence street, from the eastern limit of Catherine Street to the western limit of King Street;

- Clarence street, from the eastern limit of King Street to the western limit of West Street;
- Catherine Street from the southern limit of Clarence Street to the Northern limit of Charlotte Street;
- The Northern parking spaces in Market Square on the southern limit of King George Park.

The proposed road closure map is attached as Appendix “A”.

The PCDCA is also requesting the use of King George Park for staging the events. They are requesting to waive the fees for the park permit and use of hydro. In total, 17 Downtown Cruise Nights will occur, resulting in roughly \$850 in park fees being waived.

Emergency vehicles, including ambulance, police, and fire, as well as public works and public utility vehicles, will be exempt from the closures. Further, members and qualified volunteers of the PCDCA, and registered participants, will also be exempt from the closures. Traffic accommodations through the event area will be made as follows:

- Traffic travelling westbound on Clarence Street from the Clarence Street Bridge will be able to turn left or right on West Street (road closure barricades will be installed on Clarence Street, at the western limit of West Street)
- North and south bound traffic at the intersection of King Street and Clarence Street will be permitted (subject to traffic signal controls at this intersection), with no left or right turns permitted onto Clarence Street (road closure barricades will be installed at the eastern and western limits of King Street and Clarence Street intersection)

PCDCA volunteers will install City approved signage at each intersection of the closure, stating “Cruisers Night Clarence Street Temporarily Closed – 5 to 9 p.m.”. Signage will also be installed at Market Square. As in the past, PCDCA volunteers will ensure barricades are promptly removed and returned to pick-up areas at the end of the event each Thursday.

The above plan provides an adequate staging area for event organizers, while also ensuring pedestrian safety and accommodating traffic flow.

Internal Consultations:

The By-law Enforcement Division will process the Noise Variance request in a timely manner. The Downtown Cruiser’s Association has not requested By-law Services for this event; therefore, this Division has no objections to the proposed event.

The Public Works department will ensure road barricades are dropped off in designated locations prior to the start of each event.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Attracting Business Investment and Tourists to Port Colborne
 - People: Supporting and Investing in Human Capital
-

Conclusion:

In conclusion, the Port Colborne Downtown Cruisers Association are requesting road closures to host their Cruise Nights on recurring Thursdays from May 19, 2022, to September 8, 2022.

Appendices:

- a. Downtown Cruisers Road Closures

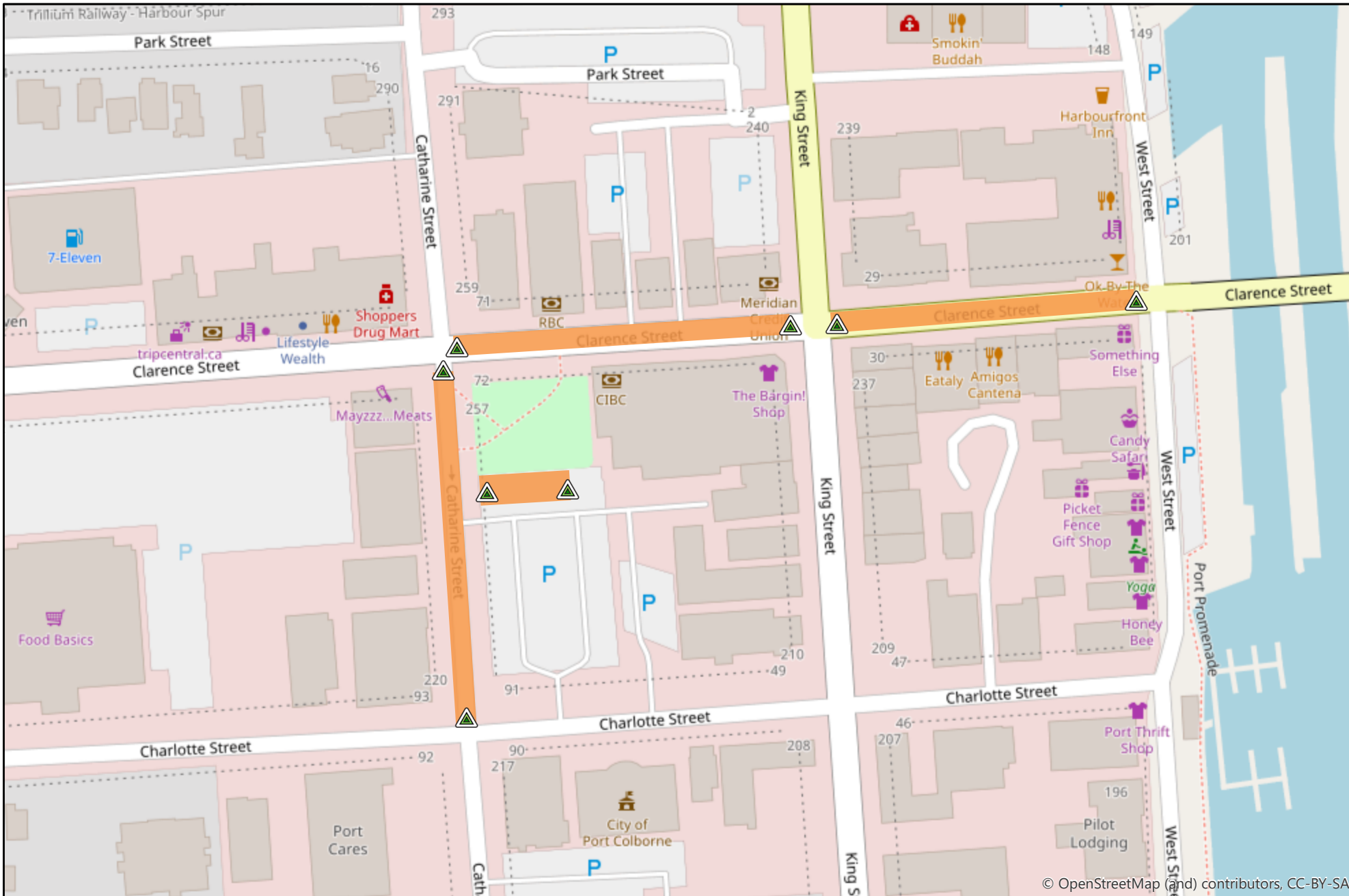
Respectfully submitted,

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Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.



Legend

- Override 1
- Override 2
- Immunization Sites
- Override 1

0 0.02 0.04 0.07 0.11 0.14 km

Date: 2022-04-14 Time: 8:41 PM

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The Niagara Region makes no representations or warranties whatsoever, either expressed or implied, as to the accuracy, completeness, reliability, currency or otherwise of the information shown on this map.

Report 2022-82 Appendix A



Subject: 2022 Marina Updates

To: Council

From: Corporate Services Department

Report Number: 2022-81

Meeting Date: April 26, 2022

Recommendation:

That Corporate Services Department Report 2022-81 be received for information.

Purpose:

The purpose of this report is to provide Council with updates on projects and enhancements at Sugarloaf Marina for the 2022 season.

Background:

Sugarloaf Marina is an important recreational hub in the City, providing access to the waterfront and associated activities for both residents and visitors. As a Self-Sustaining Entity, Staff have highlighted to Council that a commitment would be made to ensure marina operations support themselves through a comprehensive rate & fee structure that is on par with comparable marinas. Council has given recognition to the importance of maintaining the marina's position as a top choice for the boating community, and therefore supported re-investing in the marina to help ensure future sustainability. Several key projects for the 2022 season were shared with Council through both the 2022 Levy Budget and Capital and Related Project Budget.

Discussion:

Sugarloaf Marina opened docks back up to boaters on April 15th and started launching vessels on April 18th. As seasonal operations ramp up, Staff have identified salient updates below.

Capital Projects

- The lagoon shoreline repair and stabilization has been completed.
- The elevated fuel tank platforms have been completed and fuel tanks have been reinstalled. There are delays on parts required for the reinstallation of fuel pumps and early May is being targeted for installation.
- A fencing contract has been awarded, and grading operations have started in the new boat storage compound. Staff are targeting a completion by end of summer so that usage is available for the 2022-2023 winter storage season.
- A Request for Proposals (RFP) has been drafted for the procurement of a new Telehandler. The tender will be opened for submissions before the end of April. Acquisition of the new Telehandler is targeted for late summer pending supply chain issues.
- Upgraded hydro pedestal orders have been received, and installation is projected for completion in early May.
- Staff have initiated the process for acquiring a work permit required for dredging operations. A contract for completing a pre-dredging survey has been awarded, and Staff have begun to work in conjunction with the Niagara Peninsula Conservation Authority to complete the required permitting. Late fall is being targeted to start dredging pending approval of work permits. Staff will continue to provide Council with updates as they are available.

Operations

- Communications have been provided to customers regarding expectations surrounding spring launching, and docking. Staff highlight to Council that no vessels will be launched without having full payment received, and/or an up-to-date copy of valid insurance on file.
- The integration and alignment with City Hall's Customer Service Representative (CSR) program has been completed at the marina, and a cross training program for the Recreation Division's CSR positions has been initiated.
- A new marina management software system is being investigated and targeted for implementation by 2023.
- Updated and extended lease agreements with both Don Cherry's, and POCOMAR have been executed. Don Cherry's was specifically extended in accordance with the previously approved contract.
- Seasonal summer students have all been recruited and begin employment on May 2nd. A more comprehensive onboarding, training, and performance management program for students will be initiated this season.
- Cross training and seasonal support for marina launch operations will be realized through the re-deployment of Arena Facility Operator staff for several weeks in early May. Enhanced staffing levels are projected to translate into a greater efficiency in length of time to launch stored vessels on marina grounds.

- The Harbour Master Municipal canal docks were re-installed, and ready for use by the public on April 14th.
- At the time of this report, the public boat ramp will have been fully installed for the public to use.

Enhancements

- Renovations to the front office and lobby of the marina building have been completed.
 - An annual contract for power washing and insect spraying is set to begin following the Victoria weekend.
 - New decking, tables, benches, and hose systems are being upgraded at the fish cleaning station. A new method of disposal for waste at the station is being investigated to reduce the amount of material that is left within the station and the length of time it remains.
 - Various items around the marina and surrounding grounds will be repainted throughout the season.
 - All dated or unnecessary signage accumulated around the marina grounds has been removed.
 - All dead foliage around the harbour has been removed and Staff have initiated dialogue with the Parks department on a future replanting strategy.
 - Don Cherry's patio has been completely rebuilt with new lumber.
 - All summer students will receive training on equipment required to carry out consistent maintenance of the grounds throughout the season.
-

Internal Consultations:

Staff continue to have open dialogue with departments that support marina operations.

Financial Implications:

There are no financial implications associated with this report. All work performed to date at the Sugarloaf Marina was included in the 2022 Levy Budget and Capital and Related Project Budget.

Public Engagement:

Staff provide important updates to customers via mass emails, as well as maintaining the marina's webpages, and Facebook account.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Service and Simplicity - Quality and Innovative Delivery of Customer Services
 - Attracting Business Investment and Tourists to Port Colborne
 - City-Wide Investments in Infrastructure and Recreational/Cultural Spaces
-

Conclusion:

The annual boating season is taking shape and staff are satisfied with the progress. Staff continue to monitor opportunities for enhancements and efficiencies and will provide Council with important updates as they are available.

Respectfully submitted,

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Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

Subject: Equipment Purchase Opportunity

To: Council

From: Public Works Department

Report Number: 2022-86

Meeting Date: April 26, 2022

Recommendation:

That Public Works Department Report 2022-86 be received; and

That the Director of Public Works be directed to purchase the equipment as outlined within Public Works Department report 2022-86.

Purpose:

The purpose of this report is to seek approval from Council to purchase a piece of equipment that is currently being rented on an annual basis through the City's operating budget.

Background:

In 2019, the City entered into a three year rental agreement with Toromont CAT for the supply of a Front Loader to aid the City's winter control program. The agreement for this equipment expires in April 2022 and Toromont CAT has presented an offer for the City to purchase the equipment for \$240,000 including applicable taxes.

The City of Port Colborne utilizes a front loader during winter control operations due to versatility in the field. The machinery has the ability to plow major roadways but also maneuver within tight areas due to the articulating frame. This equipment is currently funded through an account dedicated to the City's equipment rentals in the operating budget.

Discussion:

Due to the contract expiry of this rental unit, staff have compared the option to continue with a rental/lease versus purchasing the unit outright to determine which option results in greater efficiencies and/or cost savings to the City.

The original price of the equipment at the time of entering the contract was \$322,000. As of April 30th, 2022, the City will have paid \$88,196 to rent the unit for three rental periods of four months each. Toromont CAT has offered to sell the equipment with the current plow and wing plow, and include a front bucket for \$240,000 tax included. The same front loader with attachments purchased new would cost approximately \$360,000 tax included. Owning the asset will save the annual rental fees and hold a value at the end of its life. Although there are great benefits to owning an asset, there are expenses that come with it such as typical repairs and maintenance which the City would be responsible for.

The City's fleet staff have reviewed the equipment and concluded that based on the unit's proposed use, the City can expect this unit to be in service for another 15 years. The chart below provides an overview of the costs to rent or purchase this equipment over the next 15 years. The rental period has been increased to 5 months per year to reflect the City's winter control service level and any further winter rental programs would be expected to follow suit.

	12 Month Rental	5 Month Rental for Winter Control	Purchase Unit at End of Rental Period
Annual Cost	Varies*	Varies*	-
One Time Cost	-	-	\$240,000
Estimated Maintenance	-	-	\$108,000*
Asset Value at End of Life	-	-	(\$70,000)
Cost over 15 Years	\$2,093,500*	\$872,500*	\$278,000

*Total cost over 15 years is based on a 5% increase per year from the 2021-2022 season.

Internal Consultations:

Supervisory staff have discussed the purchase of this equipment and determined its strengths, weaknesses, and future potential. This equipment has supplemented the City's winter control program as expected and staff are satisfied with its performance during the winter period.

The front loader will come equipped with a front plow and wing plow attachment for winter control and also a standard front bucket which will allow it to be used during the remainder

of the year for construction and operational purposes. Staff are currently investigating the potential to utilize this piece of equipment for roadside grass mowing in the future. This could save the annual operating expense of retaining a contractor to complete the program and would enable the City to provide a better overall mowing service to the public.

Staff have discussed future winter equipment rental programs with major manufacturers including Toromont CAT and John Deere who have indicated that their companies will be leaving the winter control rental business which will lead to the City renting winter equipment from a third party, potentially driving the annual rental costs higher than indicated within this report.

Financial Implications:

The overall price to purchase this piece of equipment is \$240,000 including tax. Staff are proposing to fund the purchase of this unit through the Tangible Capital Asset Reserve. Purchasing this equipment will reduce the Equipment Rental Operating Budget by \$31,000 and increase the Fleet Maintenance Operating Budget by \$5,000 a net savings of \$26,000 based on the 2021-2022 season.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Service and Simplicity - Quality and Innovative Delivery of Customer Services
- Value: Financial Management to Achieve Financial Sustainability

Conclusion:

From time-to-time opportunities for cost saving measures present themselves and the opportunity to purchase this piece of equipment is a prime example. By purchasing this equipment, staff will be able to provide, at a minimum, the same level of service at a reduced cost. The City will gain an asset and be able to explore new and innovative uses for this equipment to create greater efficiencies in current operations.

Respectfully submitted,

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Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

Subject: Parking and Traffic By-law (89-2000)

To: Council

From: Community Safety & Enforcement Department

Report Number: 2022-79

Meeting Date: April 26, 2022

Recommendation:

That Community Safety and Enforcement Department Report 2022-79 be received; and

That Council approve repealing By-law 89-2000, as amended, a by-law to provide for parking and traffic regulations, prohibitions, and enforcement; and

That Council approve enacting as a re-enactment By-law 89-2000 attached as Appendix A to Community Safety & Enforcement Department Report 2022-79.

Purpose:

This report is presented to Council recommending that Parking and Traffic By-law (89-2000) (the “By-law”), as amended, be repealed and re-enacted.

The original By-law is comprised of hundreds of amendments. The purpose of the repeal and re-enactment is threefold:

- (a) to allow for the consolidation of the by-law;
- (b) to address the need for several housekeeping amendments, and
- (c) to address the need for certain other amendments;

while maintaining the same By-law number for consistency and ease of enforcement.

Background:

The By-law was enacted in 1989.

A consistent, companion by-law was passed by all area municipalities and the Region of Niagara.

The By-law is still in place in Port Colborne, however, over the years there have been several amendments to the by-law and hundreds of amendments to the schedules. This has resulted in a cumbersome by-law.

Discussion:

In order to keep the same number and avoid a new number, Bylaw 89-2000 can be repealed, and re-enacted in the consolidated form, and with several additional amendments that are required and described below.

The consolidated by-law for re-enactment, includes some minor housekeeping amendments that were deemed necessary. The proposed By-law also contains the following recommended changes, which are identified in Appendix B:

- Updating the By-law with measurements instead of landmarks, such as Vimy School property.
- Name changes, such as Stoner Street to Christian Stoner Street and Vimy Road to Vimy Ridge Road.
- Correcting ownership of roads that were transferred between the Region and the City, such as Killaly Street West and Mellanby Avenue.
- Section 205.01.10 increase from 12 hours to 48 hours, to assist with multi vehicle families and limited parking.

Once repealed, the By-law will be immediately re-enacted as By-law 89-2000.

Council members will note that some current schedules in the proposed re-enactment are empty. These are in place as placeholders to ensure consistency with the Region of Niagara's Parking and Traffic By-law, should any roads transfer authority. Furthermore, because the Niagara Regional Police enforces the By-law, it is crucial to have a consistent by-law number throughout the Region. This is one of the reasons why the By-law must remain as By-law 89-2000, and why staff are recommending a repeal and immediate re-enactment with the same number. There are no substantive changes to the By-law except as set out above and in Appendix B to this report.

Internal Consultations:

Public Works has identified that this will allow them to easily investigate, identify and communicate various restrictions with this updated By-law. Administration and efficiency will be increased with all information in a single document.

Financial Implications:

There are no financial implications.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Service and Simplicity - Quality and Innovative Delivery of Customer Services
 - Governance: Communications, Engagement, and Decision-Making
-

Conclusion:

Staff recommend the proposed re-enactment of the consolidated Parking & Traffic By-law (89-2000) together with the housekeeping and additional updates that are outlined in Appendix B.

Appendices:

- a. Proposed (full version) Re-enactment of By-law 89-2000, Parking and Traffic
- b. For reference - the housekeeping and additional amendments made to By-law 89-2000

Respectfully submitted,

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Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

The Corporation of the City of Port Colborne

By-law No. 89-2000

A by-law regulating parking and traffic on City Roads

Part I	Interpretation
Part II	Stopping, Standing, and Parking
Part III	Special Zones
Part IV	Traffic Movement
Part V	Speed Regulations
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Part VII	Driving and Related Rules
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Schedules	

A by-law regulating parking and traffic on City Roads

Whereas it is necessary and advisable to repeal By-law 89-2000, as amended, and to enact as a re-enactment By-law 89-2000 with the text and schedules herein provided;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as re-enacted By-law 89-2000 as follows:

<u>Part I</u>	<u>Interpretation</u>
	<u>General</u>
101.01	In this by-law:
101.01.02	“Bicycle” has the same meaning as in the Highway Traffic Act;
101.01.03	“Boulevard” means all parts of the highway save and except any roadway, shoulder, driveway, or sidewalk and <ol style="list-style-type: none">“outer boulevard” means such portions of the highway lying between any sidewalk and the roadway or the shoulder where such exists;“inner boulevard” means such portion of the highway lying between the lateral boundary and the sidewalk and where there is no sidewalk it means that portion of the highway lying between the lateral boundary and the roadway or the shoulder where such exists;
101.01.04	“Bus” has the same meaning as in the Highway Traffic Act;
101.01.05	“Bus stop” means a portion of a highway designated as an area at which buses will stop to receive or discharge passengers;
101.01.06	“Chief of Police” means the Chief of the Niagara Regional Police Force or District Commander for the jurisdiction of Port Colborne;
101.01.07	“City Engineer” shall mean the person filling the Office of the Director of Engineering/Public Works of The City of Port Colborne or their properly appointed representative;
101.01.08	“Commercial motor vehicle” has the same meaning as the Highway Traffic Act;
101.01.09	“Corner” with reference to a highway intersection means the point of intersection of the prolongation of the lateral curb lines or in the absence of curbs the prolongation of edges of the roadways;

101.01.10	"Crosswalk" has the same meaning as in the Highway Traffic Act;
101.01.11	"Cul-de-sac" means a highway which is closed at one end where a turning circle or basin is constructed to allow a vehicle to turn around and egress at the open end;
101.01.12	"Driveway" means the improved land on a highway which provides vehicular access from the roadway to a laneway or parking area on adjacent land;
101.01.13	"Emergency vehicle" has the same meaning as in the Highway Traffic Act;
101.01.14	"Farm tractor" has the same meaning as in the Highway Traffic Act;
101.01.15	"Gross weight" has the same meaning as in the Highway Traffic Act;
101.01.16	"The H.T.A." or the "Highway Traffic Act" means the Highway Traffic Act, R.S.O. 1980, c. 198, as amended;
101.01.17	"Highway" has the same meaning as in the Highway Traffic Act;
101.01.18	"Holiday" includes Sunday, New Year's Day, Good Friday, Easter Monday, Victoria Day, Canada Day, the day proclaimed as a Civic Holiday, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day, Boxing Day, the day proclaimed as the monarch's birthday or the day fixed by proclamation of the Governor General or Lieutenant-Governor-in-Council as a public holiday or for a general feast or thanksgiving and the next following day when any such holiday falls on a Sunday;
101.01.19	"Intersection" has the same meaning as in the Highway Traffic Act;
101.01.20	"Island" means a portion of a highway so constructed as to separate or direct vehicular traffic onto specific portions of the roadway, or provided for the use or protection of pedestrians;
101.01.21	"Large Motor Vehicles" shall mean a commercial motor vehicle, bus, school bus, boat, boat trailer, or mobile home.
101.01.22	"Loading zone" means the portion of a roadway set apart for the exclusive purpose of parking a commercial motor vehicle to load or unload the same;

- 101.01.23 "Median strip" has the same meaning as in the Highway Traffic Act;
- 101.01.24 "Ministry" means the Ministry of Transportation of Ontario;
- 101.01.25 "Mobile canteen" includes any vehicle in or from which any food or other edible substance or any beverage is offered for retail sale or sold direct to the consumer;
- 101.01.26 "Motor assisted bicycle" has the same meaning as in the Highway Traffic Act;
- 101.01.27 "Motorcycle" has the same meaning as in the Highway Traffic Act;
- 101.01.28 "Motor vehicle" has the same meaning as in the Highway Traffic Act;
- 101.01.29 "Official sign" has the same meaning as in the Highway Traffic Act or means any sign or other device placed or erected on a highway under the authority of this by-law for the purpose of regulating, warning, or guiding traffic;
- 101.01.30 "One-way roadway" means a roadway or part of a roadway designated as such by by-law of the City of Port Colborne;
- 101.01.31 "Park" or "parking" has the same meaning as in the Highway Traffic Act;
- 101.01.32 "Parking meter" means a device that shall indicate thereon the length of time during which a vehicle may be parked which shall have as a part thereof a receptacle for receiving and storing coins, a slot or place in which such coins may be deposited, a timing mechanism to indicate the passage of the interval of time during which the parking is permissible and which shall also display a signal when said interval of time shall have elapsed.
- 101.01.33 "Parking meter zone" means the highways or parts of highways designated by this by-law as constituting a parking meter zone.
- 101.01.34 "Parking space" means a portion of the surface of a highway designated by suitable markings, the use of which is controlled and regulated by a parking meter.
- 101.01.35 "Pedestrian" means a person on foot, or in a wheelchair, baby carriage, or on a child's play vehicle propelled by muscular power;

- 101.01.36 "Pedestrian barrier" means a rail, fence, or a device installed on a sidewalk or at any location within a highway at where pedestrian is prevented from crossing the roadway or entering a barricaded area;
- 101.01.37 "Pedestrian crossover" has the same meaning as in the Highway Traffic Act;
- 101.01.38 "Police force" means the Niagara Regional Police Force;
- 101.01.39 "Police officer" means a constable, any municipal by-law enforcement officer, or any person appointed for enforcing or carrying out the provisions of this by-law;
- 101.01.40 "Public vehicle" has the same meaning as in the Public Vehicle Act, R.S.O. 1980, c. 425 as amended;
- 101.01.41 "Regional municipality" or "Region" means the Corporation of the Regional Municipality of Niagara;
- 101.01.42 "Regional Council" has the same meaning as in the Regional Municipality of Niagara Act, R.S.O. 1980, c. 438 as amended;
- 101.01.43 "Roadway" has the same meaning as in the Highway Traffic Act;
- 101.01.44 "School bus" has the same meaning as in the Highway Traffic Act;
- 101.01.45 "Shoulder" means that portion of the highway lying adjacent to the roadway where there is no barrier curb, and which is improved or maintained to support a stopped vehicle;
- 101.01.46 "Side, approach" means that side closest to lawfully approaching vehicular traffic;
- 101.01.47 "Side, remote" means that side most distant from lawfully approaching vehicular traffic;
- 101.01.48 "Sidewalk" means a foot path or any portion of highway set aside or improved for the use of pedestrians;
- 101.01.49 "Stand" or "standing" has the same meaning as in the Highway Traffic Act;
- 101.01.50 "Stop" or "stopping" has the same meaning as in the Highway Traffic Act;

- 101.01.51 "Taxi cab" has the same meaning as in the Public Vehicle Act, R.S.O. 1980, c. 425 as amended;
- 101.01.52 "Through highway" has the same meaning as in the Highway Traffic Act;
- 101.01.53 "Traffic" includes pedestrians, ridden, led or herded animals, vehicles, motorized snow vehicles and other conveyances, either singly or together while using any portion of a highway for the purposes of travel or movement of goods;
- 101.01.54 "Traffic control device" means any sign, traffic signal or other roadway, curb or sidewalk marking, or any other device erected or placed under the authority of this by-law for the purpose of regulating, warning, or guiding traffic;
- 101.01.55 "Traffic signal" means any device operated manually, electrically, or mechanically for the regulation of traffic;
- 101.01.56 "Trailer" has the same meaning in the Highway Traffic Act;
- 101.01.57 "Transit Commission" means any local board of an area municipality operating a public passenger transportation system, or any private body operating a public passenger transportation system under franchise from or agreement with an area municipality;
- 101.01.58 "U-Turn" means to turn a vehicle within a roadway in order to proceed in the opposite direction from the direction the vehicle was previously travelling;
- 101.01.59 "Vehicle" has the same meaning as in the Highway Traffic Act;
- 101.01.60 "Wheelchair" has the same meaning as in the Highway Traffic Act;
- 101.01.61 "Public Park" designated as a public park by the City of Port Colborne
- 101.01.62 "Public Park Roadway" shall be the portion of the park set out for vehicular traffic.
- 101.01.63 "Commercial Motor Vehicle" has the same meaning as the Truck Transportation Act.

- 101.01.64 "School Bus" has the same meaning as in the Highway Traffic Act.
- 101.01.65 "Boat" a water going vehicle.
- 101.01.66 "Boat Trailer" a vehicle designed to transport a boat to/from land and/or water.
- 101.01.67 "Mobile Home" has the same meaning as in the Highway Traffic Act.
- 101.01.68 "Residential Area" shall mean a highway located in a residential zone pursuant to Zoning By-law 1150/97/81, as amended, for the City of Port Colborne.
- 101.01.69 "Parking Ticket Dispensing Machine" means a device that shall have a receptacle for receiving and storing coins, a space or place in which coins may be deposited, an indicator which shows the amount of deposit and the time paid for, have the capability of dispensing a parking ticket that shall indicate thereon the location, amount paid and valid time purchased when either a ticket button is pressed or automatically upon the deposit of a predesignated fee;
- 101.01.70 "Tow Away Zone" shall mean signage depicting an area designated by this by-law where a vehicle may be towed away forthwith;
- 101.01.71 "City Emergency Representative" shall mean the Chief Administrative Officer, Fire Chief, Mayor, or the City Engineer or the appointed designate.
- 101.02 In this by-law:
- 101.02.01 Words importing the singular number of the masculine gender only, include more persons, parties or things of the same kind than one, and females as well as males.
- 101.02.02 A word interpreted in the singular number has a corresponding meaning when used in plural.
- 102.01 Abbreviations
- In the schedules to this by-law, the following abbreviations, definitions, and symbols stand for the words respectively set forth opposite thereto as follows:

Ave.	-	Avenue
Blvd.	-	Boulevard
Cir.	-	Circle
Ct.	-	Court
Cres.	-	Crescent
Dr.	-	Drive
Hwy.	-	Highway
Pkwy.	-	Parkway
Pl.	-	Place
Regn.	-	Regional
Rd.	-	Road
St.	-	Street
Sq.	-	Square
No.	-	Number
Cm	-	Centimetre
Km	-	Kilometre
Km/h	-	Kilometre per hour
M	-	Metre
N	-	North
S	-	South
W	-	West
E	-	East
a.m.	-	Ante Meridian
p.m.	-	Post Meridian

Distance

- 102.02 Where a distance is used in this by-law as from, to or within a specified distance of an object, structure, land, intersection, or part of highway, such distance shall be measured along the curb or edge of the roadway, from a point in such curb or edge or roadway opposite such object, structure, land, or corner, unless the context otherwise requires.

Cumulative Effect

- 102.03 The various restrictions of this by-law are cumulative and not mutually self-exclusive.

Severability

- 102.04 It is declared that if any section, subsection, schedule, or part thereof this by-law be declared by a court of law to be bad, illegal, or ultra vires, such part or parts shall be deemed to be severable and all parts hereof are declared to be separate and independent and enacted as such.

Standard Time and Daylight Saving Time

- 103.01 Whenever in this by-law a time of day or hour is referred to, the same shall be construed in accordance with Stand Time or Daylight Saving Time, as may be current official use in the Region.

Part II

Stopping, Standing, and Parking

Two-way Roadway and Right Side of One-way Roadway

- 201.01 Where stopping, standing, or parking is permitted, except as provided in Subsection 201.04 and 201.07, no person shall stop, stand, or park any vehicle on any roadway where there is a barrier curb or no shoulder on the right side of the roadway, having regard to the direction in which such vehicle wa travelling, unless the right front and rear wheelers parallel to the right curb or edge of the roadway.
- 201.02 Where stopping, standing, or parking is permitted, except as provided in Subsections 201.05 and 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is a barrier curb or no shoulder on the right side of the roadway, having regard to the direction in which such vehicle was travelling, unless the right front and rear wheels are not more than thirty centimetres (30cm) from the right curb or edge of the roadway.
- 201.03 Where stopping, standing, or parking is permitted, except as provided in Subsections 201.06 and 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is shoulder on the right side of the roadway having regard to the direction in which such vehicle was travelling, unless the right and front wheels parallel to and as near as is practicable to the right edge of the shoulder.

One-Way Roadway, Left Side

- 201.04 Where stopping, standing, or parking is permitted on the left side of a highway designated for one-way traffic, except as provided in subsection 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is a barrier curb or no shoulder on the left side of the roadway, having regard to the direction in

which the vehicle was travelling, unless the left front and rear wheels parallel to the left curb or edge of the roadway.

201.05 Where stopping, standing, or parking is permitted on the left side of a highway designated for one-way traffic, except as provided in subsection 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is a barrier curb or no shoulder on the left side of the roadway, having regard to the direction in which the vehicle was travelling, unless the left front and rear wheels are not more than thirty centimetres (30cm) away from the left curb or edge of the roadway.

201.06 Where stopping, standing, or parking is permitted on the left side of a highway designated for one-way traffic, except as provided in subsection 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is a shoulder on the left side of the roadway, having regard to the direction in which the vehicle was travelling, unless the left front and rear wheels parallel to and as near as is practicable to the left curb or edge of the roadway.

Angle Parking Zone

201.07 Where angle parking is permitted, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked except at the angle designated by signs or markings, and with the front end of the vehicle at the curb or the edge of the designated space which is remote from the centre of the roadway.

Signed or Marked Areas

201.08 No person shall permit a vehicle to remain stopped, standing, or parked on any portion of any highway designated by signs or markings on the highway for stopping, standing, or parking except when the said vehicle is entirely within the space or area so designated.

Double Parking Prohibited

201.09 No person shall stop, stand, or park a vehicle or permit a vehicle to remain stopped, standing, or parking on any highway on the roadway side of any stopped, standing, or parked vehicle.

Shoulder and Boulevard Restrictions

- 202.01 Unless otherwise provided in this by-law, no person shall stop, stand, or park a vehicle or permit a vehicle to remain stopped, standing, or parked on any shoulder and boulevard contrary to the prohibition or restriction applicable to the adjacent roadway as herein provided by this by-law.

Parking Limitation Within the Same Zone

- 202.02 No person shall stop, stand, or park a vehicle or permit a vehicle to remain stopped, standing, or parked on a portion of the highway within thirty meters (30m) of or within one hour from the time of its removal from such portion of a highway where such portion is referred to in Part II to this by-law.

Large Motor Vehicles

- 202.03 No person shall stop, stand, or park a large motor vehicle or the trailer portion of the tractor trailer on any street in any residential area unless it is at the time being used to make a delivery or to provide a service.

Parking of Bicycles

- 202.04 No person shall stop, stand, or park a bicycle on a highway except in an upright position and in such a manner as to cause the least obstruction to pedestrian and vehicular traffic and no bicycle shall be laid on its side along any highway or sidewalk.

Stopping Prohibited – Specified Places, Without Signs

- 203.01 No person shall stop any vehicle or permit any vehicle to remain stopped on any highway:
- 203.01.01 On or partly on or over a sidewalk;
- 203.01.02 Within an intersection or crosswalk;
- 203.01.03 Adjacent to or across the roadway from any obstruction in the roadway when such action would impede the free flow of traffic;
- 203.01.04 Upon any bridge or elevated structure and within any tunnel or underpass, or within thirty meters (30m) of either end of any such structure, except where stopping in these locations is otherwise permitted by this by-law;

203.01.05 On any median strip or adjacent to either side or the ends of any median strip separating two roadways, except when stopping in these locations is otherwise permitted by this by-law;

203.01.06 On any outer boulevard.

Stopping Prohibited – Specified Places, With Signs

203.02 When official signs are on display, no person shall stop a vehicle or permit a vehicle to remain stopped on a highway:

203.02.01 Within thirty meters (30m) of the approach side of a crosswalk at a school crossing designated by official signs or of pedestrian crossover, or within ten meters (10m) of the remote side of a school crosswalk or a pedestrian crossover;

203.02.02 Within thirty meters (30m) of the approach side of the nearest rail of any level crossing of a railway, or within sixteen meters (16m) of the remote side of the nearest rail of any such level crossing;

203.02.03 On either side or both sides of such highway adjacent to a school or playground at such times as displayed on the signs;

203.02.04 Within fifteen meters (15m) of an intersection;

203.02.05 Within sixty meters (60m) of an intersection controlled by a traffic signal.

Stopping Prohibited – Schedule “A”

203.03 When official signs are on display, no person shall stop a vehicle or permit a vehicle to remain stopped on a highway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “A” of this by-law.

203.04 The provisions of Subsection 203.02.01, 203.02.03 or 203.03, shall not apply to a school bus within a School Bus Loading Zone designated by official signs.

Standing Prohibited – Specified Places, With Signs

204.01 Subject to Section 203, when official signs are on display, no person shall stand a vehicle or permit a vehicle to remain standing on a highway:

204.01.01 Within twelve meters (12m) of the remote side of a designated Transit Commission bus stop or within twenty-eight meters (28m) of the approach side of such bus stop, provided such vehicle does not interfere with a bus waiting to enter or about to enter or exit from such bus stop.

Standing Prohibited – Schedule “B”

204.02 Subject to Section 203, when official signs are on display, no person shall stand a vehicle for the purpose of standing or permit a vehicle to remain standing on a highway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “B” of this by-law.

Parking Prohibited – Specified Places, Without Signs

205.01 Subject to Sections 203 and 204, no person shall park a vehicle or permit a vehicle to remain parked on any highway:

205.01.01 Within ten meters (10m) of an intersection;

205.01.02 Within three meters (3m) of a fire hydrant;

205.01.03 On an inner boulevard;

205.01.04 On a driveway within thirty centimeters (30cm) of a sidewalk, between the sidewalk and the roadway, or where there is no sidewalk within three meters (3m) of the edge of a roadway or on meter (1m) of shoulder;

205.01.05 In front of or within on and one-half meters (1.5m) of a laneway or driveway or a curb-cut or depressed curb thereto;

205.01.06 On either side of a roadway so as to obstruct a vehicle in the use of any laneway or driveway;

205.01.07 In such a position that will prevent the convenient removal of any other vehicle previously stopped, standing, or parked;

205.01.08 For the purpose of displaying such vehicle for sale or lease;

205.01.09 For the purpose of servicing or repairing such vehicle except for repairs as have been necessitated by an emergency;

205.01.10 For a longer period than 24 hours at any one time;

- 205.01.11 Not applicable.
- 205.01.12 In such a manner as to interfere with the movement of traffic, street cleaning measures or the clearing of snow from the highway.
- Parking Prohibited – Specified Places, With Signs
- 205.02 Subject to Sections 203 and 204, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on any highway:
- 205.02.01 In front of within eight metres (8m) of the property limits on which an active fire hall is located, or on the opposite side of the said highway, within thirty metres (30m) of the prolonged lot limits of the said property; and fifteen metres (15m) from the ramp of a secondary (back-up) or inactive fire hall
- 205.02.02 Within sixteen meters (16m) of an intersection;
- 205.02.03 Within forty-five meters (45m) of an intersection controlled by a traffic signal;
- 205.02.04 In front of or within three meters (3m) of the main entrance to or any emergency exit from any public house, hotel, motel, hospital, nursing home, theatre, auditorium or other building or enclosed space in which persons may be expected to congregate in large numbers;
- 205.02.05 Within three meters (3m) of a laneway or driveway or a curb cut or depressed curb thereto;
- 205.02.06 Having a roadway width of eight meters (8m) or less;
- 205.02.07 Within thirty meters (30m) of the approach side and within fifteen meters (15m) of the remote side of a crosswalk controlled by a traffic signal and not located at an intersection;
- 205.02.08 So as to interfere with the formation of a funeral procession;
- 205.02.09 Within the turning circle of a basin of a cul-de-sac;
- 205.02.10 Within fifteen meters (15m) of the termination of a dead end roadway;

205.02.11 Where the Chief of Police, City Engineer or City Emergency Representative is of the opinion that, for some temporary period, the safety of the public, the proper movement of traffic, or the proper and safe performance of some vital function of The City of Port Colborne requires the prohibition or limitation of parking.

Parking Prohibited – Schedule “C”

205.03 Subject to Sections 203 and 204, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on a highway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “C” of this by-law.

Parking Prohibition Tow Away Zone

205.03.01 Subject to Sections 203 and 204, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on a highway, at the sides, and between the limits, set out in Columns 1, 2, 3, and 4 of Schedule “C-2” of this By-law.

Trailer and Commercial Motor Vehicle Parking Prohibition – Schedule “D”

205.04 Subject to Sections 203 and 204, when official signs are on display, no person shall park a trailer or commercial motor vehicle, or permit a trailer or commercial motor vehicle to remain parked on a highway, at the side, between the limits, and during the times.

Parking Restrictions Exemptions – Funeral Corteges

206.01 If the Chief of Police is of the opinion or deems it desirable, he may declare that Subsections 205.02.03, 205.02.04, 205.02.07, and 205.03 do not apply for a temporary period to prevent the parking of vehicles forming part of any funeral cortege, provided that all such vehicles are parked on only one side of the highway at one time.

Limited Parking – Schedule “E”

207.01 Subject to the previous sections of Part II, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on a highway, at the side, between the limits, for a longer period of time and during the times and days set out

respectively in columns 1, 2, 3, 4, and 5 of Schedule “E” of this by-law.

Angle Parking – Schedule “F”

- 208.01 Subject to the previous sections of Part II, angle parking is permitted on the roadways, at the sides, and between the limits set forth respectively in columns 1, 2, and 3 of Schedule “F” of this by-law.

Parking Meters – General Regulations

- 209.01 Where parking meters have been installed under the authority of this by-law, no person shall park a vehicle or permit a vehicle to remain parked in a parking meter space unless:
- 209.01.01 Where parallel parking is permitted, the front wheels of such vehicle are adjacent to the single parking meter provided for such parking meter space;
- 209.01.02 Where parallel parking is permitted and two meters are mounted on the same standard, the rear wheels of the remote vehicles shall be adjacent to or as close as is practicable to such parking meters and the front wheels of the approach vehicle shall be adjacent to or as close as is practicable to such parking meters;
- 209.01.03 Where angle parking is permitted, the front wheels of the vehicle shall be adjacent to or as close as is practicable to the parking meter provided for such parking meter space.
- 209.02 No person shall park a vehicle or permit a vehicle to remain parked in such a manner that it is not wholly within the area designated as a parking space unless the vehicle is of such length as to render it impossible to park it in one parking space, in which case the adjoining parking space or spaces may, in addition, be used if the required coin deposits are made in the parking meters provided for all such parking spaces so used.
- 209.03 No person shall park a vehicle or permit a vehicle to remain parked in a parking meter space if:
- 209.03.01 The parking meter has been covered by a parking meter cover or parking prohibition sign, or
- 209.03.02 Such parking meter space is presently occupied by another vehicle.

Parking Metered Space Subject to Other Provisions

- 209.04 The stopping, standing, and parking of vehicles in metered spaces shall be subject to all prohibitions, restrictions, limitations and provisions of this by-law, other City of Port Colborne by-laws and the Highway Traffic Act

Use of Parking Meter

- 209.05 No person shall deposit or cause to be deposited in any parking meter:
- 209.05.01 Any slug, device, or other substitute for a coin of Dominion of Canada or of the United States of America, or
- 209.05.02 Any coin except for five cent coin commonly referred to as a “nickel”, a ten cent coin commonly referred to as a “dime”, a twenty-five cent coin commonly referred to as a “quarter”, or a dollar coin commonly referred to as a “dollar”, of the Dominion of Canada or of the United States of America.

Parking Meter Zones – Schedule “G”

- 209.06 The highways or portions of the highways described in Schedule “G” of this by-law are hereby designated as parking meter zones.
- 209.06.01 Subject to the provisions in Subsection 209.06.02, when parking meters have been erected on the highway, at the side, and between the limits set out respectively in Column 1, 2, and 3 of Schedule “G” of this by-law, no person shall park a vehicle or permit a vehicle to remain parked for a longer period of time and during the times and days set out respectively in Columns 5 and 6 of the said schedule.
- 209.06.02 Subject to the maximum parking time period and the hours and days of operation set out in Schedule "G" of this by-law, no person shall park any vehicle or permit a vehicle to remain parked in a parking meter space unless the fee set out in Column 4 of the said schedule is deposited in the meter controlling such parking meter space and the said meter is in operation and the said time limit on the meter for which the appropriate fee has been paid has not expired and that the receipt issued by the parking ticket dispenser shall be placed inside the windshield of the vehicle while the vehicle is parked in or on the parking space in a position so that the writing and markings on the receipt face outward so as to be easily seen from outside the vehicle.

Unexpired Parking Meter

- 209.07 The driver of a vehicle shall not be prevented from using the unexpired time remaining on a parking meter from its previous user without depositing a coin therefor.

Vehicle at Expired Parking Meter

- 209.08 The fact that a parking meter governing a parking meter space indicates that a vehicle is unlawfully parked is prima facie evidence that such vehicle is unlawfully parked.

Parking Permits

- 209.09.01 The City of Port Colborne may issue:

- (i) Commercial Loading Permits to the owner of any commercial vehicle and any commercial vehicle for which such permit has been issued may be parked in any parking space while actually engaged in loading or unloading goods, wares, or merchandise, without making use of the parking meter adjacent to such parking space for a period not exceeding 30 minutes;
- (ii) Temporary Parking Permit of daily or weekly duration to the owner of any vehicle for a parking meter space and such parking meter space which has been designated for a daily or weekly parking permit shall be covered by a parking meter cover;
- (iii) Courtesy Parking Permits of daily duration to the owner of any vehicle and any vehicle for which such permit has been issued may be parked in any metered parking space without making use of the parking meter adjacent to such parking space.

- 209.09.02 Every commercial vehicle for which a commercial loading permit or any vehicle for which courtesy parking permit has been issued shall be identified by having displayed on the windshield an official parking permit issued by the City of Port Colborne.

- 209.09.03 The fee for every commercial loading permit and temporary parking permit shall be in accordance with the tariff contained in Schedule "G1" to this by-law. Every commercial loading permit shall expire on the 31st day of December of the year for which it

was issued. Every courtesy parking permit shall be stamped with an expiry date at the time of issue.

209.09.04 Commercial vehicle loading permits or parking permits issued by the area municipality shall be deemed to be permits to be permits issued under this Section.

209.10 Notwithstanding anything hereinbefore contained, drivers of the following classes of vehicles shall not be required to deposit coins in the parking meter provided for a parking space occupied by vehicles:

- (i) Fire Department vehicles of the City of Port Colborne,
- (ii) Regional Police Force vehicles,
- (iii) Ambulances,
- (iv) Hearses,
- (v) Privately owned vehicles in use by employees of the City of Port Colborne or the Region of Niagara, on municipal business, provided that such vehicles are identified by having affixed to the windshield thereof an official parking sticker issued by the City of Port Colborne or the Region of Niagara.
- (vi) Vehicles of an area municipal public Utilities Commission while such vehicles are being used in connection with the construction, maintenance, or repair of any plant or equipment of such Commissions.
- (vii) A privately owned vehicle provided that such vehicle is identified by a valid handicapped permit displayed on the windshield.
- (viii) A commercial vehicle provided that such vehicle is identified by a valid commercial parking permit displaying in the windshield.
- (ix) A privately owned vehicle provided that such vehicle is identified by a valid courtesy parking permit displayed on the windshield.
- (x) Vehicles owned by the City of Port Colborne or the Region of Niagara on municipal business.

- (xi) A privately owned vehicle provided that such vehicle is identified by a valid City of Port Colborne Veteran's Parking Permit displayed on the windshield, and the Veteran is a passenger, being picked up or transported in the vehicle and further that such exemption shall apply for a maximum of three continuous hours at or in any one parking meter zone.

Part III

Special Zones

Bus Stops –

- 301.01 The establishment of a bus stop for local Transit Commission buses on roadways is hereby authorized and shall be conclusively deemed to have been established when official signs are on display.

Public Vehicle (Inter-City) Parking Zone Schedule "H"

- 301.02 Subject to Part II, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on the highway, at the side, between the limits and during the times and days set out respectively in Columns 1, 2, 3, and 4 of Schedule "H" of this by-law, except a public vehicle.

Public Vehicle (Inter-City) Bus Stop Schedule "I"

- 301.03 Subject to Part II, when official signs are on display, no person shall stand a vehicle or permit a vehicle to remain standing on a highway, at the side, between the limits, and during the times and days set out respectively in Columns 1, 2, 3, and 4 of Schedule "I" to this by-law, other than a public vehicle taking on or discharging passengers except that the driver of a vehicle may temporarily stop in a bus stop for the purpose of and while actually engaged in loading or unloading passengers when such stopping does not interfere with a public vehicle waiting to enter or about to enter or exit such bus stop.

School Bus Loading Zones

- 302.01 When official signs have been erected in accordance with the Highway Traffic Act, the portion of highway designated by such signs is hereby established as a "School Bus Loading Zone" and subject to the regulation under the said Act.

Vending Stops – Schedule “J”

- 303.01 No person who sells or offers for sale or takes orders for goods, wares, merchandise, or produce from a vehicle shall, for the purpose of carrying on their business, stop the vehicle, or permit the vehicle to remain stopped on any part of the highway in such a manner as to interfere with the movement of traffic.
- 303.02 No person shall offer for sale or take orders for goods, wares, merchandise, or produce from a vehicle on a highway except from the side of such vehicle facing the closest boulevard.
- 303.03 Subject to Part II, no person shall stop a mobile canteen on a roadway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “J” of this by-law.

Taxi Cab Stands – Schedule “K”

- 304.01 Subject to Part II, when official signs are on display, no person shall stand a vehicle or permit a vehicle to remain standing on the highway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “K” of this by-law, except a taxi cab.

Loading Prohibited – Schedule “L”

- 305.01 Subject to Part II, when official signs are on display, no person shall stop a vehicle to load or unload freight or merchandise, or permit a vehicle to stop to load or unload freight or merchandise on a highway, between the limits, at the side, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “L” of this by-law.

Loading Zones – Schedule “M”

- 305.02 Subject to Part II and previous sections of Part III, when official signs are on display, no person shall stop a vehicle to permit a vehicle to remain stopped on a highway, between the limits, at the side, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “M” of this by-law, except a commercial motor vehicle when parked temporarily for the purpose of and while actually engaged in loading or unloading freight or merchandise, and such parking shall not exceed a period of thirty (30) minutes.

Part IV

Traffic Movement – Through Highways – Stops – Yields – Turns –
One-way Highways- Traffic Circles – Designated Lanes

Through Highways – Schedule “N”

401.01 The highways between the limits set out in columns 1 and 2 of Schedule “N” of this by-law, are, except as provided in Subsection 401.02 hereby designated as through highways.

401.02 The designation in Subsection 401.01 of a highway or part of a highway as a through highway shall not include any intersection thereon where the highway intersected is a King’s Highway or Regional Road, where traffic signals are installed or where the roadway passes over land owned by the Crown or the Region.

Stop Signs at Intersections – Schedule “P”

402.01 The City of Port Colborne shall erect stop signs on the highways, at the intersections set out in columns 1 and 2 of Schedule “P” of this by-law, facing traffic proceeding in the direction set out in column 3 of the said schedule.

Yield Signs at Intersections – Schedule “Q”

403.01 The City of Port Colborne shall erect yield signs on the highways, at the intersections set out in columns 1 and 2 of Schedule “Q” of this by-law, facing traffic proceeding in the direction set out in column 3 of the said schedule.

Prohibited Turns – Schedule “R”

404.01 When official signs are on display, no vehicle on the highways, at the intersections, or locations set out in columns 1 and 2 of Schedule “R” of this by-law, and proceeding in the direction set out in column 3 of the said schedule, shall be turned in the manner or the direction, during the times and days set out in columns 4 and 5 of the said schedule.

404.02 Where a U-turn is not otherwise prohibited under this by-law or the Highway Traffic Act, such a turn shall be made only where it can be made in safety and without interfering with other traffic.

One Way Highways – Schedule “T”

405.01 When official signs are on display, the highways between the limits set out in columns 1 and 2 of Schedule “T” of this by-law,

are hereby designated as one-way roadways for the passage of vehicles only in the direction set out in column 3 of the said schedule.

Traffic Circles

- 406.01 No person shall drive any animal or vehicle otherwise than in a counter clockwise direction in any traffic circle or turning circle of a cul-de-sac.

Designated Lanes – Schedule “U”

- 407.01 When official signs are on display, the portion of a highway between the limits set out in columns 1 and 2 of Schedule “U” of this by-law, in the lane during the times set out in columns 3 and 4 of the said schedule, shall be designated for the traffic movement set out in column 5 of the said schedule.
- 407.02 The City of Port Colborne shall divide roadways between the limits set out in columns 1 and 2 of the Schedule “U”, into clearly marked lands for traffic movements in the particular direction set out in column 5 of the said schedule.

Part V

Speed Regulations

Speed Limits on Bridges – Schedule “V”

- 501.01 When any structure on a highway set out in columns 1 and 2 of Schedule “V” of this by-law, is marked in compliance with the regulations under the Highway Traffic Act, the maximum rate of speed on such structure shall be the rate of speed set out in column 3 of the said schedule.

Speed Limits on Highways – Schedule “W”

- 501.02 Subject to Subsection 501.01, when any highway or part of a highway between the limits set out in columns 1 and 2 of Schedule “W” of this by-law is marked in compliance with the regulations under the Highway Traffic Act, the maximum rate of speed on such highway or part of highway shall be the rate of speed set out in column 3 of the said schedule.

Speed Limits in School Zones – Schedule “X”

- 501.03.01 Subject to Subsections 501.01 and 501.02, when official signs and the flashing amber beacons are on display in compliance with

the H.T.A., the maximum rate of speed on the highway or part of a highway between the limits set out in columns 1, 2, and 3 of Schedule "X", shall be 40 kilometers per hour during the days and hours set out in columns 4 and 5 of the said schedule.

501.03.02 Subject to Subsection 501.03.01 and where required on any school day to accommodate variations from normal school hours or a school emergency, the flashing amber beacons may be actuated and the speed limit reduced to 40 km/h for any period, between 8:00 a.m. and 5:00 p.m., and not provided under Subsection 501.03.01.

501.04 Subject to Subsection 501.01, 501.02, 501.03.01, and 501.03.02 when any public park as designated as such by the City of Port Colborne is marked in compliance with the regulations under the Highway Traffic Act, the maximum rate of speed in any such public park shall be 20km/h.

Part VI Load Related Restrictions

Reduced Load on Highways (5 Tonnes per axle) During March and April – Schedule "Y"

601.01 When official signs are on display, the reduced load restriction provisions of the Highway Traffic Act are declared to be in force with respect to the highways and between the limits set out in Columns 1 and 2 of Schedule "Y" of this by-law, during the period from the 1st day of March to the 30th day of April inclusive in each and every year.

Reduced Load on Highways (5 Tonnes per axle) During Entire Year – Schedule "Z"

601.02 When official signs are on display, the reduced load restriction provisions of the Highway Traffic Act are declared to be in force with respect to the highways and between the limits set out respectively in columns 1 and 2 of Schedule "Z" of this by-law, during the period from the 1st day of January to the 31st of December inclusive in each and every year.

Oversize and Overweight Load Permits

602.01 The City Engineer or any person authorized by him is hereby authorized to grant or refuse permits for the moving of heavy vehicles, loads, objects, or structures in excess of the otherwise lawful limits, pursuant to the Highway Traffic Act.

Part VII

Driving and Related Rules

701.01 The driver or operator of a vehicle emerging from a driveway, laneway, building, or lot onto a highway shall bring the vehicle to a full stop immediately before driving onto a sidewalk, and upon proceeding shall yield the right-of-way to pedestrians upon the sidewalk.

702.01 Barricaded Highways

No person shall drive, operate, or park a vehicle or permit a vehicle to remain parked on any part of any highway barricaded and marked by signs showing that its use is prohibited or restricted.

703.01 Vehicle Crossing Sidewalks, Boulevards, and Curbs

In this section a vehicle shall not include a bicycle.

703.02 No person shall drive a vehicle upon a sidewalk on a highway, except for the purposes of directly crossing the sidewalk.

703.03 No person shall drive any motor vehicle over a raised curb or a wheelchair ramp at a crosswalk or sidewalk except at a place where there is a driveway ramp, mountable curb, or depressed curb intended for vehicular access.

703.04 No person shall drive any motor vehicle on any boulevard except for the purpose of directly crossing the boulevard at a driveway or other designated vehicular crossing.

Boarding or Alighting from Moving Vehicle

704.01 No person shall board or alight from any vehicle while such vehicle is in motion.

705.01 In this section a bicycle shall mean a light weight vehicle consisting of a frame, wheels, seat, pedals and a steering device, but shall not include baby carriages, wheelchairs, children's tricycles, or similar children devices appropriate to sidewalks.

705.02 Wherever there is a reasonable usable bicycle path alongside a roadway, no person shall ride a bicycle along the roadway.

705.03 A person operating a bicycle upon a roadway shall ride as near to the right hand side of the roadway as practicable and shall

exercise due care when passing a standing vehicle or one proceeding in the same direction.

705.04 No person shall operate a bicycle along a roadway abreast of another bicycle.

705.05 No person operating a bicycle on a roadway shall carry any package or other article in such a way as to prevent him from keeping at least one hand on the handle bars, or otherwise prevent him from keeping proper control.

705.06 No person shall operate a bicycle, over or upon a sidewalk in designated areas set out in Schedule BB of this by-law save at a properly constructed crossing.

705.07 No person shall park a bicycle on a highway except in such a way as to cause the least possible obstruction to pedestrian and vehicular traffic.

Part VIII Pedestrians

Pedestrian Barriers

801.01 No pedestrians shall proceed over or under a pedestrian barrier, or within a barricaded area, installed on a sidewalk or at any other location within a highway.

Playing on Roadway Prohibited

802.01 No person shall play or take part in any game or sport upon a roadway.

802.02 No person upon roller skates, or riding in or by means of any coaster or similar device shall go upon a roadway except for the purpose of crossing the roadway, and when so crossing such person shall have the rights and be subject to the obligations of a pedestrian.

Pedestrian Crossing Prohibited – Schedule “AA”

803.01 Where official signs are on display, no pedestrian on the highways at the locations set out in columns 1 and 2 of Schedule “AA” of this by-law shall enter onto or cross the roadway approach set out in column 3 of the said by-law.

Pedestrian Crossovers – Schedule “AB”

- 804.01 When official signs are on display in compliance with the Highway Traffic Act, the highways at locations set out in Column 1 and 2 of Schedule “AB” of this by-law are thereby designated as pedestrian crossovers.

Part IX Erection of Signs

- 901.01 The City Engineer is hereby authorized to apply, erect, and maintain such traffic control devices and other structure, plant, and equipment as required to give effect to this by-law.

Conflicting Private Signs

- 902.01 Subject to the provisions of other by-laws controlling signs, no unauthorized person shall place, maintain or display upon any sign, signal, marking, or device visible from any highway which:

- 902.01.01 Conceals a traffic control device or parking meter from view;

- 902.01.02 Interferes with the effectiveness of a traffic control device or parking meter; or

- 901.01.03 Purports to be, is an imitation of, or resembles any official sign or any regulatory or traffic control device.

Damage to Traffic Control Devices

- 903.01 No person shall move, deface, damage, remove, or in any manner interfere with any traffic control device place, erected, or maintained by the City of Port Colborne.

- 903.02 No person shall drive any vehicle on or over any pavement marking, line, or strip on the roadway where markers are in place, or signs are on display to indicate that the marking material has been freshly applied, nor shall any person drive any vehicle into or over any such marker so placed, or move or remove such marker unless authorized to do so.

Part X Offences and Penalties

Subject to Provincial Offences Act

- 1001.01 Offences Created:

Subject to subsection 1001.02, each person who contravenes a provision of this By-law is guilty of an offence and upon conviction, is liable to the penalties provided for in the *Provincial Offences Act*.

Designation re: Administrative Penalties:

- 1001.02 Subsection 1001.03 and Schedule “AC” and the parts of this By-law to which that Schedule relates are designated as parts of this By-law to which the City’s system established by the City’s Administrative Penalty By-law applies.

Penalties Created:

- 1001.03 Any person who permits a vehicle to be parked, stopped or standing contrary to a part of this By-law that is designated pursuant to subsection 1001.02 and each owner of that vehicle are, when given a Penalty Notice in accordance with the City’s Administrative Penalty By-law, liable to pay to the City an Administrative Penalty in the amount specified in Schedule “AC” to this By-law for each day or part of a day on which the contravention continues.

Voluntary Payment of Parking Penalties

- 1002.01 Not applicable in Port Colborne.

Exemptions – Municipal Vehicles

- 1003.01 The provisions of Parts II and III of this by-law, except Section 209 thereof, do not apply to:
- 1003.01.01 Vehicles operated by or on behalf of the City of Port Colborne or the Region, any area municipality or any municipality utility while engaged in the performance of cleaning, clearing, maintenance, repair, construction or other work on any highway;
- 1003.01.02 Vehicles operated by or on behalf of the City of Port Colborne or the Region while on official business.
- 1003.02 Parts II and III of this by-law shall not, in the case of emergency, apply to an emergency vehicle.

Part XI

Application, Administration, and Enforcement

- 1101.01 This by-law shall be enforced by the Police Force and by any officer appointed for the enforcing or carrying out of the provisions of this by-law.

Removal of Vehicles

- 1102.01 A Police Officer, upon discovery of any vehicle parked or standing in contravention of this by-law, of any vehicle apparently abandoned or of any vehicle without proper number plates on a highway, may cause such vehicle to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof, if any, are a lien upon such vehicle, which may be enforced in the same manner provided in the Mechanics' Lien Act.

Application of By-law

- 1103.01 This by-law applies to all highways and parts of highways under the jurisdiction of the City of Port Colborne.

By-law Subject to the Highway Traffic Act

- 1104.01 The provisions of this by-law are subject to the provisions of the Highway Traffic Act.

Schedules Adopted

- 1105.01 The Schedules referred to in this by-law shall form part of this by-law, and each entry in a column of such a schedule shall be read in conjunction with the entry or entries across therefrom and not otherwise.

Former By-laws Repealed

- 1106.01 The following by-laws of the City of Port Colborne are hereby repealed:

2320/122/89, 2334/125/89, 2507/123/90, 2576/78/91, 2611/83/91, 2612/84/91, 2626/98/91, 2636/108/91, 2752/69/92, 2808/127/92, 2850/31/93, 2856/35/93, 2857/36/93, 2933/113/93, 3012/46/94, 3018/52/94, 3039/74/94, 3073/108/94, 3074/109/94, 3100/135/94, 3162/33/95, 3168/39/95, 3210/82/95, 3233/105/95, 3234/106/95, 3246/119/95, 3284/13/96, 3293/22/96, 3299/29/96, 3304/34/96, 3332/63/96, 3334/65/96, 3360/91/96, 3377/108/96, 3384/115/96, 3428/10/97, 3435/17/97, 3441/23/97, 3460/42/97, 3467/48/97, 3491/72/97, 3567/148/97, 3594/20/98, 3595/21/98, 3605/31/98,

3619/45/98, 3620/46/98, 3634/60/98, 3667/93/98, 3669/95/98, 3691/117/98, 3701/127/98, 3707/133/98, 3718/03/99, 3801/87/99, 3807/93/99, 3831/117/99, 3849/135/99, 3902/47/00, 3910/55/00, 3947/92/00, 3989/134/00, 3992/137/00, 4020/15/01, 4075/70/01, 4139/134/01, 4156/151/01, 4157/152/01, 4247/83/02, 4254/90/02, 4275/111/02, 4277/113/02, 4290/126/02, 4307/143/02, 4374/47/03, 4379/52/03, 4437/110/03, 4449/122/03, 4496/27/04, 4497/28/04, 4529/60/04, 4580/111/04, 4591/122/04, 4653/35/05, 4696/78/05, 4705/87/05, 4743/125/05, 4956/12/07, 4965/21/07, 4982/37/07, 4995/51/07, 4996/52/07, 5055/110/07, 5102/08/08, 5103/09/08, 5147/53/08, 5231/137/08, 5280/35/09, 5290/45/09, 5291/46/09, 5292/47/09, 5434/31/10, 5436/33/10, 5455/52/10, 5480/77/10, 5542/142/10, 5543/143/10, 5591/21/11, 5592/22/11, 5615/45/11, 5616/46/11, 5628/59/11, 5631/62/11, 5698/129/11, 5706/137/11, 5717/148/11, 5763/198/12, 5793/48/12, 5796/51/12, 5859/113/12, 5860/114/12, 5873/127/12, 6028/134/13, 6036/02/14, 6045/11/14, 6101/67/14, 6176/02/15, 6183/09/15, 6189/15/15, 6198/24/15, 6267/93/15, 6396/76/16, 6274/100 15, 6348/28/16, 6356/36/16, 6394/74/16, 6395/75/16, 6396/76/16, 6447/14/17, 6507/74/17, 6508/75/17, 6523/90/17, 6563/18/18, 6614/69/18, 6615/70/18, 6639/03/19, 6724/88/19, 6787/36/20, 6804/54/20, 6910/06/20, 6816/66/20, 6824/74/20, 6837/87/20, 6843/93/20, 6844/94/20, 6882/30/21, 6878/26/21, and 6943/89/21.

And any other by-law or provision thereof that is found to be inconsistent with this by-law is repealed in whole or in part with respect to such inconsistent provision or provisions upon the passing of this by-law.

Approval by the Region of Niagara

1107.01 The provisions of this by-law shall take effect on September 1, 1989 after approval of this by-law, save and except Parts II and III thereof, by the Regional Municipality of Niagara.

Enacted and passed this 26th day of April, 2022.

William C. Steele
Mayor

Nicole Rubli
Acting City Clerk

Schedule "A"

Stopping Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Bell Street	North	Fares Street	26 metres east therefrom	Anytime
Bell Street	South	Fares Street	26 metres east therefrom	Anytime
Bell Street	North	Fares Street	22 metres west therefrom	Anytime
	South	Fares Street	22 metres west therefrom	Anytime
Elgin St.	North	Fielden Ave.	63m west of Fielden Ave.	Any time
Fares St.	East	Bell St.	38.2m north therefrom	Any time
Highland Ave.	North	The west limit of Oakwood Ave.	44m west thereto	8:00 a.m. to 9:00 a.m. 3:00 p.m. to 4:00 p.m. Mon. to Fri.
Highland Ave.	South	The west limit of Oakwood Ave.	44m west thereto	8:00 a.m. to 9:00 a.m. 3:00 p.m. to 4:00 p.m. Mon. to Fri.
Invertose Dr.	North	Elm St.	Dead end termination of Invertose Dr.	Any time
Killaly St. E.	South	39m west of Elizabeth St.	10m east of Elizabeth St.	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Killaly St. E.	North	10m west of Hwy. #140	30m west of Hwy. #140	Any time
King St.	West	22m north of Kent St.	16m south of Kent St.	Any time
King St.	West	22m north of Victoria St.	16m south of Victoria St.	Any time
King St.	East	Charlotte St.	18.5m south therefrom	Anytime
King St.	West	20m north of Adelaide St.	14m south of Adelaide St.	Any time
King St.	West	28m north of Sugarloaf St.	30m south of Sugarloaf St.	Any time

Schedule "B"

Standing Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Davis St.	West	52m north of the north limit of Fraser St.	6m north therefrom	Any time
Elizabeth St.	Both	105m south of the south limit of Main St. E.	684m south thereto	Any time
Fares St.	East	44m north of Bell St.	144m north of Bell St.	8:00 a.m. to 6:00 p.m. Mon. to Fri.
Fielden Ave.	West	18m south of Killaly St. W.	61.5m south of Killaly St. W.	8:00 a.m. to 6:00 p.m. Mon. to Fri.
Omer Ave.	North	65m west of Oakwood St.	48m west therefrom	8:00 a.m. to 6:00 p.m. Mon. to Fri.
Rosemount Ave.	West	10m south of Clarence St.	30m south of Clarence St.	8:00 a.m. to 6:00 p.m. Mon. to Fri.

Schedule “C1”

Parking Prohibitions – 2:00 a.m. to 6:00 a.m.

All City Streets and road allowances within the Corporate Limits of the City of Port Colborne

Schedule "C2"

Parking Prohibition Tow Away Zone

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Day
Beach Road	Both	Pleasant Beach Road	Empire Road	Anytime
Michener Road	Both	Pleasant Beach Road	Holloway Bay Road	Anytime
Pleasant Beach Rd.	East	Lakeshore	A point approx. 150m north therefrom	Anytime
Pleasant Beach Rd.	West	Lakeshore	A point approx. 169m north therefrom	Anytime
Pleasant Beach Rd.	East	The centre line of Michener Rd.	A point approx. 990m south of the centre line of Michener Rd.	Anytime
Pleasant Beach Rd.	West	The centre line of Michener Rd.	A point approx. 965m south of the centre line of Michener Rd.	Anytime
Vimy Ridge Road	North	Pinecrest Road	Cedar Bay Road	Anytime
Vimy Ridge Road	South	Pinecrest Road	Cedar Bay Road	Anytime
Wyldeewood Road	West	Termination of the dead end of Wyldeewood Road at Lake Erie	180m north therefrom	Anytime
Wyldeewood Road	West	192m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	528m north therefrom	Anytime
Wyldeewood Road	East	Termination of the dead end of Wyldeewood Road at Lake Erie	186m north therefrom	Anytime
Wyldeewood Road	East	211m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	48m north therefrom	Anytime

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Day
Wyldeewood Road	East	305m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	415m north therefrom	Anytime

Schedule "C"

Parking Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Ash St.	South	69m east of Fielden Ave.	7m east therefrom	Any time
Beach Rd.	Both	Empire Rd.	Pleasant Beach Rd.	Any time
Bell St.	South	West limit of Davis St.	A point 20.5m westerly therefrom	Any time
Berkley Ave.	South	Termination of dead end of Berkley Ave.	166m west therefrom	Any time
Canal Bank Rd.	West	Main St.	Southern extremity of Canal Bank Road	Any time
Catharine St.	West	Charlotte St.	A point 40m north therefrom	Any time
Catherine St.	East	Kent St.	Adelaide St.	Any time
Cedar Bay Rd.	West	Lakeshore	609.5m North of Lakeshore	Any time
Charlotte St.	North	East limit of Catharine St.	35m east therefrom	Any time
Charlotte St.	North	Catharine St.	19m westerly	Any time
Charlotte St.	North	Elm St.	15m easterly	Any time
Charlotte St.	South	Catharine St.	24m easterly	Any time
Charlotte St.	South	Elm St.	19m easterly	Any time
Church St.	Both sides	Main St.	Welland Canal	Any time
Clarence St.	North	Fielden Ave.	60m easterly	Any time
Clarence St.	North	100m east of Fielden Ave.	18m easterly	Any time
Clarence St.	North	24m west of Elm St.	20m westerly	Any time
Clarence St.	North	Elm St.	40m easterly	Any time
Clarence St.	North	King St.	46m easterly	Any time
Clarence St.	Both	West St.	Welland St.	Any time
Clarence St.	South	Steele St.	48m east of Fielden Ave.	Any time
Clarence St.	South	98m east of Fielden Ave.	20m easterly	Any time
Clarence St.	North	Steele St.	40m westerly	Any time
Clarence St.	South	Steele St.	30.5m westerly	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Clarke St.	West	Killaly St. E.	21.5m north	Any time
Davis St.	West	South limit of Nickel St.	A point 29m south from south limit of Nickel St.	Any time
Davis St.	West	97.5m south of Killaly St. E.	38.2m south therefrom	Any time
Davis St.	East	Nickel St.	Durham St.	Any time
Davis St.	East	Nickel St.	Rodney St.	Any time
Delhi St.	South	24m east of Catharine St.	26.5m east of Catharine St.	Any time
Delhi St.	North	West limit of King St.	15m west therefrom	Any time
Delhi St.	North	East limit of Catharine St.	15m east therefrom	Any time
Dolphin St.	West	Main St.	Page St.	Any time
Dolphin St.	East	Main St. E.	39m north therefrom	Any time
Durham St.	North	A point 28m south of the centre line of the CN tracks at the west curblin of the traffic island	A point 58m southwesterly along the west curblin of the traffic island	Any time
Durham St.	South	10m west of the east limit of Lot 3, Public Works Survey	Davis St.	Any time
Elgin St.	North	King St.	15m westerly	Any time
Elgin St.	North	Catharine St.	8m easterly	Any time
Elgin St.	North	36m east of Steele St.	49m east of Steele St.	Any time
Elgin St.	South	King St.	15m westerly	Any time
Elgin St.	South	Catharine St.	8m easterly	Any time
Elgin St.	North	West limit of Steele St.	55m west of the west limit of Steele St.	Any time
Elgin St.	South	West limit of Steele St.	150m west of the west limit of Steele St.	Any time
Elm St.	East	Main St. W.	Neff St.	Any time
Elm St.	East	Sugarloaf St.	Kent St.	Any time
Elm St.	East	Charlotte St.	Canadian National Railway	Any time
Elm St.	East	Sugarloaf St.	58.7m South	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Elm St.	West	Charlotte St.	8m southerly	Any time
Elm St.	West	Kent St.	8m northerly	Any time
Elm St.	East	Charlotte St.	8m southerly	Any time
Elm St.	East	Kent St.	8m northerly	Any time
Elm St.	West	Reg. Rd. #3 (Main St. W.)	46m north therefrom	Any time
Elm St.	East	Reg. Rd. #3 (Main St. W.)	66m north therefrom	Any time
Elm St.	West	Barrick Rd.	58m south therefrom	Any time
Elm St.	East	Barrick Rd.	80m south therefrom	Any time
Elm St.	West	42m north of Delhi St.	80m north therefrom	Any time
Empire Beach Rd.	Both	Lakeshore	Beach Rd.	Any time
Empire Rd.	Both	Hwy. #3	Beach Rd.	Any time
Erie St.	West	26m north of Killaly St. West	47.5m north of Killaly St. West	Any time
Fielden Ave.	East	Killaly St. W.	83m southerly	Any time
Fielden Ave.	East	Pine St.	Beech St.	Any time
Fielden Ave.	West	Clarence St.	Charlotte St.	Any time
Fielden Ave.	West	Killaly St. W.	18m south of Killaly St. W.	Any time
Fielden Ave.	West	Wallace Ave.	22m South of Wallace Ave.	Any time
Fraser St.	Both sides	Welland St.	A point 15m east of Welland St.	Any time
Fraser St.	North	15m east of Welland St.	To the west limit of Davis St.	Any time
Hampton Ave.	West	North limit of Sugarloaf St.	South limit of Ash St.	Any time
Janet St.	East	Killaly St. E.	Southern limit of lands owned by the Board of Education	Any time
John St.	North	Clarke St.	36.5m west of Clarke St.	Any time
John St.	Both sides	Wellington St.	37m east of Wellington St.	Any time
Kent St.	North	West St.	Catharine St.	Any time
Kent St.	North	Catharine St.	Elm St.	10:00 p.m. – 8:00 a.m. each day
Kent St.	North	Elm St.	Fielden Ave.	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Killaly St. E.	North	The east limit of Wellington St.	13m east therefrom	Any time
Killaly St. E.	North	West limit of White Rd.	20m west of the west limit of White Rd.	Any time
King St.	East	Valley Camp Limited	Victoria St.	Any time
King St.	East	711m south of Sugarloaf St.	43m south therefrom	Any time
King St.	West	Killaly St. W.	59m south therefrom	Any time
King St.	West	Killaly St. W.	54m north therefrom	Any time
King St.	East	Killaly St. W.	54m north therefrom	Any time
King St.	East	Reg. Rd. #3	Neff St.	Any time
King St.	East	Killaly St. W.	Princess St.	Any time
King St.	East	Kent St.	36m northerly	Any time
King St.	East	Victoria St.	Sugarloaf St.	Any time
King St.	West	731m south of Sugarloaf St.	23m south therefrom	Any time
King St.	West	Neff St.	28m southerly	Any time
King St.	West	Delhi St.	17m north of Delhi St.	Any time
King St.	West	Minto St.	56m northerly	Any time
King St.	West	Princess St.	Park St.	Any time
King St.	West	30m south of Clarence St.	18m southerly	Any time
Lake Rd. E.	Both sides	Welland St.	Easterly termination of Lake St.	Any time
Lakeshore Rd. E.	Both sides	Reuter Rd.	Wignell Drain Bridge	Any time
Lakeshore Rd. E.	North side	Wignell Drain Bridge	Lorraine Rd.	Any time
Lakeshore Rd. W.	Both sides	Rosemount Ave.	Oakridge Cres.	Any time
Laneway	East	Stanley St.	North Crescent	Any time
Lorraine Rd.	West	Lakeshore	609.5m north of lakeshore	Any time
Mapleview Cres.	Both sides	Empire Rd.	Empire Rd.	Any time
McCain St.	North	79m west of the west limit of Elm St.	20m west thereto	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Mellanby Ave. N.	Both sides	Main St. (Niagara Rd. No. 3)	A point 30m northerly of Main St. (Niagara Rd. No. 3)	Any time
Nickel St.	North	East curbline of Welland St.	A point 27.5m east therefrom	Any time
Nickel Street	North	The east limit of Fares Street	8m east therefrom	Anytime
Nickel St.	South	East curbline of Welland St.	16.8 east of the east curbline of Welland St.	Any time
Nickel St.	South	West curbline of Fares St.	16.0m west of the west curbline of Fares St.	Any time
Nickel St.	South	West limit of Davis St.	A point 29.5m west therefrom	Any time
Oakridge Cres	Both sides	Lakeshore Rd. W.	Lakewood Cres.	Any time
Park St.	Both sides	Catharine St.	Elm St.	Any time
Petersburg Circle	East	Stonebirdge Dr.	South limit	Any time
Petersburg Circle	West	Stonebirdge Dr.	South limit	Any time
Pinecrest Point Rd.	West	Lakeshore	609.5m north of Lakeshore	Any time
Pinecrest Road	East	15m north of Fire Lane 3	58m south therefrom	Any time
Pleasant Beach Rd.	Both	Beach Rd.	Michener Rd.	Any time
Pleasant Beach Road	East	150m north of the lakeshore	25m north therefrom	9:00 p.m. to 6:00 a.m. daily
Pleasant Beach Road	West	138m north of the lakeshore	55m north therefrom	9:00 p.m. to 6:00 a.m. daily
Princess St.	North	Catharine St.	King St.	Any time
Reuter Rd.	Both sides	Lakeshore Rd. E.	128m north of Lakeshore Rd. E.	Any time
Rosemount Ave.	West	Clarence St.	10m south of Clarence St.	Any time
Rosemount Ave.	Both	Clarence St.	42m north therefrom	Any time
Saturn Rd.	West	Apollo Dr.	North limit	Any time
2 nd Concession Rd.	Both	300m east of the east limit of Miller Rd.	375m east therefrom	Any time
Sherwood Forest Lane	South	Elm St.	Easterly termination of Sherwood Forest Lane	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Sherwood Forest Lane	North	Elm St.	Easterly termination of Sherwood Forest Lane	Any time
Silver Bay Rd.	West	Lakeshore	609.5m north of Lakeshore	Any time
Steele St.	West	Sugarloaf St.	15.5m south	Any time
Steele St.	East	Sugarloaf St.	South end of Steele St.	Any time
Steele St.	West	56m south of Sugarloaf St.	South end of Steele St.	Any time
Steele St.	East	Killaly St. W.	Main St. W.	Any time
Steele St.	East	Main St. W. Intersection	A point approx. 53.5m northerly	Any time
Steele St.	West	Main St. W. Intersection	A point 15.5m north	Any time
Steele St.	Both	Killaly St. W.	Clarence St.	Any time
Steele St.	West	Charlotte St.	60m north	8:00 a.m. to 6:00 p.m. Mon. to Fri.
Steele St.	West	Division St.	23m north	Any time
Steele St.	East	Clarence St.	Sugarloaf St.	Any time
Steele St.	West	28m north of the north limit of Shamrock Ave.	A point 13.5m north therefrom	Any time
Stonebridge Dr.	North	Elm St.	Hwy. #58	Any time
Stonebridge Dr.	South	Elm St.	Hwy. #58	Any time
Sugarloaf St.	North	56m east of Fielden Ave.	22m easterly	Any time
Sugarloaf St.	North	58m west of Elm St.	David St.	Any time
Sugarloaf St.	South	70m east of Steele St.	8m easterly	Any time
Sugarloaf St.	South	28m east of Isabel St.	Catharine St.	Any time
Union St.	South	King St.	Elm St.	Any time
Victoria St.	North	West St.	9m westerly	Any time
Victoria St.	North	King St.	16m easterly	Any time
Victoria St.	South	West St.	8m westerly	Any time
Victoria St.	South	King St.	16m easterly	Any time
Victoria St.	South	King St.	Elm St.	Any time
Weaver Rd.	West	Lakeshore	609.5m north of Lakeshore	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Welland St.	West	Regn. Rd. 68	Lake Rd.	Any time
Welland St.	West	Reg. Rd. #3	60m south of Mellanby Ave.	Any time
Welland St.	West	Bell St.	Clarence St.	Any time
Welland St.	East	Bell St.	Alma St.	Any time
Wellington St.	East	Main St. E.	Berkley Ave.	Any time
Wellington St.	West	Main St. E.	15m north therefrom	Any time
Wellington St.	East	The north limit of Killaly St. E.	10m north therefrom	Any time
West St.	West	Adelaide St.	Sugarloaf St.	Any time
West St.	East	Victoria St.	Sugarloaf St.	Any time
West St.	East	92.5m south of Charlotte St.	7.5m south therefrom	Any time
West St.	East	113m south of Charlotte St.	22m south therefrom	Any time
West St.	West	Clarence St.	Charlotte St.	Any time
West St.	West	Clarence St.	CNR Lands	Any time
West Side Rd.	Both	Reg. Rd. #3	Sheba Cres.	Any time
White Rd.	East	North limit of Hwy. #3	73m north of the north limit of Hwy. #3	Any time
White Rd.	West	North limit of Hwy. #3	70m north of the north limit of Hwy. #3	Any time
White Rd.	East	South limit of Hwy. #3	34m south of the south limit of Hwy. #3	Any time
White Rd.	West	North limit of Killaly St. E.	45m north of the north limit of Killaly St. E.	Any time
Wyldeewood Rd.	West	180m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	12m north therefrom	9:00 p.m. to 6:00 a.m. daily
Wyldeewood Rd.	East	186m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	25m north therefrom	9:00 p.m. to 6:00 a.m. daily

Schedule “D”

Trailer and Commercial Motor Vehicle Parking Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days

Schedule "E"

Limited Parking Restrictions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Carter Street	North	82m east of the east limit of Steele St.	7.5m east therefrom	Any time	15 min.
Catharine St.	Both sides	Kent St.	Charlotte St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	East	A point approx. 27m north of the north limit of Clarence St.	North limit of Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	East	South limit of Clarence St.	North limit of Charlotte St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	West	South limit of Park St.	North limit of Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	East	South limit of Park St.	North limit of Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	West	South limit of Clarence St.	North limit of Charlotte St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	East	A point approx. 19.5m north of the north limit of Clarence St.	16m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	North	19m west of Catharine St.	5.8m west there from	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	North	41.5m west of Catharine St.	15m east of Elm St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	North	36.2m east of CN Spur	Elm St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Charlotte St.	North	11.3m east of CN Spur	6.7m east therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Charlotte St.	South	CN Spur	Elm St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Charlotte St.	South	24m west of Catharine St.	19m east of Elm St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	56.9m west of King St.	14.1m west therefrom	Anytime	15 min.
Charlotte St.	South	15.66m east of Catharine St.	6m east therefrom	Any time	15 min.
Charlotte St.	North	A point approx. 31m west of the west limit of King St.	West limit of King St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	North	East limit of King St.	West limit of West St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	East limit of Catharine St.	West limit of King St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	East limit of King St.	West limit of West St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	14.7m west of King St.	32m west therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sa.t.	2 hour
Charlotte St.	North	West limit of King St.	76m west therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	16m west of King St.	42m west therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	East	South limit of Clarence St.	North limit of Charlotte St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Clarence St.	South	Hampton St.	Rosemount Ave.	8:00 a.m. to 6:00 p.m. Mon. to Fri.	15 min.
Clarence St.	North	16m west of the west limit Clarence St.	15m west thereto	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Clarence St.	Both	Canadian National Railway Spurline (Crossing #06801)	West St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Clarence St.	North	16m west of the west limit of Elm St.	15m west thereto	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Elgin St.	North	Steele St.	Fielden Ave.	9:00 a.m. to 5:00 p.m. Mon. to Fri.	1 hour
Elm St.	West	8m south of Charlotte St.	8m north of Kent St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Elm St.	West	A point approx. 9m north of the north curblineline of Charlotte St.	A point approx. 28m north of the curblineline of Charlotte St.	Any time	15 min.
Elm St.	East	8m south of Charlotte St.	8m north of Kent St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Elm St.	West	A point Approx. 39m north of the north limit of Clarence St.	North limit of Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Elm St.	West	South limit of Clarence St.	A point approx. 50m south	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Fraser St.	North	A point 15.5m easterly of Welland St.	Fares St.	All times	30 min.
Fraser St.	North	For a distance of 15.5m in front of Municipal Bldg. 140, Lot 17, Plan 283		All times	30 min.
Fielden Ave.	West	18m south of Killaly St. W.	26m south therefrom	8:00 a.m. to 6:00 p.m. Mon. to Fri.	15 min.
Fielden Ave.	West	57.8m south of Killaly St. W.	42m south therefrom	8:00 a.m. to 6:00 p.m. Mon. to Fri.	15 min.
Killaly St. E.	North	26m east of the east limit of Wellington St.	20m east therefrom	7:00 a.m. to 5:00 p.m. Mon. to Fri.	30 min.
King St.	Both	Park St.	Kent St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
King St.	West	Reg. Rd. #3	Neff St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
King St.	West	Union St.	Minto St.	Any time	1 hour
King St.	West	15m south of Minto St.	25.5m south therefrom	9:00 a.m. to 6:00 p.m. Mon. to Fri.	2 hour
King St.	West	Kent St.	Victoria St.	Any time	2 hour
King St.	East	Union St.	Minto St.	Any time	2 hour
King St.	West	15m north of Clarence St.	32m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
King St.	East	31m north of Clarence St.	17.5m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
King St.	West	28m north of Charlotte St.	60m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
King St.	East	10m north of Charlotte St.	7m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
King St.	East	30m north of Charlotte St.	42m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Nickel St.	North	20.2m west of curblineline of Fares St.	10m west of the west curblineline of Fares St.	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Nickel St.	North	9m east of the east curblineline of Fares St.	19.5m east of the east curblineline of Fares St.	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Nickel St.	North	27m west of the west curblineline of Mitchell St.	10.0m west of the west curblineline of Mitchell St.	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Nickel St.	North	23.5m west of the west curblineline of Davis St.	10.0m west of the west curblineline of Davis St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Nickel Street	North	8m east of the east limit of Fares Street	5.5m east therefrom	7:30 a.m. to 10:00 p.m. Mon to Sun	2 hours
Nickel St.	South	10m east of the east curblineline of Mitchell St.	29m west of the west curblineline Davis St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Park St.	South	King St.	West St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Pleasant Beach Rd	West	152m north of the lakeshore	14m north therefrom	May 1 to October 31 inclusive 12 p.m. to 9 p.m. daily	1 hour
Rosemount Ave.	West	30m south of Clarence St.	60m south of Clarence St.	8:00 a.m. to 6:00 p.m. Mon. to Fri.	1 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Steele St.	West	A point 15.5m south of Sugarloaf St.	A distance of 61m south of Sugarloaf St.	Any time	2 hour
Steele St.	West	23m north of Division St.	29m north therefrom	8:00 a.m. to 6:00 p.m. Mon. to Fri.	15 min.
Victoria St.	North	9m west of West St.	16m east of King St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Victoria St.	South	34m west of West St.	16m east of King St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
West St.	East	CN Spur	Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
West St.	East	Clarence St.	Charlotte St.	8:00 a.m. to 10:00 p.m. Mon. to Sun.	2 hours
West St.	Both	Charlotte St.	Victoria St.	8:00 a.m. to 6:00 p.m. Mon. to Sun.	2 hour
West St.	East	22.5m south of Clarence St.	50m south therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour

Schedule "F"

Angle Parking

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	
Highway	Side	From	To
Carter St.	North	A point 6m west of the west limit of Fielden Ave.	A point 71m west of the West limit of Fielden Ave.
Catharine St.	East	Clarence St.	Charlotte St.
Delhi St.	South	King St.	Catharine St.
Durham St.	South	A point 3.5m easterly of the east limit of Welland St.	A point 40.8m north-easterly therefrom
Fraser St.	South	Welland St.	McRae Ave.
George St.	North	Elm St.	Erie St.
Pleasant Beach Rd.	East	150m north of Lakeshore	25m north therefrom
Pleasant Beach Rd.	West	169m north of Lakeshore	24m north therefrom
Princess St.	South	Catharine St.	King St.
Sugarloaf St.	South	Steele St.	129m east therefrom
West St.	East	Clarence St.	Charlotte St.
West St.	East	15m north of the north limit of Clarence St.	A point 20.5m northerly therefrom
Wyldeewood Rd.	West	180m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	12m north therefrom
Wyldeewood Rd.	East	186m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	25m north therefrom
Wyldeewood Rd.	East	259m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	46m north therefrom

Schedule “G”

Parking Meter Zones

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>	<u>Column 6</u>
Highway	Side	From	To	Fee	Maximum	Times/Days

Schedule "G1"

Fee for Parking Permits

1) Commercial Loading Permits

Permits for temporary parking loading zones shall be issued at a charge of \$50.00 per year.

2) Temporary Parking Permits

Permits for temporary parking in parking meter spaces shall be issued at a charge of:

\$3.00 per day;

\$15.00 per week.

With a deposit of \$4.00/ per bag – refundable upon the return of such bag in reusable condition.

3) Courtesy Parking Permits

Courtesy Parking Permits shall be issued at no charge at the discretion of the City Administrator and Clerk or his properly authorized representative.

Schedule "H"

Public Vehicle Parking Zones

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
King St.	West	26m north of Clarence St.	51m north of Clarence St.	Any time

Schedule "I"

Public Vehicle Bus Stops

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Charlotte St.	South	33m East of Catharine St.	18m east therefrom	Any time

Schedule “J”

Vending Stops

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days

Schedule "K"

Taxi Cab Stands

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Welland St.	East	7.6m north of Louis St.	21.0m north of Louis St.	Anytime

Schedule “L”

Loading Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days

Schedule "M"

Loading Zones

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Catharine St.	West	A point 15.4m south of the south curbline of Clarence St.	A point 22.4m south of the south curbline of Clarence St.	Any time
Louis St.	North	10.6m east of the east curbline of Welland St.	19.0m east of the east curbline of Welland St.	Any time
King St.	East	18.5m south of Charlotte St.	10m south therefrom	Any time
Victoria St.	South	8m west of West St.	34m west of West St.	Any time
Welland St.	East	22m north of Louis St.	32m north of Louis St.	Any time
West St.	West	7.5m south of the south curbline of Kent St.	31.9m south of the south curbline of Kent St.	Any time

Schedule "N"

Through Highways

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Adelaide St.	East limit of Elm St.	West limit of King St.
Alexandra St.	East of Steele St.	East limit of Alexandra St.
Ash St.	East limit of Steele St.	West limit of Elm St.
Apollo Dr.	North limit of Apollo Dr.	North limit of Barrick Rd.
Barrick Rd.	West limit of Barrick Rd.	West limit of West Side Rd. (Hwy. #58)
Barrick Rd.	East limit of West Side Rd. (Hwy. #58)	West limit of Elm St. (Regn. Rd. 80)
Barrick Rd.	East limit of Elm St.	East limit of Barrick Rd.
Beach Rd.	Empire Rd.	Pleasant Beach Rd.
Bell St.	East limit of Welland St.	West limit of Elizabeth St. <u>excepting McRae Ave.</u>
Berkley Ave.	East limit of Chippawa Rd.	East limit of Berkley Ave.
Borden Ave.	East limit of Elm St.	East limit of Borden Ave.
Brookfield Rd.	North limit of City	North limit of Hwy. #3
Catharine St.	South limit of Killaly St. W.	North limit of Clarence St. <u>excepting Elgin St.</u>
Cedar Bay Rd.	South limit of Hwy. #3	North limit of Vimy Ridge Rd.
Charlotte St.	East limit of Steele St.	West limit of King St. <u>excepting Elm St.</u>
Chestnut St.	West limit of Chestnut St.	West limit of Wellington St.
Chippawa Rd.	North limit of Main St. E.	West limit of Hwy. #140
Chippawa Rd.	North limit of 2 nd Concession Rd.	West limit of Yager Rd.
Clarence St.	West limit of Clarence St.	West limit of Rosemount Ave. <u>excepting Hampton Ave.</u>
Clarence St.	East limit of Rosemount Ave.	West limit of Steele St.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Clarke St.	South limit of Chestnut St.	North limit of Killaly St. E. <u>excepting Crescent Ave.</u>
Colborne St.	East limit of McRae Ave.	West limit of Elizabeth St.
Davis St.	South limit of Durham St.	North limit of Rodney St. <u>excepting Nickel St.</u>
Dolphin St.	South limit of Berkley Ave.	North limit of Main St. E. (Hwy. #3)
Durham St.	East limit of Mitchell St.	South limit of Reuter Rd.
Elizabeth St.	South limit of Killaly St. E.	North limit of Bell St.
Elizabeth St.	North limit of Bell St.	North limit of Colborne St.
Elm St.	South limit of Main St. W. (Hwy. #3)	North limit of Killaly St. W.
Elm St.	South limit of Killaly St. W.	North limit of Clarence St.
Elm St.	South limit of Charlotte St.	North limit of Sugarloaf St.
Elm St.	North limit of City of Port Colborne	Main St. W.
Empire Rd.	Hwy. #3	Sherkston Rd.
Empire Rd.	Sherkston Rd.	Beach Rd.
Erie St.	South limit of George St.	North limit of Killaly St. W. <u>excepting Union St.</u>
Fares St.	South limit of Killaly St. E.	North limit of Fraser St. <u>excepting Bell St.</u>
Fares St.	South limit of Durham St.	North limit of Lake St. <u>excepting Nickel St.</u>
Fielden Ave.	South limit of Royal Rd.	North limit of Main St. W. <u>excepting Borden Ave.</u>
Fielden Ave.	South limit of Main St. W. (Hwy. #3)	North limit of Killaly St. W.
Fielden Ave.	South limit of Killaly St. W.	North limit of Clarence St.
Forest Ave.	South limit of Clarence St.	North limit of Sugarloaf St. <u>excepting Stanley St.</u>
Forks Rd. E.	East limit of Hwy. #140	West limit of Miller Rd. (Regn. Rd. No. 84)
Forks Rd. E.	East limit of Miller Rd. (Regn. Rd. No. 84)	West limit of Brookfield Rd.
Forks Rd. E.	East limit of Brookfield Rd.	West limit of Wilhelm Rd. (Regn. Rd. No. 98)
Fraser St.	East limit of Mitchell St.	West limit of McRae Ave.
Hampton Ave.	South limit of Clarence St.	North limit of Ash St.
Hampton Ave.	South limit of Sugarloaf St.	East limit of Scholfield Ave.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Homewood Ave.	South limit of Clarence St.	North limit of Sugarloaf St. <u>excepting Stanley St.</u>
Humboldt Pkwy.	South limit of Chestnut St.	North limit of Killaly St. E. <u>excepting Crescent Ave.</u>
Invertose Dr.	East limit of Elm St. (Regn. Rd. 68)	East limit of Invertose Dr.
James St.	South limit of Killaly St. E.	Southern limit of James St.
Kent St.	East limit of Steele St.	West limit of King St. <u>excepting Elm St.</u>
Killaly St. E.	Welland St.	Hwy. #3
King St.	Reg. Rd. #3	Charlotte St.
King St.	Charlotte St.	Sugarloaf St.
Knoll St.	South limit of Northland Ave.	North limit of Main St. W. <u>excepting Omer Ave.</u>
Knoll St.	South limit of Main St. W.	North limit of Killaly St. W. <u>excepting Brady St.</u>
Lake St.	East limit of Welland St.	East limit of Lake St.
Lakeshore Rd. E.	East limit of Reuter Rd.	West limit of Lorraine Rd.
Lakeshore Rd. W.	West limit of City	South limit of Rosemount.
Linwood Ave.	South limit of Clarence St.	North limit of Sugarloaf St. W. <u>excepting Stanley St.</u>
Lorraine Rd.	South limit of Killaly St. E. (Regn. Rd. No. 5)	South limit of Lorraine Rd.
McRae Ave.	South limit of Killaly St. E.	North limit of Fraser St. <u>excepting Bell St.</u>
Mellanby Ave.	Reg. Rd. #3	Welland St.
Mercury Ave.	South limit of Killaly St. E.	Southern limit of Mercury Ave.
Michael Rd.	South limit of Sherkston Rd.	South limit of Michael Rd.
Michener Rd.	Pleasant Beach Rd.	Sherkston Rd.
Michener Road, Farr Road	Sherkston Rd.	Ridgeway Rd.
Mitchell S.	South limit of Louis St.	North limit of Rodney St. <u>excepting Nickel St.</u>

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Neff Rd.	South limit of Forks Rd.	North limit of Hwy. #3 <u>excepting 2nd Concession Rd.</u>
Neff St.	East limit of Elm St.	West limit of King St.
Nickel St.	East limit of Welland St.	East limit of Nickel St.
Northland Ave.	East limit of West Side Rd. (Hwy. #58)	West limit of Steele St.
Olga Dr.	South limit of Sugarloaf St.	North limit of Lena Cres.
Omer Ave.	East limit of West Side Rd. (Hwy. #58)	West limit of Steele St.
Pinecrest Point Rd.	South limit of Killaly St. E. (Regn. Rd. No. 5)	South limit of Pinecrest Point Rd.
Reuter Rd.	East limit of Durham St.	West limit of Lakeshore Rd. E.
Rodney St.	East limit of Fares St.	West limit of Davis St.
Rosemount Ave.	South limit of Clarence St.	East limit of Lakeshore Rd. W. <u>excepting Sugarloaf St.</u>
Royal Rd.	East limit of Steele St.	East limit of Royal Rd.
Scholfield Ave.	South limit of Stanley St.	North limit of Lena Cres.
2 nd Concession Rd.	East limit of Barber Dr.	West limit of Hwy. #140
2 nd Concession Rd.	East limit of Hwy. #140	West side of Miller Rd (Regn. Rd. 84) <u>excepting Chippawa Rd.</u>
2 nd Concession Rd.	East limit of Miller Rd. (Regn. Rd. 84)	West limit of Brookfield Rd.
2 nd Concession Rd.	East limit of Brookfield Rd.	Holloway Bay Rd. <u>excepting Wilhelm Rd. (Regn. Rd. 98)</u>
Silver St.	South limit of McCain St.	North limit of Killaly St. W.
Silver Bay Rd.	South limit of Hwy. #3	South limit of Silver Bay Rd.
Stanley St.	West limit of Stanley St.	West limit of Hampton Ave.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Stanley St.	East limit of Rosemount Ave.	West limit of Steele St. <u>excepting Linwood Ave.</u>
Steele St.	South limit of Barrick Rd.	North limit of Omer Ave.
Steele St.	South limit of Omer Ave.	North limit of Killaly St. W. <u>excepting Main St. W.</u>
Steele St.	Killaly St. W.	Sugarloaf St.
Stonebridge Dr.	East limit of Hwy. #58	West limit of Elm St.
Sugarloaf St.	West limit of Sugarloaf St.	West limit of Rosemount Ave. <u>excepting Scholfield Ave.</u>
Sugarloaf St.	Steele St.	Elm St.
Sugarloaf St.	Elm St.	King St.
Sugarloaf St.	East limit of Rosemount Ave.	West limit of Steele St.
3 rd Concession Rd.	West limit of Ramey Rd.	West limit of Hwy. #140
3 rd Concession Rd.	East limit of Hwy. #140	West limit of Yager Rd.
3 rd Concession Rd.	East limit of Miller Rd. (Regn. Rd. 84)	West limit of Brookfield Rd.
Victoria St.	East limit of Elm St.	West limit of King St.
Weaver Rd.	South limit of Killaly St. E. (Regn. Rd. No. 5)	South limit of Weaver Rd.
Weir Rd.	North limit of Main St. W.	North limit of Main St. W.
Welland St.	South limit of Regn. Rd. 68	West limit of Lake St. <u>excepting Nickel St.</u>
Welland St., Clarence St.	Reg. Rd. #3	Steele St.
Wellington St.	South limit of Main St. E	North limit of Killaly St E <u>excepting Crescent Ave.</u>
West St.	South limit of Clarence St.	Southern limit of West St.
West Side Rd.	Reg. Rd. #3	Killaly St. W.
Wyldeewood Rd.	South limit of Hwy. #3	South limit of Wyldeewood Rd.
Yager Rd.	South limit of Forks Rd. E.	North limit of Chippawa Rd.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Zavitz Rd.	South limit of Forks Rd. E.	North limit of Learn Rd.

Schedule "P"

Stop Sign Locations

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
Highway	At	Facing Traffic
Amelia St.	Canal Bank Rd.	West Bound
Ash St.	Hampton Ave.	East and West Bound
Ash St.	Clare Ave.	East and West Bound
Athoe St.	Christmas St.	North and South Bound
Barber Dr.	Second Concession Rd.	North and South Bound
Beach Rd.	Empire Rd.	West Bound
Beach Rd.	Pleasant Beach Rd.	East Bound
Bell St.	McRae Ave.	East and West Bound
Bell St.	Elizabeth St.	East and West Bound
Brady St.	Knoll St.	East and West Bound
Canal Bank Rd.	Amelia St.	North Bound
Carl Rd.	Chippawa Rd.	North Bound
Catharine St.	Elgin St.	North and South Bound
Cedar Bay Rd.	Vimy Ridge Rd.	North Bound
Cement Plant Rd.	Clarence St.	North Bound
Charlotte St.	Elm St.	East and West Bound
Chippawa Rd.	Hubbard Dr.	North and South Bound
Chippawa Rd.	Ramey Rd.	North Bound
Chippawa Rd	Second Concession Rd.	South Bound
Christian Stoner Street	Mellanby Ave.	West Bound
Christian Stoner Street	Ramey Ave.	East Bound
Christmas St.	Lincoln St.	East and West Bound
Clare Ave.	Division St.	North and South Bound
Clarence St.	Cement Plant Rd.	West Bound
Clarence St.	Hampton Ave.	East Bound
Clarence St.	Hampton Ave.	West Bound
Clarence St.	Rosemount Ave.	East and West Bound
Clarke St.	Crescent Ave.	North and South Bound
Crescent Ave.	Clarke St.	East Bound
Crescent Ave.	Wellington St.	East Bound
Cross St.	Athoe St.	East and West Bound
Division St.	Ridgewood Ave.	East and West Bound
Durham St.	Fares St.	East and West Bound
Durham St.	Mitchell St.	East and West Bound
Elizabeth St.	Bell St.	North and South Bound
Elm St.	Charlotte St.	North and South Bound
Empire Rd.	Sherkston Rd.	North, South, West, and East Bound
Erie St.	George St.	North and South Bound
Erie St.	Union St.	North and South Bound

Fares St.	Fraser St.	South Bound
Fares St.	Durham St.	North Bound
Fielden Ave.	Borden Ave.	North and South Bound
First Ave.	Sheba Cres.	South Bound
First Ave.	Third Ave.	North Bound
Forks Rd.	Holloway Bay Rd.	East Bound
Fraser St.	Fares St.	East and West Bound
Fraser St.	Mitchell St.	East and West Bound
Glenwood Ave.	Division St.	North and South Bound
Hampton Ave.	Ash St.	North and South Bound
Harbour Lane	Fielden Ave.	East Bound
Highland Ave.	Oakwood St.	East and West Bound
Holloway Bay Rd.	Lever Rd.	North and South Bound
Holloway Bay Rd.	Garrison Rd.	South Bound
Holloway Bay Rd.	Sherkston Rd.	North and South Bound
Humboldt Pkwy.	Crescent Ave.	North and South Bound
Johnston St.	Athoe St.	East and West Bound
King St.	Charlotte St.	North, South, West, and East Bound
Knoll St.	Brady St.	North and South Bound
Lake St.	Welland St.	West Bound
Lakewood Cres.	Oakridge Cres.	West Bound
Lockmaster Lane	Fielden Ave.	East Bound
Learn Rd.	Holloway Bay Rd.	East Bound
Lincoln St.	Johnston St.	North and South Bound
Lincoln St.	Bell St.	North and South Bound
Lincoln St.	Cross St.	North and South Bound
Linwood Ave.	Stanley St.	North and South Bound
Louis St.	Mitchell St.	East and West Bound
Mapleview Cres.	Empire Rd.	East Bound
McRae Ave.	Bell St.	North and South Bound
Michael Rd.	Sherkston Rd.	North and South Bound
Michener Rd.	Pleasant Beach Rd.	West Bound
Michener Rd.	Sherkston Rd.	Southeast Bound and East Bound
Mitchell St.	Fraser St.	South Bound
Mitchell St.	Durham St.	North Bound

Mitchell St.	Louis St.	North and South Bound
Niagara St.	Port Colborne Dr.	West Bound
Nickel St.	Welland St.	West Bound
Oak St.	Omer Ave.	North Bound
Oakwood St.	Highland Ave.	North and South Bound
Oakwood St.	Helen St.	North and South Bound
Old Brookfield Rd.	Brookfield Rd.	South Bound
Olga Dr.	Lena Cres.	South Bound
Oxford Blvd.	Windsor Terrace	South Bound
Paul St.	Queen St.	East Bound
Petersburg Circle	Stonebridge Dr.	North Bound
Pleasant Beach Rd.	Sherkston Rd.	North and South Bound
Port Colborne Dr.	Amelia St.	North Bound
Ramey Rd.	3 rd Concession	North Bound
Rosemount Ave.	Clarence St.	North and South Bound
Rosemount Ave.	Sugarloaf St.	North and South Bound
Russell Ave.	Janet St.	West Bound
Scholfield Ave.	Lena Cres.	South Bound
Second Ave.	Third Ave.	North Bound
Second Ave.	Sheba Cres.	South Bound
2 nd Concession Rd.	Chippawa Rd.	West Bound
2 nd Concession Rd.	Holloway Bay Rd.	East Bound
Sheba Cres.	Third Ave.	West Bound
Sherkston Rd.	Holloway Bay Rd.	East Bound
Sherkston Rd.	Michael Rd.	East Bound
Sherkston Rd.	Pleasant Beach Rd.	East and West Bound
Silver St.	McCain St.	North Bound
Stanley St.	Scholfield Ave.	East Bound
Stanley St.	Lindwood Ave.	East and West Bound
Steele St.	Sugarloaf St.	East and West Bound
Steele St.	Omer Ave.	North and South Bound
Sugarloaf St.	Rosemount Ave.	East and West Bound
Sugarloaf St.	King St.	East and West Bound
Sugarloaf St.	Elm St.	East and West Bound

Third Ave.	First Ave.	North Bound
Top Hat Lane	North Cres.	South Bound
3 rd Concession Rd.	Holloway Bay Rd.	East Bound
Wallace Ave.	Oak St.	East Bound
Welland St.	Nickel St.	North Bound
Welland St.	Nickel St.	South Bound
Wellington Ave.	Crescent Ave.	North and South Bound
Willard Ave.	Wellington Ave.	East Bound
Woodside Dr.	Franklin Ave.	North Bound
Zavitz Rd.	Forks Rd.	North Bound
Zavitz Rd.	Learn Rd.	North and South Bound

Schedule "Q"

Yield Sign Locations

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
Highway	At	Facing Traffic
Ash St.	Jefferson Ave.	West Bound
Ash St.	South Crescent	East Bound
Cedar St.	Orchard Ave.	South Bound
Corvette St.	Cornation Dr. South	North Bound
Corvette St.	Merritt Pkwy. North	South Bound
Lakeside Place East	Laketown Drive	West Bound
Lakeside Place West	Laketown Drive	East Bound
Orchard Dr.	Cedar St.	East Bound
Park Lane	Thorncrest Rd.	West Bound
Park Lane	Runnymede Rd.	East Bound
Saturn Cres.	Saturn Rd.	West Bound
South Crescent	Jefferson Ave.	East Bound
Walnut St.	Lakewood Cres	South Bound

Schedule "R"

Prohibited Turns

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>	<u>Column 5</u>
Highway	At	Traffic Proceeding	Prohibited Turn	Times/Days

Schedule "T"

One Way Highways

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>
Highway	From	To	Traffic Direction
Canal Bank Rd.	Reg. Rd. #3 (Main St. W.)	Amelia St.	Southerly
Catharine St.	Clarence St.	Charlotte St.	Southerly
Elgin St.	Fielden Ave.	Steele St.	Westerly
Princess St.	Catharine St.	King St.	Easterly
Top Hat Lane	Stanley St.	North Cres.	Southerly
Welland St. cut-off from Clarence St.	Clarence St.	Welland St.	Curving South-easterly
West St.	Sugarloaf St.	Victoria St.	Northerly

Schedule “U”

Designated Lanes

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>	<u>Column 4</u>	<u>Column 5</u>
Highway	From	To	Lane	Times/Days	Movement

Schedule "V"

Speed Limits on Bridges

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
Highway	Bridge	Maximum Speed

Schedule "W"
Speed Limits

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>
Highway	From	To	Maximum Speed (km/h)
Beach Rd.	Empire Rd.	Pleasant Beach Rd.	60
Bell St.	Athoe St.	Welland St.	40
Bollard Lane	Total Length		40
Breakwater Lane	Total Length		40
Carl Rd.	Hwy. #3	Chippawa Rd.	60
Cedar Bay Rd.	Hwy. #3	South to Lake Erie	60
Chandler Lane	Total Length		40
Chippawa Rd.	Hwy. #140	500m south-west of the intersection with Yager Rd.	60
Chippawa Rd.	Reg. Rd. #3	Hwy. #140	40
Chippawa Rd.	500m south-west of the intersection with Yager Rd.	Yager Rd.	40
Clarence Street	Ridgewood Ave.	Hampton Ave.	40
Clark Rd.	Hwy. #3	2 nd Concession Rd.	60
Davis St.	Killaly St. E.	Bell St.	40
Elizabeth St.	Hwy. #3	300m north of Killaly St. E.	50
Elizabeth St.	Killaly St. E.	300m north	40
Elm St.	1200m south of Forks Rd.	Barrick Rd.	60
Empire Rd.	Intersection with Beach Rd. (Regn. Rd. No. 1)	South to Lake Erie	60
Empire Rd.	Hwy. #3	Beach Rd.	60
Fielden Ave.	Killaly St. W.	Princess St.	40
Foghorn Lane	Total Length		40
Harbour Lane	Total Length		40
Holloway Bay Rd.	Hwy. #3	South to Lake Erie	50
Killaly St. E.	James St.	Snider Rd.	40 when flashing
Killaly St. E.	Snider Rd.	Weaver Rd.	60
Killaly St. E.	Weaver Rd.	50m west of Pinecrest Rd.	80
Killaly St. E.	50m west of Pinecrest Rd.	Hwy. #3	60
Lake Rd.	Rodney St.	South end of Lake Rd.	30

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>
Highway	From	To	Maximum Speed (km/h)
Lakeshore Rd. E.	Reuter Rd.	Lorraine Rd.	40
Lakeshore Rd. W.	Tennessee Ave.	Cement Plant Rd.	40
Lighthouse Lane	Total Length		40
Lockmaster Lane	Total Length		40
Lorraine Rd.	Hwy. #3	South to Lake Erie	60
Michener Rd.	Pleasant Beach Rd.	600m east	60
Michener Rd.	600m east of Pleasant Beach Rd.	Point Abino Rd.	80
Michener Rd.	Point Abino Rd.	700m east	60
Michener Rd.	700m east of Point Abino Rd.	Elmwood Ave.	80
Minor Rd.	Reg. Rd. #3	Barrick Rd.	60
Mooring Lane	Total Length		40
Oakridge Cres.	Lakeshore Rd. W.	Orchard Dr.	40
Omer Ave.	Hwy. #58	Knoll St.	40
Pinecrest Rd.	Killaly St. E.	South to Lake Erie	60
Pleasant Beach Road	Michener Road	South to Lake Erie	40
Pleasant Beach Road	Hwy. #3	South to Michener Road	60
Pleasant Beach Rd.	Beach Rd.	Michener Rd.	60
Rosemount Ave.	Clarence St.	Tennessee Ave.	40
Schooner Lane	Total Length		40
Second Concession	Hwy. #140	Barber Drive	50
Sherkston Rd.	Holloway Bay Rd.	Hwy. #3	40
Silver Bay Rd.	1390m south of Hwy. #3	South to Lake Erie	40
Steele St.	Main St. W.	Barrick Rd.	40
Steele St.	Clarence St.	Ash St.	40
Sugarloaf St.	Jefferson Ave.	Hampton Ave.	40
Sugarloaf St.	Steele St.	West St.	40

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>
Highway	From	To	Maximum Speed (km/h)
Tennessee Ave.	Sugarloaf St.	Rosemount Ave.	40
Top Hat Lane	Total Length		40
Tugboat Lane	Total Length		40
2 nd Concession	Chippawa Rd.	Babion Rd.	60
2 nd Concession	Hwy. #140	Barber Dr.	50
3 rd Concession Rd.	Yager Rd.	Miller Rd.	60
3 rd Concession Rd.	Hwy. #140	Yager Rd.	60
Vimy Ridge Rd.	Pinecrest Point Rd.	Cedar Bay Rd.	40
Weaver Rd.	Hwy. #3	South to Lake Erie	60
Welland St.	Hwy. #3	Killaly St. E.	60
White Rd.	Hwy. #3	2 nd Concession Rd.	60
Wyldeewood Road	Hwy. #3	720m north of the Termination of the dead end of Wyldeewood Road at Lake Erie (Centre line of Michael Drain)	60
Wyldeewood Road	Termination of the dead end of Wyldeewood Road at Lake Erie	720m north therefrom (Centre line of Michael Drain)	40
Yager Rd.	Chippawa Rd.	3 rd Concession Rd.	40
Yager Rd.	3 rd Concession Rd.	Forks Rd. E.	60

Schedule “X”

Speed Limits – 40km/h in School Zones

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>	<u>Column 5</u>
Highway	From	To	Days	Times

Schedule "Y"

Reduced Load Restrictions

March 1 to April 30 inclusive each and every year

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Babion Rd.	Total Length	
Barrick Rd.	Hwy. #58	West end
Beach Rd.	Empire Rd.	Pleasant Beach Rd.
Borden Ave.	Elm St.	Omer Ave.
Carl Rd.	Total Length	
Cement Rd.	Total Length	
Chippawa Rd.	2 nd Concession	Yager Rd.
Clark Rd.	Total Length	
Elizabeth St.	Hwy. #3	Killaly St. E.
Elm St.	Forks Rd.	Invertose Dr.
Empire Rd.	Beach Rd.	South end
Empire Rd.	Hwy. #3	Beach Rd.
Forks Rd.	Hwy. #140	West end of Forks Rd.
Forks Rd.	Hwy. #140	Miller Rd.
Forks Rd.	Schill Rd.	City Limits
Green Rd.	Total Length	
Holloway Bay Rd.	Total Length	
Invertose Dr.	Total Length	
June Rd.	Total Length	
Koabel Rd.	Total Length	
Lakeshore Rd. E.	Total Length	
Learn Rd.	Total Length	
Lever Rd.	Total Length	
Lorraine Rd.	Total Length	
Mapleview Cres.	Total Length	
Merkel Rd.	Total Length	
Michael Rd.	Total Length	
Michener Rd.	Pleasant Beach Rd.	Reg. Rd. #116
Miller Rd.	Killaly St. E.	South end
Miller Rd.	Hwy. #3	Killaly St. E.
Neff Rd.	Total Length	
Minor Rd.	Total Length	
Nugent Rd.	3562 Nugent Road	Welland City Limits
Pinecrest Rd.	Total Length	
Pleasant Beach Rd	Michener Rd.	South end
Pleasant Beach Rd.	Beach Rd.	Highway No. 8
Pleasant Beach Rd.	Beach Rd.	Michener Rd.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Reuter Rd.	837 Reuter Road	Lakeshore Rd. E.
2 nd Concession Rd.	Total Length	
Sherk Rd.	Total Length	
Sherkston Rd.	Total Length	
Silver Bay Rd.	Total Length	
Snider Rd.	Total Length	
Stauth Rd.	Total Length	
3 rd Concession Rd.	Total Length	
Troup Rd.	Total Length	
Vimy Ridge Rd.	Total Length	
Weaver Rd.	Total Length	
White Rd.	Total Length	
Wyldeewood Rd.	Total Length	
Yager Rd.	Total Length	
Zavitz Rd.	Total Length	

Schedule "Z"

Reduced Load Restrictions

January 1 to December 31 inclusive each and every year

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Adelaide St.	Elm St.	King St.
Alexandra St.	Steele St.	Fielden Ave.
Alma St.	Welland St.	Fares St.
Amelia St.	Mellanby Ave.	Port Colborne Dr.
Ash St.	Steele St.	Forest Ave.
Ash St.	Steele St.	Elm St.
Athoe St.	Killaly St. E.	Christmas St.
Barrick Rd.	Hwy. #58	Elm St.
Barrick Rd.	Elm St.	East end
Bell St.	Welland St.	Fares St.
Berkley Ave.	Main St. E.	Wellington St.
Borden Ave.	Elm St.	Fielden Ave.
Brookfield Road	Total Length	
Canal Bank Rd.	Main St. W.	South end
Catharine St.	Sugarloaf St.	South end
Catharine St.	Sugarloaf St.	Clarence St.
Catharine St.	Clarence St.	Killaly St. W.
Charles St.	King St.	Elm St.
Charlotte St.	Steele St.	Elm St.
Chippawa Rd.	Main St. E.	Hwy. #140
Church St.	Main St. W.	Weir Rd.
Clarence St.	Steele St.	Forest Ave.
Clarke St.	Killaly St. E.	Chestnut St.
Coronation Dr. N.	Hwy. #58	Coronation Dr. S
Coronation Dr. S.	Hwy. #58	Coronation Dr. N.
Davis St.	Durham St.	Nickel St.
Davis St.	Kinnear St.	Nickel St.
Davis St.	Killaly St.	Bell St.
Delhi St.	King St.	Elm St.
Delhi St.	Elm St.	Fielden Ave.
Division St.	Steele St.	Forest Ave.
Dolphin St.	Main St. E.	Page St.
Elgin St.	Steele St.	Elm St.
Elgin St.	Elm St.	King St.
Elizabeth St.	Killaly St. E.	Christmas St.
Elm St.	Sugarloaf St.	Clarence St.
Erie St.	Killaly St. W.	Minto St.
Fares St.	Lake Rd.	Nickel St.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Fares St.	Durham St.	Nickel St.
Fares St.	Durham St.	Killaly St. E.
Fielden Ave.	Clarence St.	Sugarloaf St.
Fielden Ave.	Clarence St.	Killaly St. W.
Fielden Ave.	Killaly St. W.	Main St. W.
Fielden Ave.	Main St. W.	Omer Ave.
First Ave.	Main St. W.	Third Ave.
Fraser St.	Welland St.	West end
Fraser St.	Welland St.	Fares St.
George St.	King St.	Elm St.
Grassie Ave.	Killaly St. E.	Bell St.
Humboldt Pkwy.	Killaly St. E.	Crescent Ave.
Isabel St.	Sugarloaf St.	Ash St.
James St.	Killaly St. E.	Christmas St.
Janet St.	Killaly St. E.	Crescent Ave.
Kent St.	Steele St.	King St.
Kent St.	Elm St.	King St.
Kent St.	King St.	West St.
Knoll St.	Killaly St.	Main St. W.
Knoll St.	Main St. W.	Omer Ave.
Lakeshore Rd. W.	Cement Rd.	Rose Ave.
Lincoln Ave.	Killaly St. E.	Christmas St.
Louis St.	Welland St.	Fares St.
McCain St.	Elm St.	Steele St.
McRae Ave.	Killaly St. E.	Christmas St.
Mellanby Ave.	Main St. W.	Weir Rd.
Mercury Ave.	Killaly St. E.	Christmas St.
Merritt Pkwy N.	Hwy. #58	Merritt Pkwy S.
Merritt Pkwy S.	Hwy. #58	Merritt Pkwy N.
Minor Rd.	Hwy. #3	Barrick Rd.
Minto St.	King St.	Elm St.
Mitchell St.	Durham St.	Nickel St.
Mitchell St.	Kinnear St.	Nickel St.
Mitchell St.	Durham St.	Bell St.
Neff St.	King St.	East end

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Neff St.	King St.	Elm St.
Neff St.	Elm St.	Steele St.
Niagara St.	Mellanby Ave.	Port Colborne Dr.
Northland Ave.	Hwy. #58	Knoll St.
Oak St.	Main St. W.	Omer Ave.
Oakwood St.	Killaly St. W.	Main St. W.
Oakwood St.	Main St. W.	Omer Ave.
Omer Ave.	Hwy. #58	Elm St.
Omer Ave.	Elm St.	East end
Page St.	Main St. E.	Dolphin St.
Paul St.	Hwy. #58	Queen St.
Pine St.	Elm St.	Fielden Ave.
Queen St.	Main St. W.	Omer Ave.
Ramey Rd.	Main St. W.	Weir Rd.
Ramey Rd.	2 nd Concession Rd.	North end
Ramey Rd.	Hwy. #140	Railroad tracks
Rodney St.	Welland St.	Fares St.
St. Arnaud St.	Welland St.	Fares St.
Sheba Cres.	West Side Rd.	First Ave.
Silver St.	Killaly St. W.	McCain St.
Snider St.	Elm St.	Fielden Ave.
Stanley St.	Steele St.	Forest Ave.
Steele St.	Killaly St. W.	Main St. W.
Steele St.	Main St. W.	Omer Ave.
Sugarloaf St.	Steele St.	Tennessee Ave.
Third Ave.	Killaly St. W.	Sheba Cres.
Union St.	King St.	Elm St.
Victoria St.	Elm St.	King St.
Wellington St.	Killaly St. E.	Main St. E.
Wellington St.	Main St. E.	Willard Ave.
West St.	Charlotte St.	Victoria St.
West St.	Charlotte St.	Clarence St.
Windsor Terrace.	Hwy. #58	Oxford Blvd.

Schedule "AA"

Pedestrian Crossing Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
Highway	At	Roadway Approach

Schedule "AB"

Pedestrian Cross Over

<u>Column 1</u>	<u>Column 2</u>
Highway	Location

Schedule "BB"

Bicycle Prohibitions

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
West St.	Victoria St.	Park St.
Catherine St.	Charlotte St.	Park St.
Elm St.	Charlotte St.	Clarence St.
Charlotte St.	Catherine St.	West St.
Clarence St.	Fielden Ave.	West St.
King St.	Kent St.	Park St.
Main St. W.	Elm St.	Mellanby Ave.
Fraser St.	Welland St.	Davis St.
Durham St.	Welland St.	Davis St.
Nickel St.	Welland St.	Davis St.

Schedule "AC"

Administrative Penalties

1. Column 1 in the following table lists the provisions in By-law No. 89-2000, as amended that are hereby designated for the purposes of 3(1)(b) of the Regulation.
2. Column 2 in the following table sets out the short form wording to be used in a Penalty Notice for the contravention of the designated provisions listed in Column 1.
3. Column 3 in the following table sets out the Administrative Penalty amounts that are payable for contraventions of the designated provisions listed in Column 1.

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
1.	201.01	(Stop/stand/park) facing wrong way	\$30.00
2.	201.02	(Stop/stand/park) too far from edge of road	\$30.00
3.	201.03	(Stop/stand/park) too far from edge of shoulder	\$30.00
4.	201.04	(Stop/stand/park) facing wrong way on left side of one-way highway	\$30.00
5.	201.05	(Stop/stand/park) too far from left edge of a one-way highway	\$30.00
6.	201.06	(Stop/stand/park) too far from the left shoulder edge of one-way highway	\$30.00
7.	201.07	(Stop/stand/park) contrary to designated angle	\$30.00
8.	201.08	(Stop/stand/park) not within designated space	\$30.00
9.	201.09	Double (stopping/standing/parking)	\$40.00
10.	202.01	Park on (shoulder/boulevard) where prohibited	\$30.00

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
11.	202.02	Park repeatedly (at/near) one location	\$30.00
12.	202.03	Park/Stop/Stand Large Motor vehicle	\$75.00
13.	203.01.01	Stop on sidewalk	\$50.00
14.	203.01.02	Stop in intersection or crosswalk	\$50.00
15.	203.01.03	Stop so as to impede traffic	\$50.00
16.	203.01.04	Stop in/near tunnel or bridge	\$50.00
17.	203.01.05	Stop on/adjacent to median	\$50.00
18.	203.01.06	Stop on outer boulevard	\$50.00
19.	203.02.01	Stop near/at school crossing or crosswalk where prohibited by sign	\$50.00
20.	203.02.02	Stop near/at railway crossing where prohibited by sign.	\$50.00
21.	203.02.03	Stop near school or playground where prohibited by sign.	\$50.00
22.	203.02.04	Stop within 15m of intersection where prohibited by sign	\$50.00
23.	203.02.05	Stop within 60m of intersection controlled by traffic signal where prohibited by sign	\$50.00
24.	203.03	Stop where prohibited by sign	\$50.00
25.	204.01	Stand near designated bus stop	\$40.00
26.	204.02	Stand where prohibited by sign	\$40.00
27.	205.01.01	Park within 10m of intersection	\$30.00
28.	205.01.02	Park within 3m of fire hydrant	\$60.00
29.	205.01.03	Park on an inner boulevard	\$25.00

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
30.	205.01.04	Park on driveway too close to roadway	\$25.00
31.	205.01.05	Park within 1.5m of driveway	\$25.00
32.	205.01.06	Park obstructing driveway	\$25.00
33.	205.01.07	Park so as to block vehicle	\$25.00
34.	205.01.08	Park for sale/display	\$25.00
35.	205.01.09	Park for servicing	\$25.00
36.	205.01.10	Park for longer than 12 hours	\$25.00
37.	205.01.11	Park at location prohibited by City Engineer where prohibited by sign	\$50.00
38.	205.01.12	Park as to interfere with snow removal from highway	\$75.00
39.	205.01.12	Park as to interfere with street cleaning measures	\$50.00
40.	205.01.12	Park as to interfere with the movement of traffic	\$50.00
41.	205.02.01	Park near fire hall where prohibited by sign	\$40.00
42.	205.02.02	Park near intersection where prohibited by sign	\$25.00
43.	205.02.03	Park near signaled intersection where prohibited by sign	\$25.00
44.	205.02.04	Park near entrance of public building where prohibited by sign	\$25.00
45.	205.02.05	Park near driveway where prohibited by sign	\$25.00

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
46.	205.02.06	Park on narrow roadway where prohibited by sign	\$25.00
47.	205.02.07	Park near cross-walk where prohibited by sign	\$25.00
48.	205.02.08	Park so as to interfere with funeral procession where prohibited by sign	\$25.00
49.	205.02.09	Park within turning circle or basin of cul- de-sac where prohibited by sign	\$25.00
50.	205.02. 10	Park within 15m of the termination of dead end roadway where prohibited by sign	\$25.00
51.	205.02. 11	Park where parking temporarily prohibited	\$40.00
52.	205.03	Park where prohibited by sign	\$30.00
53.	205.04	Park (trailer/commercial vehicle) where prohibited by sign	\$30.00
54.	207.01	Park over time limit where prohibited by sign	\$25.00
55.	209.01.01	Park not adjacent to meter	\$20.00
56.	209.01.02	Park at meter - wrong wheels adjacent	\$20.00
57.	209.01.03	Angle park at meter - wrong direction	\$20.00
58.	209.02	Park outside metered space	\$20.00
59.	209.03	Park (at covered meter/in occupied meter space)	\$20.00
60.	209.06.01	Park over time limit - metered zone	\$20.00

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
61.	209.06.02	Park at expired meter	\$20.00
62.	301.02	Park where prohibited - public vehicle parking zone	\$20.00
63.	301.03	Stand where prohibited - public vehicle bus stop	\$30.00
64.	301.01	Stop vending vehicle - obstructing traffic	\$40.00
65.	303.03	Stop a mobile canteen where prohibited	\$40.00
66.	304.01	Stand at taxi stand	\$30.00
67.	305.01	Stop to (load/unload) where prohibited	\$40.00
68.	305.02	Stop in loading zone	\$50.00

Housekeeping and Other Amendments made to 89-2000

The following are housekeeping and other amendments that have been applied to By-law 89-2000:

- Schedule C – Fielden Ave. → West → North limit of Vimy School property → South limit of Vimy School property – This item has been removed since there is no longer a school located here and therefore, a parking prohibition is no longer required.
- Killaly Street West and Mellanby Avenue (from Main Street West to Killaly Street West) have been removed from all Schedules as these are now Regional Roads.
- Schedule F – Bordon Ave → North → East side of Apostolic Church property – This item has been removed as the Apostolic Church is now a private residence.
- Schedule F – Sugarloaf Street → South → Steele Street → West side of Hospital exit – Removed “West side of Hospital exit” and added “129m east therefrom” to be more precise.
- Schedule G – Removed all remaining zones in this Schedule as the City no longer utilizes parking meters.
- Replaced all references of “Vimy Road” with “Vimy Ridge Road”.
- Schedule P – updated laneways with their current names (i.e. Top Hat Lane, Lockmaster Lane, Harbour Lane, as per By-law 4283/119/02)
- Schedule P – updated the name of Stoner Ave. to its current name (Christian Stoner St. as per By-law 4297/133/02)
- Schedule T – updated Laneway with current name being Top Hat Lane as per By-law 4283/119/02
- Schedule Y – Nugent Rd → Entrance to P.C. Block → Welland City Limits – Removed “Entrance to P.C. Block” and added “3562 Nugent Road” to be more precise.
- Schedule Y – Reuter Rd. → Entrance to P.C. drop forge → Lakeshore Rd. E. – Removed “Entrance to P.C. drop forge” and added “837 Reuter Road” to be more precise.
- Schedule Y – “Street “A” has been removed as it is not a named street in the City of Port Colborne.
- Definitions
 - 101.01.06 - “Chief of Police” was amended to include the District Commander for the jurisdiction of Port Colborne.
 - 101.01.07 - “City Engineer” was amended to reflect the “Director of Engineering/Public Works of The City of Port Colborne”
 - 101.01.71 – New definition was added for “City Emergency Representative” which is the Chief Administrative Officer, Fire Chief, Mayor, or the City Engineer.
- S. 205.01.10 – This section was amended by removing “12 hours” and replacing it with “24 hours”.
- S. 205.02.11 – This section was amended to include the City Emergency Representative.



Subject: CAO Department – Annual Update

To: Council

From: Office of the Chief Administrative Officer

Report Number: 2022-77

Meeting Date: April 26, 2022

Recommendation:

That Office of the Chief Administrative Officer Report 2022-77 be received.

Purpose:

This report is provided to Council as a 'department update' of the Chief Administrative Office and its activities – recent and future.

Background:

Several years ago, Council members requested annual department updates for each City department. The Chief Administrative Officer (CAO) prepares an update along with all other Department Heads, including the Library and Museum which report to their own Boards.

Annual Update Reports will be presented by other City Department Heads over the course of the next several months.

Discussion:

The CAO supervises several direct reports, including all department heads: the Director of Corporate Services, the Fire Chief, the Director of Public Works, and the Director of Development and Legislative Services. In addition to these Directors, the CAO exercise general supervision over the Director of Museum & Culture and the Director of Library Services, although these individuals report to individual boards rather than to City Council.

In addition to the City's Directors, the CAO also oversees the Chief Administrative Office. The Chief Administrative Office consists of the CAO, Communications and Marketing Division, Special Initiatives Division, and Council Services as overseen by the Executive Administrative Assistant to the Mayor & CAO.

This report, and the associated presentation which will be presented to Council at the April 26th Council meeting, focuses on the Chief Administrative Office. The City's Directors will present individual department updates at future Council meetings.

Internal Consultations:

The Chief Administrative Officer has prepared this report and the accompanying presentation to Council in collaboration with the Communications Coordinator, the Manager of Strategic Initiatives, and the Executive Administrative Assistant to the Mayor and CAO.

The subject of completing and presenting the annual reports is the frequent subject of Senior Management Team (SMT) meetings. SMT discusses the content and format of these reports and establishes a schedule to ensure that each department's report is presented to Council in a timely manner.

Financial Implications:

There are no financial implications associated with this report.

Public Engagement:

The Chief Administrative Office continues to focus on positive public engagement, however, there was no public engagement related to this specific report.

Strategic Plan Alignment:

The initiative contained within this report supports the following pillar(s) of the strategic plan:

- Governance: Communications, Engagement, and Decision-Making
-

Conclusion:

The Chief Administrative Office continues to pursue the fulfillment of the goals and objectives established in the City's Strategic Plan and seeks efficiency and effectiveness in all aspects of the administration of the City.

Respectfully submitted,

Scott Luey
Chief Administrative Officer
(905) 835-2900 ext. 306
Scott.Luey@portcolborne.ca

Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final review and approval by the Chief Administrative Officer.

March 25, 2022

CL 5-2022, March 24, 2022

LOCAL AREA MUNICIPALITIES

SENT ELECTRONICALLY

Re: Report PW 15-2022 – Moving Transit Forward – Initial Transition Activities and Next Steps

Regional Council, at its meeting held on March 24, 2022, passed the following motion:

That Report PW 15-2022, dated March 24, 2022, respecting Moving Transit Forward - Initial Transition Activities and Next Steps, **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That Regional Council **REQUEST** the local area municipalities submit their recommendations for representatives for the transitional Transit Commission Board, based on the criteria outlined in Report PW 15-2022, to the Regional Clerk no later than April 29, 2022; and
2. That the Linking Niagara Transit Committee **BE DISSOLVED** effective immediately, with thanks to the Members, having completed the mandate for which it was established.

Report PW 15-2022, specifically page 7, provides additional information regarding the number of nominees that can be put forward for your municipality, term, orientation as well as preferred experience that should be considered when your Council is selecting a nominee(s).

A copy of Report PW 15-2022 is attached for your reference. If you require additional information, please feel free to contact me.

Yours truly,



Ann-Marie Norio

Regional Clerk

CLK-C 2022-052

Subject: Moving Transit Forward – Initial Transition Activities and Next Steps

Report to: Regional Council

Report date: Thursday, March 24, 2022

Recommendations

1. That Regional Council **REQUEST** the local area municipalities submit their recommendations for representatives for the transitional Transit Commission Board, based on the criteria outlined in Report PW 15-2022, to the Regional Clerk no later than April 29, 2022; and
2. That the Linking Niagara Transit Committee **BE DISSOLVED** effective immediately, with thanks to the Members, having completed the mandate for which it was established.

Key Facts

- The purpose of this report is to provide an update regarding the work underway to implement the consolidation of region-wide transit, following the successful achievement of triple-majority approval in February 2022 (see Clerks Memorandum CWCD 2022-41); and initiate the process of securing nominations for the transitional Niagara Transit Commission Board from the local area municipalities (LAMs).
- A report will be brought forward at a Special Regional Council meeting on May 5, 2022 to seek Council approval to formally establish the Niagara Transit Commission as a Municipal Services Board (MSB) of the Region.
- In keeping with the Transit Governance Strategy outlined as part of the triple-majority process (PW 55-2021), LAMs will be asked to provide their recommended nominations for the transitional Niagara Transit Commission Board, for appointment by Regional Council to coincide with the establishment of the MSB.
- Given that the Linking Niagara Transit Committee (LNTC) has successfully completed its mandate to guide the development of and obtain approval for a recommended governance strategy for consolidation, and with the appointment of the new Commission Board imminent, it is appropriate for the LNTC to be dissolved forthwith.

Financial Considerations

There are no direct financial implications arising from the recommendations of this report.

The operating budget for transition activities associated with this report, including encumbrances and grant funding, is approximately \$3.1M. This is comprised of an operating consulting services budget of \$2.23M, additional \$0.5M in encumbered consulting budget from 2021, \$0.2M in dedicated internal staffing budget, and \$0.15M available to support the project from a successful application to the Province of Ontario's Audit and Accountability Fund. The transition to the new Commission will include a dedicated staff complement of 2 FTE's (Program Financial Specialist and GO Implementation Office Transportation Lead) plus additional Steering Committee and Working Group internal staff support.

Analysis

Achievement of Triple-Majority

In order for Niagara to realize the enormous benefits of a single transit system and move forward with the creation of a new Transit Commission, triple-majority approval was required to transfer the necessary legislative authority for the operation of transit to the Region under the *Municipal Act*.

This process formally commenced on November 25, 2021, when Niagara Region Council approved report PW 55-2021, adopting By-law No. 2021-96 providing "The Regional Municipality of Niagara...the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region." Following Regional Council approval, each of Niagara's twelve municipalities were asked to similarly support moving forward into consolidation.

With a strong majority of municipal Councils supporting consolidation, with a number of unanimous votes, the required criteria for triple-majority approval was achieved (see Council Weekly Correspondence Distribution CWCD 2022-41 February 18, 2022) and By-law 2021-96 came into effect on February 2, 2022.

The consolidation proposal put forward as part of the triple-majority process included a series of core financial, service, and governance strategies that had been developed and recommended by the CAO Governance Steering Committee (GSC) and

unanimously endorsed by LNTC. These recommendations reflected years of collaborative work, were based on two rounds of direct consultation with municipalities, and reflective of input from interested parties and the public.

City of Welland Resolution

At its meeting of December 9, 2021, Welland City Council adopted a resolution “THAT Welland City Council supports the future state of Inter Regional Transit and the consolidation of Welland, St. Catharines and Niagara Falls Transit Systems...” contingent on satisfactory responses to certain concerns they identified with the core strategies. This City’s resolution further requested that other LAMs present an amended resolution to their Councils supporting the City of Welland’s position. This resolution did not receive support from any other municipalities during the consideration of By-law No. 2021-96 enacting the triple majority. Positive progress is being made on the asset transfer agreement, with cooperation from all municipalities. Based on this outcome, a memo outlining this position and subsequent path forward sent to the City of Welland is attached as Appendix 1.

It is therefore on the basis of the strategies outlined in PW 55-2021 that the creation of the new Niagara Transit Commission and implementation of the consolidation of transit is underway, reflecting the strong support these proposals received through the triple-majority process.

Transit Commission Steering Committee (TCSC)

Governance Structure

To guide this transition, the Region has established the Transit Commission Steering Committee (TCSC).

The mandate of the TCSC is to support the creation of the new transit Commission, including its legal establishment, appointment of the transitional Board and senior leadership, and the transfer of personnel and assets, necessary for the Commission to assume operational responsibility for transit in Niagara on January 1, 2023.

The TCSC is Chaired by the Commissioner of Public Works and is comprised of extensive senior Regional staff (Commissioner and Director levels) from a diverse and strategic cross-section of the entire organization to support the successful establishment of the new Commission. The local area municipalities are also key

partners in this transition work. Active participation from LAM transit GMs and their senior staff, as well as LAM CAOs and legal counsel involved in the transfer of assets are assisting in guiding key deliverables outlined in the Transition Plan.

Resourcing

Significant internal Regional resources will be required to deliver the extensive scope of work for the transition to the Commission, including subject matter experts in areas such as finance, human resources, legal, information technology, and communications. The TCSC will be responsible for ensuring that sufficient corporate resources are allocated to the project and identifying the specific resources required to support the Transition Plan, including ensuring representation from other lines of business that will be impacted.

Successful transition will also require direct engagement with LAMs, in particular those who operate the independent transit systems that will form the basis for the new Commission. Areas of focus will include but not be limited to: negotiation of asset transfer agreements, human resources/labour relations, and the harmonization of operational policies and procedures.

Additional external resources have also been secured to support specific needs related to legal requirements and transit operations. External legal expertise has been secured with Dentons LLP who are supporting many aspects of the establishment of the Commission, along with leading and/or supporting and number of employee and labour relations considerations. Additionally, Eric Gillespie, retired former GM of both Grand River Transit in Waterloo Region and the St. Catharines Transit Commission, has been retained to lead the harmonization and implementation of transit operations, in close partnership with the LAM transit GMs.

These external resources are funded through the transition project budget as referenced in the Financial Considerations section and approved in the 2022 budget.

Progress to Date

With less than ten months to full transition and to ensure a successful hand off to the new Commission on January 1, 2023, accelerated and necessary work in support of the new Commission is well underway.

Leveraging provincial funding secured through the Audit and Accountability– Phase 3 program, KPMG has been retained to examine and develop a recommended shared services relationship between the Region and Commission. This assignment will look at best practices and comparator transit Commissions/municipalities (i.e. London, Ottawa, Edmonton, Durham) to examine reporting relationships, undertake financial analysis, and arrive at a preferred model. This KPMG work significantly advances the early work Regional staff undertook as presented in PW 9-2021 and will also take into account the tenets of the independent Commission model recommended in the *Niagara Transit Governance Study*. The results of KPMG's work will be incorporated in the next report to Council outlining the recommended model for shared services to support the new Transit Commission. This will also provide insight into the extent of future and/or additional staff resources which may be required either by the new Commission or by the Region as part of the 2023 budget submission related to new FTEs to support transit.

As noted throughout this report, *Niagara Transit Commission* has been identified as an interim name as the MSB is established, in advance of the completion of a forthcoming branding strategy that will recommend a public-facing name for the transit service. That future brand will be subject to approval of the Commission Board and Regional Council.

Given the ambitious timeframe and to ensure an effective and seamless integration, staff are predicating some of the Commission's underpinning systems (e.g. for financial reporting and human capital management) on platforms already in use by the Region and/or commonly used or preferred by many municipalities in Niagara to ensure ease of implementation, consistency and familiarity for the Commission (e.g. Peoplesoft).

As a result of extensive transitional activities in 2022, in addition to the assumption of operational control by the new Commission in January 2023, staff are proceeding on the basis that appointing the Public Advisory Committee post-municipal election would present a more strategic fit for the Board to successfully focus on transition activities, and to better align with the forthcoming municipal election cycle.

To ensure a broad cross-section of lessons learned, successful implementation practices, and insight into the relationship between transit commissions and their municipal/regional corporations, outreach beyond just the City of St. Catharines to other transit Commissions has also occurred with counterparts in Ottawa, London, Edmonton, and Durham to gather as much information as possible to compare and contrast best practices and successful policies and procedures.

Given the accelerated pace at which the transition is moving to ensure a successful operational hand off to the new Commission on Jan. 1, 2023, it has been necessary for Staff to leverage single-source assignments in compliance with the Procurement By-law, to enable appropriate, strategic and rapid onboarding of appropriate resources. For example, in the case of the shared services review being undertaken by KPMG, deadlines within the program delivery criteria required an accelerated path to ensure compliance with the reporting requirements, as well as to ensure integration of the outcomes in relation to other transition activities (i.e. establishment of the MSB). A competitive process was not possible given the pace at which information and resourcing is required to deliver the Commission transition by Jan. 1, 2023.

Establishment of Municipal Services Board (MSB)

Creating the Niagara Transit Commission will require the establishment of a new MSB of the Region, in accordance with Sections 196 to 198 of the *Municipal Act*, 2001, Council will be asked to consider and adopt a by-law that will create the new Board and formalize aspects of the relationship between the Commission and the Region at a special Council meeting being held on May 5, 2022. Key considerations will include:

- Formalizing the transitional Board and Advisory Committee structure;
- Establishment of the corporate and administrative services relationship between the Commission and Region;
- Setting requirements for procedural matters regarding meetings and a Code of Conduct/Integrity Commissioner in accordance with the Municipal Act, 2001 requirements for local boards;
- Outlining the Commission's requirements with respect to the Region's budget approval process;
- Establishing the requirement for specific policies such as disposition of land, hiring of employees, and procurement of goods and services as is mandatory under s. 270(2) of the *Municipal Act*; and
- Establishing the roles, responsibilities, and authority to be delegated to the Commission Board, the General Manager, and Auditor.

Appointment of Transitional Board Members

In anticipation of the establishment of the Commission as a MSB by Regional Council at its Special meeting being held on May 5, 2022, this report recommends that each LAM be asked to forward their nomination(s) for their elected official(s) for the transitional Niagara Transit Commission Board to the Regional Clerk, no later than April 29, 2022.

The LAM appointment recommendations will subsequently be brought forward to Regional Council for approval in parallel with the report establishing the new MSB. This will allow for the establishment of the MSB and appointment of the initial transitional Board members to occur simultaneously at the meeting on May 5, 2022.

In keeping with the Governance Strategy developed through the triple-majority process:

- Nominees must be an elected official, either a local or Regional Councillor; and
- Each municipality should forward the appropriate number of nominees in accordance with the 15 member board composition outlined in Report PW 55-2021 as follows:
 - (3) St. Catharines
 - (2) Niagara Falls
 - (1) All Other Municipalities

The transitional Niagara Transit Commission Board will have significant responsibility for the administration of the Commission, including the hiring of a General Manager, oversight of the transfer of personnel and assets from the current municipal transit providers, and the harmonization of service and policies. In selecting nominees, local area Councils may wish to consider candidates with particular expertise or background in areas related to these objectives, such as business, finance, strategic planning, or transit operations. As all transitional Board positions will be elected officials, it is recommended that while eligible for expense reimbursement such as mileage, Members serve without remuneration.

All transitional Commission Board Members will undergo mandatory orientation following appointment and prior to commencing their duties. The Orientation will include topics such as the role of Board and its relationship to the Region, diversity and equity, fiduciary duty, Code of Conduct, open meetings and other legislative requirements.

The term of the initial transitional Commission Board Members appointed by Regional Council in Q2 will end on January 31, 2023. This date has been recommended on the basis of ensuring continuity through the full transition and overlapping with the assumption of operations by the Commission on January 1, 2023.

Given the requirement that Board Members be elected officials, in the event that any of the Members appointed in Q2 lose their seat as a result of the 2022 Municipal Election their appointment will automatically be rescinded at that time. Board Members who are re-elected through the 2022 Municipal Election will complete the remainder of the term to January 31, 2023.

A subsequent round of nominations will occur through December 2022 and January 2023 for Regional Council to appoint new Board Members for a term starting February 1, 2023 and that will continue until the future permanent Board structure is put in place coinciding with the next Municipal election in 2026.

It is anticipated that the Public Advisory Committee for the Niagara Transit Commission would also be established following the 2022 Municipal Election.

As outlined in the Governance Strategy in PW 55-2021, the mandate of the Transitional Board structure will end with the establishment of a future permanent Board structure that will coincide with next municipal election cycle (2026). This will be informed by an external third-party review of the Transitional Board structure and governance that will revisit and make recommendations regarding the total Board size and representation complement. Regional Council will ultimately need to approve the recommended permanent Board structure.

Municipal Transfer Agreement

The MTA will govern how current municipal transit personnel, contracts and assets will transfer to the Region and/or Commission to support the assumption of operations on January 1, 2023.

Staff have initiated the negotiation of the MTA in accordance with the terms outlined in Report PW 55-2021; specifically the principles outlined in Appendix 3. This subset of work is consistent with the principles agreed to by the CAO GSC, unanimously endorsed by the LNTC, and which received triple majority approval. At this point, there is consensus among the LAMS to proceed on the basis of a single agreement that all parties will sign; with any specific or unique needs of municipalities to be addressed under defined schedules to the agreement.

Subject to the successful conclusion of negotiations, staff are working towards seeking Regional Council approval for the finalized MTA as part of the forthcoming report seeking establishment of the MSB; or at the very least, staff will seek Council's authority to conclude the process based on defined delegated authority at that time.

A comprehensive Human Resources Implementation Plan has been prepared which includes all matters associated with the transfer of municipal transit Union and Non-Union personnel. Discussions with the Amalgamated Transit Union (ATU) Locals (who represent all unionized transit employees in Niagara Falls, St. Catharines, and Welland)

are a key part of the Transition Plan; and as such, are planned to commence in the March/April timeframe.

Conclusion of Linking Niagara Transit Committee

The LNTC was established in 2017 following the unanimous municipal triple-majority approval to proceed with the creation of a new governance model for a consolidated transit system. Its primary mandate was to develop and advance a recommended consolidated governance model for Niagara, as well as in the interim, harmonize the operations and policies of the existing transit systems.

A significant number of interim milestones and successes have been achieved by the LNTC and are summarized in Appendix 2. With the development of a recommended governance strategy and the successful attainment of triple-majority approval for consolidation based on LNTC's unanimous recommendation, LNTC's mandate has now been successfully achieved.

It is therefore recommended that the LNTC be dissolved forthwith, with sincere thanks to its members and leadership of its Chair and Vice-Chair, as primary responsibility for transit decisions in Niagara will shift to the transitional Niagara Transit Commission Board once established and appointed.

Next Steps

The next significant milestone in the transition to the new Commission will be the report that Regional Council will consider on May 5, 2022 that will make recommendations for Council's consideration respecting:

- Enactment of a by-law to establish the Commission as a MSB of the Region, including confirming Regional policies to be adopted.
- Establish remuneration policies for the Board;
- Establish corporate and administrative services relationship between the Commission and Region.
- Bring forward the LAMs' transitional Board member nominations for appointment by Regional Council; and
- Seek Regional Council approval of the MTA, subject to successful completion of the negotiations and/or seek delegated authority to complete.

With the Commission Board established, focus in the next phase of transition activities will include the hiring of a General Manager and senior leadership team, development and approval of Commission policies, facilitating the transfer of assets and personnel to the Commission on the basis of the MTAs, and a branding strategy – all in support of assumption of service by the Commission on January 1, 2023.

Alternatives Reviewed

Consideration was given to not appointing Board members to coincide with the establishment of the Municipal Services Board, however this was not recommended given the need for an accelerated pace of transition and having the Board in place at the earliest opportunity to advance future operational decisions.

The alternative of not dissolving the Linking Niagara Transit Committee was also considered, but not recommended as the mandate of LNTC as defined in its Terms of Reference has been achieved and given that the Commission Board will now provide strategic direction to the transition.

Relationship to Council Strategic Priorities

The consolidation of transit services across Niagara into a new Transit Commission directly aligns with the Council Strategic Priority: Responsible Growth and Infrastructure Planning (Objective 3.1) through advancing regional transit and facilitating the movement of people and goods.

Other Pertinent Reports

PW 55-2021	Moving Transit Forward in Niagara: Creation of a Consolidated Transit Commission
LNTC-C 5-2021	Niagara Transit Governance – Phase 2 Consultation Results and Triple-Majority Initiation
LNTC-C 4-2020	Niagara Region Transit Governance Study
CAO 8-2017	Niagara Region's Transit Service Delivery and Governance Strategy

Prepared by:

Matt Robinson
Director, GO Implementation Office
Public Works

Prepared by:

Donna Gibbs
Director, Legal and Court Services
Corporate Services

Recommended by:

Bruce Zvaniga, P.Eng.
Commissioner of Public Works (Interim)
Public Works Department

Submitted by:

Ron Tripp, P.Eng.
Chief Administrative Officer

This report was prepared in consultation with Franco Meffe, Director, Human Resources; Helen Chamberlain, Director, Financial Management & Planning/Deputy Treasurer; Ann-Marie Norio, Regional Clerk; Scott Fraser, Transportation Lead, GO Implementation Office, and external legal counsel Mary Ellen Bench, Dentons LLP.

Appendices

- | | |
|------------|-----------------------------------------------------|
| Appendix 1 | City of Welland Response – Triple-Majority Achieved |
| Appendix 2 | Linking Niagara Transit Committee - Achievements |

MEMORANDUM

Subject: City of Welland Response – Transit Triple-Majority Achieved

Date: March 7, 2022

To: Steve Zorbas, CAO – City of Welland

From: Ron Tripp, P.Eng., CAO

The purpose of this memorandum is to provide Welland City Council with an update regarding the conclusion of the triple-majority process and the next steps as the transition to the new transit Commission begins.

Achievement of Triple-Majority

On November 25, 2021, Niagara Region Council approved report PW 55-2021 which, through the adoption of By-law No. 96-2021, initiated the triple-majority process for the creation of a new transit Commission by providing “The Regional Municipality of Niagara...the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region.”

Following Regional Council approval, Niagara’s twelve municipalities were required to consider the bylaw by January 31, 2022. We confirm that as a result, the required criteria for triple-majority as identified under the *Municipal Act* has now been achieved (see Attachment 1 – CWCD 2022-4).

City of Welland - Report TRANS-2021-19

We do understand that at its meeting of December 9, 2021, Welland City Council adopted a resolution “*THAT Welland City Council supports the future state of Inter Regional Transit and the consolidation of Welland, St. Catharines and Niagara Falls Transit Systems...*” provided that certain concerns were addressed.

Given that the resolution did not receive support from any of the other local area municipalities, the transit governance proposal in its current form, which achieved triple-majority approval, shall be used to govern the path forward.

March 7, 2022
Page 2

Transition

Having achieved triple-majority, the transition to the new Commission has now begun. The Region will seek to establish the Commission on the basis of the core financial, service, and Board composition strategies presented in PW 55-2021, reflecting the strong support for these proposals received through the triple-majority process.

In the coming months, Regional Council will legally establish the new Commission, the Linking Niagara Transit Committee will be dissolved, and the formalization of required asset agreements will occur. Initial milestones for the City of Welland will include:

- The negotiation and execution of MTAs, on the basis of the principles outlined in Appendix 3 of PW 55-2021. Discussions between Regional and City of Welland senior staff and respective Legal Counsel commenced in February 2022. Welland's CAO Steve Zorbas is participating in these discussions, along with external legal counsel for the City of Welland.
- In April 2022, the City of Welland will be asked to nominate its recommendation for an elected representative to the Commission Board; and
- The initiation of collective bargaining discussions between the Region and the three existing Amalgamated Transit Unions, will be conducted in coordination with City of Welland staff. Welland Transit's Manager Edward Zahra is a member of the Operations Group tasked with ensuring a successful transition to the new Commission of all transit operations effective January 1, 2023.

Region Staff look forward to working collaboratively with Welland staff to ensure a smooth transition occurs whereby operational responsibility for transit will transfer to the new Commission on January 1, 2023 as required by By-law 96-2021.

Respectfully submitted and signed by,



Ron Tripp, P. Eng
Chief Administrative Officer

Appendices

Appendix 1	Niagara Region Memorandum CWCD 2022-41 - Triple Majority Achieved for By-law 2021-96 being a by-law to establish, operate and maintain a consolidated passenger transportation system for the Regional Municipality of Niagara
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March 7, 2022
Page 3

Copy to: Bruce Zvaniga, Commissioner of Public Works (Interim)
 Matt Robinson, Director, GO Implementation Office

MEMORANDUM

CWCD 2022-41

Subject: Triple Majority Achieved for By-law 2021-96 being a By-law to establish, operate and maintain a consolidated passenger transportation system for The Regional Municipality of Niagara

Date: February 18, 2022

To: Regional Council

From: Ann-Marie Norio, Regional Clerk

Regional Council, at its meeting held on November 25, 2021, passed By-law No. 2021-96, being a by-law to establish, operate and maintain a consolidated passenger transportation system for the Regional Municipality of Niagara.

In accordance with section 115(5) of the *Municipal Act, 2001* a by-law passed under subsection 115(1) of the *Act*, shall not come into force unless,

- (a) a majority of all votes on the Council of the upper-tier municipality are cast in its favour;
- (b) a majority of the Councils of all the lower-tier municipalities forming part of the upper-tier municipality for municipal purposes have passed resolutions giving their consent to the by-law; and
- (c) the total number of electors in the lower-tier municipalities that have passed resolutions under clause (b) form a majority of all the electors in the upper-tier municipality.

This memorandum confirms that all of the above provisions have been met, and the effective date of By-law No. 2021-96 was February 2, 2022.

For your reference a summary of the local area municipal responses and By-law No. 2021-96 are attached.

With the transfer of exclusive authority to the Region to establish, operate and maintain a single consolidated transit system now complete; Staff will be moving forward with necessary steps to implement the direction of Regional Council in accordance with Report PW 55-2021, dated November 25, 2021. More specifically Staff will proceed to advance the creation of a Regional Transit Commission and negotiate municipal asset

transfer agreements with the City of Niagara Falls, City of St. Catharines and the City of Welland.

Council will note that the City of Welland in their letter dated December 10, 2021, (attached), expressed support for the future state of Regional Transit subject to certain issues outlined therein being addressed, including but not limited to, seeking compensation for the transfer of assets; whereas Report PW 55-2021 (specifically Appendix 3) provides that assets will be transferred at no cost. Given the support of ten local area municipalities demonstrated by the achievement of triple majority approval **on the basis of the terms outlined in Report PW 55-2021**; Staff intend to proceed with the negotiation of the municipal asset transfer agreements in accordance with the terms outlined in Report PW 55-2021, including the principles outlined in Appendix 3.

Respectfully submitted and signed by

Ann-Marie Norio
Regional Clerk

December 9, 2021

Ann-Marie Norio
Clerk
Regional Municipality of Niagara
1815 Sir Isaac Brock Way
P.O. Box 1042
Thorold, ON
L2V 4T7

Dear Ms. Norio

Sent via email: ann-marie.norio@niagararegion.ca

Re: Niagara Transit Governance
Our File 35.23.11, 10.4.19

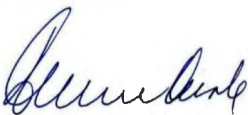
Please be advised that the Council of the City of St. Catharines, at its meeting held on December 8, 2021 passed the following motion:

That the Council of the City of St. Catharines consents to the passage of By-law No. 96-2021 of The Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region; and

That staff begin to negotiate municipal asset transfer agreements for the Corporation of the City of St. Catharines with representatives of the future Regional Transit Commission on the basis of the principles in Report PW 55-2021 - Appendix 3 Municipal Transfer Agreements – Summary Sheet (attached as Appendix 1 to this report) and in a form satisfactory to the City Solicitor; and

That staff provide subsequent reports to Council regarding and impacts to the 2023 Capital and Operating Budgets in the creation of a Regional Transit Commission, as described in this report and the attached appendices.

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Bonnie Nistico-Dunk, City Clerk
Legal and Clerks Services, Office of the City Clerk
:mb



City of Welland
Office of the Chief Administrative Officer
Office of the City Clerk
60 East Main Street, Welland, ON L3B 3X4
Phone: 905-735-1700 Ext. 2159 | **Fax:** 905-732-1919
Email: clerk@welland.ca | www.welland.ca

December 10, 2021

File No. 21-19

SENT VIA EMAIL

Attention: Regional Clerk & Clerks of Local Area Municipalities

Dear Clerks:

Re: ACTION REQUIRED - December 9, 2021 – CITY OF WELLAND SPECIAL COUNCIL MEETING

At its meeting of December 9, 2021, Welland City Council passed the following motion:

“THAT THE COUNCIL OF THE CITY OF WELLAND receives for information report PW-55-2021 – Moving Transit Forward in Niagara: Creation of a Consolidated Transit Commission from the Niagara Region; and

THAT Welland City Council recognize the request for local area municipalities to pass resolutions consenting to the By-law No. 2021-96 of the Regional Municipality of Niagara, being a By-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region; and

THAT Welland City Council supports the future state of Inter Regional Transit and the consolidation of Welland, St. Catharines and Niagara Falls Transit Systems, provided the following outstanding issues are addressed:

- a) City of Welland request for 2 members from the City of Welland to be included in the new Transit Commissions Governance structure.***
- b) The proposed financial model which will apportion future Transit Operating and Capital costs be updated to present the financial impact to all lower tier municipalities based on approved 2022 Transit Operating Budgets and updated 5-year Transit Capital Budgets,***
- c) Clarification on how existing and future Transit Debt for Capital Budgets is to be apportioned to all lower tier municipalities,***

- d) *That municipalities be compensated for their Transit Fleet based on the net book value valuation as of Dec 31, 2022, of their average vehicle price based on the difference between the lowest municipal valuation per vehicle and that municipalities valuation per vehicle.*

THAT Welland City Council requests the local area municipalities (Fort Erie, Grimsby, Lincoln, Niagara Falls, Niagara-on-the-Lake, Pelham, Port Colborne, St. Catharines, Thorold, Wainfleet, West Lincoln) present the following amended resolution to their councils for consideration:

“That the Council of (name of municipality) consents to the passage of By-law No. 2021-96 of The Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region, only if the following conditions are addressed:

- a. *City of Welland request for 2 members from the City of Welland to be included in the new Transit Commissions Governance structure.*
- b. *The proposed financial model which will apportion future Transit Operating and Capital costs be updated to present the financial impact to all lower tier municipalities based on approved 2022 Transit Operating Budgets and updated 5-year Transit Capital Budgets,*
- c. *Clarification on how existing and future Transit Debt for Capital Budgets is to be apportioned to all lower tier municipalities,*
- d. *That municipalities be compensated for their Transit Fleet based on the net book value valuation as of Dec 31, 2022, of their average vehicle price based on the difference between the lowest municipal valuation per vehicle and that municipalities valuation per vehicle; and further*

That a copy of this resolution be sent to the Niagara Region and local municipalities.”

Yours truly,



Tara Stephens
City Clerk

TS:bl

From: Heather Ruzyllo <hruzylo@niagarafalls.ca>
Sent: Tuesday, December 14, 2021 10:18 AM
To: Norio, Ann-Marie <Ann-Marie.Norio@niagararegion.ca>
Subject: City of Niagara Falls Council: Support for: - Regional Report PW 55-2021 re Moving Transit Forward in Niagara: Creation of a Consolidated Transit Commission

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

Good morning Ann-Marie:

Please be guided by the following motion that was passed by the Niagara Falls Council at its meeting on December 7, 2021:

MOTION:

ORDERED on the motion of Councillor Victor Pietrangelo, Seconded by Councillor Wayne Thomson that the Council of the City of Niagara Falls consent to the passage of By-law No. 2021-96 of the Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region. Carried Unanimously (Councillor Ioannoni not present for the vote).

Kind regards,
Heather

Heather Ruzyllo | Clerks & Council Services Coordinator | Clerks Services | City of Niagara Falls
4310 Queen Street | Niagara Falls, ON L2E 6X5 | (905) 356-7521 ext 4203 | Fax 905-356-9083 | hruzylo@niagarafalls.ca



Community Services

Legislative Services

December 14, 2021

File #120203

Sent via email: ann-marie.norio@niagararegion.ca

Ann-Marie Norio, Regional Clerk
Niagara Region
1815 Sir Issac Brock Way
Thorold, ON L2V 4T7

Dear Ms. Norio:

**Re: Moving Transit Forward in Niagara:
Creation of a Consolidated Transit Commission**

Please be advised the Municipal Council of the Town of Fort Erie at its meeting of December 13, 2021 passed the following resolution regarding "Moving Transit Forward in Niagara: Creation of a Consolidated Transit Commission":

That: The Council of The Corporation of the Town of Fort Erie consents to the passage of By-law No. 2021-96 of The Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region.

Yours very truly,

Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk

cschofield@forterie.ca

CS:dlk

c.c. K. Walsh, Director, Infrastructure Services kwalsh@forterie.ca
M. Robinson, Director, GO Implementation Office, Niagara Region Matt.Robinson@niagararegion.ca
S. Frasser, Transportation Lead, GO Implementation Office, Niagara Region scott.fraser@niagararegion.ca

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca

January 18, 2022

Ann-Marie Norio, Regional Clerk
Niagara Region
1815 Sir Isaac Brock Way
Thorold Ontario
L2V 4T7

Via email: Ann-Marie.Norio@niagararegion.ca

Dear Ms. Norio:

Niagara Region - Transit

At their special meeting of January 17, 2022 Council of the Town of Pelham received the Niagara Region's presentation with respect to the future of transit, and endorsed the following:

BE IT RESOLVED THAT Council receive the Niagara Region Transit presentation from Mr. Matt Robinson, Scott Fraser and Heather Talbot, for information.

Council also received your report, and endorsed the following:

BE IT RESOLVED THAT Council receive the Niagara Region Report CL 22-2021 and PW 55-2021, dated November 25, 2021, for information.

For your information, Staff Report 2022-0007 Future of Integrated Transit Report was also considered by Council and the following motion approved:

**BE IT RESOLVED THAT Council receive Report #2022-0007 Future of Integrated Transit Report, for information purposes;
AND THAT Council consents to the passage of By-law No. 2021-96 of The Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to**

**establish, operate and maintain a consolidated passenger
transportation system for the Niagara Region.**

On behalf of Council, thank you for your presentation and report. The Town of Pelham looks forward to the new transit system.

Yours very truly,



Holly Willford, BA
Town Clerk

HW/jm

cc: Matt Robinson, Director, GO Implementation Office
Scott Fraser, Transportation Lead, GO Implementation Office
Heather Talbot, Financial and Special Projects Consultant, GO Implementation Office
David Cribbs, Chief Administrative Officer
Vickie vanRavenswaay, Director, Recreation, Culture and Wellness



4800 SOUTH SERVICE RD
BEAMSVILLE, ON L0R 1B1
905-563-8205

January 25, 2022

SENT VIA EMAIL: annmarie.norio@niagararegion.ca

Region of Niagara
Ann-Marie Norio, Clerk
1815 Sir Isaac Brock way
Thorold, ON L2V 4T7

RE: Town of Lincoln Council Resolution - Transit Consolidation: Moving Transit Forward in Niagara

Please be advised that Council of the Corporation of the Town of Lincoln at its Special Council Meeting held on January 24, 2022, passed the following motion in support of the Niagara Region's Transit Consolidation

Resolution Number: SC-2022-05

Moved by: Councillor Lynn Timmers; Seconded by: Councillor Adam Russell

That Council receive and file Report AD-01-22 regarding Transit Consolidation: Moving Transit Forward in Niagara; and

That Town of Lincoln Council consents to the passage of By-law No. 96-2021 of the Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated transit system for the Niagara Region.

CARRIED

A copy of Report AD-01-22 is attached for your reference.

If you have any questions, please do not hesitate to contact the undersigned.

Regards,


Julie Kikelos
Town Clerk
jkikelos@lincoln.ca

JK/dp



Township of Wainfleet

"Wainfleet - find your country side!"

January 27, 2022

Office of the Regional Clerk
1815 Sir Isaac Brock Way
PO Box 1042
Thorold, ON L2V 4T7

SENT ELECTRONICALLY

RE: Niagara Regional Transit

Please be advised that, at its meeting of January 25, 2022, the Council of the Corporation of the Township of Wainfleet considered the following motion:

"THAT the Council of the Township of Wainfleet consents to the passage of By-law No. 2021-96 of the Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region."

DEFEATED

Thank you for your attention to this matter. If you have any questions, please do not hesitate to contact the undersigned.

Regards,

Meredith Ciuffetelli
Deputy Clerk
mciuffetelli@wainfleet.ca



Department of Corporate Services
1593 Four Mile Creek Road
P.O. Box 100, Virgil, ON L0S 1T0
905-468-3266 • Fax: 905-468-2959

www.notl.org

SENT ELECTRONICALLY

January 31, 2022

Regional Municipality of Niagara
1815 Sir Issac Brock Way, PO Box 1042
Thorold ON L2V 4T7

Attention: Ann-Marie Norio, Regional Clerk

Dear Ms. Norio:

RE: Transit Governance

Please be advised the Council of The Corporation of the Town of Niagara-on-the Lake, at its regular meeting held on December 20, 2021, approved the following resolution:

"Council consents to the passage of By-law No. 2021-96 of the Regional Municipality of Niagara, being the by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region."

A copy of the staff report is attached for information. If you have any questions or require further information, please contact our office at 905-468-3266.

Yours sincerely,

Colleen Hutt
Acting Town Clerk



**The Corporation of the Town of Grimsby
Administration**

Office of the Town Clerk

160 Livingston Avenue, P.O. Box 159, Grimsby, ON L3M 4G3

Phone: 905-945-9634 Ext. 2015 | **Fax:** 905-945-5010

Email: skim@grimsby.ca

February 2, 2022

SENT VIA E-MAIL

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

Attention: Ann-Marie Norio, Regional Clerk

Dear Ms. Norio,

**RE: Moving Transit Forward in Niagara: Creation of a Consolidated Transit
Commission**

Please be advised that the Council of the Corporation of the Town of Grimsby at its meeting held on December 13, 2021 passed the following resolution:

C-21-292

*Resolved that Report CAO 21-21 dated December 13, 2021, be received;
and*

That the Council of the Town of Grimsby consents to the passage of By-law No. 2021-96 of The Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region.

If you require additional information, please do not hesitate to reach out.

Regards,

Sarah Kim
Town Clerk



PORT COLBORNE

Corporate Services Department
Clerk's Division

Municipal Offices: 66 Charlotte Street
Port Colborne, Ontario L3K 3C8 • www.portcolborne.ca

T 905.835.2900 ext 106 F 905.834.5746
E amber.lapointe@portcolborne.ca

February 2, 2022

Ann-Marie Norio
Office of the Regional Clerk,
Niagara Region
1815 Sir Isaac Brock Way, P.O. Box 1042
Thorold, ON L2V 4T7

Sent via E-mail: Ann-Marie.Norio@niagararegion.ca

Dear Ms. Norio:

Re: City of Port Colborne – Resolution Re: Consolidated Passenger Transportation System for the Niagara Region

Please be advised that, at its meeting of December 13, 2021, the Council of The Corporation of the City of Port Colborne resolved as follows:

That Chief Administrative Office Report 2021-317 be received; and

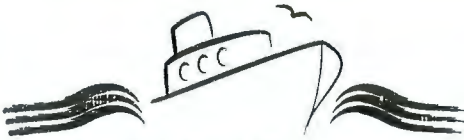
That Council consents to the passage of By-law No. 2021-96 of The Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region.

A copy of Chief Administrative Office Report 2021-317 is enclosed for your reference.

Sincerely,

Amber LaPointe
City Clerk

cc: Niagara Local Municipalities



Where Ships Climb The Mountain...

February 3, 2022

Office of the Regional Clerk
Niagara Region
1815 Sir Isaac Brock Way, P.O. Box 1042
Thorold, ON L2V 4T7

Ann-Marie.Norio@niagararegion.ca

Dear Ms. Norio:

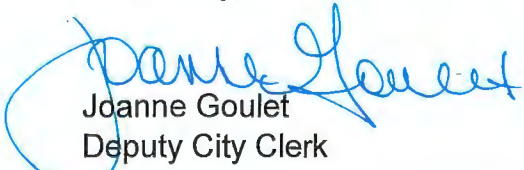
Re: Niagara Transit Governance Recommendations

Please be advised Thorold City Council, at its December 21, 2021 meeting, adopted the following motion:

1. That the information presented by Niagara Region staff be received, and,
2. That the Council of the City of Thorold consents to the passage of By-law No. 96-2021 of The Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region.

CARRIED

Yours truly,


Joanne Goulet
Deputy City Clerk

ec: M. Dilwaria, Chief Administrative Officer

CLERK'S DEPARTMENT

February 10th, 2022

Ann-Marie Norio, Regional Clerk
Niagara Region
1815 Sir Isaac Brock Way
Thorold, ON
L2V 4T7

Dear Ms. Norio,

Re: Moving Transit Forward in Niagara: Creation of a Consolidated Transit
Commission - Niagara Region Report PW 55-2021

This correspondence is to confirm that on January 31, 2022, West Lincoln Township Council adopted the following resolution regarding the Township's consent to the passage of By-law No. 2021-96 of the Regional Municipality of Niagara regarding the creation of a consolidated passenger transportation system for the Niagara Region:

That the Council of the Township of West Lincoln consents to the passage of By-law No. 2021-96 of The Regional Municipality of Niagara, being a by-law to provide Niagara Region with the exclusive authority to establish, operate and maintain a consolidated passenger transportation system for the Niagara Region.

If any further information is required, please contact the undersigned at 905-957-3346, Ext 6720.

Yours truly,



Jessica Dyson
Deputy Clerk

cc: Matt Robinson, Niagara Region, Director GO Implementation
Leah Tracey, Project Coordinator, GO Implementation Office

X:\cl-Clerks\Council-2022\Letters\Niagara Region – Go Implementation – Consolidated Transit Commission

THE REGIONAL MUNICIPALITY OF NIAGARA

BY-LAW NO. 2021-96

A BY-LAW TO ESTABLISH, OPERATE AND MAINTAIN A
CONSOLIDATED PASSENGER TRANSPORTATION SYSTEM FOR THE
REGIONAL MUNICIPALITY OF NIAGARA

WHEREAS Niagara Region Council deems it expedient and beneficial to address transit issues in Niagara Region;

WHEREAS the Linking Niagara Transit Committee was established to lead the development of a consolidated governance model, as well as the harmonization and integration of operational and policy regimes of the existing transit properties;

WHEREAS the Inter-municipal Transit Working Group was established to gather information and provide guidance on operational matters related to the transition to a consolidated transit system;

WHEREAS Niagara's four (4) major transit operators entered into a Memorandum of Understanding in 2017 that, in principle, endorsed the creation of a consolidated transit system;

WHEREAS all local area municipalities have been consulted on and provided input regarding the results of the Niagara Transit Governance Study, associated financial strategy, and the subsequently revised models reflecting initial feedback;

WHEREAS the Linking Niagara Transit Committee has endorsed the Commission governance model, Niagara Service Standards Strategy and associated twelve (12) special levy financial strategy as the models under which consolidation should take place as identified in Regional Reports LNTC-C 5-2021 and PW 55-2021;

WHEREAS Niagara Region obtained triple-majority authority in 2017 to establish, operate and maintain an inter-municipal passenger transportation system in Niagara Region and enacted By-law No. 2017-21 on March 23, 2017, which came into effect on June 1, 2017, in this regard;

WHEREAS under this new consolidated system, Niagara Region would plan and operate both intra-municipal and inter-municipal transit routes, including specialized and demand-responsive transit services, throughout Niagara Region creating one unified transit system;

Bill No. 2021-96

Authorization Reference: CL 22-2021;
Minute Item 5.1

WHEREAS existing transit assets would transfer to the Commission on the basis of Municipal Transfer Agreements, to be negotiated and entered into with the major transit operators substantially on the basis of the terms outlined in Appendix 3 to PW 55-2021;

WHEREAS Section 11 of the Municipal Act, 2001, Ch. 25, as amended, grants exclusive jurisdiction over the operation of transit services to lower-tier municipalities in Niagara Region; and

WHEREAS Section 189 of the Municipal Act, 2001, Ch. 25, as amended, provides an upper-tier municipality with the ability to pass a by-law for the transfer of all or part of a lower-tier power to the upper-tier municipality, subject to certain rules regarding consideration and approval by the lower-tier municipalities.

NOW THEREFORE the Council of The Regional Municipality of Niagara enacts as follows:

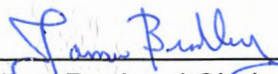
1. That the authority to establish, operate and maintain a consolidated passenger transportation system for Niagara Region be transferred to The Regional Municipality of Niagara;
2. That steps to transfer jurisdiction and related assets essential to operating a consolidated passenger transportation system to The Regional Municipality of Niagara begin immediately after the following requirements have been met:
 - a. A majority of the councils of the lower-tier municipalities forming part of Niagara Region have passed resolutions consenting to the by-law;
 - b. The total number of electors in the lower-tier municipalities that have passed resolutions consenting to the by-law form a majority of all electors in the Region of Niagara as established in the revised list of electors for the municipal election held in the year 2018.
3. That in this by-law, the term "consolidated passenger transportation system" shall mean a single, unified public transportation services system operating within or between any two or more of the twelve (12) lower-tier municipalities which comprise the Region of Niagara;
4. That The Regional Municipality of Niagara does hereby assume from all lower-tier municipalities comprising the Region of Niagara, those parts of the lower-tier power and related assets essential to provide public transportation systems, other than highways, necessary to own and operate a consolidated passenger transportation system as contemplated by this by-law;

Bill No. 2021-96


Authorization Reference: CL 22-2021;
Minute Item 5.1

5. That Sections 1 and 2 of the by-law shall come into force and effect on the day the requirements of Section 189 of the Municipal Act 2001, Ch. 25, as amended, are met;
6. That Section 4 of this by-law respecting the transfer of assets and operations to the new transit commission does not come into effect until January 1, 2023. For clarity, the lower-tier municipalities that operate public transportation systems will continue to do so until these operations transition to The Regional Municipality of Niagara on January 1, 2023.

THE REGIONAL MUNICIPALITY OF NIAGARA



James Bradley, Regional Chair



Ann-Marie Norio, Regional Clerk

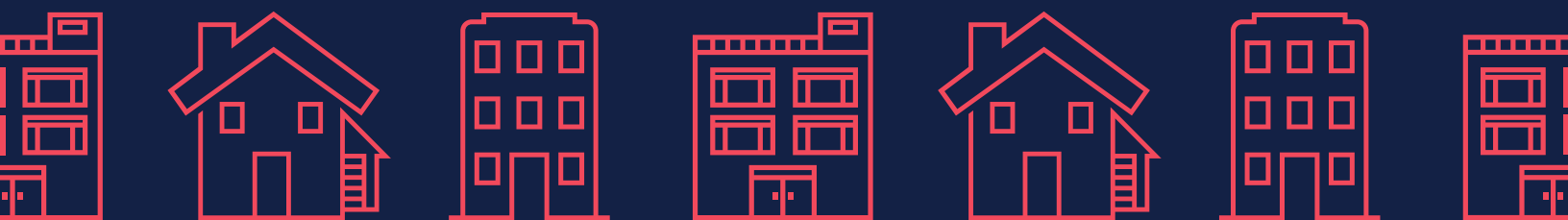
Passed: November 25, 2021

Linking Niagara Transit Committee – Achievements

The following is a brief summary of the significant milestones achieved by the Linking Niagara Transit Committee during its term, including those from the Inter-Municipal Transit Working Group, operating under its direction:

- Established a single digital mobile platform – Transit App – providing real-time bus tracking for all Niagara Region Transit (NRT), Niagara Falls Transit, St. Catharines Transit and Welland Transit fleets.
- Standardized on-bus customer service policies and consolidated all after-hours customer service call handling to a single external provider across all four major systems.
- Completed the Specialized Transit in Niagara Study which examined ridership, demand projections, a scan of jurisdictional comparators and industry best practices.
- Implemented a Universal Support Person Pass common to all Niagara transit systems to enable those with mobility limitations to travel with an approved support person with valid identification.
- Secured Annual U-Pass agreements with Niagara College and Brock University Student Unions.
- Procured, in partnership with our municipal operators, 14 new buses to meet the NRT fleet requirements for recent service enhancements, ensuring the utilization of the reduced operating rate.
- Confirmed the recommended single fare technology (Masabi) that will provide a seamless customer experience across Niagara and that will enable the launch of region-wide mobile ticketing.
- Joint application for Provincial and Federal grant programs, i.e. ICIP, to facilitate the upgrade to a common fare payment technology. While still underway, this program has been refocused to align with the consolidation of transit into a single operating entity.
- Developed, launched, and expanded the Niagara Region Transit On-Demand pilot project, providing a new and dynamic approach to the delivery of transit in West Niagara.
- Successfully coordinated the response to COVID-19 across Niagara's major transit providers, implementing shared safety and operational responses throughout the pandemic.

- Completed the Niagara Transit Governance Study, providing the initial recommended governance model for the consolidation of transit.
- Conducted significant consultation with municipalities, interested parties, and the public to refine and further develop the recommended governance, financial and service strategies.
- Unanimous approval of the final transit consolidation strategies, recommending the initiation of the triple-majority process.



Report of the
**Ontario Housing
Affordability Task Force**



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Letter to Minister Clark

Dear Minister Clark,

Hard-working Ontarians are facing a housing crisis. For many years, the province has not built enough housing to meet the needs of our growing population. While the affordability crisis began in our large cities, it has now spread to smaller towns and rural communities.

Efforts to cool the housing market have only provided temporary relief to home buyers. The long-term trend is clear: house prices are increasing much faster than Ontarian's incomes. The time for action is now.

When striking the Housing Affordability Task Force, you and Premier Ford were clear: you wanted actionable, concrete solutions to help Ontarians and there was no time to waste. You asked us to be bold and gave us the freedom and independence to develop our recommendations.

In the past two months, we have met municipal leaders, planners, unions, developers and builders, the financial sector, academics, think tanks and housing advocates. Time was short, but solutions emerged consistently around these themes:

- More housing density across the province
- End exclusionary municipal rules that block or delay new housing
- Depoliticize the housing approvals process
- Prevent abuse of the housing appeals system
- Financial support to municipalities that build more housing

We present this report to you not as an "all or nothing" proposal, but rather as a list of options that the government has at its disposal to help address housing affordability for Ontarians and get more homes built. We propose an ambitious but achievable target: 1.5 million new homes built in the next ten years.

Parents and grandparents are worried that their children will not be able to afford a home when they start working or decide to start a family. Too many Ontarians are unable to live in their preferred city or town because they cannot afford to buy or rent.

The way housing is approved and built was designed for a different era when the province was less constrained by space and had fewer people. But it no longer meets the needs of Ontarians. The balance has swung too far in favour of lengthy consultations, bureaucratic red tape, and costly appeals. It is too easy to oppose new housing and too costly to build. We are in a housing crisis and that demands immediate and sweeping reforms.

It has been an honour to serve as Chair, and I am proud to submit this report on behalf of the entire Task Force.

A stylized, handwritten signature in black ink.

Jake Lawrence

Chair, Housing Affordability Task Force

Chief Executive Officer and Group Head, Global Banking and Markets, Scotiabank

Executive summary and recommendations

House prices in Ontario have almost tripled in the past 10 years, growing much faster than incomes. This has home ownership beyond the reach of most first-time buyers across the province, even those with well-paying jobs. Housing has become too expensive for rental units and it has become too expensive in rural communities and small towns. The system is not working as it should.

For too long, we have focused on solutions to “cool” the housing market. It is now clear that we do not have enough homes to meet the needs of Ontarians today, and we are not building enough to meet the needs of our growing population. If this problem is not fixed – by creating more housing to meet the growing demand – housing prices will continue to rise. We need to build more housing in Ontario.

This report sets out recommendations that would set a bold goal and clear direction for the province, increase density, remove exclusionary rules that prevent housing growth, prevent abuse of the appeals process, and make sure municipalities are treated as partners in this process by incentivizing success.

Setting bold targets and making new housing the planning priority

Recommendations 1 and 2 urge Ontario to set a bold goal of adding 1.5 million homes over the next 10 years and update planning guidance to make this a priority.

The task force then recommends actions in five main areas to increase supply:

Require greater density

Land is not being used efficiently across Ontario. In too many neighbourhoods, municipal rules only allow single-family homes – not even a granny suite. Taxpayers have invested heavily in subway, light rail, bus and rail lines and highways, and the streets nearby are ideally suited for more mid- and high-rise housing. Underused or redundant commercial and industrial buildings are ripe to be redeveloped into housing or mixed commercial and residential use. New housing on undeveloped land should also be higher density than traditional suburbs, especially close to highways.

Adding density in all these locations makes better use of infrastructure and helps to save land outside urban boundaries. Implementing these recommendations will provide Ontarians with many more options for housing.

Recommendations 3 through 11 address how Ontario can quickly create more housing supply by allowing more housing in more locations “as of right” (without the need for municipal approval) and make better use of transportation investments.

Reduce and streamline urban design rules

Municipalities require numerous studies and set all kinds of rules for adding housing, many of which go well beyond the requirements of the provincial Planning Act. While some of this guidance has value for urban design, some rules appear to be arbitrary and not supported by evidence – for example, requiring condo buildings to include costly parking stalls even though many go unsold. These rules and requirements result in delays and extra costs that make housing either impossible to build or very expensive for the eventual home buyer or renter.

Recommendation 12 would set uniform provincial standards for urban design, including building shadows and setbacks, do away with rules that prioritize preservation of neighbourhood physical character over new housing, no longer require municipal approval of design matters like a building’s colour, texture, type of material or window details, and remove or reduce parking requirements in cities over 50,000 in population.

Depoliticize the process and cut red tape

NIMBYism (not in my backyard) is a major obstacle to building housing. It drags out the approval process, pushes up costs, and keeps out new residents. Because local councillors depend on the votes of residents who want to keep the status quo, the planning process has become politicized. Municipalities allow far more public consultation than is required, often using formats that make it hard for working people and families with young children to take part. Too few technical decisions are delegated to municipal staff. Pressure to designate buildings with little or no heritage value as “heritage” if development is proposed and bulk listings of properties with “heritage potential” are also standing in the way of getting homes built. Dysfunction throughout the system, risk aversion and needless bureaucracy have resulted in a situation where Ontario lags the rest of Canada and the developed world in approval times. Ontarians have waited long enough.

Recommendations 13 through 25 would require municipalities to limit consultations to the legislated maximum, ensure people can take part digitally, mandate the delegation of technical decisions, prevent abuse of the heritage process and see property owners compensated for financial loss resulting from designation, restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews, legislate timelines for approvals and enact several other common sense changes that would allow housing to be built more quickly and affordably.

Fix the Ontario Land Tribunal

Largely because of the politicization of the planning process, many proponents look to the Tribunal, a quasi-judicial body, to give the go-ahead to projects that should have been approved by the municipality. Even when there is municipal approval, however, opponents appeal to the Tribunal – paying only a \$400 fee – knowing that this may well succeed in delaying a project to the point where it might no longer make economic sense. As a result, the Tribunal faces a backlog of more than 1,000 cases and is seriously under-resourced.

Recommendations 26 through 31 seek to weed out or prevent appeals aimed purely at delaying projects, allow adjudicators to award costs to proponents in more cases, including instances where a municipality has refused an approval to avoid missing a legislated deadline, reduce the time to issue decisions, increase funding, and encourage the Tribunal to prioritize cases that would increase housing supply quickly as it tackles the backlog.

Support municipalities that commit to transforming the system

Fixing the housing crisis needs everyone working together. Delivering 1.5 million homes will require the provincial and federal governments to invest in change. Municipalities that make the difficult but necessary choices to grow housing supply should be rewarded, and those that resist new housing should see funding reductions.

Recommendations 49 and 50 call for Ontario government to create a large “Ontario Housing Delivery Fund” and encourage the federal government to match funding, and suggest how the province should reward municipalities that support change and reduce funding for municipalities that do not.

This executive summary focuses on the actions that will get the most housing units approved and built in the shortest time. Other recommendations in the report deal with issues that are important but may take more time to resolve or may not directly increase supply (recommendation numbers are indicated in brackets): improving tax and municipal financing (**32-37, 39, 42-44**); encouraging new pathways to home ownership (**38, 40, 41**); and addressing labour shortages in the construction industry (**45-47**).

This is not the first attempt to “fix the housing system”. There have been efforts for years to tackle increasing housing prices and find solutions. This time must be different. **Recommendations 50-55** set out ways of helping to ensure real and concrete progress on providing the homes Ontarians need.

Introduction

Ontario is in a housing crisis. Prices are skyrocketing: the average price for a house across Ontario was \$923,000 at the end of 2021.^[1] Ten years ago, the average price was \$329,000.^[2] Over that period, average house prices have climbed 180% while average incomes have grown roughly 38%.^{[3][4]}

Not long ago, hard-working Ontarians – teachers, construction workers, small business owners – could afford the home they wanted. In small towns, it was reasonable to expect that you could afford a home in the neighbourhood you grew up in. Today, home ownership or finding a quality rental is now out of reach for too many Ontarians. The system is not working as it should be.

Housing has become too expensive for rental units and it has become too expensive in rural communities and small towns.

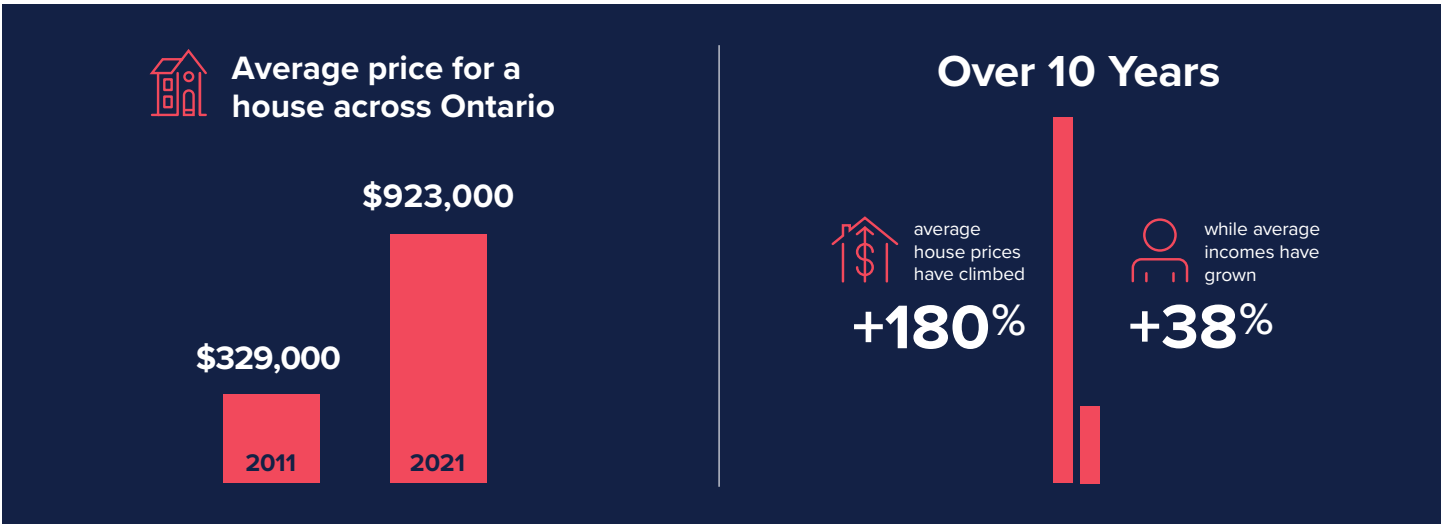
While people who were able to buy a home a decade or more ago have built considerable personal equity, the benefits of having a home aren't just financial. Having a place to call home connects people to their community, creates a gathering place for friends and family, and becomes a source of pride.

Today, the reality for an ever-increasing number of Ontarians is quite different. Everyone in Ontario knows people who are living with the personal and financial stress of not being able to find housing they can afford. The young family who can't buy a house within two hours of where they work. The tenant with a good job who worries about

where she'll find a new apartment she can afford if the owner decides to sell. The recent graduate who will have to stay at home for a few more years before he can afford to rent or buy.

While the crisis is widespread, it weighs more heavily on some groups than on others. Young people starting a family who need a larger home find themselves priced out of the market. Black, Indigenous and marginalized people face even greater challenges. As Ontarians, we have only recently begun to understand and address the reality of decades of systemic racism that has resulted in lower household incomes, making the housing affordability gap wider than average.

The high cost of housing has pushed minorities and lower income Ontarians further and further away from job markets. Black and Indigenous homeownership rates are less than half of the provincial average.^[5] And homelessness rates among Indigenous Peoples are 11 times the national average. When housing prevents an individual from reaching their full potential, this represents a loss to every Ontarian: lost creativity, productivity, and revenue. Lost prosperity for individuals and for the entire Ontario economy.



As much as we read about housing affordability being a challenge in major cities around the world, the depth of the challenge has become greater in Ontario and Canada than almost anywhere in the developed world.



Canada has the lowest amount of housing per population of any G7 country.

How did we get here? Why do we have this problem?

A major factor is that there just isn't enough housing. A 2021 Scotiabank study showed that Canada has the fewest housing units per population of any G7 country – and, our per capita housing supply has *dropped* in the past five years.^[6] An update to that study released in January 2022 found that two thirds of Canada's housing shortage is in Ontario.^[7] Today, Ontario is 1.2 million homes – rental or owned – short of the G7 average. With projected population growth, that huge gap is widening, and bridging it will take immediate, bold and purposeful effort. And to support population growth in the next decade, we will need one million more homes.

While governments across Canada have taken steps to “cool down” the housing market or provide help to first-time buyers, these demand-side solutions only work if there is enough supply. Shortages of supply in any market have a direct impact on affordability. Scarcity breeds price increases. Simply put, if we want more Ontarians to have housing, we need to build more housing in Ontario.

Ontario must build 1.5 million homes over the next 10 years to address the supply shortage

The housing crisis impacts all Ontarians. The ripple effect of the crisis also holds back Ontario reaching its full potential.

Economy

Businesses of all sizes are facing problems finding and retaining workers. Even high-paying jobs in technology and manufacturing are hard to fill because there's not enough housing nearby. This doesn't just dampen the economic growth of cities, it makes them less vibrant, diverse, and creative, and strains their ability to provide essential services.

Public services

Hospitals, school boards and other public service providers across Ontario report challenges attracting and retaining staff because of housing costs. One town told us that it

could no longer maintain a volunteer fire department, because volunteers couldn't afford to live within 10 minutes drive of the firehall.

Environment

Long commutes contribute to air pollution and carbon emissions. An international survey of 74 cities in 16 countries found that Toronto, at 96 minutes both ways, had the longest commute times in North America and was essentially tied with Bogota, Colombia, for the longest commute time worldwide.^[8] Increasing density in our cities and around major transit hubs helps reduce emissions to the benefit of everyone.

Ontario must build

1.5M

homes over the next 10 years
to address the supply shortage.



Our mandate and approach

Ontario's Minister of Municipal Affairs and Housing tasked us with recommending ways to accelerate our progress in closing the housing supply gap to improve housing affordability.

Time is of the essence. Building housing now is exactly what our post-pandemic economy needs. Housing construction creates good-paying jobs that cannot be outsourced to other countries. Moreover, the pandemic gave rise to unprecedented levels of available capital that can be invested in housing – if we can just put it to work.

We represent a wide range of experience and perspectives that includes developing, financing and building homes, delivering affordable housing, and researching housing market trends, challenges and solutions. Our detailed biographies appear as [Appendix A](#).



We acknowledge that every house in Ontario is built on the traditional territory of Indigenous Peoples.



People in households that spend 30% or more of total household income on shelter expenses are defined as having a “housing affordability” problem. Shelter expenses include electricity, oil, gas, coal, wood or other fuels, water and other municipal services, monthly mortgage payments, property taxes, condominium fees, and rent.

Our mandate was to focus on how to increase market housing supply and affordability. By market housing, we are referring to homes that can be purchased or rented without government support.

Affordable housing (units provided at below-market rates with government support) was not part of our mandate.

The Minister and his cabinet colleagues are working on that issue. Nonetheless, almost every stakeholder we spoke with had ideas that will help deliver market housing and also make it easier to deliver affordable housing. However, affordable housing is a societal responsibility and will require intentional investments and strategies to bridge the significant affordable housing gap in this province. We have included a number of recommendations aimed at affordable housing in the body of this report, but have also included further thoughts in [Appendix B](#).

We note that government-owned land was also outside our mandate. Many stakeholders, however, stressed the value of surplus or underused public land and land associated with major transit investments in finding housing solutions. We agree and have set out some thoughts on that issue in [Appendix C](#).

How we did our work

Our Task Force was struck in December 2021 and mandated to deliver a final report to the Minister by the end of January 2022. We were able to work to that tight timeline because, in almost all cases, viewpoints and feasible solutions are well known. In addition, we benefited from insights gleaned from recent work to solve the problem in other jurisdictions.

During our deliberations, we met with and talked to over 140 organizations and individuals, including industry associations representing builders and developers, planners, architects, realtors and others; labour unions; social justice advocates; elected officials at the municipal level; academics and research groups; and municipal planners. We also received written submissions from many of these participants. In addition, we drew on the myriad public reports and papers listed in the [References](#).

We thank everyone who took part in sessions that were uniformly helpful in giving us a deeper understanding of the housing crisis and the way out of it. We also thank the staff of the Ministry of Municipal Affairs and Housing who provided logistical and other support, including technical briefings and background.

The way forward

The single unifying theme across all participants over the course of the Task Force’s work has been the urgency to take decisive action. Today’s housing challenges are incredibly complex. Moreover, developing land, obtaining approvals, and building homes takes years.

Some recommendations will produce immediate benefits, others will take years for the full impact.

This is why there is no time to waste. We urge the Minister of Municipal Affairs and Housing and his cabinet colleagues to continue measures they have already taken to accelerate housing supply and to move quickly in turning the recommendations in this report into decisive new actions.

The province must set an ambitious and bold goal to build 1.5 million homes over the next 10 years. If we build 1.5 million new homes over the next ten years, Ontario can fill the housing gap with more affordable choices, catch up to the rest of Canada and keep up with population growth.

By working together, we can resolve Ontario’s housing crisis. In so doing, we can build a more prosperous future for everyone.

The balance of this report lays out our recommendations.

Focus on getting more homes built

Resolving a crisis requires intense focus and a clear goal. The province is responsible for the legislation and policy that establishes the planning, land use, and home building goals, which guide municipalities, land tribunals, and courts. Municipalities are then responsible for implementing provincial policy in a way that works for their communities. The province is uniquely positioned to lead by shining a spotlight on this issue, setting the tone, and creating a single, galvanizing goal around which federal support, provincial legislation, municipal policy, and the housing market can be aligned.

In 2020, Ontario built about 75,000 housing units.^[9] For this report, we define a housing unit (home) as a single dwelling (detached, semi-detached, or attached), apartment, suite, condominium or mobile home. Since 2018, housing completions have grown every year as a result of positive measures that the province and some municipalities have implemented to encourage more home building. But we are still 1.2 million homes short when compared to other G7 countries and our population is growing. The goal of 1.5 million homes feels daunting – but reflects both the need and what is possible. In fact, throughout the 1970s Ontario built more housing units each year than we do today.^[10]

The second recommendation is designed to address the growing complexity and volume of rules in the legislation, policy, plans and by-laws, and their competing priorities, by providing clear direction to provincial agencies, municipalities, tribunals, and courts on the overriding priorities for housing.

1. Set a goal of building 1.5 million new homes in ten years.
 2. Amend the Planning Act, Provincial Policy Statement, and Growth Plans to set “growth in the full spectrum of housing supply” and “intensification within existing built-up areas” of municipalities as the most important residential housing priorities in the mandate and purpose.



The “missing middle” is often cited as an important part of the housing solution. We define the missing middle as mid-rise condo or rental housing, smaller houses on subdivided lots or in laneways and other additional units in existing houses.

Making land available to build

The Greater Toronto Area is bordered on one side by Lake Ontario and on the other by the protected Greenbelt. Similarly, the Ottawa River and another Greenbelt constrain land supply in Ottawa, the province's second-largest city.

But a shortage of land isn't the cause of the problem. Land is available, both inside the existing built-up areas and on undeveloped land outside greenbelts.

We need to make better use of land. Zoning defines what we can build and where we can build. If we want to make better use of land to create more housing, then we need to modernize our zoning rules. We heard from planners, municipal councillors, and developers that "as of right" zoning – the ability to by-pass long, drawn out consultations and zoning by-law amendments – is the most effective tool in the provincial toolkit. We agree.

Stop using exclusionary zoning that restricts more housing

Too much land inside cities is tied up by outdated rules. For example, it's estimated that 70% of land zoned for housing in Toronto is restricted to single-detached or semi-detached homes.^[11] This type of zoning prevents homeowners from adding additional suites to create housing for Ontarians and income for themselves. As one person said, "my neighbour can tear down what was there to build a monster home, but I'm not allowed to add a basement suite to my home."

It's estimated that
70%

of land zoned for housing in Toronto is restricted to **single-detached** or **semi-detached** homes.



While less analysis has been done in other Ontario communities, it's estimated that about half of all residential land in Ottawa is zoned for single-detached housing, meaning nothing else may be built on a lot without public consultation and an amendment to the zoning by-law. In some suburbs around Toronto, single unit zoning dominates residential land use, even close to GO Transit stations and major highways.

One result is that more growth is pushing past urban boundaries and turning farmland into housing. Undeveloped land inside and outside existing municipal boundaries must be part of the solution, particularly in northern and rural communities, but isn't nearly enough on its own. Most of the solution must come from densification. Greenbelts and other environmentally sensitive areas must be protected, and farms provide food and food security. Relying too heavily on undeveloped land would whittle away too much of the already small share of land devoted to agriculture.

Modernizing zoning would also open the door to more rental housing, which in turn would make communities more inclusive.

Allowing more gentle density also makes better use of roads, water and wastewater systems, transit and other public services that are already in place and have capacity, instead of having to be built in new areas.

The Ontario government took a positive step by allowing secondary suites (e.g., basement apartments) across the province in 2019. However, too many municipalities still place too many restrictions on implementation. For the last three years, the total number of secondary suites in Toronto has actually declined each year, as few units get permitted and owners convert two units into one.^[12]

These are the types of renovations and home construction performed by small businesses and local trades, providing them with a boost.

Underused and vacant commercial and industrial properties are another potential source of land for housing. It was suggested to us that one area ripe for redevelopment into a mix of commercial and residential uses is the strip mall, a leftover from the 1950s that runs along major suburban streets in most large Ontario cities.

“As of right” zoning allows more kinds of housing that are accessible to more kinds of people. It makes neighbourhoods stronger, richer, and fairer. And it will get more housing built in existing neighbourhoods more quickly than any other measure.

- 3. Limit exclusionary zoning in municipalities through binding provincial action:**

 - a) Allow “as of right” residential housing up to four units and up to four storeys on a single residential lot.
 - b) Modernize the Building Code and other policies to remove any barriers to affordable construction and to ensure meaningful implementation (e.g., allow single-staircase construction for up to four storeys, allow single egress, etc.).

4. Permit “as of right” conversion of underutilized or redundant commercial properties to residential or mixed residential and commercial use.

5. Permit “as of right” secondary suites, garden suites, and laneway houses province-wide.

6. Permit “as of right” multi-tenant housing (renting rooms within a dwelling) province-wide.

7. Encourage and incentivize municipalities to increase density in areas with excess school capacity to benefit families with children.

Align investments in roads and transit with growth

Governments have invested billions of dollars in highways, light rail, buses, subways and trains in Ontario. But without ensuring more people can live close to those transit routes, we’re not getting the best return on those infrastructure investments.

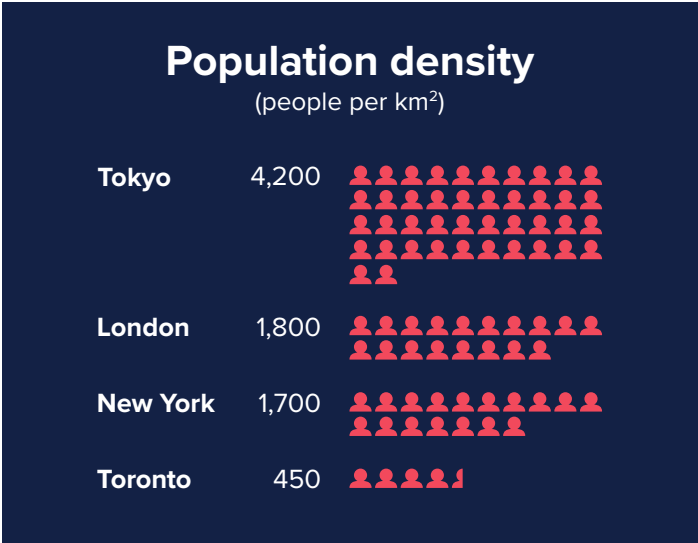
Access to transit is linked to making housing more affordable: when reliable transit options are nearby, people can get to work more easily. They can live further from the centre of the city in less expensive areas without the added cost of car ownership.

The impacts of expanding public transit go far beyond serving riders. These investments also spur economic growth and reduce traffic congestion and emissions. We all pay for the cost of transit spending, and we should all share in the benefits.

If municipalities achieve the right development near transit – a mix of housing at high- and medium-density, office space and retail – this would open the door to better ways of funding the costs. Other cities, like London, UK and Hong Kong, have captured the impacts of increased land value and business activity along new transit routes to help with their financing.

Ontario recently created requirements (residents/hectare) for municipalities to zone for higher density in transit corridors and “major transit station areas”.^[3] These are areas surrounding subway and other rapid transit stations and hubs. However, we heard troubling reports that local opposition is blocking access to these neighbourhoods and to critical public transit stations. City staff, councillors, and the province need to stand up to these tactics and speak up for the Ontarians who need housing.

The Province is also building new highways in the Greater Golden Horseshoe, and it’s important to plan thoughtfully for the communities that will follow from these investments, to make sure they are compact and liveable.



8. Allow “as of right” zoning up to unlimited height and unlimited density in the immediate proximity of individual major transit stations within two years if municipal zoning remains insufficient to meet provincial density targets.
9. Allow “as of right” zoning of six to 11 storeys with no minimum parking requirements on any streets utilized by public transit (including streets on bus and streetcar routes).
10. Designate or rezone as mixed commercial and residential use all land along transit corridors and redesignate all Residential Apartment to mixed commercial and residential zoning in Toronto.
11. Support responsible housing growth on undeveloped land, including outside existing municipal boundaries, by building necessary infrastructure to support higher density housing and complete communities and applying the recommendations of this report to all undeveloped land.

Start saying “yes in my backyard”

Even where higher density is allowed in theory, the official plans of most cities in Ontario contain conflicting goals like maintaining “prevailing neighbourhood character”. This bias is reinforced by detailed guidance that often follows from the official plan. Although requirements are presented as “guidelines”, they are often treated as rules.

Examples include:

- Angular plane rules that require successively higher floors to be stepped further back, cutting the number of units that can be built by up to half and making many projects uneconomic
- Detailed rules around the shadows a building casts
- Guidelines around finishes, colours and other design details

One resident’s desire to prevent a shadow being cast in their backyard or a local park frequently prevails over concrete proposals to build more housing for multiple families. By-laws and guidelines that preserve “neighbourhood character” often prevent simple renovations to add new suites to existing homes. The people who suffer are mostly young, visible minorities, and marginalized people. It is the perfect

example of a policy that appears neutral on its surface but is discriminatory in its application.^[14]

Far too much time and money are spent reviewing and holding consultations for large projects which conform with the official plan or zoning by-law and small projects which would cause minimal disruption. The cost of needless delays is passed on to new home buyers and tenants.

Minimum parking requirements for each new unit are another example of outdated municipal requirements that increase the cost of housing and are increasingly less relevant with public transit and ride share services. Minimum parking requirements add as much as \$165,000 to the cost of a new housing unit, even as demand for parking spaces is falling: data from the Residential Construction Council of Ontario shows that in new condo projects, one in three parking stalls goes unsold. We applaud the recent vote by Toronto City Council to scrap most minimum parking requirements. We believe other cities should follow suit.

While true heritage sites are important, heritage preservation has also become a tool to block more housing. For example, some municipalities add thousands of properties at a time to a heritage register because they have “potential” heritage value. Even where a building isn’t heritage designated or registered, neighbours increasingly demand it be as soon as a development is proposed.

This brings us to the role of the “not in my backyard” or NIMBY sentiment in delaying or stopping more homes from being built.



New housing is often the last priority

A proposed building with market and affordable housing units would have increased the midday shadow by 6.5% on a nearby park at the fall and spring equinox, with no impact during the summer months. To conform to a policy that does not permit “new net shadow on specific parks”, seven floors of housing, including 26 affordable housing units, were sacrificed.

Multiple dry cleaners along a transit route were designated as heritage sites to prevent new housing being built. It is hard not to feel outrage when our laws are being used to prevent families from moving into neighbourhoods and into homes they can afford along transit routes.

NIMBY versus YIMBY

NIMBYism (not in my backyard) is a large and constant obstacle to providing housing everywhere. Neighbourhood pushback drags out the approval process, pushes up costs and discourages investment in housing. It also keeps out new residents. While building housing is very costly, opposing new housing costs almost nothing.

Unfortunately, there is a strong incentive for individual municipal councillors to fall in behind community opposition – it's existing residents who elect them, not future ones. The outcry of even a handful of constituents (helped by the rise of social media) has been enough, in far too many cases, to persuade their local councillor to vote against development even while admitting its merits in private. There is a sense among some that it's better to let the Ontario Land Tribunal approve the development on appeal, even if it causes long delays and large cost increases, then to take the political heat.

Mayors and councillors across the province are fed up and many have called for limits on public consultations and more “as of right” zoning. In fact, some have created a new term for NIMBYism: BANANAs – Build Absolutely Nothing Anywhere Near Anything, causing one mayor to comment “NIMBYism has gone BANANAs”. We agree. In a growing, thriving society, that approach is not just bad policy, it is exclusionary and wrong.

As a result, technical planning decisions have become politicized. One major city has delegated many decisions to senior staff, but an individual councillor can withdraw the delegation when there is local opposition and force a vote at Council. We heard that this situation is common across the province, creating an electoral incentive for a councillor to delay or stop a housing proposal, or forcing a councillor to pay the electoral cost of supporting it. Approvals of individual housing applications should be the role of professional staff, free from political interference.

The pressure to stop any development is now so intense that it has given rise to a counter-movement – YIMBYism, or “yes in my backyard,” led by millennials who recognize entrenched opposition to change as a huge obstacle to finding a home. They provide a voice at public consultations for young people, new immigrants and refugees, minority groups, and Ontarians struggling to access housing by connecting our ideals to the reality of housing. People who welcome immigrants to Canada should welcome them to the neighbourhood, fighting climate change means supporting higher-density housing, and “keeping the neighbourhood the way it is” means keeping it off-limits. While anti-housing voices can be loud,

a member of More Neighbours Toronto, a YIMBY group that regularly attends public consultations, has said that the most vocal opponents usually don't represent the majority in a neighbourhood. Survey data from the Ontario Real Estate Association backs that up, with almost 80% of Ontarians saying they are in favour of zoning in urban areas that would encourage more homes.

Ontarians want a solution to the housing crisis. We cannot allow opposition and politicization of individual housing projects to prevent us from meeting the needs of all Ontarians.

12. Create a more permissive land use, planning, and approvals system:

- a) Repeal or override municipal policies, zoning, or plans that prioritize the preservation of physical character of neighbourhood
- b) Exempt from site plan approval and public consultation all projects of 10 units or less that conform to the Official Plan and require only minor variances
- c) Establish province-wide zoning standards, or prohibitions, for minimum lot sizes, maximum building setbacks, minimum heights, angular planes, shadow rules, front doors, building depth, landscaping, floor space index, and heritage view cones, and planes; restore pre-2006 site plan exclusions (colour, texture, and type of materials, window details, etc.) to the Planning Act and reduce or eliminate minimum parking requirements; and
- d) Remove any floorplate restrictions to allow larger, more efficient high-density towers.

13. Limit municipalities from requesting or hosting additional public meetings beyond those that are required under the Planning Act.

14. Require that public consultations provide digital participation options.

15. Require mandatory delegation of site plan approvals and minor variances to staff or pre-approved qualified third-party technical consultants through a simplified review and approval process, without the ability to withdraw Council's delegation.

- 16.** Prevent abuse of the heritage preservation and designation process by:
 - a) Prohibiting the use of bulk listing on municipal heritage registers
 - b) Prohibiting reactive heritage designations after a Planning Act development application has been filed
- 17.** Requiring municipalities to compensate property owners for loss of property value as a result of heritage designations, based on the principle of best economic use of land.
- 18.** Restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews.

We have heard mixed feedback on Committees of Adjustment. While they are seen to be working well in some cities, in others they are seen to simply add another lengthy step in the process. We would urge the government to first implement our recommendation to delegate minor variances and site plan approvals to municipal staff and then assess whether Committees of Adjustment are necessary and an improvement over staff-level decision making.

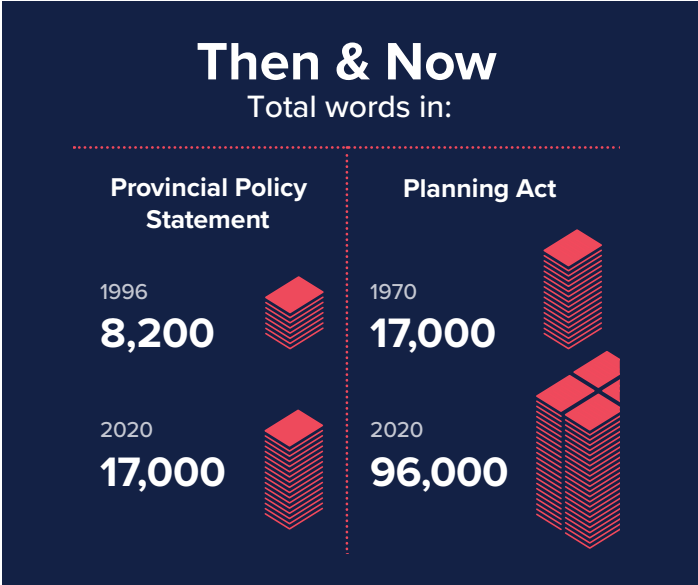
Cut the red tape so we can build faster and reduce costs

One of the strongest signs that our approval process is not working: of 35 OECD countries, only the Slovak Republic takes longer than Canada to approve a building project. The UK and the US approve projects three times faster without sacrificing quality or safety. And they save home buyers and tenants money as a result, making housing more affordable.^[15]

A 2020 survey of development approval times in 23 Canadian cities shows Ontario seriously lagging: Hamilton (15th), Toronto (17th), Ottawa (21st) with approval times averaging between 20-24 months. These timelines do not include building permits, which take about two years for an apartment building in Toronto. Nor did they count the time it takes for undeveloped land to be designated for housing, which the study notes can take five to ten years.^[16]

Despite the good intentions of many people involved in the approvals and home-building process, decades of dysfunction in the system and needless bureaucracy have made it too difficult for housing approvals to keep up with the needs of Ontarians. There appear to be numerous reasons why Ontario performs so poorly against other Canadian cities and the rest of the developed world. We believe that the major problems can be summed up as:

- Too much complexity in the planning process, with the page count in legislation, regulation, policies, plans, and by-laws growing every year
- Too many studies, guidelines, meetings and other requirements of the type we outlined in the previous section, including many that go well beyond the scope of Ontario's Planning Act
- Reviews within municipalities and with outside agencies that are piecemeal, duplicative (although often with conflicting outcomes) and poorly coordinated
- Process flaws that include reliance on paper
- Some provincial policies that are more relevant to urban development but result in burdensome, irrelevant requirements when applied in some rural and northern communities.



All of this has contributed to widespread failure on the part of municipalities to meet required timelines. The provincial Planning Act sets out deadlines of 90 days for decisions on zoning by-law amendments, 120 days for plans of subdivision, and 30 days for site plan approval, but municipalities routinely miss these without penalty. For other processes, like site plan approval or provincial approvals, there are no timelines and delays drag on. The cost of delay falls on the ultimate homeowner or tenant.

The consequences for homeowners and renters are enormous. Ultimately, whatever cost a builder pays gets passed on to the buyer or renter. As one person said: "Process is the biggest project killer in Toronto because developers have to carry timeline risk."

Site plan control was often brought up as a frustration. Under the Planning Act, this is meant to be a technical review of the external features of a building. In practice, municipalities often expand on what is required and take too long to respond.

Then: In 1966, a draft plan of subdivision in a town in southwestern Ontario to provide 529 low-rise and mid-rise housing units, a school site, a shopping centre and parks was approved by way of a two-page letter setting out 10 conditions. It took seven months to clear conditions for final approval.

And now: In 2013, a builder started the approval process to build on a piece of serviced residential land in a seasonal resort town. Over the next seven years, 18 professional consultant reports were required, culminating in draft plan approval containing 50 clearance conditions. The second approval, issued by the Local Planning Appeals Board in 2020, ran to 23 pages. The developer estimates it will be almost 10 years before final approval is received.

An Ontario Association of Architects study calculating the cost of delays between site plan application and approval concluded that for a 100-unit condominium apartment building, each additional month of delay costs the applicant an estimated \$193,000, or \$1,930 a month for each unit.^[17]

A 2020 study done for the Building Industry and Land Development Association (BILD) looked at impacts of delay on low-rise construction, including single-detached homes. It estimated that every month an approval is delayed adds, on average, \$1.46 per square foot to the cost of a single home. A two-year delay, which is not unusual for this housing type, adds more than \$70,000 to the cost of a 2,000-square-foot house in the GTA.^[16]

Getting rid of so much unnecessary and unproductive additional work would significantly reduce the burden on staff. It would help address the widespread shortages of planners and building officials. It would also bring a stronger sense among municipal staff that they are part of the housing solution and can take pride in helping cut approval times and lower the costs of delivering homes.

Adopt common sense approaches that save construction costs

Wood using “mass timber” – an engineer compressed wood, made for strength and weight-bearing – can provide a lower-cost alternative to reinforced concrete in many mid-rise projects, but Ontario’s Building Code is hampering its use. Building taller with wood offers advantages beyond cost:

- Wood is a renewable resource that naturally sequesters carbon, helping us reach our climate change goals

- Using wood supports Ontario’s forestry sector and creates jobs, including for Indigenous people

British Columbia’s and Quebec’s building codes allow woodframe construction up to 12 storeys, but Ontario limits it to six. By amending the Building Code to allow 12-storey woodframe construction, Ontario would encourage increased use of forestry products and reduce building costs.

Finally, we were told that a shift in how builders are required to guarantee their performance would free up billions of dollars to build more housing. Pay on demand surety bonds are a much less onerous option than letters of credit, and are already accepted in Hamilton, Pickering, Innisfil, Whitchurch-Stouffville and other Ontario municipalities. We outline the technical details in [Appendix D](#).

19. Legislate timelines at each stage of the provincial and municipal review process, including site plan, minor variance, and provincial reviews, and deem an application approved if the legislated response time is exceeded.
20. Fund the creation of “approvals facilitators” with the authority to quickly resolve conflicts among municipal and/or provincial authorities and ensure timelines are met.
21. Require a pre-consultation with all relevant parties at which the municipality sets out a binding list that defines what constitutes a complete application; confirms the number of consultations established in the previous recommendations; and clarifies that if a member of a regulated profession such as a professional engineer has stamped an application, the municipality has no liability and no additional stamp is needed.
22. Simplify planning legislation and policy documents.
23. Create a common, province-wide definition of plan of subdivision and standard set of conditions which clarify which may be included; require the use of standard province-wide legal agreements and, where feasible, plans of subdivision.
24. Allow wood construction of up to 12 storeys.
25. Require municipalities to provide the option of pay on demand surety bonds and letters of credit.

Prevent abuse of the appeal process

Part of the challenge with housing approvals is that, by the time a project has been appealed to the Ontario Land Tribunal (the Tribunal), it has usually already faced delay and compromises have been made to reduce the size and scope of the proposal. When an approved project is appealed, the appellant – which could just be a single individual – may pay \$400 and tie up new housing for years.

The most recent published report showed 1,300 unresolved cases.^[18] While under-resourcing does contribute to delays, this caseload also reflects the low barrier to launching an appeal and the minimal risks if an appeal is unsuccessful:

- After a builder has spent time and money to ensure a proposal conforms with a municipality's requirements, the municipal council can still reject it – even if its own planning staff has given its support. Very often this is to appease local opponents.
- Unlike a court, costs are not automatically awarded to the successful party at the Tribunal. The winning side must bring a motion and prove that the party bringing the appeal was unreasonable, clearly trying to delay the project, and/or being vexatious or frivolous. Because the bar is set so high, the winning side seldom asks for costs in residential cases.

This has resulted in abuse of the Tribunal to delay new housing. Throughout our consultations, we heard from municipalities, not-for-profits, and developers that affordable housing was a particular target for appeals which, even if unsuccessful, can make projects too costly to build.

Clearly the Tribunal needs more resources to clear its backlog. But the bigger issue is the need for so many appeals: we believe it would better to have well-defined goals and rules for municipalities and builders to avoid this costly and time-consuming quasi-judicial process. Those who bring appeals aimed at stopping development that meets established criteria should pay the legal costs of the successful party and face the risk of a larger project being approved.

The solution is not more appeals, it's fixing the system. We have proposed a series of reforms that would ensure only meritorious appeals proceeded, that every participant faces some risk and cost of losing, and that abuse of the Tribunal will be penalized. We believe that if Ontario accepts our recommendations, the Tribunal will not face the same volume of appeals. But getting to that point will take time, and the Tribunal needs more resources and better tools now.

Recommendation 1 will provide legislative direction to adjudicators that they must prioritize housing growth and intensification over competing priorities contained in provincial and municipal policies. We further recommend the following:

- 26.** Require appellants to promptly seek permission ("leave to appeal") of the Tribunal and demonstrate that an appeal has merit, relying on evidence and expert reports, before it is accepted.
- 27.** Prevent abuse of process:
 - a) Remove right of appeal for projects with at least 30% affordable housing in which units are guaranteed affordable for at least 40 years.
 - b) Require a \$10,000 filing fee for third-party appeals.
 - c) Provide discretion to adjudicators to award full costs to the successful party in any appeal brought by a third party or by a municipality where its council has overridden a recommended staff approval.
- 28.** Encourage greater use of oral decisions issued the day of the hearing, with written reasons to follow, and allow those decisions to become binding the day that they are issued.
- 29.** Where it is found that a municipality has refused an application simply to avoid a deemed approval for lack of decision, allow the Tribunal to award punitive damages.
- 30.** Provide funding to increase staffing (adjudicators and case managers), provide market-competitive salaries, outsource more matters to mediators, and set shorter time targets.
- 31.** In clearing the existing backlog, encourage the Tribunal to prioritize projects close to the finish line that will support housing growth and intensification, as well as regional water or utility infrastructure decisions that will unlock significant housing capacity.

Reduce the costs to build, buy and rent

The price you pay to buy or rent a home is driven directly by how much it costs to build a home. In Ontario, costs to build homes have dramatically increased at an unprecedented pace over the past decade. In most of our cities and towns, materials and labour only account for about half of the costs. The rest comes from land, which we have addressed in the previous section, and government fees.

A careful balance is required on government fees because, as much as we would like to see them lowered, governments need revenues from fees and taxes to build critically needed infrastructure and pay for all the other services that make Ontario work. So, it is a question of balance and of ensuring that our approach to government fees encourages rather than discourages developers to build the full range of housing we need in our Ontario communities.

Align government fees and charges with the goal of building more housing

Improve the municipal funding model

Housing requires more than just the land it is built on. It requires roads, sewers, parks, utilities and other infrastructure. The provincial government provides municipalities with a way to secure funding for this infrastructure through development charges, community benefit charges and parkland dedication (providing 5% of land for public parks or the cash equivalent).

These charges are founded on the belief that growth – not current taxpayers – should pay for growth. As a concept, it is compelling. In practice, it means that new home buyers pay the entire cost of sewers, parks, affordable housing, or colleges that will be around for generations and may not be located in their neighbourhood. And, although building

affordable housing is a societal responsibility, because affordable units pay all the same charges as a market unit, the cost is passed to new home buyers in the same building or the not-for-profit organization supporting the project. We do not believe that government fees should create a disincentive to affordable housing.

If you ask any developer of homes – whether they are for-profit or non-profit – they will tell you that development charges are a special pain point. In Ontario, they can be as much as \$135,000 per home. In some municipalities, development charges have increased as much as 900% in less than 20 years.^[20] As development charges go up, the prices of homes go up. And development charges on a modest semi-detached home are the same as on a luxury 6,000 square foot home, resulting in a disincentive to build housing that is more affordable. Timing is also a challenge as development charges have to be paid up front, before a shovel even goes into the ground.

To help relieve the pressure, the Ontario government passed recent legislation allowing builders to determine development charges earlier in the building process. But they must pay interest on the assessed development charge to the municipality until a building permit is issued, and there is no cap on the rate, which in one major city is 13% annually.

Cash payments to satisfy parkland dedication also significantly boost the costs of higher-density projects, adding on average \$17,000 to the cost of a high-rise condo across the GTA.^[21] We heard concerns not just about the amount of cash collected, but also about the money not being spent in the neighbourhood or possibly not being spent on parks at all. As an example, in 2019 the City of Toronto held \$644 million in parkland cash-in-lieu payments.^[22] Everyone can agree that we need to invest in parks as our communities grow, but if the funds are not being spent, perhaps it means that more money is being collected for parklands than is needed and we could lower the cost of housing if we adjusted these parkland fees.



A 2019 study carried out for BILD showed that in the Greater Toronto Area, development charges for low-rise housing are on average more than three times higher per unit than in six comparable US metropolitan areas, and roughly 1.75-times higher than in the other Canadian cities.

For high-rise developments the average per unit charges in the GTA are roughly 50% higher than in the US areas, and roughly 30% higher than in the other Canadian urban areas.^[19]

Modernizing HST Thresholds

Harmonized sales tax (HST) applies to all new housing – including purpose-built rental. Today, the federal component is 5% and provincial component is 8%. The federal and provincial government provide a partial HST rebate. Two decades ago, the maximum home price eligible for a rebate was set at \$450,000 federally and \$400,000 provincially, resulting in a maximum rebate of \$6,300 federally and \$24,000 provincially, less than half of today's average home price. Buyers of new homes above this ceiling face a significant clawback. Indexing the rebate would immediately reduce the cost of building new homes, savings that can be passed on to Ontarians. When both levels of government agree that we are facing a housing crisis, they should not be adding over 10% to the cost of almost all new homes.

- 32.** Waive development charges and parkland cash-in-lieu and charge only modest connection fees for all infill residential projects up to 10 units or for any development where no new material infrastructure will be required.
- 33.** Waive development charges on all forms of affordable housing guaranteed to be affordable for 40 years.
- 34.** Prohibit interest rates on development charges higher than a municipality's borrowing rate.
- 35.** Regarding cash in lieu of parkland, s.37, Community Benefit Charges, and development charges:
 - a) Provincial review of reserve levels, collections and drawdowns annually to ensure funds are being used in a timely fashion and for the intended purpose, and, where review points to a significant concern, do not allow further collection until the situation has been corrected.
 - b) Except where allocated towards municipality-wide infrastructure projects, require municipalities to spend funds in the neighbourhoods where they were collected. However, where there's a significant community need in a priority area of the City, allow for specific ward-to-ward allocation of unspent and unallocated reserves.
- 36.** Recommend that the federal government and provincial governments update HST rebate to reflect current home prices and begin indexing the thresholds to housing prices, and that the federal government match the provincial 75% rebate and remove any clawback.

Government charges on a new single-detached home averaged roughly \$186,300, or almost 22% of the price, across six municipalities in southcentral Ontario. For a new condominium apartment, the average was almost \$123,000, or roughly 24% of a unit's price.

Make it easier to build rental

In cities and towns across Ontario, it is increasingly hard to find a vacant rental unit, let alone a vacant rental unit at an affordable price. Today, 66% of all purpose-built rental units in the City of Toronto were built between 1960 and 1979. Less than 15% of Toronto's purpose-built rentals were constructed over the ensuing 40 years in spite of the significant population growth during that time. In fact, between 2006 and 2016, growth in condo apartments increased by 186% while purpose-built rental only grew by 0.6%.^[12] In 2018, the Ontario government introduced positive changes that have created growth in purpose-built rental units – with last year seeing 18,000 units under construction and 93,000 proposed against a 5-year average prior to 2020 of 3,400 annually.^[23]

Long-term renters often now feel trapped in apartments that don't make sense for them as their needs change. And because they can't or don't want to move up the housing ladder, many of the people coming up behind them who would gladly take those apartments are instead living in crowded spaces with family members or roommates. Others feel forced to commit to rental units at prices way beyond what they can afford. Others are trying their luck in getting on the wait list for an affordable unit or housing co-op – wait lists that are years long. Others are leaving Ontario altogether.

66%

of all purpose-built rental units
in the City of Toronto were
built between **1960** and **1979**.



A pattern in every community, and particularly large cities, is that the apartments and rented rooms that we do have are disappearing. Apartment buildings are being converted to condos or upgraded to much more expensive rental units. Duplexes get purchased and turned into larger single-family homes.

A major challenge in bridging the gap of rental supply is that, more often than not, purpose-built rental projects don't make economic sense for builders and investors. Ironically, there is no shortage of Canadian investor capital seeking housing investments, particularly large pension funds – but the economics of investing in purpose-built rental in Ontario just don't make sense. So, investments get made in apartment projects in other provinces or countries, or in condo projects that have a better and safer return-on-investment. What can governments do to get that investor capital pointed in the right direction so we can create jobs and get more of the housing we need built?

Some of our earlier recommendations will help, particularly indexing the HST rebate. So will actions by government to require purpose-built rental on surplus government land that is made available for sale. [\(Appendix C\)](#)

Municipal property taxes on purpose-built rental can be as much as 2.5 times greater than property taxes for condominium or other ownership housing.^[24] The Task Force recommends:

37. Align property taxes for purpose-built rental with those of condos and low-rise homes.

Make homeownership possible for hardworking Ontarians who want it

Home ownership has always been part of the Canadian dream. You don't have to look far back to find a time when the housing landscape was very different. The norm was for young people to rent an apartment in their twenties, work hard and save for a down payment, then buy their first home in their late twenties or early thirties. It was the same for many new Canadians: arrive, rent, work hard and buy. The house might be modest, but it brought a sense of ownership, stability and security. And after that first step onto the ownership ladder, there was always the possibility of selling and moving up. Home ownership felt like a real possibility for anyone who wanted it.

That's not how it works now. Too many young people who would like their own place are living with one or both parents well into adulthood.

The escalation of housing prices over the last decade has put the dream of homeownership out of reach of a growing number of aspiring first-time home buyers. While 73% of Canadians are homeowners, that drops to 48% for Black people, 47% for LGBTQ people^[5] (StatsCan is studying rates for other populations, including Indigenous People who are severely underhoused). This is also an issue for younger adults: a 2021 study showed only 24% of Torontonians aged 30 to 39 are homeowners.^[25]

In Canada, responsibility for Indigenous housing programs has historically been a shared between the federal and provincial governments. The federal government works closely with its provincial and territorial counterparts to improve access to housing for Indigenous peoples both on and off reserve. More than 85% of Indigenous people live in urban and rural areas, are 11 times more likely to experience homelessness and have incidence of housing need that is 52% greater than all Canadians. The Murdered and Missing Indigenous Women and Girls report mentions housing 299 times – the lack of which being a significant, contributing cause to violence and the provision of which as a significant, contributing solution. The Province of Ontario has made significant investments in Urban Indigenous Housing, but we need the Federal Government to re-engage as an active partner.

While measures to address supply will have an impact on housing prices, many aspiring homeowners will continue to face a gap that is simply too great to bridge through traditional methods.

The Task Force recognizes the need for caution about measures that would spur demand for housing before the supply bottleneck is fixed. At the same time, a growing number of organizations – both non-profit and for-profit are proposing a range of unique home equity models. Some of these organizations are aiming at households who have sufficient income to pay the mortgage but lack a sufficient down payment. Others are aiming at households who fall short in both income and down payment requirements for current market housing.

The Task Force heard about a range of models to help aspiring first-time home buyers, including:

- Shared equity models with a government, non-profit or for-profit lender holding a second “shared equity mortgage” payable at time of sale of the home
- Land lease models that allow residents to own their home but lease the land, reducing costs
- Rent-to-own approaches in which a portion of an occupant’s rent is used to build equity, which can be used as a down payment on their current unit or another market unit in the future
- Models where the equity gain is shared between the homeowner and the non-profit provider, such that the non-profit will always be able to buy the home back and sell it to another qualified buyer, thus retaining the home’s affordability from one homeowner to the next.

Proponents of these models identified barriers that thwart progress in implementing new solutions.

- The Planning Act limits land leases to a maximum of 21 years. This provision prevents home buyers from accessing the same type of mortgages from a bank or credit union that are available to them when they buy through traditional homeownership.
- The Perpetuities Act has a similar 21-year limit on any options placed on land. This limits innovative non-profit models from using equity formulas for re-sale and repurchase of homes.
- Land Transfer Tax (LTT) is charged each time a home is sold and is collected by the province; and in Toronto, this tax is also collected by the City. This creates a double-tax in rent-to-own/equity building models where LTT ends up being paid first by the home equity organization and then by the occupant when they are able to buy the unit.
- HST is charged based on the market value of the home. In shared equity models where the homeowner neither owns nor gains from the shared equity portion of their home, HST on the shared equity portion of the home simply reduces affordability.
- Residential mortgages are highly regulated by the federal government and reflective of traditional homeownership. Modifications in regulations may be required to adapt to new co-ownership and other models.

The Task Force encourages the Ontario government to devote further attention to avenues to support new homeownership options. As a starting point, the Task Force offers the following recommendations:

- 38.** Amend the Planning Act and Perpetuities Act to extend the maximum period for land leases and restrictive covenants on land to 40 or more years.
- 39.** Eliminate or reduce tax disincentives to housing growth.
- 40.** Call on the Federal Government to implement an Urban, Rural and Northern Indigenous Housing Strategy.
- 41.** Funding for pilot projects that create innovative pathways to homeownership, for Black, Indigenous, and marginalized people and first-generation homeowners.
- 42.** Provide provincial and federal loan guarantees for purpose-built rental, affordable rental and affordable ownership projects.

Support and incentivize scaling up housing supply

Our goal of building 1.5 million homes in ten years means doubling how many homes Ontario creates each year. As much as the Task Force’s recommendations will remove barriers to realizing this ambitious goal, we also need to ensure we have the capacity across Ontario’s communities to deliver this new housing supply. This includes capacity of our housing infrastructure, capacity within our municipal planning teams, and boots on the ground with the skills to build new homes.

There is much to be done and the price of failure for the people of Ontario is high. This is why the provincial government must make an unwavering commitment to keeping the spotlight on housing supply. This is also why the province must be dogged in its determination to galvanize and align efforts and incentives across all levels of government so that working together, we all can get the job done.

Our final set of recommendations turns to these issues of capacity to deliver, and the role the provincial government can play in putting the incentives and alignment in place to achieve the 1.5 million home goal.

Invest in municipal infrastructure

Housing can’t get built without water, sewage, and other infrastructure

When the Task Force met with municipal leaders, they emphasized how much future housing supply relies on having the water, storm water and wastewater systems, roads, sidewalks, fire stations, and all the other parts of community infrastructure to support new homes and new residents.

Infrastructure is essential where housing is being built for the first time. And, it can be a factor in intensification when added density exceeds the capacity of existing infrastructure, one of the reasons we urge new infrastructure in new developments to be designed for future capacity. In Ontario, there are multiple municipalities where the number one barrier to approving new housing projects is a lack of infrastructure to support them.

Municipalities face a myriad of challenges in getting this infrastructure in place. Often, infrastructure investments are required long before new projects are approved and funding must be secured. Notwithstanding the burden development charges place on the price of new housing, most municipalities report that development charges are still not enough to fully cover the costs of building new infrastructure and retrofitting existing infrastructure in neighbourhoods that are intensifying. Often infrastructure crosses municipal boundaries creating complicated and time-consuming “who pays?” questions. Municipal leaders also shared their frustrations with situations where new housing projects are approved and water, sewage and other infrastructure capacity is allocated to the project – only to have the developer land bank the project and put off building. Environmental considerations with new infrastructure add further cost and complexity. The Task Force recommends:

- 43.** Enable municipalities, subject to adverse external economic events, to withdraw infrastructure allocations from any permitted projects where construction has not been initiated within three years of build permits being issued.

44. Work with municipalities to develop and implement a municipal services corporation utility model for water and wastewater under which the municipal corporation would borrow and amortize costs among customers instead of using development charges.

Create the Labour Force to meet the housing supply need

The labour force is shrinking in many segments of the market

You can't start to build housing without infrastructure. You can't build it without people – skilled trades people in every community who can build the homes we need.

The concern that we are already facing a shortage in skilled trades came through loud and clear in our consultations. We heard from many sources that our education system funnels young people to university rather than colleges or apprenticeships and creates the perception that careers in the skilled trades are of less value. Unions and builders are working to fill the pipeline domestically and recruit internationally, but mass retirements are making it challenging to maintain the workforce at its current level, let alone increase it.

Increased economic immigration could ease this bottleneck, but it appears difficult for a skilled labourer with no Canadian work experience to qualify under Ontario's rules. Moreover, Canada's immigration policies also favour university education over skills our economy and society desperately need. We ought to be welcoming immigrants with the skills needed to build roads and houses that will accommodate our growing population.

The shortage may be less acute, however, among smaller developers and contractors that could renovate and build new "missing middle" homes arising from the changes in neighbourhood zoning described earlier. These smaller companies tap into a different workforce from the one needed to build high rises and new subdivisions. Nonetheless, 1.5 million more homes will require a major investment in attracting and developing the skilled trades workforce to deliver this critically needed housing supply. We recommend:

45. Improve funding for colleges, trade schools, and apprenticeships; encourage and incentivize municipalities, unions and employers to provide more on-the-job training.
46. Undertake multi-stakeholder education program to promote skilled trades.
47. Recommend that the federal and provincial government prioritize skilled trades and adjust the immigration points system to strongly favour needed trades and expedite immigration status for these workers, and encourage the federal government to increase from 9,000 to 20,000 the number of immigrants admitted through Ontario's program.

Create a large Ontario Housing Delivery Fund to align efforts and incent new housing supply

Build alignment between governments to enable builders to deliver more homes than ever before

All levels of government play a role in housing.

The federal government sets immigration policy, which has a major impact on population growth and many tax policies. The province sets the framework for planning, approvals, and growth that municipalities rely upon, and is responsible for many other areas that touch on housing supply, like investing in highways and transit, training workers, the building code and protecting the environment. Municipalities are on the front lines, expected to translate the impacts of federal immigration policy, provincial guidance and other factors, some very localized, into official plans and the overall process through which homes are approved to be built.

The efficiency with which home builders can build, whether for-profit or non-profit, is influenced by policies and decisions at every level of government. In turn, how many home developers can deliver, and at what cost, translates directly into the availability of homes that Ontarians can afford.

Collectively, governments have not been sufficiently aligned in their efforts to provide the frameworks and incentives that meet the broad spectrum of housing needs in Ontario. Much action, though, has been taken in recent years.

- The Ontario government has taken several steps to make it easier to build additional suites in your own home: reduced disincentives to building rental housing, improved the appeal process, focused on density around transit stations, made upfront development charges more predictable, and provided options for municipalities to create community benefits through development.
- The federal government has launched the National Housing Strategy and committed over \$70 billion in funding.^[26] Most recently, it has announced a \$4 billion Housing Accelerator Fund aimed at helping municipalities remove barriers to building housing more quickly.^[27]
- Municipalities have been looking at ways to change outdated processes, rules, and ways of thinking that create delays and increases costs of delivering homes. Several municipalities have taken initial steps towards eliminating exclusionary zoning and addressing other barriers described in this report.

All governments agree that we are facing a housing crisis. Now we must turn the sense of urgency into action and alignment across governments.

Mirror policy changes with financial incentives aligned across governments

The policy recommendations in this report will go a long way to align efforts and position builders to deliver more homes.

Having the capacity in our communities to build these homes will take more than policy. It will take money. Rewarding municipalities that meet housing growth and approval timelines will help them to invest in system upgrades, hire additional staff, and invest in their communities. Similarly, municipalities that resist new housing, succumb to NIMBY pressure, and close off their neighbourhoods should see funding reductions. Fixing the housing crisis is a societal responsibility, and our limited tax dollars should be directed to those municipalities making the difficult but necessary choices to grow housing supply.

In late January 2022, the provincial government announced \$45 million for a new *Streamline Development Approval Fund* to “unlock housing supply by cutting red tape and improving processes for residential and industrial developments”.^[28] This is encouraging. More is needed.

Ontario should also receive its fair share of federal funding but today faces a shortfall of almost \$500 million,^[29] despite two thirds of the Canadian housing shortage being in Ontario. We call on the federal government to address this funding gap.

48. The Ontario government should establish a large “Ontario Housing Delivery Fund” and encourage the federal government to match funding. This fund should reward:

- a) Annual housing growth that meets or exceeds provincial targets
- b) Reductions in total approval times for new housing
- c) The speedy removal of exclusionary zoning practices

49. Reductions in funding to municipalities that fail to meet provincial housing growth and approval timeline targets.

We believe that the province should consider partial grants to subsidize municipalities that waive development charges for affordable housing and for purpose-built rental.

Sustain focus, measure, monitor, improve

Digitize and modernize the approvals and planning process

Some large municipalities have moved to electronic tracking of development applications and/or electronic building permits (“e-permits”) and report promising results, but there is no consistency and many smaller places don’t have the capacity to make the change.

Municipalities, the provincial government and agencies use different systems to collect data and information relevant to housing approvals, which slows down processes and leaves much of the “big picture” blank. This could be addressed by ensuring uniform data architecture standards.

Improve the quality of our housing data to inform decision making

Having accurate data is key to understanding any challenge and making the best decisions in response. The Task Force heard from multiple housing experts that we are not always using the best data, and we do not always have the data we need.

Having good population forecasts is essential in each municipality as they develop plans to meet future land and housing needs. Yet, we heard many concerns about inconsistent approaches to population forecasts. In the Greater Golden Horseshoe, the forecast provided to municipalities by the province is updated only when the Growth Plan is updated, generally every seven years; but federal immigration policy, which is a key driver of growth, changes much more frequently. The provincial Ministry of Finance produces a population forecast on a more regular basis than the Growth Plan, but these are not used consistently across municipalities or even by other provincial ministries.

Population forecasts get translated into housing need in different ways across the province, and there is a lack of data about how (or whether) the need will be met. Others pointed to the inconsistent availability of land inventories. Another challenge is the lack of information on how much land is permitted and how much housing is actually getting built once permitted, and how fast. The Task Force also heard that, although the Provincial Policy Statement requires municipalities to maintain a three-year supply of short-term (build-ready) land and report it each year to the province, many municipalities are not meeting that requirement.

At a provincial and municipal level, we need better data on the housing we have today, housing needed to close the gap, consistent projections of what we need in the future, and data on how we are doing at keeping up. Improved data will help anticipate local and provincial supply bottlenecks and constraints, making it easier to determine the appropriate level and degree of response.

It will also be important to have better data to assess how much new housing stock is becoming available to groups that have been disproportionately excluded from home ownership and rental housing.

Put eyes on the crisis and change the conversation around housing

Ours is not the first attempt to “fix the housing system”. There have been efforts for years to tackle increasing housing prices and find solutions so everyone in Ontario can find and afford the housing they need. This time must be different.

The recommendations in this report must receive sustained attention, results must be monitored, significant financial investment by all levels of government must be made. And, the people of Ontario must embrace a housing landscape in which the housing needs of tomorrow’s citizens and those who have been left behind are given equal weight to the housing advantages of those who are already well established in homes that they own.

- 50.** Fund the adoption of consistent municipal e-permitting systems and encourage the federal government to match funding. Fund the development of common data architecture standards across municipalities and provincial agencies and require municipalities to provide their zoning bylaws with open data standards. Set an implementation goal of 2025 and make funding conditional on established targets.

51. Require municipalities and the provincial government to use the Ministry of Finance population projections as the basis for housing need analysis and related land use requirements.

52. Resume reporting on housing data and require consistent municipal reporting, enforcing compliance as a requirement for accessing programs under the Ontario Housing Delivery Fund.

53. Report each year at the municipal and provincial level on any gap between demand and supply by housing type and location, and make underlying data freely available to the public.

54. Empower the Deputy Minister of Municipal Affairs and Housing to lead an all-of-government committee, including key provincial ministries and agencies, that meets weekly to ensure our remaining recommendations and any other productive ideas are implemented.

55. Commit to evaluate these recommendations for the next three years with public reporting on progress.

Conclusion

We have set a bold goal for Ontario: building 1.5 million homes in the next 10 years.

We believe this can be done. What struck us was that everyone we talked to – builders, housing advocates, elected officials, planners – understands the need to act now. As one long-time industry participant said, “for the first time in memory, everyone is aligned, and we need to take advantage of that.”

Such unity of purpose is rare, but powerful.

To leverage that power, we offer solutions that are bold but workable, backed by evidence, and that position Ontario for the future.

Our recommendations focus on ramping up the supply of housing. Measures are already in place to try to cool demand, but they will not fill Ontario’s housing need. More supply is key. Building more homes will reduce the competition for our scarce supply of homes and will give Ontarians more housing choices. It will improve housing affordability across the board.

Everyone wants more Ontarians to have housing. So let’s get to work to build more housing in Ontario.

APPENDIX A:

Biographies of Task Force Members

Lalit Aggarwal is President of Manor Park Holdings, a real estate development and operating company active in Eastern Ontario. Previously, Lalit was an investor for institutional fund management firms, such as H.I.G. European Capital Partners, Soros Fund Management, and Goldman Sachs. He is a past fellow of the C.D. Howe Institute and a former Director of both Bridgepoint Health and the Centre for the Commercialization of Regenerative Medicine. Lalit holds degrees from the University of Oxford and the University of Pennsylvania. He is also a current Director of the Hospital for Sick Children Foundation, the Sterling Hall School and the Chair of the Alcohol & Gaming Commission of Ontario.

David Amborski is a professional Urban Planner, Professor at Ryerson University's School of Urban and Regional Planning and the founding Director of the Centre for Urban Research and Land Development (CUR). His research and consulting work explore topics where urban planning interfaces with economics, including land and housing markets. He is an academic advisor to the National Executive Forum on Public Property, and he is a member of Lambda Alpha (Honorary Land Economics Society). He has undertaken consulting for the Federal, Provincial and a range of municipal governments. Internationally, he has undertaken work for the Canadian International Development Agency (CIDA), the World Bank, the Inter-American Development Bank, the Lincoln Institute of Land Policy, and several other organizations in Eastern Europe, Latin America, South Africa, and Asia. He also serves on the editorial boards of several international academic journals.

Andrew Garrett is a real estate executive responsible for growing IMCO's \$11+ Billion Global Real Estate portfolio to secure public pensions and insurance for Ontario families. IMCO is the only Ontario fund manager purpose built to onboard public clients such as pensions, insurance, municipal reserve funds, and endowments. Andrew has significant non-profit sector experience founding a B Corp certified social enterprise called WeBuild to help incubate social purpose real estate projects. He currently volunteers on non-profit boards supporting social purpose real estate projects, youth programs and the visual arts at Art Gallery

of Ontario. Andrew sits on board advisory committees for private equity firms and holds a Global Executive MBA from Kellogg School Management and a Real Estate Development Certification from MIT Centre for Real Estate.

Tim Hudak is the CEO of the Ontario Real Estate Association (OREA). With a passion and voice for championing the dream of home ownership, Tim came to OREA following a distinguished 21-year career in politics, including five years as Leader of the Progressive Conservative Party of Ontario.

In his role, Tim has focused on transforming OREA into Ontario's most cutting-edge professional association at the forefront of advocacy on behalf of REALTORS® and consumers, and providing world-class conferences, standard forms, leadership training and professional guidance to its Members. As part of his work at OREA, Tim was named one of the most powerful people in North American residential real estate by Swanepoel Power 200 for the last five years. Tim is married to Deb Hutton, and together they have two daughters, Miller and Maitland. In his spare time, Tim enjoys trails less taken on his mountain bike or hiking shoes as well as grilling outdoors.

Jake Lawrence was appointed Chief Executive Officer and Group Head, Global Banking and Markets in January 2021. In this role, Jake is responsible for the Bank's Global Banking and Markets business line and strategy across its global footprint. Jake joined Scotiabank in 2002 and has held progressively senior roles in Finance, Group Treasury and Global Banking and Markets. From December 2018 to January 2021, Jake was Co-Group Head of Global Banking and Markets with specific responsibility for its Capital Markets businesses, focused on building alignment across product groups and priority markets to best serve our clients throughout our global footprint. Previously, Jake was Executive Vice President and Head of Global Banking and Markets in the U.S., providing overall strategic direction and execution of Scotiabank's U.S. businesses. Prior to moving into GBM, Jake served as Senior Vice President and Deputy Treasurer, responsible for Scotiabank's wholesale funding activities and liquidity management as well as Senior Vice President, Investor Relations.

Julie Di Lorenzo (GPLLM, University of Toronto 2020), is self-employed since 1982, operates one of the largest female-run Real Estate Development Companies in North America. She was instrumental in the Daniel Burnham award-winning Ontario Growth Management Plan (2004) as President of BILD. Julie served as the first female-owner President of GTHBA (BILD) and on the boards of the Ontario Science Centre, Harbourfront Toronto, Tarion (ONHWP), St. Michael's Hospital, NEXT36, Waterfront Toronto, Chair of IREC Committee WT, Havergal College (Co-Chair of Facilities), York School (interim Vice-Chair), and Canadian Civil Liberties Association Board. Julie has served various governments in advisory capacity on Women's issues, Economic Development, Innovation and Entrepreneurship. Awards include Lifetime Achievement BILD 2017, ICCO Business Excellence 2005 & ICCO Businesswoman of the Year 2021.

Justin Marchand (CIHCM, CPA, CMA, BComm) is Métis and was appointed Chief Executive Officer of Ontario Aboriginal Housing Services (OAHS) in 2018. Justin has over 20 years of progressive experience in a broad range of sectors, including two publicly listed corporations, a large accounting and consulting firm, and a major crown corporation, and holds numerous designations across financial, operations, and housing disciplines. He was most recently selected as Chair of the Canadian Housing and Renewal Association's (CHRA's) Indigenous Caucus Working Group and is also board member for CHRA. Justin is also an active board member for both the Coalition of Hamilton Indigenous Leadership (CHIL) as well as Shingwauk Kinoomaage Gamig, located in Bawaating. Justin believes that Housing is a fundamental human right and that when Indigenous people have access to safe, affordable, and culture-based Housing this provides the opportunity to improve other areas of their lives.

Ene Underwood is CEO of Habitat for Humanity Greater Toronto Area), a non-profit housing developer that helps working, lower income families build strength, stability and self-reliance through affordable homeownership. Homes are delivered through a combination of volunteer builds, contractor builds, and partnerships with non-profit and for-profit developers. Ene's career began in the private sector as a strategy consultant with McKinsey & Company before transitioning to not-for-profit sector leadership. Ene holds a Bachelor of Arts (Honours) from the University of Waterloo and a Master of Business Administration from Ivey Business School.

Dave Wilkes is the President and CEO of the Building Industry and Land Development Association of the GTA (BILD). The Association has 1,300 members and proudly represents builders, developers, professional renovators and those who support the industry.

Dave is committed to supporting volunteer boards and organizations. He has previously served on the George Brown College Board of Directors, Ontario Curling Association, and is currently engaged with Black North Initiative (Housing Committee) and R-Labs I+T Council.

Dave received his Bachelor of Arts (Applied Geography) from Ryerson.

APPENDIX B:

Affordable Housing

Ontario's affordable housing shortfall was raised in almost every conversation. With rapidly rising prices, more lower-priced market rental units are being converted into housing far out of reach of lower-income households. In parallel, higher costs to deliver housing and limited government funding have resulted in a net decrease in the number of affordable housing units run by non-profits. The result is untenable: more people need affordable housing after being displaced from the market at the very time that affordable supply is shrinking.

Throughout our consultations, we were reminded of the housing inequities experienced by Black, Indigenous and marginalized people. We also received submissions describing the unique challenges faced by off-reserve Indigenous Peoples both in the province's urban centres and in the north.

While many of the changes that will help deliver market housing will also help make it easier to deliver affordable housing, affordable housing is a societal responsibility. We cannot rely exclusively on for-profit developers nor on increases in the supply of market housing to fully solve the problem.

The non-profit housing sector faces all the same barriers, fees, risks and complexities outlined in this report as for-profit builders. Several participants from the non-profit sector referred to current or future partnerships with for-profit developers that tap into the development and construction expertise and efficiencies of the private sector. Successful examples of leveraging such partnerships were cited with Indigenous housing, supportive housing, and affordable homeownership.

We were also reminded by program participants that, while partnerships with for-profit developers can be very impactful, non-profit providers have unique competencies in the actual delivery of affordable housing. This includes confirming eligibility of affordable housing applicants, supporting independence of occupants of affordable housing, and ensuring affordable housing units remain affordable from one occupant to the next.

One avenue for delivering more affordable housing that has received much recent attention is inclusionary zoning. In simple terms, inclusionary zoning (IZ) requires developers to deliver a share of affordable units in new

housing developments in prescribed areas. The previous Ontario government passed legislation in April 2018 providing a framework within which municipalities could enact Inclusionary Zoning bylaws.

Ontario's first inclusionary zoning policy was introduced in fall 2021 by the City of Toronto and applies to major transit station areas. Internationally, inclusionary zoning has been used successfully to incentivize developers to create new affordable housing by providing density bonuses (more units than they would normally be allowed, if some are affordable) or reductions in government fees. Unfortunately, the City's approach did not include any incentives or bonuses. Instead, Toronto requires market-rate fees and charges for below-market affordable units. This absence of incentives together with lack of clarity on the overall density that will be approved for projects has led developers and some housing advocates to claim that these projects may be uneconomic and thus will not get financed or built. Municipalities shared with us their concerns regarding the restriction in the provincial IZ legislation that prohibits "cash in lieu" payments. Municipalities advised that having the option of accepting the equivalent value of IZ units in cash from the developer would enable even greater impact in some circumstances (for example, a luxury building in an expensive neighbourhood, where the cost of living is too high for a low-income resident).

Funding for affordable housing is the responsibility of all levels of government. The federal government has committed to large funding transfers to the provinces to support affordable housing. The Task Force heard, however, that Ontario's share of this funding does not reflect our proportionate affordable housing needs. This, in turn, creates further financial pressure on both the province and municipalities, which further exacerbates the affordable housing shortages in Ontario's communities.

Finally, many participants in Task Force consultations pointed to surplus government lands as an avenue for building more affordable housing and this is discussed in [Appendix C](#).

We have made recommendations throughout the report intended to have a positive impact on new affordable housing supply. We offer these additional recommendations specific to affordable housing:

- Call upon the federal government to provide equitable affordable housing funding to Ontario.
 - Develop and legislate a clear, province-wide definition of “affordable housing” to create certainty and predictability.
 - Create an Affordable Housing Trust from a portion of Land Transfer Tax Revenue (i.e., the windfall resulting from property price appreciation) to be used in partnership with developers, non-profits, and municipalities in the creation of more affordable housing units. This Trust should create incentives for projects serving and brought forward by Black- and Indigenous-led developers and marginalized groups.
- Amend legislation to:
 - Allow cash-in-lieu payments for Inclusive Zoning units at the discretion of the municipality.
 - Require that municipalities utilize density bonusing or other incentives in all Inclusionary Zoning and Affordable Housing policies that apply to market housing.
 - Permit municipalities that have not passed Inclusionary Zoning policies to offer incentives and bonuses for affordable housing units.
 - Encourage government to closely monitor the effectiveness of Inclusionary Zoning policy in creating new affordable housing and to explore alternative funding methods that are predictable, consistent and transparent as a more viable alternative option to Inclusionary Zoning policies in the provision of affordable housing.
 - Rebate MPAC market rate property tax assessment on below-market affordable homes.

APPENDIX C:

Government Surplus Land

Surplus government lands fell outside the mandate of the Task Force. However, this question came up repeatedly as a solution to housing supply. While we take no view on the disposition of specific parcels of land, several stakeholders raised issues that we believe merit consideration:

- Review surplus lands and accelerate the sale and development through RFP of surplus government land and surrounding land by provincially pre-zoning for density, affordable housing, and mixed or residential use.
- All future government land sales, whether commercial or residential, should have an affordable housing component of at least 20%.
- Purposefully upzone underdeveloped or underutilized Crown property (e.g., LCBO).
- Sell Crown land and reoccupy as a tenant in a higher density building or relocate services outside of major population centres where land is considerably less expensive.
- The policy priority of adding to the housing supply, including affordable units, should be reflected in the way surplus land is offered for sale, allowing bidders to structure their proposals accordingly.

APPENDIX D:

Surety Bonds

Moving to surety bonds would free up billions of dollars for building

When a development proposal goes ahead, the developer typically needs to make site improvements, such as installing common services. The development agreement details how the developer must perform to the municipality's satisfaction.

Up until the 1980s, it was common practice for Ontario municipalities to accept bonds as financial security for subdivision agreements and site plans. Today, however, they almost exclusively require letters of credit from a chartered bank. The problem with letters of credit is that developers are often required to collateralize the letter of credit dollar-for-dollar against the value of the municipal works they are performing.

Often this means developers can only afford to finance one or two housing projects at a time, constraining housing supply. The Ontario Home Builders' Association estimates that across Ontario, billions of dollars are tied up in collateral or borrowing capacity that could be used to advance more projects.

Modern "pay on demand surety bonds" are proven to provide the same benefits and security as a letter of credit, while not tying up private capital the way letters of credit do. Moving to this option would give municipalities across Ontario access to all the features of a letter of credit with the added benefit of professional underwriting, carried out by licensed bonding companies, ensuring that the developer is qualified to fulfill its obligations under the municipal agreement.

Most important from a municipal perspective, the financial obligation is secured. If a problem arises, the secure bond is fully payable by the bond company on demand. Surety companies, similar to banks, are regulated by Ontario's Office of the Superintendent of Financial Institutions to ensure they have sufficient funds in place to pay out bond claims.

More widespread use of this instrument could unlock billions of dollars of private sector financial liquidity that could be used to build new infrastructure and housing projects, provide for more units in each development and accelerate the delivery of housing of all types.

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MEMORANDUM

CWCD 2022-71

Subject: Report of the Ontario Housing Affordability Task Force

Date: March 18, 2022

To: Planning and Economic Development Committee

From: Diana Morreale, Acting Director, Community and Long Range Planning

The purpose of this memo is to provide a copy of staff's response letter to the recommendations contained within the "Report of the Ontario Housing Affordable Task Force" (Appendix 1).

In December 2021, the Province created a Housing Affordability Task Force. The Task Force was created to deliver recommendations on ways to address market housing supply and affordability. The Province appointed nine members to the Task Force.

In February 2022, the Task Force released recommendations to the public. The recommendations within the report centred on the following themes:

- Focus on getting more homes built;
- Making land available to build;
- Cut the red tape so we can build faster and reduce costs;
- Reduce the costs to build, buy and rent; and,
- Support and incentivize scaling up housing supply;

Appendix 1 to CWCD 2022-71 contains a letter to Minister Clark outlining staff's response on the Task Force recommendations.

Respectfully submitted and signed by

Diana Morreale, MCIP, RPP
Acting Director, Community and Long Range Planning

Sent via e-mail: steve.clark@pc.ola.org

March 15, 2022

The Honourable Steve Clark
 Minister of Municipal Affairs and Housing
 17th Floor, 777 Bay Street
 Toronto, Ontario
 M7A 2J3

Subject: Response to the Report of the Ontario Housing Affordability Task Force

Dear Minister Clark,

On February 8, 2022, the Ontario Housing Affordability Task Force (“Task Force”) published a total of 55 recommended actions aimed at increasing Ontario’s housing supply by 1.5 million households over the next ten years. The recommendations, which are aimed at all levels of government and their associated agencies, primarily seek to increase “as-of-right” intensification within urban areas, streamline development approvals and related timelines, improve tax and municipal financing, and reform the Ontario Land Tribunal appeals process.

The Niagara Region appreciates the Province’s commitment to improving housing affordability across Ontario. Over 20,000 of Niagara’s households were reported to have been in core housing need as of 2016, primarily driven by a lack of affordable housing options within the community. Given the recent surge in housing prices experienced across the Province, rates of core housing need are have risen. Action must be taken to ensure more housing of all types are provided to meet the needs of our growing population.

The provision of affordable, accessible, and adequate housing is a complex matter that requires coordination between all levels of government. The report focuses on the inefficiencies in the land development process and how it contributes to the crisis, however planning approvals at the municipal level are only one factor in housing affordability. There are other economic factors contributing to the housing supply challenge and affordability including:

- building industry capacity (lack of labour);
- supply chain and shortages in materials ; and,
- approved land supply being held back by landowners.

While not addressed specifically in the Task Force's report, the Province should also consider the specific challenges associated with increasing the supply of community housing (i.e. housing owned and operated by non-profit housing corporations, housing co-operatives and municipal governments) and supportive housing. Although an increase in market supply can address the issue of housing affordability in part, the private sector alone cannot solve the entirety of this problem and it is the community housing need that is the most dire and needs to be addressed. A collective effort from all levels of government, housing service providers, and the development industry is required to provide the necessary tools and interventions to address this problem.

The Province should also consider the unique housing challenges faced by communities of all types and sizes, including small to medium sized cities and rural communities. A city like Toronto versus a city like Thorold will have access to different resources and require vastly different solutions towards the achievement of improved housing affordability. In short, a "one-size-fits-all" approach should be avoided.

Regional and local staff have reviewed all recommendations provided by the Task Force. At this time, the Province has not specified which, if any, policy, regulation, and/or protocol changes the Province may elect to advance. In the absence of more substantive details relating to the recommendations, Regional and local staff have outlined general comments on the primary objectives and themes of the Task Force's report below, which are shared with the Ministry of Municipal Affairs and Housing for their consideration. In addition to this letter, a few of our local municipalities have also indicated that they will be submitting comments on these recommendations.

Increase Density and "As of Right" Permissions

Relevant Task Force Recommendations

3. Limit exclusionary zoning in municipalities through binding provincial action:
 - a) Allow "as of right" residential housing up to four units and up to four storeys on a single residential lot.
 - b) Modernize the Building Code and other policies to remove any barriers to affordable construction and to ensure meaningful implementation (e.g., allow single-staircase construction for up to four storeys, allow single egress, etc.).
-

-
4. Permit “as of right” conversion of underutilized or redundant commercial properties to residential or mixed residential and commercial use.
 5. Permit as of right secondary suites, garden suites, and laneway houses province-wide
 6. Permit “as of right” multi-tenant housing (renting rooms within a dwelling) province-wide.
 7. Encourage and incentivize municipalities to increase density in areas with excess school capacity to benefit families with children.
 8. Allow “as of right” zoning up to unlimited height and unlimited density in the immediate proximity of individual major transit stations within two years if municipal zoning remains insufficient to meet provincial density targets.
 9. Allow “as of right” zoning of six to 11 storeys with no minimum parking requirements on any streets utilized by public transit (including streets on bus and streetcar routes).
 11. Support responsible housing growth on undeveloped land, including outside existing municipal boundaries, by building necessary infrastructure to support higher density housing and complete communities and applying the recommendations of this report to all undeveloped land.
-

- Staff is generally supportive of the objective to increase the overall density and diversity of housing in built up areas.
- Over 60% of Niagara’s current housing stock is made up of single-detached dwellings. Although recent construction activity has begun a shift towards more medium density builds there is a range of housing types the Region is seeking to encourage through its new Niagara Official Plan.
- Staff do support flexibility in “as of right” permissions for housing, particularly within planned major transit station areas and strategic growth areas and in a manner that is compatible in scale with stable residential areas; however, staff cannot support intensification that is completely unplanned and unrestricted.
- Intensification must be considered in balance with other key considerations needed for the creation of complete communities, such as infrastructure and servicing

capacity, parking requirements, impacts to neighbourhood character, access to employment uses, and landscaping and public realm design. In the absence of municipal oversight through zoning, there are limited tools to ensure development and related services are planned for in a strategic manner.

- **Recommendation 4**, Regional staff support the conversion of underutilized commercial lands along major arterial transit routes as priority areas for mixed residential and commercial use, provided that these sites do not serve as land supply for population based employment.
- **Recommendation 11**, clarification is needed to understand what is meant by development “outside municipal boundaries”. If referring to settlement area expansions, existing Provincial policy provides sufficient ability for municipalities to consider adjustments to their urban and rural settlement area boundaries, and while Regional staff support higher densities and the creation of complete communities on potential expansion lands, staff do not support unplanned development within natural areas or agricultural lands. Development should be directed to settlement areas where infrastructure and service levels exists to support development vs. to areas outside of settlement of settlement area boundaries. The resultant financial burden on municipalities would be significant if development occurs outside of settlement area boundaries.

Streamline Development Approvals

Relevant Task Force Recommendations

- 12.** Create a more permissive land use, planning, and approvals system:
 - a) Repeal or override municipal policies, zoning, or plans that prioritize the preservation of physical character of neighbourhood.
 - b) Exempt from site plan approval and public consultation all projects of 10 units or less that conform to the Official Plan and require only minor variances
 - c) Establish province-wide zoning standards, or prohibitions, for minimum lot sizes, maximum building setbacks, minimum heights, angular planes, shadow rules, front doors, building depth, landscaping, floor space index, and heritage view cones, and planes; restore pre-2006 site plan exclusions

(colour, texture, and type of materials, window details, etc.) to the Planning Act and reduce or eliminate minimum parking requirements; and

- d) Remove any floorplate restrictions to allow larger, more efficient high-density towers.

13. Limit municipalities from requesting or hosting additional public meetings beyond those that are required under the Planning Act.

14. Require that public consultations provide digital participation options.

15. Require mandatory delegation of site plan approvals and minor variances to staff or pre-approved qualified third-party technical consultants through a simplified review and approval process, without the ability to withdraw Council's delegation.

16. Prevent abuse of the heritage preservation and designation process by:

- a) Prohibiting the use of bulk listing on municipal heritage registers.
b) Prohibiting reactive heritage designations after a Planning Act development application has been filed.

19. Legislate timelines at each stage of the provincial and municipal review process, including site plan, minor variance, and provincial reviews, and deem an application approved if the legislated response time is exceeded.

49. Reductions in funding to municipalities that fail to meet provincial housing growth and approval timeline targets.

50. Fund the adoption of consistent municipal e-permitting systems and encourage the federal government to match funding. Fund the development of common data architecture standards across municipalities and provincial agencies and require municipalities to provide their zoning bylaws with open data standards. Set an implementation goal of 2025 and make funding conditional on established targets.

- Regional staff support the objective to streamline the development approvals process, expand the usage of delegated approval for applications that are technical and/or minor and nature, and reduce unnecessary delays in the delivery of needed housing supply. However, several of the recommendations noted above impede the ability for municipalities to consider local characteristics and existing built environments as part of planned development. It must also be acknowledged that development approval processes does not only rest with municipalities; there are

development approval processes that take place at the provincial level and there is the need to have appropriate staff resources available to those ministries and a commitment to streamlining provincial development approval processes as well.

- NIMBY is a significant barrier for the development of affordable housing, community housing, supportive housing, and other facilities needed for homelessness services in particular, and presents a challenge for intensification in particular.
- Addressing NIMBY requires continued dialogue, education, negotiation and relationship building is required to demystify the perceived threats associated with growth and development, which is where the importance of public consultation should also be acknowledged. Public consultation allows opportunities to provide information with local residents, allow for open dialogue, and allow a variety of voices to be heard.
- **Recommendation 12 c)**, although staff support additional guidance for flexible zoning standards, a Regional approach would be more appropriate. The growth forecasts, intensification targets, and existing built form in Niagara are different from those of Toronto and the Greater Toronto Area. A “one size fits all” approach with such technical considerations would contribute to a homogenous urban form that disregards local characteristics
- **Recommendation 13**, Regional staff are of the opinion that the necessity for additional meetings remain at the discretion of the local municipality and/or approval authorities provided they comply with existing *Planning Act* timeframes.
- With regards to **Recommendation 16**, Regional staff note that recent changes to the Ontario Heritage Act includes statutory timeline limitations for when municipalities can designate a property following the submission of certain applications under the *Planning Act*. The conservation of culturally and historically significant resources is a Provincial objective that merit continued priority in site specific cases.

Reform the Ontario Land Tribunal Appeals Process

Relevant Task Force Recommendations

18. Restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews.
20. Fund the creation of “approvals facilitators” with the authority to quickly resolve conflicts among municipal and/or provincial authorities and ensure timelines are met.

21. Require a pre-consultation with all relevant parties at which the municipality sets out a binding list that defines what constitutes a complete application; confirms the number of consultations established in the previous recommendations; and clarifies that if a member of a regulated profession such as a professional engineer has stamped an application, the municipality has no liability and no additional stamp is needed.
 26. Require appellants to promptly seek permission (“leave to appeal”) of the Tribunal and demonstrate that an appeal has merit, relying on evidence and expert reports, before it is accepted.
 27. Prevent abuse of process:
 - a) Remove right of appeal for projects with at least 30% affordable housing in which units are guaranteed affordable for at least 40 years.
 - b) Require a \$10,000 filing fee for third-party appeals.
 - c) Provide discretion to adjudicators to award full costs to the successful party in any appeal brought by a third party or by a municipality where its council has overridden a recommended staff approval.
 28. Encourage greater use of oral decisions issued the day of the hearing, with written reasons to follow, and allow those decisions to become binding the day that they are issued.
 29. Where it is found that a municipality has refused an application simply to avoid a deemed approval for lack of decision, allow the Tribunal to award punitive damages.
 30. Provide funding to increase staffing (adjudicators and case managers), provide market-competitive salaries, outsource more matters to mediators, and set shorter time targets.
 31. In clearing the existing backlog, encourage the Tribunal to prioritize projects close to the finish line that will support housing growth and intensification, as well as regional water or utility infrastructure decisions that will unlock significant housing capacity.
- Regional staff agree that additional changes can be made to continuously improve the appeals process. For instance, subject to further information regarding the manner in which these objectives are implemented, Regional staff generally support the aims of **Recommendations 20, 21, 26, 28 and 30** as a means of reducing baseless appeals and reducing the wait times for decisions to be rendered.

- Regional staff are concerned, however, that measures to increase the filing fee for appeals as outlined in **Recommendation 27 b)** or to introduce the ability to award punitive costs as outlined in **Recommendation 29** would essentially eliminate the ability for residents or small interest groups to participate in the appeals.
- **Recommendation 18**, allowing developers to appeal MCRs will result in a dramatic slow down of the growth management process, and ultimately, the development approvals process. In addition, there are competing interests within the development community itself that will serve to frustrate and lengthen the appeals process. One of the challenges of the last several years has been the instability in the planning and development sector as a result of the long protracted appeals associated with the original conformity exercises to the Growth Plan followed by several years of changes to Provincial legislation and Plans. Permitting these types of appeals will serve to undermine the Province's goal of streamlining the approvals process and will prevent municipalities from bringing housing on-line in an expedited fashion.
- **Recommendation 31**, prioritization should focus on proposals that include an affordable housing component, and should allow for equitable consideration across the Province (i.e. in areas outside of Toronto and the Greater Toronto Area). In clearing the existin backlog of appeals priorities should be given to municipal initiated amendments that are appealed.

Improve Municipal Financing and Taxes

Relevant Task Force Recommendations

25. Require municipalities to provide the option of pay on demand surety bonds and letters of credit.
32. Waive development charges and parkland cash-in-lieu and charge only modest connection fees for all infill residential projects up to 10 units or for any development where no new material infrastructure will be required.
33. Waive development charges on all forms of affordable housing guaranteed to be affordable for 40 years.
34. Prohibit interest rates on development charges higher than a municipality's borrowing rate.
35. Regarding cash in lieu of parkland, s.37, Community Benefit Charges, and development charges:

- a) Provincial review of reserve levels, collections and drawdowns annually to ensure funds are being used in a timely fashion and for the intended purpose, and, where review points to a significant concern, do not allow further collection until the situation has been corrected.
 - b) Except where allocated towards municipality-wide infrastructure projects, require municipalities to spend funds in the neighbourhoods where they were collected. However, where there's a significant community need in a priority area of the City, allow for specific ward-to-ward allocation of unspent and unallocated reserves.
36. Recommend that the federal government and provincial governments update HST rebate to reflect current home prices and begin indexing the thresholds to housing prices, and that the federal government match the provincial 75% rebate and remove any claw back.
37. Align property taxes for purpose-built rental with those of condos and low-rise homes.
39. Eliminate or reduce tax disincentives to housing growth.
42. Provide provincial and federal loan guarantees for purpose-built rental, affordable rental and affordable ownership projects.
43. Enable municipalities, subject to adverse external economic events, to withdraw infrastructure allocations from any permitted projects where construction has not been initiated within three years of build permits being issued.
44. Work with municipalities to develop and implement a municipal services corporation utility model for water and wastewater under which the municipal corporation would borrow and amortize costs among customers instead of using development charges.

The recommendations included above require further detail and analysis to provide substantive comments. There are a number of recommendations Regional staff have concerns with, including:

- **Recommendation 25**, The Region does not support the use of surety bonds as they do not offer the same financial security as a Letter of Credit.
- **Recommendation 32**, The Region currently has grant programs for development charges on social housing that meet specific grant program criteria. Infill units still create a demand for regional services. Development Charges (DCs) help pay for the construction of growth related infrastructure, waiving them for infill units will have

impacts on the Region's finances and will shift growth costs to existing homeowners. Also, it is not clear what is meant by "no new material infrastructure" and this could lead to appeals based on different interpretations.

- **Recommendation 33**, DCs help pay for the construction of growth related infrastructure, waiving them for affordable housing will have significant impacts on the Region's finances and will shift growth costs to existing taxpayer. Additional information is required on the definition of affordable. The Region currently has grant programs for development charges on social housing that meet specific grant program criteria. However, occupants of this housing type still create demand for services which are paid for by DCs. The cost of growth for these developments are funded from Regional taxes and shift growth costs to existing homeowners which also impacts affordability. The Provincial government should provide funding for such programs.
- **Recommendation 34**, The Region has concerns of the potential funding gap that will occur if interest rates are not included in DCs, this places a greater burden on the existing taxpayer. Municipal borrowing rates fluctuate so flexibility needs to be provided to municipalities.
- **Recommendation 35(b)**, The Region does not support and prefers the current flexibility to adopt area specific or Region wide charges and the flexibility to prioritize use of DCs based on actual growth and need.
- **Recommendation 37**, the Niagara Region has a tax policy already in place that charges new multi-residential at the same tax rate as residential.
- **Recommendation 44**, the Region does not support. Municipal development charge models are effective tools to ensure growth pays for growth.

Moving Forward

Further consultation with the municipal sector is recommended before the implementation of any strategy, actions, or regulations in response to the Task Force's recommendations to ensure that strong and effective solutions for facilitating the development of affordable housing is reflected in all communities across the Province. The Report recommendations does not address the need for additional mechanisms to support affordable housing from Provincial and Federal governments (i.e. tax incentives). Long-term funding from all levels of government must also be available to provide needed support services to create healthy mixed income communities.

Regional and local municipal staff are available to convene and contribute municipal expertise and knowledge in this matter.

Respectfully,

Diana Morreale, MCIP, RPP
Acting Director, Community and Long Range Planning
Planning and Development, Niagara Region
Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON, L2V 4T7

April 19, 2022

The Honourable Doug Ford, M.P.P.
Premier of Ontario
Legislative Building
Queen's Park
Toronto, ON M7A 1A1

The Honourable Steve Clark, M.P.P.
Minister of Municipal Affairs and Housing
17th Floor
777 Bay St.
Toronto, ON M5G 2E5

Sent via email: premier@ontario.ca and steve.clark@pc.ola.org

**Re: St. Catharines Response to Ontario Housing Affordability Task Force
Recommendations
Our File 35.31.18 & 60.73.5**

Dear Premier Ford and Minister Clark,

At its meeting held on April 7, 2022, St. Catharines City Council approved the following motion and requested that Minister Clark consider the staff recommendations starting on page 7 of the enclosed report (Report PBS-059-2022):

That Council, via the Mayor's Office, advise the Premier that the Housing Affordability Task Force recommendations require further evaluation and analysis, including feedback from AMO, ROMA, OPPI, MFOA, and OBCM, prior to implementation; and

That Council strongly recommends that substantial Provincial investment be provided to support municipalities to fund anticipated infrastructure upgrades to accommodate new intensification goals outlined in the Task Force's recommendations; and

That Council requests the Minister of Municipal Affairs and Housing to consider the staff recommendations starting on page 7 of Report PBS-059-2022; and

That staff forward Report PBS-059-2022 and its Appendices to the Premier, the Minister of Municipal Affairs and Housing and local Members of Provincial Parliament; and

.../2

That Council recommends the Province remove appeal rights to individuals and parties who appeal affordable housing developments to the OLT; and

Further, that Council's resolution be shared with Ontario Municipalities for their endorsement.

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Bonnie Nistico-Dunk, City Clerk
Legal and Clerks Services, Office of the City Clerk
:em

cc: Jennifer Stevens, MPP - St. Catharines
Jeff Burch, MPP - Niagara Centre
Wayne Gates, MPP - Niagara Falls
Sam Oosterhoff, MPP - Niagara West-Glanbrook
Tami Kitay, Director of Planning and Building Services
Brian York, Director of Economic Development and Government Relations
Melissa Wenzler, Government Relations Advisor
Scott Rosts, Chief of Staff, Mayor Sendzik's Office
Ontario Municipalities

Encl. Report PBS-059-2022

Report from: Planning and Building Services, Director

Report Date: February 14, 2022

Meeting Date: April 7, 2022

Report Number: PBS-059-2022

File: 35.31.18 & 60.73.5

Subject: St. Catharines Response to Ontario Housing Affordability Task Force
Recommendations

Strategic Pillar:

This report aligns with the following St. Catharines Strategic Plan pillars: economic, social, environmental, and cultural.



Recommendation

That Council, via the Mayor's Office, advise the Premier that the Housing Affordability Task Force recommendations require further evaluation and analysis, including feedback from AMO, ROMA, OPPI, MFOA, and OBCM, prior to implementation; and

That Council strongly recommends that substantial Provincial investment be provided to support municipalities to fund anticipated infrastructure upgrades to accommodate new intensification goals outlined in the Task Force's recommendations; and

That Council requests the Minister of Municipal Affairs and Housing to consider the staff recommendations starting on page 7 of Report PBS-059-2022; and

That staff forward Report PBS-059-2022 and its Appendices to the Premier, the Minister of Municipal Affairs and Housing and local Members of Provincial Parliament; and

Further, that Council's resolution be shared with Ontario Municipalities for their endorsement.

Summary

On December 6, 2021, the Province appointed a Housing Affordability Task Force to assess how a lack of housing supply bares responsibility for the housing affordability crisis. The Task Force, consisting primarily of private sector development industry representatives, crafted 55 recommendations aimed at supporting market housing affordability. The Task Force is focused on bringing 1.5 million new homes to market in the next 10 years. The recommendations impact many areas of land use planning, municipal financing, cultural heritage assets and public participation. The purpose of this report is to provide a high-level assessment of the recommendations for Council's information.

Relationship to Strategic Plan

The Provincial Housing Affordability Task Force recommendations, if implemented as currently intended, will negatively impact all four pillars of the City's Strategic Plan:

- **Economic Prosperity:** Support the City's commitment to building and growing a diverse and resilient economy through fiscal responsibility, urban regeneration, and collaborative partnerships.
- **Social Well-Being:** Build and support strong, inclusive neighbourhoods, that provide high quality of life for residents of all ages.
- **Environmental Stewardship:** Adopt innovative approaches and continue responsible community planning and decision-making that balances growth, enhances quality of life, manages emergencies, and minimized the environmental impacts of climate change.
- **Cultural Renaissance:** Celebrate the City's rich history, diversity, arts and cultural assets through leadership, promotion and investments that support measurable, sustainable creative growth.

Background

Since 2000, Canadian property price increases have significantly outpaced those of wages. The average home price in Canada has quadrupled from 2000 to 2020, whereas the average Canadian family's income has only increased 37% in the same time period ([Statistics Canada](#)). Canada Mortgage and Housing Corporation [data](#) indicates that in 2020, Toronto was the sixth most expensive city in the world in which to live. Furthermore, the Canadian government has [targeted immigration](#) levels of 411,000 new residents in 2022 and 421,000 new residents in 2023. Many of these new residents will settle in major cities and their surrounding areas to contribute to skilled workforce opportunities. In the Greater Golden Horseshoe, a surplus of housing does not exist, which further contributes to a lack of affordable options for new and existing residents.

On December 6, 2021, nine persons were appointed to a Provincial Housing Affordability Task Force to provide the government with recommendations to address market housing supply and affordability.

Specifically, their mandate was to explore housing affordability by:

- Increasing the supply of market rate rental and ownership housing;
- Building housing supply in complete communities;
- Reducing red tape and accelerating timelines;
- Encouraging innovation and digital modernization, such as in the planning processes;
- Supporting economic recovery and job creation; and
- Balancing housing needs with protecting the environment.

The Task Force was chaired by Jake Lawrence, CEO of Global Banking and Markets at Scotiabank. The other appointments included:

1. Lalit Aggarwal, President of Manor Park Holdings
2. David Amborski, Professor at Ryerson's University's School of Planning
3. Julie Di Lorenzo, President of Diamante Urban Corp
4. Andrew Garrett, Senior Principal of Real Estate, Investment, and Management Corporation of Ontario
5. Tim Hudak, CEO of the Ontario Real Estate Association
6. Justin Marchand, CEO of Ontario Aboriginal Housing Services
7. Ene Underwood, CEO of Habitat for Humanity GTA
8. David Wilkes, CEO of Building Industry and Land Development Association

On February 8, 2022, the Ontario Housing Affordability Task Force [released their report](#) (linked above and attached as Appendix 1) and their 55 recommendations. To date, the Minister has not indicated which of the recommendations will be implemented, nor has a timeline been published.

The recommendations have significant implications for the future of land use planning, city building, heritage preservation, and municipal finance. As such, staff from Planning and Building Services and Financial Management Services have reviewed the Task Force's recommendations and contributed to the comments in Appendix 2 to this report. The purpose of this report is to share staff's assessment of the recommendations for Council's information.

It is recommended that Council advise the Province of their position on these recommendations, despite not being solicited for feedback.

Report

The Provincial Housing Affordability Task Force has predicated their recommendations entirely on increasing supply as the primary factor in market housing affordability. It is worth noting that it was not within the Task Force's mandate to evaluate true affordable housing objectives or actions. The Task Force places a significant portion of culpability on the housing crisis to municipal zoning and slow approvals; costs of development process, including fees, charges, and securities; public consultation, and political influence in decision making.

Of the Task Force's 62 recommendations (55 core recommendations, 7 sub-recommendations), staff have identified the recommendations that can be supported, those that are neutral or require additional information to provide a determination, and those recommendations that are opposed:

Recommendations that St. Catharines Staff		
Support	Neutral/More Information Needed	Opposed
17	20	25

The Housing Affordability Task Force's recommendations and the accompanying staff comments are listed in Appendix 2 of this report.

Overview of Task Force's Themes

The Housing Affordability's Task Force report, attached as Appendix 1 to this report, identifies 5 themes:

1. Make the creation of housing a greater planning priority, require greater density and broadly expand development rights.
2. Reduce, shorten, and streamline planning application processes and implement province-wide zoning and urban design standards.
3. Depoliticize the planning process by eliminating restrictive zoning and removing neighbourhood character considerations.
4. Fix the Ontario Land Tribunal (OLT) and prevent abuse of the appeals system.
5. Support municipalities that commit to transforming the system.

Theme 1: The City of St. Catharines agrees that increased density and choice in housing supply is necessary to accommodate growing population needs. However, by broadly expanding development rights to the extent identified in the recommendations will result in substandard development, extensive taxpayer burden, infrastructure deficits, and a loss of cultural heritage and parkland attributes that make communities desirable and livable. Furthermore, the Task Force has not demonstrated how any savings attributed to expanded development rights will increase affordability.

Theme 2: The City of St. Catharines supports any efforts by the Province to review Provincial ministry and agency development review processes for efficiencies, including adequate resources to ensure quicker turnaround for approvals. Staff do not support shortening Planning Act timeframes further as many delays in the development application review process can be attributed to developers, consultants and external consulting agencies. Province-wide zoning standards can not be supported as they do not consider community context and would be counter productive as it would increase the number of minor variance and zoning by-law amendment applications. Staff also do not support Province-wide urban design standards as different communities have different identities and character and harmonizing the built form of 444 municipalities would destroy the aspects that make cities livable.

Theme 3: Staff could support efforts to depoliticize the decision-making process. However, the Task Force recommendations on how to undertake this action are unclear in how they would be screened and administered and furthermore, are borderline undemocratic. The Task Force assumes that public consultation only adds delay and not value to the development process. In staff's opinion, meaningful public consultation results in better development and less acrimonious appeal processes.

Theme 4: Staff are supportive of a comprehensive review of Planning Act appeal rights and Ontario Land Tribunal processes. However, the Task Force recommendations with regards to "preventing abuse of the appeals system" are unclear in how appeals would be screened for abuse (beyond methods the Tribunal currently employs) and seemed to be crafted in a manner to prevent participation by the general public.

Theme 5: Staff are appreciative of Provincial support to improve the development approvals process. However, the Task Force's recommendations in this manner are punitive of municipalities striving for quality development and livable cities and otherwise incentivize insufficient process and substandard development.

St. Catharines Efforts that Support the Task Force's Mandate

The Planning and Building Services Department supports Provincial goals to create additional housing and has undertaken many efforts to remove process barriers to expedite development.

Incentivization

The City of St. Catharines incentivizes private development investment through its Community Improvement Plan (CIP) which prioritizes brownfield remediation, affordable housing, heritage preservation and intensification areas. The City's Development Charges by-law has DC grant programs for downtown development, affordable housing and industrial uses.

Process Improvement

The City of St. Catharines is a recipient of the Province's Streamline Development Fund and has committed to undertaking a process improvement review with a perspective of ensuring an efficient review and evaluation process. In addition, staff are implementing an e-permitting system and online portal for development applications in an effort to simplify the application process and reduce costs incurred by the applicant for mileage, copies of drawings, etc.

Permissive Official Plan and Zoning By-law

The City's Garden City Official is fully implemented by the City's Zoning By-law leading to the majority of development applications going straight to site plan – including a 30-storey mixed-use tower in the downtown. The City's lowest density residential zone permits a variety of ground-oriented housing, as of right, including single and semi-detached dwellings, accessory dwelling units, quadplexes, and townhouses removing opportunities for NIMBY (Not In My Backyard) appeals and creating opportunity for gentle density in established neighbourhoods. Furthermore, the downtown enjoys a policy environment with no density cap, no height cap and no parking minimums.

Appeals

The City maintains a very low development application appeal rate. This achievement can be attributed to constructive dialogue with applicants, the public and commenting agencies, focusing on an outcome-based approach. In fact, there are only four matters currently in front of the OLT – three of which are for one development proposal and one on a city-wide Official Plan Amendment meant to implement the Province's Growth Plan. All four appeals were filed by developers and not the general public.

St. Catharines Housing Action Plan

The City of St. Catharines anticipated the rising cost of housing in 2017 and responded with Council's approval of a [Housing Action Plan](#). Among other recommendations, the report proposed the following actions:

- Amend the Official Plan's condominium conversion policies;
- Amend the Zoning By-law to address accessory dwelling units;
- Streamline affordable housing development applications;
- Amend the Zoning By-law to incorporate the possibility of inclusionary zoning;
- Amend the Community Improvement Plan to include an affordable housing program;
- Participate in the Regional Development Charge Review; and
- Advocate for the development of affordable housing projects and related funding programs.

The City has implemented all of the above actions; save and except for an inclusionary zoning practice which is currently under development.

Surplus Lands Task Force

City Council has created a Surplus Lands Task Force dedicated to the review of surplus municipal lands and positioning of the lands to be developed for affordable, supportive, and/or rent geared to income housing. The City has declared two properties surplus so far and have entertained proposals to develop housing that supports a range of affordable, rent geared to income, and market housing at 6-8 Academy Street and [320 Geneva Street](#). The City [has entered into an agreement](#) with Penn Terra Group Ltd., Bethlehem Housing, and Habitat for Humanity to see the development of a former City property to 43% affordable housing, 14% social housing and 43% market rate housing. Furthermore, there will be 180 rental units and 32 townhomes, 19,000 sq.ft. of commercial space and three community gardens.

Staff Response to Task Force Recommendations

Staff question the Task Force's fundamental premise that broadly increasing development rights while decimating a municipality's ability to collect payment for growth related infrastructure, recreational and park improvements will translate to the development of market affordable housing. It is generally understood that the market will pay for what the market can bare and the recommendations do not guarantee that any financial savings enjoyed by the developer through the stripping of the land use planning system will be passed on to the end user.

The City of St. Catharines has an in-effect policy environment that permits, as of right, the development of 14,390 dwelling units to accommodate an additional population of 31,390 ([STC Land Needs Assessment, adopted by Council November 2020](#)). Approved by Niagara Region Council March 2021. Appealed by developer April 2021 and currently awaiting Ontario Land Tribunal decision). The City has no authority or ability to force the development of those units. In addition to a permissive Official Plan and Zoning By-Law framework discussed above, staff can advise that unlimited development rights have not resulted in a measurable increase in housing supply or contribution to housing affordability.

The Housing Affordability Task Force is especially dismissive of the value that heritage conservation brings to the community, ignores opportunities for adaptive reuse and expansion and ignores that many heritage assets can be reused for multiple residential unit conversions. In the City of St. Catharines, there are several examples of heritage schools being converted to residential dwelling units, heritage homes being converted from a single unit to multiple dwellings and heritage industrial buildings being converted to residential dwellings. The City supports two heritage advisory committees and responsibly utilizes the tools of the Ontario Heritage Act to designate and list buildings of interest. The City is mindful of property rights and works to achieve balance, collaboration and cooperation with property owners.

The City of St. Catharines relies on municipal taxes, fees and development charges to forecast, budget and plan for community service investment, maintenance and replacement for the infrastructure that residents rely on. Should the municipality's ability to collect growth related fees from development be significantly reduced, as recommended by the Task Force, the City will have to make the decision to drastically reduce service levels or raise property taxes to fund growth related costs. While staff can understand how the reduction of these fees would benefit the applicant, there is no guarantee provided that demonstrates the cost savings being passed to the occupant. Furthermore, there is nothing to suggest that these recommendations would create additional housing supply and diversity.

The City of St. Catharines prides itself on supporting the tender fruit lands and its thriving grape growing capabilities. Niagara prides itself on its wine making innovations and is known around the world for the quality of its wines, its festivals and the many industries that thrive from this specialty crop area. The City and staff do not support the expansion of urban boundaries or municipal boundaries to permit development on these lands. The Task Force's recommendation in this regard is directly contrary to the Province's Greenbelt Plan and would be detrimental to the highest quality food producing soil and microclimate in the Province.

Staff Recommendations to the Task Force

Staff suggest that the Minister could consider the following items to achieve additional housing affordability:

- Regulate the Ontario Real Estate Association to discourage blind bidding, unethical pricing practices and realtor hoarding of residential units.

- Disincentivize house flipping for profit through capital gains tax for any property bought, improved and sold within 12 months.
- Assess, evaluate and leverage all Provincially owned land for residential suitability and make available for true affordable housing providers, where suitable.
- Empower municipalities to zone for residential tenure to ensure multi-residential developments have a mix of rental and ownership tenures at strategic intensification areas such as downtown, MTSA and intensification corridors.
- Modify taxation systems to encourage and incentivize the construction and operation of purpose built rental, cooperative living, truly affordable housing and housing to support racialized communities.
- Undertake a Planning Act reform process, with an advisory committee of municipal planners and lawyers, to instill consistency, clarity, and intent of the Act. Pre-submission consultations must be considered a development application. Furthermore, loopholes routinely exploited for substandard applications must be closed to provide integrity to the process (i.e. the clock must stop when an application is deemed incomplete).
- Reinstate the intent of the Bill 139 Planning Act amendments that saw the elimination of “de novo” hearings, consider decisions made by municipal Councils and to adjudicate only on contested matters of land use planning.
- Redirect any ministry budget surpluses to a fund that directly creates truly affordable housing units.

Consultation

It is noted that the Task Force did not seek or include feedback from the Association of Municipalities of Ontario (AMO), Rural Ontario Municipalities Association (ROMA), Ontario Professional Planners Institute (OPPI), Ontario Big City Mayors (OBCM), or numerous other organizations, agencies or Provincial Ministries whose mandates would be impacted by these recommendations. The composition of the Housing Affordability Task Force represents a perspective of supporting the building industry’s desire for expedited approvals while sacrificing many of the aspects that make cities livable. Prior to the implementation of any of the Task Force’s recommendations, the City strongly recommends that a comprehensive review and consultation take place with the aforementioned agencies, municipalities, and bodies.

Financial Implications

There are no financial implications associated with this report. However, if these recommendations are implemented as currently worded there will be significant impacts to municipal finances. These would represent a shift from “growth pays for growth” to the taxpayer subsidizing development to the benefit of the developer. Should the Task Force’s recommendations be implemented there is no evidence to suggest that the costs savings to be realized by the developer would be transferred to the end user.

Environmental Sustainability Implications

There are no environmental sustainability implications associated with this report. However, if these recommendations are implemented as currently worded there will be a significant decrease in the municipality's ability to invest in resilient infrastructure and parkland development.

Conclusion

The City of St. Catharines has undertaken numerous proactive policy and regulatory approaches to expedite development that implements the vision set out in the Garden City Official Plan, which has been brought into conformity with the Province's Growth Plan population targets. The City has demonstrated commitment to Provincial goals of creating more housing, providing a greater mix of housing types, and expediting approvals, where under municipal control. However, staff have concerns with the fundamental premise of the Task Force's recommendations that by reducing "barriers" to development in favour of developers that the market will flood with supply and housing costs will substantially decrease.

The City has championed unlimited development rights in the downtown since 2010 (no height cap, no density cap, no required parking) and until 2021, little attempt was made to capitalize on these benefits. The development industry will always phase development to reduce downward pressure on price, full well knowing that the purchase price will always be set by what the market can bare. Staff remain concerned that many of the Task Force's recommendations will negatively impact public consultation, municipal revenues, municipal autonomy and many aspects of city building that improve livability. None of the recommendations are guaranteed to reduce the cost of housing to the end user.

Overall, staff are not confident that the implementation of the Task Force's recommendations will succeed at improving housing affordability.

Notifications

It would be prudent to notify the following individuals of Council's recommendation:

- Niagara Regional Council
- Grape Growers Association
- Rural Ontario Municipalities Association
- Association of Municipalities of Ontario
- Ontario Professional Planners Institute
- Office of the Premier
- Steve Clarke, Minister of Municipal Affairs and Housing
- Jennie Stevens, MPP
- Sam Oosterhoff, MPP
- Jeff Burch, MPP
- Niagara Home Builders Association
- Niagara Construction Association
- Ontario Federation of Agriculture

Prepared and Submitted by

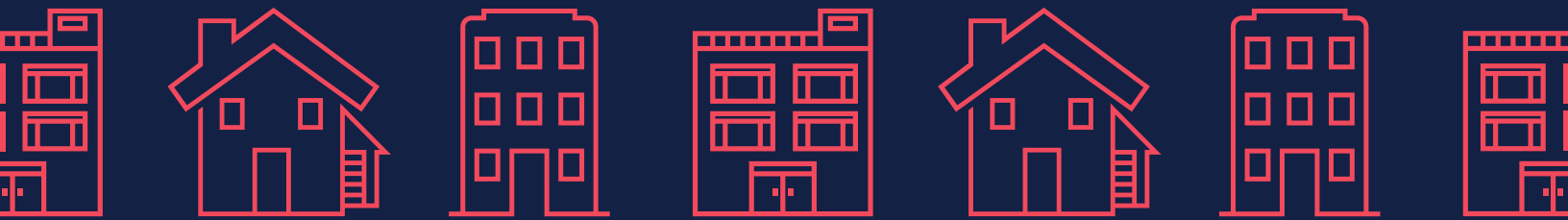
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Approved by

Dave Oakes, MPA
Chief Administrative Officer

Appendices

1. Report of the Province's Housing Affordability Task Force
2. Provincial Housing Affordability Task Force Recommendations and St. Catharines Comments
3. Ontario Professional Planners Institute – Letter to Minister of Municipal Affairs and Housing, dated February 10, 2022
4. AMO's Response to the Province's Housing Affordability Task Force, dated March 1, 2022
5. Municipal Finance Officers' Association of Ontario - Response to the Province's Housing Affordability Task Force
6. Niagara Region Response to Minister of Municipal Affairs and Housing on the Ontario Housing Task Force Report, dated March 15, 2022



Report of the
**Ontario Housing
Affordability Task Force**



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Letter to Minister Clark

Dear Minister Clark,

Hard-working Ontarians are facing a housing crisis. For many years, the province has not built enough housing to meet the needs of our growing population. While the affordability crisis began in our large cities, it has now spread to smaller towns and rural communities.

Efforts to cool the housing market have only provided temporary relief to home buyers. The long-term trend is clear: house prices are increasing much faster than Ontarian's incomes. The time for action is now.

When striking the Housing Affordability Task Force, you and Premier Ford were clear: you wanted actionable, concrete solutions to help Ontarians and there was no time to waste. You asked us to be bold and gave us the freedom and independence to develop our recommendations.

In the past two months, we have met municipal leaders, planners, unions, developers and builders, the financial sector, academics, think tanks and housing advocates. Time was short, but solutions emerged consistently around these themes:

- More housing density across the province
- End exclusionary municipal rules that block or delay new housing
- Depoliticize the housing approvals process
- Prevent abuse of the housing appeals system
- Financial support to municipalities that build more housing

We present this report to you not as an "all or nothing" proposal, but rather as a list of options that the government has at its disposal to help address housing affordability for Ontarians and get more homes built. We propose an ambitious but achievable target: 1.5 million new homes built in the next ten years.

Parents and grandparents are worried that their children will not be able to afford a home when they start working or decide to start a family. Too many Ontarians are unable to live in their preferred city or town because they cannot afford to buy or rent.

The way housing is approved and built was designed for a different era when the province was less constrained by space and had fewer people. But it no longer meets the needs of Ontarians. The balance has swung too far in favour of lengthy consultations, bureaucratic red tape, and costly appeals. It is too easy to oppose new housing and too costly to build. We are in a housing crisis and that demands immediate and sweeping reforms.

It has been an honour to serve as Chair, and I am proud to submit this report on behalf of the entire Task Force.



Jake Lawrence

Chair, Housing Affordability Task Force

Chief Executive Officer and Group Head, Global Banking and Markets, Scotiabank

Executive summary and recommendations

House prices in Ontario have almost tripled in the past 10 years, growing much faster than incomes. This has home ownership beyond the reach of most first-time buyers across the province, even those with well-paying jobs. Housing has become too expensive for rental units and it has become too expensive in rural communities and small towns. The system is not working as it should.

For too long, we have focused on solutions to “cool” the housing market. It is now clear that we do not have enough homes to meet the needs of Ontarians today, and we are not building enough to meet the needs of our growing population. If this problem is not fixed – by creating more housing to meet the growing demand – housing prices will continue to rise. We need to build more housing in Ontario.

This report sets out recommendations that would set a bold goal and clear direction for the province, increase density, remove exclusionary rules that prevent housing growth, prevent abuse of the appeals process, and make sure municipalities are treated as partners in this process by incentivizing success.

Setting bold targets and making new housing the planning priority

Recommendations 1 and 2 urge Ontario to set a bold goal of adding 1.5 million homes over the next 10 years and update planning guidance to make this a priority.

The task force then recommends actions in five main areas to increase supply:

Require greater density

Land is not being used efficiently across Ontario. In too many neighbourhoods, municipal rules only allow single-family homes – not even a granny suite. Taxpayers have invested heavily in subway, light rail, bus and rail lines and highways, and the streets nearby are ideally suited for more mid- and high-rise housing. Underused or redundant commercial and industrial buildings are ripe to be redeveloped into housing or mixed commercial and residential use. New housing on undeveloped land should also be higher density than traditional suburbs, especially close to highways.

Adding density in all these locations makes better use of infrastructure and helps to save land outside urban boundaries. Implementing these recommendations will provide Ontarians with many more options for housing.

Recommendations 3 through 11 address how Ontario can quickly create more housing supply by allowing more housing in more locations “as of right” (without the need for municipal approval) and make better use of transportation investments.

Reduce and streamline urban design rules

Municipalities require numerous studies and set all kinds of rules for adding housing, many of which go well beyond the requirements of the provincial Planning Act. While some of this guidance has value for urban design, some rules appear to be arbitrary and not supported by evidence – for example, requiring condo buildings to include costly parking stalls even though many go unsold. These rules and requirements result in delays and extra costs that make housing either impossible to build or very expensive for the eventual home buyer or renter.

Recommendation 12 would set uniform provincial standards for urban design, including building shadows and setbacks, do away with rules that prioritize preservation of neighbourhood physical character over new housing, no longer require municipal approval of design matters like a building’s colour, texture, type of material or window details, and remove or reduce parking requirements in cities over 50,000 in population.

Depoliticize the process and cut red tape

NIMBYism (not in my backyard) is a major obstacle to building housing. It drags out the approval process, pushes up costs, and keeps out new residents. Because local councillors depend on the votes of residents who want to keep the status quo, the planning process has become politicized. Municipalities allow far more public consultation than is required, often using formats that make it hard for working people and families with young children to take part. Too few technical decisions are delegated to municipal staff. Pressure to designate buildings with little or no heritage value as “heritage” if development is proposed and bulk listings of properties with “heritage potential” are also standing in the way of getting homes built. Dysfunction throughout the system, risk aversion and needless bureaucracy have resulted in a situation where Ontario lags the rest of Canada and the developed world in approval times. Ontarians have waited long enough.

Recommendations 13 through 25 would require municipalities to limit consultations to the legislated maximum, ensure people can take part digitally, mandate the delegation of technical decisions, prevent abuse of the heritage process and see property owners compensated for financial loss resulting from designation, restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews, legislate timelines for approvals and enact several other common sense changes that would allow housing to be built more quickly and affordably.

Fix the Ontario Land Tribunal

Largely because of the politicization of the planning process, many proponents look to the Tribunal, a quasi-judicial body, to give the go-ahead to projects that should have been approved by the municipality. Even when there is municipal approval, however, opponents appeal to the Tribunal – paying only a \$400 fee – knowing that this may well succeed in delaying a project to the point where it might no longer make economic sense. As a result, the Tribunal faces a backlog of more than 1,000 cases and is seriously under-resourced.

Recommendations 26 through 31 seek to weed out or prevent appeals aimed purely at delaying projects, allow adjudicators to award costs to proponents in more cases, including instances where a municipality has refused an approval to avoid missing a legislated deadline, reduce the time to issue decisions, increase funding, and encourage the Tribunal to prioritize cases that would increase housing supply quickly as it tackles the backlog.

Support municipalities that commit to transforming the system

Fixing the housing crisis needs everyone working together. Delivering 1.5 million homes will require the provincial and federal governments to invest in change. Municipalities that make the difficult but necessary choices to grow housing supply should be rewarded, and those that resist new housing should see funding reductions.

Recommendations 49 and 50 call for Ontario government to create a large “Ontario Housing Delivery Fund” and encourage the federal government to match funding, and suggest how the province should reward municipalities that support change and reduce funding for municipalities that do not.

This executive summary focuses on the actions that will get the most housing units approved and built in the shortest time. Other recommendations in the report deal with issues that are important but may take more time to resolve or may not directly increase supply (recommendation numbers are indicated in brackets): improving tax and municipal financing (**32-37, 39, 42-44**); encouraging new pathways to home ownership (**38, 40, 41**); and addressing labour shortages in the construction industry (**45-47**).

This is not the first attempt to “fix the housing system”. There have been efforts for years to tackle increasing housing prices and find solutions. This time must be different. **Recommendations 50-55** set out ways of helping to ensure real and concrete progress on providing the homes Ontarians need.

Introduction

Ontario is in a housing crisis. Prices are skyrocketing: the average price for a house across Ontario was \$923,000 at the end of 2021.^[1] Ten years ago, the average price was \$329,000.^[2] Over that period, average house prices have climbed 180% while average incomes have grown roughly 38%.^{[3][4]}

Not long ago, hard-working Ontarians – teachers, construction workers, small business owners – could afford the home they wanted. In small towns, it was reasonable to expect that you could afford a home in the neighbourhood you grew up in. Today, home ownership or finding a quality rental is now out of reach for too many Ontarians. The system is not working as it should be.

Housing has become too expensive for rental units and it has become too expensive in rural communities and small towns.

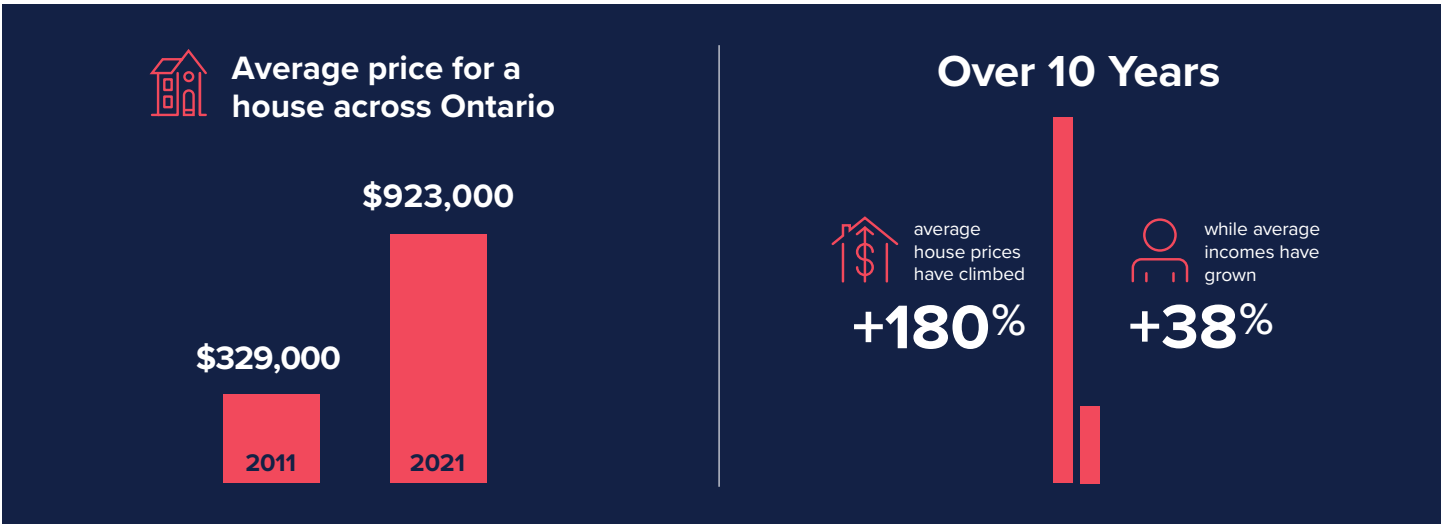
While people who were able to buy a home a decade or more ago have built considerable personal equity, the benefits of having a home aren't just financial. Having a place to call home connects people to their community, creates a gathering place for friends and family, and becomes a source of pride.

Today, the reality for an ever-increasing number of Ontarians is quite different. Everyone in Ontario knows people who are living with the personal and financial stress of not being able to find housing they can afford. The young family who can't buy a house within two hours of where they work. The tenant with a good job who worries about

where she'll find a new apartment she can afford if the owner decides to sell. The recent graduate who will have to stay at home for a few more years before he can afford to rent or buy.

While the crisis is widespread, it weighs more heavily on some groups than on others. Young people starting a family who need a larger home find themselves priced out of the market. Black, Indigenous and marginalized people face even greater challenges. As Ontarians, we have only recently begun to understand and address the reality of decades of systemic racism that has resulted in lower household incomes, making the housing affordability gap wider than average.

The high cost of housing has pushed minorities and lower income Ontarians further and further away from job markets. Black and Indigenous homeownership rates are less than half of the provincial average.^[5] And homelessness rates among Indigenous Peoples are 11 times the national average. When housing prevents an individual from reaching their full potential, this represents a loss to every Ontarian: lost creativity, productivity, and revenue. Lost prosperity for individuals and for the entire Ontario economy.



As much as we read about housing affordability being a challenge in major cities around the world, the depth of the challenge has become greater in Ontario and Canada than almost anywhere in the developed world.



Canada has the lowest amount of housing per population of any G7 country.

How did we get here? Why do we have this problem?

A major factor is that there just isn't enough housing. A 2021 Scotiabank study showed that Canada has the fewest housing units per population of any G7 country – and, our per capita housing supply has *dropped* in the past five years.^[6] An update to that study released in January 2022 found that two thirds of Canada's housing shortage is in Ontario.^[7] Today, Ontario is 1.2 million homes – rental or owned – short of the G7 average. With projected population growth, that huge gap is widening, and bridging it will take immediate, bold and purposeful effort. And to support population growth in the next decade, we will need one million more homes.

While governments across Canada have taken steps to “cool down” the housing market or provide help to first-time buyers, these demand-side solutions only work if there is enough supply. Shortages of supply in any market have a direct impact on affordability. Scarcity breeds price increases. Simply put, if we want more Ontarians to have housing, we need to build more housing in Ontario.

Ontario must build 1.5 million homes over the next 10 years to address the supply shortage

The housing crisis impacts all Ontarians. The ripple effect of the crisis also holds back Ontario reaching its full potential.

Economy

Businesses of all sizes are facing problems finding and retaining workers. Even high-paying jobs in technology and manufacturing are hard to fill because there's not enough housing nearby. This doesn't just dampen the economic growth of cities, it makes them less vibrant, diverse, and creative, and strains their ability to provide essential services.

Public services

Hospitals, school boards and other public service providers across Ontario report challenges attracting and retaining staff because of housing costs. One town told us that it

could no longer maintain a volunteer fire department, because volunteers couldn't afford to live within 10 minutes drive of the firehall.

Environment

Long commutes contribute to air pollution and carbon emissions. An international survey of 74 cities in 16 countries found that Toronto, at 96 minutes both ways, had the longest commute times in North America and was essentially tied with Bogota, Colombia, for the longest commute time worldwide.^[8] Increasing density in our cities and around major transit hubs helps reduce emissions to the benefit of everyone.

Ontario must build

1.5M

homes over the next 10 years
to address the supply shortage.



Our mandate and approach

Ontario's Minister of Municipal Affairs and Housing tasked us with recommending ways to accelerate our progress in closing the housing supply gap to improve housing affordability.

Time is of the essence. Building housing now is exactly what our post-pandemic economy needs. Housing construction creates good-paying jobs that cannot be outsourced to other countries. Moreover, the pandemic gave rise to unprecedented levels of available capital that can be invested in housing – if we can just put it to work.

We represent a wide range of experience and perspectives that includes developing, financing and building homes, delivering affordable housing, and researching housing market trends, challenges and solutions. Our detailed biographies appear as [Appendix A](#).



We acknowledge that every house in Ontario is built on the traditional territory of Indigenous Peoples.



People in households that spend 30% or more of total household income on shelter expenses are defined as having a “housing affordability” problem. Shelter expenses include electricity, oil, gas, coal, wood or other fuels, water and other municipal services, monthly mortgage payments, property taxes, condominium fees, and rent.

Our mandate was to focus on how to increase market housing supply and affordability. By market housing, we are referring to homes that can be purchased or rented without government support.

Affordable housing (units provided at below-market rates with government support) was not part of our mandate.

The Minister and his cabinet colleagues are working on that issue. Nonetheless, almost every stakeholder we spoke with had ideas that will help deliver market housing and also make it easier to deliver affordable housing. However, affordable housing is a societal responsibility and will require intentional investments and strategies to bridge the significant affordable housing gap in this province. We have included a number of recommendations aimed at affordable housing in the body of this report, but have also included further thoughts in [Appendix B](#).

We note that government-owned land was also outside our mandate. Many stakeholders, however, stressed the value of surplus or underused public land and land associated with major transit investments in finding housing solutions. We agree and have set out some thoughts on that issue in [Appendix C](#).

How we did our work

Our Task Force was struck in December 2021 and mandated to deliver a final report to the Minister by the end of January 2022. We were able to work to that tight timeline because, in almost all cases, viewpoints and feasible solutions are well known. In addition, we benefited from insights gleaned from recent work to solve the problem in other jurisdictions.

During our deliberations, we met with and talked to over 140 organizations and individuals, including industry associations representing builders and developers, planners, architects, realtors and others; labour unions; social justice advocates; elected officials at the municipal level; academics and research groups; and municipal planners. We also received written submissions from many of these participants. In addition, we drew on the myriad public reports and papers listed in the [References](#).

We thank everyone who took part in sessions that were uniformly helpful in giving us a deeper understanding of the housing crisis and the way out of it. We also thank the staff of the Ministry of Municipal Affairs and Housing who provided logistical and other support, including technical briefings and background.

The way forward

The single unifying theme across all participants over the course of the Task Force’s work has been the urgency to take decisive action. Today’s housing challenges are incredibly complex. Moreover, developing land, obtaining approvals, and building homes takes years.

Some recommendations will produce immediate benefits, others will take years for the full impact.

This is why there is no time to waste. We urge the Minister of Municipal Affairs and Housing and his cabinet colleagues to continue measures they have already taken to accelerate housing supply and to move quickly in turning the recommendations in this report into decisive new actions.

The province must set an ambitious and bold goal to build 1.5 million homes over the next 10 years. If we build 1.5 million new homes over the next ten years, Ontario can fill the housing gap with more affordable choices, catch up to the rest of Canada and keep up with population growth.

By working together, we can resolve Ontario’s housing crisis. In so doing, we can build a more prosperous future for everyone.

The balance of this report lays out our recommendations.

Focus on getting more homes built

Resolving a crisis requires intense focus and a clear goal. The province is responsible for the legislation and policy that establishes the planning, land use, and home building goals, which guide municipalities, land tribunals, and courts. Municipalities are then responsible for implementing provincial policy in a way that works for their communities. The province is uniquely positioned to lead by shining a spotlight on this issue, setting the tone, and creating a single, galvanizing goal around which federal support, provincial legislation, municipal policy, and the housing market can be aligned.

In 2020, Ontario built about 75,000 housing units.^[9] For this report, we define a housing unit (home) as a single dwelling (detached, semi-detached, or attached), apartment, suite, condominium or mobile home. Since 2018, housing completions have grown every year as a result of positive measures that the province and some municipalities have implemented to encourage more home building. But we are still 1.2 million homes short when compared to other G7 countries and our population is growing. The goal of 1.5 million homes feels daunting – but reflects both the need and what is possible. In fact, throughout the 1970s Ontario built more housing units each year than we do today.^[10]

The second recommendation is designed to address the growing complexity and volume of rules in the legislation, policy, plans and by-laws, and their competing priorities, by providing clear direction to provincial agencies, municipalities, tribunals, and courts on the overriding priorities for housing.

1. Set a goal of building 1.5 million new homes in ten years.
 2. Amend the Planning Act, Provincial Policy Statement, and Growth Plans to set “growth in the full spectrum of housing supply” and “intensification within existing built-up areas” of municipalities as the most important residential housing priorities in the mandate and purpose.



The “missing middle” is often cited as an important part of the housing solution. We define the missing middle as mid-rise condo or rental housing, smaller houses on subdivided lots or in laneways and other additional units in existing houses.

Making land available to build

The Greater Toronto Area is bordered on one side by Lake Ontario and on the other by the protected Greenbelt. Similarly, the Ottawa River and another Greenbelt constrain land supply in Ottawa, the province's second-largest city.

But a shortage of land isn't the cause of the problem. Land is available, both inside the existing built-up areas and on undeveloped land outside greenbelts.

We need to make better use of land. Zoning defines what we can build and where we can build. If we want to make better use of land to create more housing, then we need to modernize our zoning rules. We heard from planners, municipal councillors, and developers that "as of right" zoning – the ability to by-pass long, drawn out consultations and zoning by-law amendments – is the most effective tool in the provincial toolkit. We agree.

Stop using exclusionary zoning that restricts more housing

Too much land inside cities is tied up by outdated rules. For example, it's estimated that 70% of land zoned for housing in Toronto is restricted to single-detached or semi-detached homes.^[11] This type of zoning prevents homeowners from adding additional suites to create housing for Ontarians and income for themselves. As one person said, "my neighbour can tear down what was there to build a monster home, but I'm not allowed to add a basement suite to my home."

It's estimated that
70%

of land zoned for housing in Toronto is restricted to **single-detached** or **semi-detached** homes.



While less analysis has been done in other Ontario communities, it's estimated that about half of all residential land in Ottawa is zoned for single-detached housing, meaning nothing else may be built on a lot without public consultation and an amendment to the zoning by-law. In some suburbs around Toronto, single unit zoning dominates residential land use, even close to GO Transit stations and major highways.

One result is that more growth is pushing past urban boundaries and turning farmland into housing. Undeveloped land inside and outside existing municipal boundaries must be part of the solution, particularly in northern and rural communities, but isn't nearly enough on its own. Most of the solution must come from densification. Greenbelts and other environmentally sensitive areas must be protected, and farms provide food and food security. Relying too heavily on undeveloped land would whittle away too much of the already small share of land devoted to agriculture.

Modernizing zoning would also open the door to more rental housing, which in turn would make communities more inclusive.

Allowing more gentle density also makes better use of roads, water and wastewater systems, transit and other public services that are already in place and have capacity, instead of having to be built in new areas.

The Ontario government took a positive step by allowing secondary suites (e.g., basement apartments) across the province in 2019. However, too many municipalities still place too many restrictions on implementation. For the last three years, the total number of secondary suites in Toronto has actually declined each year, as few units get permitted and owners convert two units into one.^[12]

These are the types of renovations and home construction performed by small businesses and local trades, providing them with a boost.

Underused and vacant commercial and industrial properties are another potential source of land for housing. It was suggested to us that one area ripe for redevelopment into a mix of commercial and residential uses is the strip mall, a leftover from the 1950s that runs along major suburban streets in most large Ontario cities.

“As of right” zoning allows more kinds of housing that are accessible to more kinds of people. It makes neighbourhoods stronger, richer, and fairer. And it will get more housing built in existing neighbourhoods more quickly than any other measure.

3. Limit exclusionary zoning in municipalities through binding provincial action:

a) Allow “as of right” residential housing up to four units and up to four storeys on a single residential lot.

b) Modernize the Building Code and other policies to remove any barriers to affordable construction and to ensure meaningful implementation (e.g., allow single-staircase construction for up to four storeys, allow single egress, etc.).

4. Permit “as of right” conversion of underutilized or redundant commercial properties to residential or mixed residential and commercial use.

5. Permit “as of right” secondary suites, garden suites, and laneway houses province-wide.

6. Permit “as of right” multi-tenant housing (renting rooms within a dwelling) province-wide.

7. Encourage and incentivize municipalities to increase density in areas with excess school capacity to benefit families with children.

Align investments in roads and transit with growth

Governments have invested billions of dollars in highways, light rail, buses, subways and trains in Ontario. But without ensuring more people can live close to those transit routes, we’re not getting the best return on those infrastructure investments.

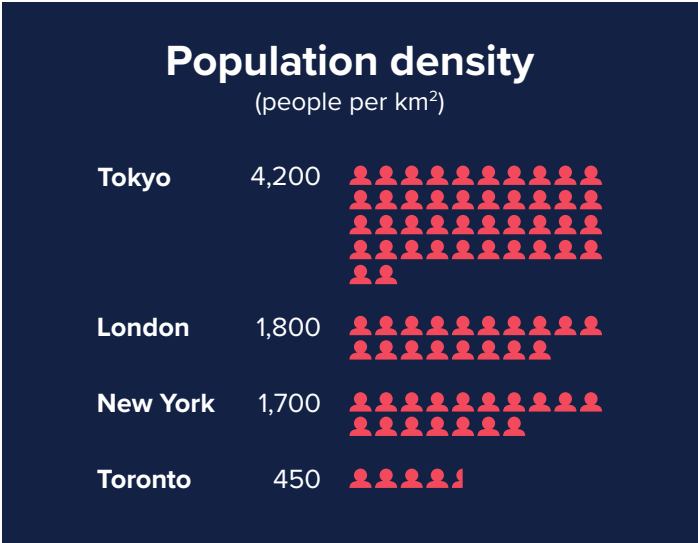
Access to transit is linked to making housing more affordable: when reliable transit options are nearby, people can get to work more easily. They can live further from the centre of the city in less expensive areas without the added cost of car ownership.

The impacts of expanding public transit go far beyond serving riders. These investments also spur economic growth and reduce traffic congestion and emissions. We all pay for the cost of transit spending, and we should all share in the benefits.

If municipalities achieve the right development near transit – a mix of housing at high- and medium-density, office space and retail – this would open the door to better ways of funding the costs. Other cities, like London, UK and Hong Kong, have captured the impacts of increased land value and business activity along new transit routes to help with their financing.

Ontario recently created requirements (residents/hectare) for municipalities to zone for higher density in transit corridors and “major transit station areas”.^[3] These are areas surrounding subway and other rapid transit stations and hubs. However, we heard troubling reports that local opposition is blocking access to these neighbourhoods and to critical public transit stations. City staff, councillors, and the province need to stand up to these tactics and speak up for the Ontarians who need housing.

The Province is also building new highways in the Greater Golden Horseshoe, and it’s important to plan thoughtfully for the communities that will follow from these investments, to make sure they are compact and liveable.



8. Allow “as of right” zoning up to unlimited height and unlimited density in the immediate proximity of individual major transit stations within two years if municipal zoning remains insufficient to meet provincial density targets.
9. Allow “as of right” zoning of six to 11 storeys with no minimum parking requirements on any streets utilized by public transit (including streets on bus and streetcar routes).
10. Designate or rezone as mixed commercial and residential use all land along transit corridors and redesignate all Residential Apartment to mixed commercial and residential zoning in Toronto.
11. Support responsible housing growth on undeveloped land, including outside existing municipal boundaries, by building necessary infrastructure to support higher density housing and complete communities and applying the recommendations of this report to all undeveloped land.

Start saying “yes in my backyard”

Even where higher density is allowed in theory, the official plans of most cities in Ontario contain conflicting goals like maintaining “prevailing neighbourhood character”. This bias is reinforced by detailed guidance that often follows from the official plan. Although requirements are presented as “guidelines”, they are often treated as rules.

Examples include:

- Angular plane rules that require successively higher floors to be stepped further back, cutting the number of units that can be built by up to half and making many projects uneconomic
- Detailed rules around the shadows a building casts
- Guidelines around finishes, colours and other design details

One resident’s desire to prevent a shadow being cast in their backyard or a local park frequently prevails over concrete proposals to build more housing for multiple families. By-laws and guidelines that preserve “neighbourhood character” often prevent simple renovations to add new suites to existing homes. The people who suffer are mostly young, visible minorities, and marginalized people. It is the perfect

example of a policy that appears neutral on its surface but is discriminatory in its application.^[14]

Far too much time and money are spent reviewing and holding consultations for large projects which conform with the official plan or zoning by-law and small projects which would cause minimal disruption. The cost of needless delays is passed on to new home buyers and tenants.

Minimum parking requirements for each new unit are another example of outdated municipal requirements that increase the cost of housing and are increasingly less relevant with public transit and ride share services. Minimum parking requirements add as much as \$165,000 to the cost of a new housing unit, even as demand for parking spaces is falling: data from the Residential Construction Council of Ontario shows that in new condo projects, one in three parking stalls goes unsold. We applaud the recent vote by Toronto City Council to scrap most minimum parking requirements. We believe other cities should follow suit.

While true heritage sites are important, heritage preservation has also become a tool to block more housing. For example, some municipalities add thousands of properties at a time to a heritage register because they have “potential” heritage value. Even where a building isn’t heritage designated or registered, neighbours increasingly demand it be as soon as a development is proposed.

This brings us to the role of the “not in my backyard” or NIMBY sentiment in delaying or stopping more homes from being built.



New housing is often the last priority

A proposed building with market and affordable housing units would have increased the midday shadow by 6.5% on a nearby park at the fall and spring equinox, with no impact during the summer months. To conform to a policy that does not permit “new net shadow on specific parks”, seven floors of housing, including 26 affordable housing units, were sacrificed.

Multiple dry cleaners along a transit route were designated as heritage sites to prevent new housing being built. It is hard not to feel outrage when our laws are being used to prevent families from moving into neighbourhoods and into homes they can afford along transit routes.

NIMBY versus YIMBY

NIMBYism (not in my backyard) is a large and constant obstacle to providing housing everywhere. Neighbourhood pushback drags out the approval process, pushes up costs and discourages investment in housing. It also keeps out new residents. While building housing is very costly, opposing new housing costs almost nothing.

Unfortunately, there is a strong incentive for individual municipal councillors to fall in behind community opposition – it's existing residents who elect them, not future ones. The outcry of even a handful of constituents (helped by the rise of social media) has been enough, in far too many cases, to persuade their local councillor to vote against development even while admitting its merits in private. There is a sense among some that it's better to let the Ontario Land Tribunal approve the development on appeal, even if it causes long delays and large cost increases, then to take the political heat.

Mayors and councillors across the province are fed up and many have called for limits on public consultations and more “as of right” zoning. In fact, some have created a new term for NIMBYism: BANANAs – Build Absolutely Nothing Anywhere Near Anything, causing one mayor to comment “NIMBYism has gone BANANAs”. We agree. In a growing, thriving society, that approach is not just bad policy, it is exclusionary and wrong.

As a result, technical planning decisions have become politicized. One major city has delegated many decisions to senior staff, but an individual councillor can withdraw the delegation when there is local opposition and force a vote at Council. We heard that this situation is common across the province, creating an electoral incentive for a councillor to delay or stop a housing proposal, or forcing a councillor to pay the electoral cost of supporting it. Approvals of individual housing applications should be the role of professional staff, free from political interference.

The pressure to stop any development is now so intense that it has given rise to a counter-movement – YIMBYism, or “yes in my backyard,” led by millennials who recognize entrenched opposition to change as a huge obstacle to finding a home. They provide a voice at public consultations for young people, new immigrants and refugees, minority groups, and Ontarians struggling to access housing by connecting our ideals to the reality of housing. People who welcome immigrants to Canada should welcome them to the neighbourhood, fighting climate change means supporting higher-density housing, and “keeping the neighbourhood the way it is” means keeping it off-limits. While anti-housing voices can be loud,

a member of More Neighbours Toronto, a YIMBY group that regularly attends public consultations, has said that the most vocal opponents usually don't represent the majority in a neighbourhood. Survey data from the Ontario Real Estate Association backs that up, with almost 80% of Ontarians saying they are in favour of zoning in urban areas that would encourage more homes.

Ontarians want a solution to the housing crisis. We cannot allow opposition and politicization of individual housing projects to prevent us from meeting the needs of all Ontarians.

12. Create a more permissive land use, planning, and approvals system:

- a) Repeal or override municipal policies, zoning, or plans that prioritize the preservation of physical character of neighbourhood
- b) Exempt from site plan approval and public consultation all projects of 10 units or less that conform to the Official Plan and require only minor variances
- c) Establish province-wide zoning standards, or prohibitions, for minimum lot sizes, maximum building setbacks, minimum heights, angular planes, shadow rules, front doors, building depth, landscaping, floor space index, and heritage view cones, and planes; restore pre-2006 site plan exclusions (colour, texture, and type of materials, window details, etc.) to the Planning Act and reduce or eliminate minimum parking requirements; and
- d) Remove any floorplate restrictions to allow larger, more efficient high-density towers.

13. Limit municipalities from requesting or hosting additional public meetings beyond those that are required under the Planning Act.

14. Require that public consultations provide digital participation options.

15. Require mandatory delegation of site plan approvals and minor variances to staff or pre-approved qualified third-party technical consultants through a simplified review and approval process, without the ability to withdraw Council's delegation.

- 16.** Prevent abuse of the heritage preservation and designation process by:
 - a) Prohibiting the use of bulk listing on municipal heritage registers
 - b) Prohibiting reactive heritage designations after a Planning Act development application has been filed
- 17.** Requiring municipalities to compensate property owners for loss of property value as a result of heritage designations, based on the principle of best economic use of land.
- 18.** Restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews.

We have heard mixed feedback on Committees of Adjustment. While they are seen to be working well in some cities, in others they are seen to simply add another lengthy step in the process. We would urge the government to first implement our recommendation to delegate minor variances and site plan approvals to municipal staff and then assess whether Committees of Adjustment are necessary and an improvement over staff-level decision making.

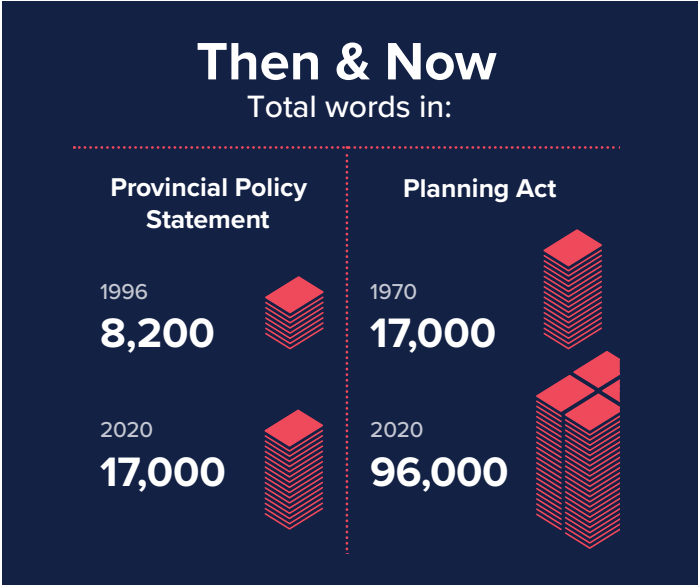
Cut the red tape so we can build faster and reduce costs

One of the strongest signs that our approval process is not working: of 35 OECD countries, only the Slovak Republic takes longer than Canada to approve a building project. The UK and the US approve projects three times faster without sacrificing quality or safety. And they save home buyers and tenants money as a result, making housing more affordable.^[15]

A 2020 survey of development approval times in 23 Canadian cities shows Ontario seriously lagging: Hamilton (15th), Toronto (17th), Ottawa (21st) with approval times averaging between 20-24 months. These timelines do not include building permits, which take about two years for an apartment building in Toronto. Nor did they count the time it takes for undeveloped land to be designated for housing, which the study notes can take five to ten years.^[16]

Despite the good intentions of many people involved in the approvals and home-building process, decades of dysfunction in the system and needless bureaucracy have made it too difficult for housing approvals to keep up with the needs of Ontarians. There appear to be numerous reasons why Ontario performs so poorly against other Canadian cities and the rest of the developed world. We believe that the major problems can be summed up as:

- Too much complexity in the planning process, with the page count in legislation, regulation, policies, plans, and by-laws growing every year
- Too many studies, guidelines, meetings and other requirements of the type we outlined in the previous section, including many that go well beyond the scope of Ontario’s Planning Act
- Reviews within municipalities and with outside agencies that are piecemeal, duplicative (although often with conflicting outcomes) and poorly coordinated
- Process flaws that include reliance on paper
- Some provincial policies that are more relevant to urban development but result in burdensome, irrelevant requirements when applied in some rural and northern communities.



All of this has contributed to widespread failure on the part of municipalities to meet required timelines. The provincial Planning Act sets out deadlines of 90 days for decisions on zoning by-law amendments, 120 days for plans of subdivision, and 30 days for site plan approval, but municipalities routinely miss these without penalty. For other processes, like site plan approval or provincial approvals, there are no timelines and delays drag on. The cost of delay falls on the ultimate homeowner or tenant.

The consequences for homeowners and renters are enormous. Ultimately, whatever cost a builder pays gets passed on to the buyer or renter. As one person said: “Process is the biggest project killer in Toronto because developers have to carry timeline risk.”

Site plan control was often brought up as a frustration. Under the Planning Act, this is meant to be a technical review of the external features of a building. In practice, municipalities often expand on what is required and take too long to respond.

Then: In 1966, a draft plan of subdivision in a town in southwestern Ontario to provide 529 low-rise and mid-rise housing units, a school site, a shopping centre and parks was approved by way of a two-page letter setting out 10 conditions. It took seven months to clear conditions for final approval.

And now: In 2013, a builder started the approval process to build on a piece of serviced residential land in a seasonal resort town. Over the next seven years, 18 professional consultant reports were required, culminating in draft plan approval containing 50 clearance conditions. The second approval, issued by the Local Planning Appeals Board in 2020, ran to 23 pages. The developer estimates it will be almost 10 years before final approval is received.

An Ontario Association of Architects study calculating the cost of delays between site plan application and approval concluded that for a 100-unit condominium apartment building, each additional month of delay costs the applicant an estimated \$193,000, or \$1,930 a month for each unit.^[17]

A 2020 study done for the Building Industry and Land Development Association (BILD) looked at impacts of delay on low-rise construction, including single-detached homes. It estimated that every month an approval is delayed adds, on average, \$1.46 per square foot to the cost of a single home. A two-year delay, which is not unusual for this housing type, adds more than \$70,000 to the cost of a 2,000-square-foot house in the GTA.^[16]

Getting rid of so much unnecessary and unproductive additional work would significantly reduce the burden on staff. It would help address the widespread shortages of planners and building officials. It would also bring a stronger sense among municipal staff that they are part of the housing solution and can take pride in helping cut approval times and lower the costs of delivering homes.

Adopt common sense approaches that save construction costs

Wood using “mass timber” – an engineer compressed wood, made for strength and weight-bearing – can provide a lower-cost alternative to reinforced concrete in many mid-rise projects, but Ontario’s Building Code is hampering its use. Building taller with wood offers advantages beyond cost:

- Wood is a renewable resource that naturally sequesters carbon, helping us reach our climate change goals

- Using wood supports Ontario’s forestry sector and creates jobs, including for Indigenous people

British Columbia’s and Quebec’s building codes allow woodframe construction up to 12 storeys, but Ontario limits it to six. By amending the Building Code to allow 12-storey woodframe construction, Ontario would encourage increased use of forestry products and reduce building costs.

Finally, we were told that a shift in how builders are required to guarantee their performance would free up billions of dollars to build more housing. Pay on demand surety bonds are a much less onerous option than letters of credit, and are already accepted in Hamilton, Pickering, Innisfil, Whitchurch-Stouffville and other Ontario municipalities. We outline the technical details in [Appendix D](#).

19. Legislate timelines at each stage of the provincial and municipal review process, including site plan, minor variance, and provincial reviews, and deem an application approved if the legislated response time is exceeded.
20. Fund the creation of “approvals facilitators” with the authority to quickly resolve conflicts among municipal and/or provincial authorities and ensure timelines are met.
21. Require a pre-consultation with all relevant parties at which the municipality sets out a binding list that defines what constitutes a complete application; confirms the number of consultations established in the previous recommendations; and clarifies that if a member of a regulated profession such as a professional engineer has stamped an application, the municipality has no liability and no additional stamp is needed.
22. Simplify planning legislation and policy documents.
23. Create a common, province-wide definition of plan of subdivision and standard set of conditions which clarify which may be included; require the use of standard province-wide legal agreements and, where feasible, plans of subdivision.
24. Allow wood construction of up to 12 storeys.
25. Require municipalities to provide the option of pay on demand surety bonds and letters of credit.

Prevent abuse of the appeal process

Part of the challenge with housing approvals is that, by the time a project has been appealed to the Ontario Land Tribunal (the Tribunal), it has usually already faced delay and compromises have been made to reduce the size and scope of the proposal. When an approved project is appealed, the appellant – which could just be a single individual – may pay \$400 and tie up new housing for years.

The most recent published report showed 1,300 unresolved cases.^[18] While under-resourcing does contribute to delays, this caseload also reflects the low barrier to launching an appeal and the minimal risks if an appeal is unsuccessful:

- After a builder has spent time and money to ensure a proposal conforms with a municipality's requirements, the municipal council can still reject it – even if its own planning staff has given its support. Very often this is to appease local opponents.
- Unlike a court, costs are not automatically awarded to the successful party at the Tribunal. The winning side must bring a motion and prove that the party bringing the appeal was unreasonable, clearly trying to delay the project, and/or being vexatious or frivolous. Because the bar is set so high, the winning side seldom asks for costs in residential cases.

This has resulted in abuse of the Tribunal to delay new housing. Throughout our consultations, we heard from municipalities, not-for-profits, and developers that affordable housing was a particular target for appeals which, even if unsuccessful, can make projects too costly to build.

Clearly the Tribunal needs more resources to clear its backlog. But the bigger issue is the need for so many appeals: we believe it would better to have well-defined goals and rules for municipalities and builders to avoid this costly and time-consuming quasi-judicial process. Those who bring appeals aimed at stopping development that meets established criteria should pay the legal costs of the successful party and face the risk of a larger project being approved.

The solution is not more appeals, it's fixing the system. We have proposed a series of reforms that would ensure only meritorious appeals proceeded, that every participant faces some risk and cost of losing, and that abuse of the Tribunal will be penalized. We believe that if Ontario accepts our recommendations, the Tribunal will not face the same volume of appeals. But getting to that point will take time, and the Tribunal needs more resources and better tools now.

Recommendation 1 will provide legislative direction to adjudicators that they must prioritize housing growth and intensification over competing priorities contained in provincial and municipal policies. We further recommend the following:

- 26.** Require appellants to promptly seek permission ("leave to appeal") of the Tribunal and demonstrate that an appeal has merit, relying on evidence and expert reports, before it is accepted.
- 27.** Prevent abuse of process:
 - a) Remove right of appeal for projects with at least 30% affordable housing in which units are guaranteed affordable for at least 40 years.
 - b) Require a \$10,000 filing fee for third-party appeals.
 - c) Provide discretion to adjudicators to award full costs to the successful party in any appeal brought by a third party or by a municipality where its council has overridden a recommended staff approval.
- 28.** Encourage greater use of oral decisions issued the day of the hearing, with written reasons to follow, and allow those decisions to become binding the day that they are issued.
- 29.** Where it is found that a municipality has refused an application simply to avoid a deemed approval for lack of decision, allow the Tribunal to award punitive damages.
- 30.** Provide funding to increase staffing (adjudicators and case managers), provide market-competitive salaries, outsource more matters to mediators, and set shorter time targets.
- 31.** In clearing the existing backlog, encourage the Tribunal to prioritize projects close to the finish line that will support housing growth and intensification, as well as regional water or utility infrastructure decisions that will unlock significant housing capacity.

Reduce the costs to build, buy and rent

The price you pay to buy or rent a home is driven directly by how much it costs to build a home. In Ontario, costs to build homes have dramatically increased at an unprecedented pace over the past decade. In most of our cities and towns, materials and labour only account for about half of the costs. The rest comes from land, which we have addressed in the previous section, and government fees.

A careful balance is required on government fees because, as much as we would like to see them lowered, governments need revenues from fees and taxes to build critically needed infrastructure and pay for all the other services that make Ontario work. So, it is a question of balance and of ensuring that our approach to government fees encourages rather than discourages developers to build the full range of housing we need in our Ontario communities.

Align government fees and charges with the goal of building more housing

Improve the municipal funding model

Housing requires more than just the land it is built on. It requires roads, sewers, parks, utilities and other infrastructure. The provincial government provides municipalities with a way to secure funding for this infrastructure through development charges, community benefit charges and parkland dedication (providing 5% of land for public parks or the cash equivalent).

These charges are founded on the belief that growth – not current taxpayers – should pay for growth. As a concept, it is compelling. In practice, it means that new home buyers pay the entire cost of sewers, parks, affordable housing, or colleges that will be around for generations and may not be located in their neighbourhood. And, although building

affordable housing is a societal responsibility, because affordable units pay all the same charges as a market unit, the cost is passed to new home buyers in the same building or the not-for-profit organization supporting the project. We do not believe that government fees should create a disincentive to affordable housing.

If you ask any developer of homes – whether they are for-profit or non-profit – they will tell you that development charges are a special pain point. In Ontario, they can be as much as \$135,000 per home. In some municipalities, development charges have increased as much as 900% in less than 20 years.^[20] As development charges go up, the prices of homes go up. And development charges on a modest semi-detached home are the same as on a luxury 6,000 square foot home, resulting in a disincentive to build housing that is more affordable. Timing is also a challenge as development charges have to be paid up front, before a shovel even goes into the ground.

To help relieve the pressure, the Ontario government passed recent legislation allowing builders to determine development charges earlier in the building process. But they must pay interest on the assessed development charge to the municipality until a building permit is issued, and there is no cap on the rate, which in one major city is 13% annually.

Cash payments to satisfy parkland dedication also significantly boost the costs of higher-density projects, adding on average \$17,000 to the cost of a high-rise condo across the GTA.^[21] We heard concerns not just about the amount of cash collected, but also about the money not being spent in the neighbourhood or possibly not being spent on parks at all. As an example, in 2019 the City of Toronto held \$644 million in parkland cash-in-lieu payments.^[22] Everyone can agree that we need to invest in parks as our communities grow, but if the funds are not being spent, perhaps it means that more money is being collected for parklands than is needed and we could lower the cost of housing if we adjusted these parkland fees.



A 2019 study carried out for BILD showed that in the Greater Toronto Area, development charges for low-rise housing are on average more than three times higher per unit than in six comparable US metropolitan areas, and roughly 1.75-times higher than in the other Canadian cities.

For high-rise developments the average per unit charges in the GTA are roughly 50% higher than in the US areas, and roughly 30% higher than in the other Canadian urban areas.^[19]

Modernizing HST Thresholds

Harmonized sales tax (HST) applies to all new housing – including purpose-built rental. Today, the federal component is 5% and provincial component is 8%. The federal and provincial government provide a partial HST rebate. Two decades ago, the maximum home price eligible for a rebate was set at \$450,000 federally and \$400,000 provincially, resulting in a maximum rebate of \$6,300 federally and \$24,000 provincially, less than half of today's average home price. Buyers of new homes above this ceiling face a significant clawback. Indexing the rebate would immediately reduce the cost of building new homes, savings that can be passed on to Ontarians. When both levels of government agree that we are facing a housing crisis, they should not be adding over 10% to the cost of almost all new homes.

- 32.** Waive development charges and parkland cash-in-lieu and charge only modest connection fees for all infill residential projects up to 10 units or for any development where no new material infrastructure will be required.
- 33.** Waive development charges on all forms of affordable housing guaranteed to be affordable for 40 years.
- 34.** Prohibit interest rates on development charges higher than a municipality's borrowing rate.
- 35.** Regarding cash in lieu of parkland, s.37, Community Benefit Charges, and development charges:
 - a) Provincial review of reserve levels, collections and drawdowns annually to ensure funds are being used in a timely fashion and for the intended purpose, and, where review points to a significant concern, do not allow further collection until the situation has been corrected.
 - b) Except where allocated towards municipality-wide infrastructure projects, require municipalities to spend funds in the neighbourhoods where they were collected. However, where there's a significant community need in a priority area of the City, allow for specific ward-to-ward allocation of unspent and unallocated reserves.
- 36.** Recommend that the federal government and provincial governments update HST rebate to reflect current home prices and begin indexing the thresholds to housing prices, and that the federal government match the provincial 75% rebate and remove any clawback.

Government charges on a new single-detached home averaged roughly \$186,300, or almost 22% of the price, across six municipalities in southcentral Ontario. For a new condominium apartment, the average was almost \$123,000, or roughly 24% of a unit's price.

Make it easier to build rental

In cities and towns across Ontario, it is increasingly hard to find a vacant rental unit, let alone a vacant rental unit at an affordable price. Today, 66% of all purpose-built rental units in the City of Toronto were built between 1960 and 1979. Less than 15% of Toronto's purpose-built rentals were constructed over the ensuing 40 years in spite of the significant population growth during that time. In fact, between 2006 and 2016, growth in condo apartments increased by 186% while purpose-built rental only grew by 0.6%.^[12] In 2018, the Ontario government introduced positive changes that have created growth in purpose-built rental units – with last year seeing 18,000 units under construction and 93,000 proposed against a 5-year average prior to 2020 of 3,400 annually.^[23]

Long-term renters often now feel trapped in apartments that don't make sense for them as their needs change. And because they can't or don't want to move up the housing ladder, many of the people coming up behind them who would gladly take those apartments are instead living in crowded spaces with family members or roommates. Others feel forced to commit to rental units at prices way beyond what they can afford. Others are trying their luck in getting on the wait list for an affordable unit or housing co-op – wait lists that are years long. Others are leaving Ontario altogether.

66%

of all purpose-built rental units
in the City of Toronto were
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A pattern in every community, and particularly large cities, is that the apartments and rented rooms that we do have are disappearing. Apartment buildings are being converted to condos or upgraded to much more expensive rental units. Duplexes get purchased and turned into larger single-family homes.

A major challenge in bridging the gap of rental supply is that, more often than not, purpose-built rental projects don't make economic sense for builders and investors. Ironically, there is no shortage of Canadian investor capital seeking housing investments, particularly large pension funds – but the economics of investing in purpose-built rental in Ontario just don't make sense. So, investments get made in apartment projects in other provinces or countries, or in condo projects that have a better and safer return-on-investment. What can governments do to get that investor capital pointed in the right direction so we can create jobs and get more of the housing we need built?

Some of our earlier recommendations will help, particularly indexing the HST rebate. So will actions by government to require purpose-built rental on surplus government land that is made available for sale. [\(Appendix C\)](#)

Municipal property taxes on purpose-built rental can be as much as 2.5 times greater than property taxes for condominium or other ownership housing.^[24] The Task Force recommends:

37. Align property taxes for purpose-built rental with those of condos and low-rise homes.

Make homeownership possible for hardworking Ontarians who want it

Home ownership has always been part of the Canadian dream. You don't have to look far back to find a time when the housing landscape was very different. The norm was for young people to rent an apartment in their twenties, work hard and save for a down payment, then buy their first home in their late twenties or early thirties. It was the same for many new Canadians: arrive, rent, work hard and buy. The house might be modest, but it brought a sense of ownership, stability and security. And after that first step onto the ownership ladder, there was always the possibility of selling and moving up. Home ownership felt like a real possibility for anyone who wanted it.

That's not how it works now. Too many young people who would like their own place are living with one or both parents well into adulthood.

The escalation of housing prices over the last decade has put the dream of homeownership out of reach of a growing number of aspiring first-time home buyers. While 73% of Canadians are homeowners, that drops to 48% for Black people, 47% for LGBTQ people^[5] (StatsCan is studying rates for other populations, including Indigenous People who are severely underhoused). This is also an issue for younger adults: a 2021 study showed only 24% of Torontonians aged 30 to 39 are homeowners.^[25]

In Canada, responsibility for Indigenous housing programs has historically been a shared between the federal and provincial governments. The federal government works closely with its provincial and territorial counterparts to improve access to housing for Indigenous peoples both on and off reserve. More than 85% of Indigenous people live in urban and rural areas, are 11 times more likely to experience homelessness and have incidence of housing need that is 52% greater than all Canadians. The Murdered and Missing Indigenous Women and Girls report mentions housing 299 times – the lack of which being a significant, contributing cause to violence and the provision of which as a significant, contributing solution. The Province of Ontario has made significant investments in Urban Indigenous Housing, but we need the Federal Government to re-engage as an active partner.

While measures to address supply will have an impact on housing prices, many aspiring homeowners will continue to face a gap that is simply too great to bridge through traditional methods.

The Task Force recognizes the need for caution about measures that would spur demand for housing before the supply bottleneck is fixed. At the same time, a growing number of organizations – both non-profit and for-profit are proposing a range of unique home equity models. Some of these organizations are aiming at households who have sufficient income to pay the mortgage but lack a sufficient down payment. Others are aiming at households who fall short in both income and down payment requirements for current market housing.

The Task Force heard about a range of models to help aspiring first-time home buyers, including:

- Shared equity models with a government, non-profit or for-profit lender holding a second “shared equity mortgage” payable at time of sale of the home
- Land lease models that allow residents to own their home but lease the land, reducing costs
- Rent-to-own approaches in which a portion of an occupant’s rent is used to build equity, which can be used as a down payment on their current unit or another market unit in the future
- Models where the equity gain is shared between the homeowner and the non-profit provider, such that the non-profit will always be able to buy the home back and sell it to another qualified buyer, thus retaining the home’s affordability from one homeowner to the next.

Proponents of these models identified barriers that thwart progress in implementing new solutions.

- The Planning Act limits land leases to a maximum of 21 years. This provision prevents home buyers from accessing the same type of mortgages from a bank or credit union that are available to them when they buy through traditional homeownership.
- The Perpetuities Act has a similar 21-year limit on any options placed on land. This limits innovative non-profit models from using equity formulas for re-sale and repurchase of homes.
- Land Transfer Tax (LTT) is charged each time a home is sold and is collected by the province; and in Toronto, this tax is also collected by the City. This creates a double-tax in rent-to-own/equity building models where LTT ends up being paid first by the home equity organization and then by the occupant when they are able to buy the unit.
- HST is charged based on the market value of the home. In shared equity models where the homeowner neither owns nor gains from the shared equity portion of their home, HST on the shared equity portion of the home simply reduces affordability.
- Residential mortgages are highly regulated by the federal government and reflective of traditional homeownership. Modifications in regulations may be required to adapt to new co-ownership and other models.

The Task Force encourages the Ontario government to devote further attention to avenues to support new homeownership options. As a starting point, the Task Force offers the following recommendations:

- 38.** Amend the Planning Act and Perpetuities Act to extend the maximum period for land leases and restrictive covenants on land to 40 or more years.
- 39.** Eliminate or reduce tax disincentives to housing growth.
- 40.** Call on the Federal Government to implement an Urban, Rural and Northern Indigenous Housing Strategy.
- 41.** Funding for pilot projects that create innovative pathways to homeownership, for Black, Indigenous, and marginalized people and first-generation homeowners.
- 42.** Provide provincial and federal loan guarantees for purpose-built rental, affordable rental and affordable ownership projects.

Support and incentivize scaling up housing supply

Our goal of building 1.5 million homes in ten years means doubling how many homes Ontario creates each year. As much as the Task Force’s recommendations will remove barriers to realizing this ambitious goal, we also need to ensure we have the capacity across Ontario’s communities to deliver this new housing supply. This includes capacity of our housing infrastructure, capacity within our municipal planning teams, and boots on the ground with the skills to build new homes.

There is much to be done and the price of failure for the people of Ontario is high. This is why the provincial government must make an unwavering commitment to keeping the spotlight on housing supply. This is also why the province must be dogged in its determination to galvanize and align efforts and incentives across all levels of government so that working together, we all can get the job done.

Our final set of recommendations turns to these issues of capacity to deliver, and the role the provincial government can play in putting the incentives and alignment in place to achieve the 1.5 million home goal.

Invest in municipal infrastructure

Housing can’t get built without water, sewage, and other infrastructure

When the Task Force met with municipal leaders, they emphasized how much future housing supply relies on having the water, storm water and wastewater systems, roads, sidewalks, fire stations, and all the other parts of community infrastructure to support new homes and new residents.

Infrastructure is essential where housing is being built for the first time. And, it can be a factor in intensification when added density exceeds the capacity of existing infrastructure, one of the reasons we urge new infrastructure in new developments to be designed for future capacity. In Ontario, there are multiple municipalities where the number one barrier to approving new housing projects is a lack of infrastructure to support them.

Municipalities face a myriad of challenges in getting this infrastructure in place. Often, infrastructure investments are required long before new projects are approved and funding must be secured. Notwithstanding the burden development charges place on the price of new housing, most municipalities report that development charges are still not enough to fully cover the costs of building new infrastructure and retrofitting existing infrastructure in neighbourhoods that are intensifying. Often infrastructure crosses municipal boundaries creating complicated and time-consuming “who pays?” questions. Municipal leaders also shared their frustrations with situations where new housing projects are approved and water, sewage and other infrastructure capacity is allocated to the project – only to have the developer land bank the project and put off building. Environmental considerations with new infrastructure add further cost and complexity. The Task Force recommends:

- 43.** Enable municipalities, subject to adverse external economic events, to withdraw infrastructure allocations from any permitted projects where construction has not been initiated within three years of build permits being issued.

44. Work with municipalities to develop and implement a municipal services corporation utility model for water and wastewater under which the municipal corporation would borrow and amortize costs among customers instead of using development charges.

Create the Labour Force to meet the housing supply need

The labour force is shrinking in many segments of the market

You can't start to build housing without infrastructure. You can't build it without people – skilled trades people in every community who can build the homes we need.

The concern that we are already facing a shortage in skilled trades came through loud and clear in our consultations. We heard from many sources that our education system funnels young people to university rather than colleges or apprenticeships and creates the perception that careers in the skilled trades are of less value. Unions and builders are working to fill the pipeline domestically and recruit internationally, but mass retirements are making it challenging to maintain the workforce at its current level, let alone increase it.

Increased economic immigration could ease this bottleneck, but it appears difficult for a skilled labourer with no Canadian work experience to qualify under Ontario's rules. Moreover, Canada's immigration policies also favour university education over skills our economy and society desperately need. We ought to be welcoming immigrants with the skills needed to build roads and houses that will accommodate our growing population.

The shortage may be less acute, however, among smaller developers and contractors that could renovate and build new "missing middle" homes arising from the changes in neighbourhood zoning described earlier. These smaller companies tap into a different workforce from the one needed to build high rises and new subdivisions. Nonetheless, 1.5 million more homes will require a major investment in attracting and developing the skilled trades workforce to deliver this critically needed housing supply. We recommend:

- 45.** Improve funding for colleges, trade schools, and apprenticeships; encourage and incentivize municipalities, unions and employers to provide more on-the-job training.
- 46.** Undertake multi-stakeholder education program to promote skilled trades.
- 47.** Recommend that the federal and provincial government prioritize skilled trades and adjust the immigration points system to strongly favour needed trades and expedite immigration status for these workers, and encourage the federal government to increase from 9,000 to 20,000 the number of immigrants admitted through Ontario's program.

Create a large Ontario Housing Delivery Fund to align efforts and incent new housing supply

Build alignment between governments to enable builders to deliver more homes than ever before

All levels of government play a role in housing.

The federal government sets immigration policy, which has a major impact on population growth and many tax policies. The province sets the framework for planning, approvals, and growth that municipalities rely upon, and is responsible for many other areas that touch on housing supply, like investing in highways and transit, training workers, the building code and protecting the environment. Municipalities are on the front lines, expected to translate the impacts of federal immigration policy, provincial guidance and other factors, some very localized, into official plans and the overall process through which homes are approved to be built.

The efficiency with which home builders can build, whether for-profit or non-profit, is influenced by policies and decisions at every level of government. In turn, how many home developers can deliver, and at what cost, translates directly into the availability of homes that Ontarians can afford.

Collectively, governments have not been sufficiently aligned in their efforts to provide the frameworks and incentives that meet the broad spectrum of housing needs in Ontario. Much action, though, has been taken in recent years.

- The Ontario government has taken several steps to make it easier to build additional suites in your own home: reduced disincentives to building rental housing, improved the appeal process, focused on density around transit stations, made upfront development charges more predictable, and provided options for municipalities to create community benefits through development.
- The federal government has launched the National Housing Strategy and committed over \$70 billion in funding.^[26] Most recently, it has announced a \$4 billion Housing Accelerator Fund aimed at helping municipalities remove barriers to building housing more quickly.^[27]
- Municipalities have been looking at ways to change outdated processes, rules, and ways of thinking that create delays and increases costs of delivering homes. Several municipalities have taken initial steps towards eliminating exclusionary zoning and addressing other barriers described in this report.

All governments agree that we are facing a housing crisis. Now we must turn the sense of urgency into action and alignment across governments.

Mirror policy changes with financial incentives aligned across governments

The policy recommendations in this report will go a long way to align efforts and position builders to deliver more homes.

Having the capacity in our communities to build these homes will take more than policy. It will take money. Rewarding municipalities that meet housing growth and approval timelines will help them to invest in system upgrades, hire additional staff, and invest in their communities. Similarly, municipalities that resist new housing, succumb to NIMBY pressure, and close off their neighbourhoods should see funding reductions. Fixing the housing crisis is a societal responsibility, and our limited tax dollars should be directed to those municipalities making the difficult but necessary choices to grow housing supply.

In late January 2022, the provincial government announced \$45 million for a new *Streamline Development Approval Fund* to “unlock housing supply by cutting red tape and improving processes for residential and industrial developments”.^[28] This is encouraging. More is needed.

Ontario should also receive its fair share of federal funding but today faces a shortfall of almost \$500 million,^[29] despite two thirds of the Canadian housing shortage being in Ontario. We call on the federal government to address this funding gap.

48. The Ontario government should establish a large “Ontario Housing Delivery Fund” and encourage the federal government to match funding. This fund should reward:

- a) Annual housing growth that meets or exceeds provincial targets
- b) Reductions in total approval times for new housing
- c) The speedy removal of exclusionary zoning practices

49. Reductions in funding to municipalities that fail to meet provincial housing growth and approval timeline targets.

We believe that the province should consider partial grants to subsidize municipalities that waive development charges for affordable housing and for purpose-built rental.

Sustain focus, measure, monitor, improve

Digitize and modernize the approvals and planning process

Some large municipalities have moved to electronic tracking of development applications and/or electronic building permits (“e-permits”) and report promising results, but there is no consistency and many smaller places don’t have the capacity to make the change.

Municipalities, the provincial government and agencies use different systems to collect data and information relevant to housing approvals, which slows down processes and leaves much of the “big picture” blank. This could be addressed by ensuring uniform data architecture standards.

Improve the quality of our housing data to inform decision making

Having accurate data is key to understanding any challenge and making the best decisions in response. The Task Force heard from multiple housing experts that we are not always using the best data, and we do not always have the data we need.

Having good population forecasts is essential in each municipality as they develop plans to meet future land and housing needs. Yet, we heard many concerns about inconsistent approaches to population forecasts. In the Greater Golden Horseshoe, the forecast provided to municipalities by the province is updated only when the Growth Plan is updated, generally every seven years; but federal immigration policy, which is a key driver of growth, changes much more frequently. The provincial Ministry of Finance produces a population forecast on a more regular basis than the Growth Plan, but these are not used consistently across municipalities or even by other provincial ministries.

Population forecasts get translated into housing need in different ways across the province, and there is a lack of data about how (or whether) the need will be met. Others pointed to the inconsistent availability of land inventories. Another challenge is the lack of information on how much land is permitted and how much housing is actually getting built once permitted, and how fast. The Task Force also heard that, although the Provincial Policy Statement requires municipalities to maintain a three-year supply of short-term (build-ready) land and report it each year to the province, many municipalities are not meeting that requirement.

At a provincial and municipal level, we need better data on the housing we have today, housing needed to close the gap, consistent projections of what we need in the future, and data on how we are doing at keeping up. Improved data will help anticipate local and provincial supply bottlenecks and constraints, making it easier to determine the appropriate level and degree of response.

It will also be important to have better data to assess how much new housing stock is becoming available to groups that have been disproportionately excluded from home ownership and rental housing.

Put eyes on the crisis and change the conversation around housing

Ours is not the first attempt to “fix the housing system”. There have been efforts for years to tackle increasing housing prices and find solutions so everyone in Ontario can find and afford the housing they need. This time must be different.

The recommendations in this report must receive sustained attention, results must be monitored, significant financial investment by all levels of government must be made. And, the people of Ontario must embrace a housing landscape in which the housing needs of tomorrow’s citizens and those who have been left behind are given equal weight to the housing advantages of those who are already well established in homes that they own.

50. Fund the adoption of consistent municipal e-permitting systems and encourage the federal government to match funding. Fund the development of common data architecture standards across municipalities and provincial agencies and require municipalities to provide their zoning bylaws with open data standards. Set an implementation goal of 2025 and make funding conditional on established targets.

51. Require municipalities and the provincial government to use the Ministry of Finance population projections as the basis for housing need analysis and related land use requirements.

52. Resume reporting on housing data and require consistent municipal reporting, enforcing compliance as a requirement for accessing programs under the Ontario Housing Delivery Fund.

53. Report each year at the municipal and provincial level on any gap between demand and supply by housing type and location, and make underlying data freely available to the public.

54. Empower the Deputy Minister of Municipal Affairs and Housing to lead an all-of-government committee, including key provincial ministries and agencies, that meets weekly to ensure our remaining recommendations and any other productive ideas are implemented.

55. Commit to evaluate these recommendations for the next three years with public reporting on progress.

Conclusion

We have set a bold goal for Ontario: building 1.5 million homes in the next 10 years.

We believe this can be done. What struck us was that everyone we talked to – builders, housing advocates, elected officials, planners – understands the need to act now. As one long-time industry participant said, “for the first time in memory, everyone is aligned, and we need to take advantage of that.”

Such unity of purpose is rare, but powerful.

To leverage that power, we offer solutions that are bold but workable, backed by evidence, and that position Ontario for the future.

Our recommendations focus on ramping up the supply of housing. Measures are already in place to try to cool demand, but they will not fill Ontario’s housing need. More supply is key. Building more homes will reduce the competition for our scarce supply of homes and will give Ontarians more housing choices. It will improve housing affordability across the board.

Everyone wants more Ontarians to have housing. So let’s get to work to build more housing in Ontario.

APPENDIX A:

Biographies of Task Force Members

Lalit Aggarwal is President of Manor Park Holdings, a real estate development and operating company active in Eastern Ontario. Previously, Lalit was an investor for institutional fund management firms, such as H.I.G. European Capital Partners, Soros Fund Management, and Goldman Sachs. He is a past fellow of the C.D. Howe Institute and a former Director of both Bridgepoint Health and the Centre for the Commercialization of Regenerative Medicine. Lalit holds degrees from the University of Oxford and the University of Pennsylvania. He is also a current Director of the Hospital for Sick Children Foundation, the Sterling Hall School and the Chair of the Alcohol & Gaming Commission of Ontario.

David Amborski is a professional Urban Planner, Professor at Ryerson University's School of Urban and Regional Planning and the founding Director of the Centre for Urban Research and Land Development (CUR). His research and consulting work explore topics where urban planning interfaces with economics, including land and housing markets. He is an academic advisor to the National Executive Forum on Public Property, and he is a member of Lambda Alpha (Honorary Land Economics Society). He has undertaken consulting for the Federal, Provincial and a range of municipal governments. Internationally, he has undertaken work for the Canadian International Development Agency (CIDA), the World Bank, the Inter-American Development Bank, the Lincoln Institute of Land Policy, and several other organizations in Eastern Europe, Latin America, South Africa, and Asia. He also serves on the editorial boards of several international academic journals.

Andrew Garrett is a real estate executive responsible for growing IMCO's \$11+ Billion Global Real Estate portfolio to secure public pensions and insurance for Ontario families. IMCO is the only Ontario fund manager purpose built to onboard public clients such as pensions, insurance, municipal reserve funds, and endowments. Andrew has significant non-profit sector experience founding a B Corp certified social enterprise called WeBuild to help incubate social purpose real estate projects. He currently volunteers on non-profit boards supporting social purpose real estate projects, youth programs and the visual arts at Art Gallery

of Ontario. Andrew sits on board advisory committees for private equity firms and holds a Global Executive MBA from Kellogg School Management and a Real Estate Development Certification from MIT Centre for Real Estate.

Tim Hudak is the CEO of the Ontario Real Estate Association (OREA). With a passion and voice for championing the dream of home ownership, Tim came to OREA following a distinguished 21-year career in politics, including five years as Leader of the Progressive Conservative Party of Ontario.

In his role, Tim has focused on transforming OREA into Ontario's most cutting-edge professional association at the forefront of advocacy on behalf of REALTORS® and consumers, and providing world-class conferences, standard forms, leadership training and professional guidance to its Members. As part of his work at OREA, Tim was named one of the most powerful people in North American residential real estate by Swanepoel Power 200 for the last five years. Tim is married to Deb Hutton, and together they have two daughters, Miller and Maitland. In his spare time, Tim enjoys trails less taken on his mountain bike or hiking shoes as well as grilling outdoors.

Jake Lawrence was appointed Chief Executive Officer and Group Head, Global Banking and Markets in January 2021. In this role, Jake is responsible for the Bank's Global Banking and Markets business line and strategy across its global footprint. Jake joined Scotiabank in 2002 and has held progressively senior roles in Finance, Group Treasury and Global Banking and Markets. From December 2018 to January 2021, Jake was Co-Group Head of Global Banking and Markets with specific responsibility for its Capital Markets businesses, focused on building alignment across product groups and priority markets to best serve our clients throughout our global footprint. Previously, Jake was Executive Vice President and Head of Global Banking and Markets in the U.S., providing overall strategic direction and execution of Scotiabank's U.S. businesses. Prior to moving into GBM, Jake served as Senior Vice President and Deputy Treasurer, responsible for Scotiabank's wholesale funding activities and liquidity management as well as Senior Vice President, Investor Relations.

Julie Di Lorenzo (GPLLM, University of Toronto 2020), is self-employed since 1982, operates one of the largest female-run Real Estate Development Companies in North America. She was instrumental in the Daniel Burnham award-winning Ontario Growth Management Plan (2004) as President of BILD. Julie served as the first female-owner President of GTHBA (BILD) and on the boards of the Ontario Science Centre, Harbourfront Toronto, Tarion (ONHWP), St. Michael's Hospital, NEXT36, Waterfront Toronto, Chair of IREC Committee WT, Havergal College (Co-Chair of Facilities), York School (interim Vice-Chair), and Canadian Civil Liberties Association Board. Julie has served various governments in advisory capacity on Women's issues, Economic Development, Innovation and Entrepreneurship. Awards include Lifetime Achievement BILD 2017, ICCO Business Excellence 2005 & ICCO Businesswoman of the Year 2021.

Justin Marchand (CIHCM, CPA, CMA, BComm) is Métis and was appointed Chief Executive Officer of Ontario Aboriginal Housing Services (OAHS) in 2018. Justin has over 20 years of progressive experience in a broad range of sectors, including two publicly listed corporations, a large accounting and consulting firm, and a major crown corporation, and holds numerous designations across financial, operations, and housing disciplines. He was most recently selected as Chair of the Canadian Housing and Renewal Association's (CHRA's) Indigenous Caucus Working Group and is also board member for CHRA. Justin is also an active board member for both the Coalition of Hamilton Indigenous Leadership (CHIL) as well as Shingwauk Kinoomaage Gamig, located in Bawaating. Justin believes that Housing is a fundamental human right and that when Indigenous people have access to safe, affordable, and culture-based Housing this provides the opportunity to improve other areas of their lives.

Ene Underwood is CEO of Habitat for Humanity Greater Toronto Area), a non-profit housing developer that helps working, lower income families build strength, stability and self-reliance through affordable homeownership. Homes are delivered through a combination of volunteer builds, contractor builds, and partnerships with non-profit and for-profit developers. Ene's career began in the private sector as a strategy consultant with McKinsey & Company before transitioning to not-for-profit sector leadership. Ene holds a Bachelor of Arts (Honours) from the University of Waterloo and a Master of Business Administration from Ivey Business School.

Dave Wilkes is the President and CEO of the Building Industry and Land Development Association of the GTA (BILD). The Association has 1,300 members and proudly represents builders, developers, professional renovators and those who support the industry.

Dave is committed to supporting volunteer boards and organizations. He has previously served on the George Brown College Board of Directors, Ontario Curling Association, and is currently engaged with Black North Initiative (Housing Committee) and R-Labs I+T Council.

Dave received his Bachelor of Arts (Applied Geography) from Ryerson.

APPENDIX B:

Affordable Housing

Ontario's affordable housing shortfall was raised in almost every conversation. With rapidly rising prices, more lower-priced market rental units are being converted into housing far out of reach of lower-income households. In parallel, higher costs to deliver housing and limited government funding have resulted in a net decrease in the number of affordable housing units run by non-profits. The result is untenable: more people need affordable housing after being displaced from the market at the very time that affordable supply is shrinking.

Throughout our consultations, we were reminded of the housing inequities experienced by Black, Indigenous and marginalized people. We also received submissions describing the unique challenges faced by off-reserve Indigenous Peoples both in the province's urban centres and in the north.

While many of the changes that will help deliver market housing will also help make it easier to deliver affordable housing, affordable housing is a societal responsibility. We cannot rely exclusively on for-profit developers nor on increases in the supply of market housing to fully solve the problem.

The non-profit housing sector faces all the same barriers, fees, risks and complexities outlined in this report as for-profit builders. Several participants from the non-profit sector referred to current or future partnerships with for-profit developers that tap into the development and construction expertise and efficiencies of the private sector. Successful examples of leveraging such partnerships were cited with Indigenous housing, supportive housing, and affordable homeownership.

We were also reminded by program participants that, while partnerships with for-profit developers can be very impactful, non-profit providers have unique competencies in the actual delivery of affordable housing. This includes confirming eligibility of affordable housing applicants, supporting independence of occupants of affordable housing, and ensuring affordable housing units remain affordable from one occupant to the next.

One avenue for delivering more affordable housing that has received much recent attention is inclusionary zoning. In simple terms, inclusionary zoning (IZ) requires developers to deliver a share of affordable units in new

housing developments in prescribed areas. The previous Ontario government passed legislation in April 2018 providing a framework within which municipalities could enact Inclusionary Zoning bylaws.

Ontario's first inclusionary zoning policy was introduced in fall 2021 by the City of Toronto and applies to major transit station areas. Internationally, inclusionary zoning has been used successfully to incentivize developers to create new affordable housing by providing density bonuses (more units than they would normally be allowed, if some are affordable) or reductions in government fees. Unfortunately, the City's approach did not include any incentives or bonuses. Instead, Toronto requires market-rate fees and charges for below-market affordable units. This absence of incentives together with lack of clarity on the overall density that will be approved for projects has led developers and some housing advocates to claim that these projects may be uneconomic and thus will not get financed or built. Municipalities shared with us their concerns regarding the restriction in the provincial IZ legislation that prohibits "cash in lieu" payments. Municipalities advised that having the option of accepting the equivalent value of IZ units in cash from the developer would enable even greater impact in some circumstances (for example, a luxury building in an expensive neighbourhood, where the cost of living is too high for a low-income resident).

Funding for affordable housing is the responsibility of all levels of government. The federal government has committed to large funding transfers to the provinces to support affordable housing. The Task Force heard, however, that Ontario's share of this funding does not reflect our proportionate affordable housing needs. This, in turn, creates further financial pressure on both the province and municipalities, which further exacerbates the affordable housing shortages in Ontario's communities.

Finally, many participants in Task Force consultations pointed to surplus government lands as an avenue for building more affordable housing and this is discussed in [Appendix C](#).

We have made recommendations throughout the report intended to have a positive impact on new affordable housing supply. We offer these additional recommendations specific to affordable housing:

- Call upon the federal government to provide equitable affordable housing funding to Ontario.
 - Develop and legislate a clear, province-wide definition of “affordable housing” to create certainty and predictability.
 - Create an Affordable Housing Trust from a portion of Land Transfer Tax Revenue (i.e., the windfall resulting from property price appreciation) to be used in partnership with developers, non-profits, and municipalities in the creation of more affordable housing units. This Trust should create incentives for projects serving and brought forward by Black- and Indigenous-led developers and marginalized groups.
- Amend legislation to:
 - Allow cash-in-lieu payments for Inclusive Zoning units at the discretion of the municipality.
 - Require that municipalities utilize density bonusing or other incentives in all Inclusionary Zoning and Affordable Housing policies that apply to market housing.
 - Permit municipalities that have not passed Inclusionary Zoning policies to offer incentives and bonuses for affordable housing units.
 - Encourage government to closely monitor the effectiveness of Inclusionary Zoning policy in creating new affordable housing and to explore alternative funding methods that are predictable, consistent and transparent as a more viable alternative option to Inclusionary Zoning policies in the provision of affordable housing.
 - Rebate MPAC market rate property tax assessment on below-market affordable homes.

APPENDIX C:

Government Surplus Land

Surplus government lands fell outside the mandate of the Task Force. However, this question came up repeatedly as a solution to housing supply. While we take no view on the disposition of specific parcels of land, several stakeholders raised issues that we believe merit consideration:

- Review surplus lands and accelerate the sale and development through RFP of surplus government land and surrounding land by provincially pre-zoning for density, affordable housing, and mixed or residential use.
- All future government land sales, whether commercial or residential, should have an affordable housing component of at least 20%.
- Purposefully upzone underdeveloped or underutilized Crown property (e.g., LCBO).
- Sell Crown land and reoccupy as a tenant in a higher density building or relocate services outside of major population centres where land is considerably less expensive.
- The policy priority of adding to the housing supply, including affordable units, should be reflected in the way surplus land is offered for sale, allowing bidders to structure their proposals accordingly.

APPENDIX D:

Surety Bonds

Moving to surety bonds would free up billions of dollars for building

When a development proposal goes ahead, the developer typically needs to make site improvements, such as installing common services. The development agreement details how the developer must perform to the municipality's satisfaction.

Up until the 1980s, it was common practice for Ontario municipalities to accept bonds as financial security for subdivision agreements and site plans. Today, however, they almost exclusively require letters of credit from a chartered bank. The problem with letters of credit is that developers are often required to collateralize the letter of credit dollar-for-dollar against the value of the municipal works they are performing.

Often this means developers can only afford to finance one or two housing projects at a time, constraining housing supply. The Ontario Home Builders' Association estimates that across Ontario, billions of dollars are tied up in collateral or borrowing capacity that could be used to advance more projects.

Modern "pay on demand surety bonds" are proven to provide the same benefits and security as a letter of credit, while not tying up private capital the way letters of credit do. Moving to this option would give municipalities across Ontario access to all the features of a letter of credit with the added benefit of professional underwriting, carried out by licensed bonding companies, ensuring that the developer is qualified to fulfill its obligations under the municipal agreement.

Most important from a municipal perspective, the financial obligation is secured. If a problem arises, the secure bond is fully payable by the bond company on demand. Surety companies, similar to banks, are regulated by Ontario's Office of the Superintendent of Financial Institutions to ensure they have sufficient funds in place to pay out bond claims.

More widespread use of this instrument could unlock billions of dollars of private sector financial liquidity that could be used to build new infrastructure and housing projects, provide for more units in each development and accelerate the delivery of housing of all types.

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Appendix 2

Provincial Housing Affordability Task Force Recommendations and STC Comments

#	Recommendation	Position	Staff Comments
1.	Set a goal of building 1.5 million new homes in ten years.	Neutral	<p>This goal would have to be set by the Province through population and employment targets through the Places to Grow, Growth Plan and then implemented through Regional and Municipal Official Plans through the Municipal Comprehensive Review (MCR) process.</p> <p>The City of St. Catharines just completed a comprehensive compliance exercise to bring the Garden City Official Plan into conformity with 2051 Growth Plan targets. New targets, and the required compliance exercises and anticipate Ontario Land Tribunal hearings, would negate that work and contribute to further delays.</p> <p>If the Province wishes to increase intensification targets again for the 2051-time horizon, it also needs to provide municipalities with infrastructure funding to match population growth.</p>
2.	Amend the Planning Act, Provincial Policy Statement, and Growth Plans to set “growth in the full spectrum of housing supply” and “intensification within existing built-up areas” of municipalities as the most important residential housing priorities in the mandate and purpose.	Support	Municipal Official Plans implement Provincial Growth Plan targets and are consistent with the Provincial Policy Statement. It is an important city building initiative to focus growth and intensification within existing built-up areas of municipalities. The City’s Garden City Official Plan contains policies directing growth to built up areas, particularly the downtown and GO Major Transit Station Area (MTSA) and supports a variety of housing configurations.

3a.	<p>Limit exclusionary zoning in municipalities through binding provincial action:</p> <p>a. Allow “as of right” residential housing up to four units and up to four storeys on a single residential lot.</p>	Neutral	<p>The City of St. Catharines’s Zoning By-law permits accessory dwelling units, single detached, semi detached, quadplex, and townhouses as-of-right in its lowest density zone. The maximum height permission for this zone is 10m (approximately 33 feet). Staff are supportive of up to four units on a single residential lot provided that performance standards can be achieved. However, a mandatory minimum four storey height limit does not consider neighbourhood context and should have accompanying zoning standards to evaluate the proposed development.</p> <p>While the Task Force assumes that generation of additional supply will lead to downward pressure on pricing, an as-of-right permission for 4 units per residential lot could actually have the reverse effect of increasing already high property values.</p>
3b.	<p>b. Modernize the Building Code and other policies to remove any barriers to affordable construction and to ensure meaningful implementation (e.g., allow single-staircase construction for up to four storeys, allow single egress, etc.).</p>	Opposed	<p>Single staircase and single egress for multi-unit buildings may result in a cost savings to the builder; however, there is no certainty that this cost savings would be passed to the end user. Single staircase and egress for four storey multi-unit buildings would have implications for accessibility further reducing housing opportunities for those already experiencing challenges. While such a change would necessitate changes to the Fire Code and Building Code, secondary accesses became requirements following fatalities and coroner inquests.</p>
4.	<p>Permit “as of right” conversion of underutilized or redundant commercial properties to residential or mixed-residential and commercial use.</p>	Opposed	<p>There is no definition of “underutilized or redundant” commercial properties to understand how this recommendation would be implemented. If implemented, this permission could be abused by landowners kicking out commercial tenants (particularly independent, small businesses) to claim their property is</p>

			<p>underutilized to obtain a “free” rezoning and increase the value of the property. Many municipalities have recently undergone extensive and comprehensive land needs assessments to conform to Provincial Growth and Employment Targets. Permitting as-of-right conversion to residential uses would result in an imbalance of employment and commercial opportunities in municipalities and an imbalance in property taxation. Furthermore, in a downtown context, this recommended permission could result in a plethora of residential units at grade which reduces street activity, animation. This could result in a proliferation of bedroom communities and loss of walkable opportunities for everyday needs.</p>
5.	Permit “as of right” secondary suites, garden suites, and laneway houses province-wide.	Support	<p>The City’s Zoning By-law already permits accessory dwelling units as of right. The City will be examining garden suites and laneway housing as part of the Housekeeping Zoning By-law Review project, tentatively scheduled for the 2023 workplan.</p>
6.	Permit “as of right” multi-tenant housing (renting rooms within a dwelling) province-wide.	Support	<p>Staff support home share and other methods of renting out rooms within a dwelling as an affordable housing option. Licensing should be explored to ensure life safety of occupants.</p>
7.	Encourage and incentivize municipalities to increase density in areas with excess school capacity to benefit families with children.	Neutral	<p>The City of St. Catharines is not aware of any school catchment areas that have excess capacity. As the Province is responsible for administering the Boards of Education, efforts should be made at investing in urban school models in downtown, midtown, uptown, and MTSA contexts (Vancouver has embraced this model with success). Increasing density in established neighbourhoods via medium and high density built form may not generate school age children. Must consider neighbourhood context. Servicing infrastructure may require substantial upgrades to implement this.</p>

8.	Allow “as of right” zoning up to unlimited height and unlimited density in the immediate proximity of individual major transit stations within two years if municipal zoning remains insufficient to meet provincial density targets.	Neutral	The City’s zoning currently permits, as of right, unlimited height and density in the downtown, and has since 2013. To date, this has not resulted in a significant amount of affordable or market residential development. This recommendation assumes that servicing infrastructure is adequate to accommodate.
9.	Allow “as of right” zoning of six to 11 storeys with no minimum parking requirements on any streets utilized by public transit (including streets on bus and streetcar routes).	Oppose	The City’s policies already encourage intensification along arterial roads, to support public transportation investment. However, bus routes are dynamic and can frequently change, depending on community needs. Transit can also go down local roads. It does not make sense to radically change neighbourhoods based on flexible bus routes. Furthermore, as of right permissions could be detrimental to heritage assets and substantially increase opposition to public transit in an effort to keep density out of established neighbourhoods. This recommendation should be further explored for fixed transit infrastructure, such as BRT, LRT, and rail.
10.	Designate or rezone as mixed commercial and residential use all land along transit corridors and redesignate all Residential Apartment to mixed commercial and residential zoning in Toronto.	Neutral	This appears to be a Toronto-centric issue.
11.	Support responsible housing growth on undeveloped land, including outside existing	OPPOSE	Staff strongly oppose expanding the existing urban boundary. Urban boundary delineations are integral to protecting tender fruit lands, specialty crop areas, and Greenbelt lands. Expanding

	municipal boundaries, by building necessary infrastructure to support higher density housing and complete communities and applying the recommendations of this report to all undeveloped land.		urban boundaries contributes to suburban sprawl, greater infrastructure burden, and increase in property taxes to support. Furthermore, expanding urban boundaries is contrary to climate change objectives. There is no definition provided for “responsible” housing growth and furthermore, this does not provide for other supporting uses such as institutional and daily commercial needs.
12a	Create a more permissive land use, planning, and approvals system: Repeal or override municipal policies, zoning, or plans that prioritize the preservation of physical character of neighbourhood.	Oppose	It is unclear if “physical character of neighbourhood” includes heritage conservation districts. The City of St. Catharines has four heritage conservation districts, each of which have their own distinct character. This recommendation dismisses the value of heritage conservation and ignores residential context and removes compatibility from planning analysis. Additional density can still be supported in built forms that compliment character and heritage conservation areas.
12b	Exempt from site plan approval and public consultation all projects of 10 units or less that conform to the Official Plan and require only minor variances.	Oppose	The City’s site plan control by-law currently applies to developments with 4 or more residential dwelling units. Site plan control permits evaluation of a development for compatibility with adjoining lands. This recommendation, if implemented, would eliminate landscaping, drainage, parking review and would remove the ability to assess the development for its compliance with the City’s objectives.
12c	Establish province-wide zoning standards, or prohibitions, for minimum lot sizes, maximum building setbacks, minimum heights, angular planes, shadow rules, front doors,	Oppose	Province wide zoning standards are not context sensitive (i.e. an urban downtown has a very different context from a northern municipality). Applying the same zoning standards to 444 municipalities would significantly add to the number of minor variance applications, hence adding additional delay and process which is counter to the Task Force’s desired outcome. Heritage

	building depth, landscaping, floor space index, and heritage view cones, and planes; restore pre-2006 site plan exclusions (colour, texture, and type of materials, window details, etc.) to the Planning Act and reduce or eliminate minimum parking requirements; and		view cones are based on site merits, heritage impact assessments, and other contextual values. Standardized minimum height regulations are not context supportive and do not consider shadow impacts, growing zones, native species, etc. Removing colour, texture, and materiality is problematic as it will result in bland, cheap cladding that becomes the occupant's burden to maintain, prematurely looks dated/dirty, and does not contribute to the streetscape (i.e. excessive stucco). Staff may be supportive of Provincial standards for undertaking a shadow study.
12d	Remove any floorplate restrictions to allow larger, more efficient high-density towers.	Oppose	Floorplate regulations are to assist with appropriate shadowing, massing, character, context, and wind impacts. By removing floorplate restrictions, slab buildings could proliferate preventing ground level landscaping and trees from receiving sunlight. Impacts to tower separation and sunlight would also impact tower occupants. Furthermore, the pedestrian scale would be uncomfortable, if not hostile. There is no evidence to suggest that this would lead to unit affordability. However, this could assist with achieving more 2- and 3-bedroom units.
13	Limit municipalities from requesting or hosting additional public meetings beyond those that are required under the Planning Act.	Oppose	Public consultation can encourage better development. Removing opportunities contributes to a more acrimonious development process and can contribute to delays. Municipalities should have the discretion to require additional public consultation, depending on the nature of the development application.
14	Require that public consultations provide digital participation options.	Support	The City of St. Catharines implemented digital participation options at the beginning of the pandemic and have continued to use these methods. Digital participation has expanded

			opportunities to connect with residents on meaningful engagement with a range of demographics and over longer periods of time, as opposed to singular events.
15	Require mandatory delegation of site plan approvals and minor variances to staff or pre-approved qualified third-party technical consultants through a simplified review and approval process, without the ability to withdraw Council's delegation.	Neutral	The City of St. Catharines has already delegated site plan approval to staff. To date, there has been no political abuse of withdrawing Council's delegation. Council has already delegated the consideration of minor variance applications to a Committee of Adjustment which operates independently of staff and Council.
16	Prevent abuse of the heritage preservation and designation process by: a) Prohibiting the use of bulk listing on municipal heritage registers	Oppose	No definition has been provided for "bulk listing" and furthermore, recent changes to the Ontario Heritage Act would make "bulk listings" very difficult. The City of St. Catharines does not abuse the designation process. Depending on how "bulk listing" is defined, this could have implications for Heritage Conservation Districts.
16	b) Prohibiting reactive heritage designations after a Planning Act development application has been filed	Oppose	There is no definition of what "development application" includes. Does the clock start at pre-submission consultation? What does this mean for the 60-day moratorium on demolitions of listed properties? If implemented, there would be no purpose for Heritage Impact Assessments and a significant loss of cultural heritage assets and landscapes – many of which define neighbourhoods and communities. This could actually have the counter effect of ensuring more properties are designated to preserve character. This recommendation assumes that heritage and new construction/adaptive reuse are mutually exclusive.

			<p>What constitutes a development application? Do pre-submission consultations count? What does this mean for the 60 day moratorium on demolitions? What purpose does a HIA have then? Will have a counter effective of ensuring more properties are designated. This recommendation assumes that heritage and new construction/adaptive reuse are mutually exclusive.</p>
17	<p>Requiring municipalities to compensate property owners for loss of property value as a result of heritage designations, based on the principle of best economic use of land.</p>	OPPOSE	<p>It is unclear when or how this recommendation would be triggered. Staff would need to understand if this is retroactive to properties on the heritage registry. Development speculation has always had risks; however, it is the responsibility of the buyer to be aware of the responsibilities of their purchase. If there is a potential for a heritage designation, that should be factored into the proposal – it should not be factored in to how much the taxpayers should “compensate” a developer for their purchase. This recommendation, if implemented, would result in inappropriate incentivization and the destruction of cultural heritage assets and landscapes. In MTSAs, the cost of land increases with the proximity of amenities. It would be cost prohibitive to compensate developers for purchasing land in these areas and furthermore, detrimental to cultural heritage assets that exist in these areas.</p> <p>This recommendation assumes that there is no value of cultural heritage landscapes, where the opposite is true. Heritage conservation contributes to a sense of community and identity.</p> <p>This recommendation has not been considered with respect to indigenous sites of interest and how “loss of property value” would be calculated.</p>

			<p>The City of St. Catharines, through its CIP, incentivizes heritage conservation and preservation efforts. In the USA, there are tax credits for heritage preservation.</p> <p>Development applications will always result in a change in property value – to place that burden on the taxpayer is irresponsible. Municipalities and their taxpayers should not compensate developers for a perceived loss of profit. In theory, this could require a payment for “loss of property value” for every heritage designated property. There are significant financial impacts that could materially impact the City’s property tax levy moving forward.</p>
18	Restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews.	Oppose	<p>This recommendation is contrary to the identified goals of the Task Force. The Province approves Regional Municipal Comprehensive Reviews. If the Regional OP does not provide for the appropriate growth targets, MMAH can deny the OP. If a municipal Official Plan, or its growth management conformity exercise does not adequately implement Provincial targets, then the Region can deny the OP or OPA. A third-party appeal only serves to delay bringing additional units online more expeditiously. Lengthy appeals take resources away from other strategic priorities and the processing of development applications.</p>
19	Legislate timelines at each stage of the provincial and municipal review process, including site plan, minor variance, and provincial reviews, and deem an application approved if the	Oppose	<p>The development application review process is typically delayed by external factors (such as the applicant, MECP, MTO, Conservation Authority, etc.) more so than the municipality. Staff would need to understand what these legislated timeframes would be to understand the staffing impacts needed to achieve compliance. The implementation of this recommendation will result in more “conditional approvals” where all of the conditions</p>

	legislated response time is exceeded.		<p>of approval will take the same amount of time for the applicant to clear as they do now.</p> <p>Bill 108 significantly reduced Planning Act timeframes for the review of development applications. To date, there has been no indication that this has resulted in an improvement in affordability.</p> <p>Automatic approvals would result in substandard, lower quality developments.</p> <p>Staff would support the Province undertaking a review of application processing timeframes for Provincial ministries and Conservation Authorities and providing the appropriate resources to expedite approvals in their own control.</p>
20	Fund the creation of “approvals facilitators” with the authority to quickly resolve conflicts among municipal and/or provincial authorities and ensure timelines are met.	Support	<p>Staff support Provincial Facilitators to facilitate a “one window” approach with Provincial approval agencies. Staff are interested in understanding how the Province will define a hierarchy of priority to apply Provincial Facilitators.</p> <p>The City of St. Catharines currently has a vacant Project Expeditor position. Recruitment efforts have not been successful.</p>
21	Require a pre-consultation with all relevant parties at which the municipality sets out a binding list that defines what constitutes a complete application; confirms the number of consultations established in the previous	Oppose	<p>The Planning Act is silent on pre-submission consultations. The City of St. Catharines already employs a pre-submission consultation process, setting out a list of requirements to form a complete submission. However, staff are unclear on the implementation aspects of this recommendation. Does this limit the municipality’s ability to undertake a peer review? Does this mean the municipality has not ability to deny a stamped document? It is unclear if that means a CAHP stamped heritage</p>

	recommendations; and clarifies that if a member of a regulated profession such as a professional engineer has stamped an application, the municipality has no liability and no additional stamp is needed.		<p>evaluation recommendation would be deemed final. In these instances of a conflict, which consultant's designation is given more priority? For example, if a Landscaped Architect stamped a plan that conflicts with a P. Eng stamped infrastructure plan – is there a co-sign on conflicts? Which designations would be considered as part of this process?</p> <p>The City of St. Catharines has experience with "stamp for hire" consultants who have applied their P. Eng. stamp to as-built drawing when never visiting the project site and an architect submitting drawings with blatant Building Code deficiencies (such as demonstrating a 600 sq.ft. rooftop platform not attached to a building). While it is understood that the recommendation intends on not applying liability to the municipality, there are life safety implications. Staff need to understand what the risk and liability is for the municipality after assumption.</p>
22	Simplify planning legislation and policy documents.	Support	<p>Staff support a full Planning Act reform to improve clarity and consistency. Greater correlation between Provincial Plans should be explored, including prioritizing matters of Provincial interest in instances of land use overlap (i.e. prime agricultural and aggregate).</p> <p>Staff recommend the Province form an advisory group consisting of municipal planners and lawyers to review and recommend changes.</p>
23	Create a common, province-wide definition of plan of subdivision and standard set of conditions which clarify which may be included; require the	Oppose	The City of St. Catharines uses standard plan of subdivision conditions and then includes context sensitive site-specific conditions, directly related to the site conditions. A common set of subdivision conditions for 444 municipalities is unrealistic.

	use of standard province-wide legal agreements and, where feasible, plans of subdivision.		
24	Allow wood construction of up to 12 storeys.	Neutral	Allowing wood construction up to 12 storeys would necessitate a change to the Building Code Act, which is a Provincial matter. Wood construction to 12 storeys is currently under review for the National Building Code. Wood construction cost savings are typically offset by a increase in insurance premiums for construction. As such, it is unclear how this will contribute to housing affordability. Wood construction is more sustainable than concrete; however, concrete stairwells should still be required for life safety considerations.
25	Require municipalities to provide the option of pay on demand surety bonds and letters of credit.	Oppose	Staff have considered the provision of surety bonds in lieu of letters of credit for development securities and are not supportive. To collect a surety bond, the municipality is required to expend resources for court action and typically results in a fraction of what is owed. Surety bonds will lead to an increase in site plan non-compliances, potentially adding burden to the taxpayer to complete developer responsibilities. The process of collection is too onerous. The City has had difficulties collecting on surety bonds in the past and do not recommend this option.
26	Require appellants to promptly seek permission ("leave to appeal") of the Tribunal and demonstrate that an appeal has merit, relying on evidence and expert reports, before it is accepted.	Neutral	The Ontario Land Tribunal has the authority now to deny the hearing of an appeal that has no land use rationale. It is important that the implementation of this recommendation not be for the purposes of eliminating a democratic right to appeal. Furthermore, additional information is needed to understand what this process looks like, how much time it adds to the process, and an understanding that appeals of minor variance decisions will differ in complexity from complex OPA appeals.

27a	Prevent abuse of process: Remove right of appeal for projects with at least 30% affordable housing in which units are guaranteed affordable for at least 40 years.	Neutral	More information is needed to fully understand how this would be administered. Typically, the development application must be completed prior to housing providers committing to service agreements. It is not clear how an applicant can guarantee affordable housing without the development application having certainty. Staff are concerned that this recommendation would encourage lower standards of development. Furthermore, the Province needs to define "affordable housing" for this context.
27b	Require a \$10,000 filing fee for third-party appeals.	Oppose	A \$10,000 appeal fee for the general public is undemocratic, punitive, and designed to prevent access to the appeal process. Furthermore, persons who could be legitimately impacted by a development deserve an opportunity to appeal to a Provincial body, regardless of financial ability. A \$10,000 appeal fee would only be accessible to wealthy resident groups. The application of a \$10,000 appeal fee would be the addition of a systemic barrier to a democratic process.
27c	Provide discretion to adjudicators to award full costs to the successful party in any appeal brought by a third party or by a municipality where its council has overridden a recommended staff approval.	Neutral	Staff can appreciate the use of costs to be awarded for blatant abuse of process; however, it is unclear if this is the most appropriate method.
28	Encourage greater use of oral decisions issued the day of the hearing, with written reasons to follow, and allow those decisions to become binding the day that they are issued.	Support	Staff are supportive of oral decisions being issued the day of the hearing, particularly for matters arising from the hearing of Motions. Oral decisions for complex matters including conditions of approval would be difficult to implement without the written decision and order.

29	Where it is found that a municipality has refused an application simply to avoid a deemed approval for lack of decision, allow the Tribunal to award punitive damages.	Oppose	Professional planners have an ethical duty to provide recommendations to Council based on their independent and professional assessment of the development application. To conclude that a refusal is to avoid an appeal for lack of decision is an affront to the profession. If an applicant provides a substandard application, it should be anticipated that it be denied. Punitive damages should be applied at times of blatant abuse of power, not inconvenience to developers.
30	Provide funding to increase staffing (adjudicators and case managers), provide market-competitive salaries, outsource more matters to mediators, and set shorter time targets.	Support	Staff support additional resources for the OLT and suggest a merit-based appointment system so that applicants qualified in land use planning and development matters be prioritized over political appointments.
31	In clearing the existing backlog, encourage the Tribunal to prioritize projects close to the finish line that will support housing growth and intensification, as well as regional water or utility infrastructure decisions that will unlock significant housing capacity.	Neutral	Staff support the prioritization of OLT hearings for affordable housing projects. However, it is unclear how appeals for housing would otherwise be prioritized in an impartial manner.
32	Waive development charges and parkland cash-in-lieu and charge only modest connection fees for all infill residential project up to 10 units or for any development where no new material infrastructure will be required.	Oppose	The City of St. Catharines just undertook a comprehensive Development Charges background study and implemented a DC by-law, forecasting, and reserve based on city-wide infrastructure, parks, and recreational facility needs. The City's DC by-law allows the addition of up to 2 additional units without additional DC charge to incentive intensification. If implemented,

			<p>this recommendation will have significant impacts on municipal financial abilities to support infrastructure projects</p> <p>Waiving cash-in-lieu of parkland fees would impact the City's ability to deliver parkland and recreational facilities in proximity to the development, as well as city wide. Making development cheaper for developers does not automatically increase supply of affordable housing. This recommendation, if implemented, will result in a proliferation of 10-unit developments, which may be ultimately underdevelopment for a site just to avoid DC and parkland costs at the expense of the community's livability.</p> <p>The implementation of this recommendation will severely impact a municipality's ability to invest, maintain, and construction in servicing infrastructure and quality recreation spaces for the residents who will be calling these developments home.</p>
33	Waive development charges on all forms of affordable housing guaranteed to be affordable for 40 years.	Neutral	<p>The City of St. Catharines' DC By-law accommodates DC rebates for true affordable housing. The current Development Charges Act sets an affordability limit of 20 years. The Province would need to amend its Act to implement this recommendation. In doing so, the Province should clearly define "affordable housing" for this purpose. As waiving DCs would impact the City's capital works program, the Province should adequately fund municipalities with reimbursements for lost DCs for affordable housing.</p>
34	Prohibit interest rates on development charges higher than a municipality's borrowing rate.	Oppose	<p>The City of St. Catharines currently does not have an interest policy for development charges; however, one is being considered by Council in Q2 2022. Most of the City's growth-related infrastructure will not be built until a certain level of development has occurred. Current interest rates paid by the</p>

			<p>municipality on long term debt are far lower than the Non-Residential Construction Cost Index which more accurately reflects the changes in the cost of infrastructure over time. In an indirect manner, the recommendation if implemented would ultimately lead to an increase in DC rates over time. Additionally, those interest rates change over time, and fluctuating interest rates do not provide cost certainty in the same manner that a fixed interest rate could.</p>
35	<p>Regarding cash in lieu of parkland, s.37, Community Benefit Charges, and development charges:</p> <p>Provincial review of reserve levels, collections and drawdowns annually to ensure funds are being used in a timely fashion and for the intended purpose, and, where review points to a significant concern, do not allow further collection until the situation has been corrected.</p> <p>Except where allocated towards municipality-wide infrastructure projects, require municipalities to spend funds in the neighbourhoods where they were collected. However, where there's a significant community need in a priority area of the City, allow for</p>	Oppose	<p>Legislation for Community Benefit Charges and Development Charges already have regulations for reporting, including collections that are allocated to projects. For development charges, large projects often require funds to be collected over a period of time before a project can move forward, and that project may take years to construct. Council ultimately make decisions on capital budgets and forecasts and at times will need to adjust timing to meet other strategic and emergent goals. Annual reviews of cash in lieu reserve funds will not assist in reaching any of the Task Force's defined goals. Cash in lieu reserves need to be built up in order to acquire appropriate lands for parkland and/or recreational facilities. Areas of greatest parkland need are typically located in areas with the high land values – area specific collection and spending limits remove municipal autonomy in creating people places.</p> <p>This recommendation, if implemented, will create an inefficient use of funds, require varied rates, and add administrative burden and unnecessary complexity. DCs are collected on a city-wide basis to be used on city-wide needs. The City of St. Catharines future development will be 95% intensification and as such, infrastructure requirements do not related to or benefit a single area of the City.</p>

	specific ward-to-ward allocation of unspent and unallocated reserves.		
36	Recommend that the federal government and provincial governments update HST rebate to reflect current home prices and begin indexing the thresholds to housing prices, and that the federal government match the provincial 75% rebate and remove any clawback.	Neutral	More information is required.
37	Align property taxes for purpose-built rental with those of condos and low rise.	Neutral	<p>More information is required.</p> <p>The intent of tax policy is revenue neutrality, which means that any reduction in the tax ratio of one property tax class is shifted and shared among the other remaining tax classes. The City of St. Catharines' assessment is largely residential (80%), as such, any reduction in the tax ratio of other property tax classes will result in the residential tax base carrying a larger tax burden.</p> <p>Staff could support changing both the tax rate and property value assessment methodology to align with those of condos and low rise, unless there is a distinction between purpose built rental and condo tenure.</p>
38	Amend the Planning Act and Perpetuities Act to extend the maximum period for land leases and restrictive	Neutral	Extending the maximum period for land leases may assist with some forms of affordable housing, such as community land trusts.

	covenants on land to 40 or more years.		
39	Eliminate or reduce tax disincentives to housing growth.	Neutral	Staff are unable to assess this recommendation until additional information and clarity is provided as to which tax categories disincentivize housing growth.
40.	Call on the Federal Government to implement an Urban, Rural and Northern Indigenous Housing Strategy.	Support	The City of St. Catharines strongly supports this recommendation.
41.	Funding for pilot projects that create innovative pathways to homeownership, for Black, Indigenous, and marginalized people and first-generation homeowners.	Support	The City of St. Catharines is supportive of Provincial funding and administration of these initiatives and suggest that Federal assistance also be obtained to remove systemic barriers in Canada's banking system.
42	Provide provincial and federal loan guarantees for purpose-built rental, affordable rental, and affordable ownership projects.	Support	Loan guarantees have been previously identified as a barrier for purpose built rental and non-profit housing developments.
43	Enable municipalities, subject to adverse external economic events, to withdraw infrastructure allocations from any permitted projects where construction has not been	Neutral	The City of St. Catharines does not have substantial greenfield development opportunities that would necessitate the phasing of infrastructure and servicing capacities. Further information and clarity on the intent of this recommendation and how it would be implemented is necessary to better understand potential implications.

	initiated within three years of build permits being issued.		
44	Work with municipalities to develop and implement a municipal services corporation utility model for water and wastewater under which the municipal corporation would borrow and amortize costs among customers instead of using development charges.	Oppose	<p>Water and wastewater are Regional services.</p> <p>Development Charges are predicated on “growth pays for growth” whereas this recommendation utilizes existing taxpayers to shoulder a portion of the burden of water and wastewater, essentially subsidizing new development.</p> <p>A municipal services corporation utility model would be complicated in Niagara due to the sharing of responsibilities between upper and lower tiers, and the structure of administration. The utility model results in significant levels of debt burden and increased rates within the City of St. Catharines as the corporation would likely be created at the Regional level, and the residents of the city would become responsible for covering the costs of growth-related infrastructure in other communities – including those with greenfield, low density sprawl development.</p>
45	Improve funding for colleges, trade schools, and apprenticeships; encourage and incentivize municipalities, unions and employers to provide more on-the-job training.	Support	<p>The Planning and Building Services Department for decades has provided paid job placements for planning and building students for on-the-job training and successional opportunities. Furthermore, multiple PBS staff teach, guest lecture, and speak at conferences to share information and educate future professionals.</p> <p>It is recommended that the Ministry of Education actively encourage secondary students to consider the trades and colleges as career options.</p>

46	Undertake multi-stakeholder education program to promote skilled trades.	Support	It is recommended that the MMAH, Ontario Building Official Association (OBOA), construction trade unions (plumbing, electricians, carpenters, HVAC, etc.), home builders associations, cooperate on educational programs and on the job training opportunities to replace retiring skilled trades.
47	Recommend that the federal and provincial government prioritize skilled trades and adjust the immigration points system to strongly favour needed trades and expedite immigration status for these workers, and encourage the federal government to increase from 9,000 to 20,000 the number of immigrants admitted through Ontario's program.	Support	Significant efforts should be made to encourage and make working environments more respectful for women, immigrants, people of colour, members of the LGTBQ2S and indigenous communities.
48	<p>The Ontario government should establish a large "Ontario Housing Delivery Fund" and encourage the federal government to match funding. This fund should reward:</p> <ul style="list-style-type: none"> a) Annual housing growth that meets or exceeds provincial targets b) Reductions in total approval times for new housing 	Oppose	<p>The City of St. Catharines is supportive of the Province creating a fund to establish truly affordable housing.</p> <p>However, an "Ontario Housing Delivery Fund" has the following implications:</p> <ul style="list-style-type: none"> a) Municipalities have no control over the market and are unable to force annual housing growth to exceed provincial targets. b) A fund to reward reduction in approval time incentivizes poor process and rewards substandard developments in exchange for the possibility of obtaining a grant. It would be more advantageous for the Province to review internal

	c) The speedy removal of exclusionary zoning practices		Ministries and agencies for bottlenecks and resource accordingly. c) The City of St. Catharines' Zoning By-law currently has one of the most permissive low density zoning regulations in the Province. Many exclusionary zoning practices were removed City-wide in 2013.
49	Reductions in funding to municipalities that fail to meet provincial housing growth and approval timeline targets	Oppose	The City of St. Catharines have no control over market demand and should not be penalized for the inability or unwillingness of a developer to start construction. Furthermore, financial penalties would only contribute to further application processing delays as less staff and resources would be available to evaluate applications.
50	Fund the adoption of consistent municipal e-permitting systems and encourage the federal government to match funding. Fund the development of common data architecture standards across municipalities and provincial agencies and require municipalities to provide their zoning bylaws with open data standards. Set an implementation goal of 2025 and make funding conditional on established targets.	Support	The City of St. Catharines was an early adopter of the AMANDA database system and is currently implementing its e-permitting system BuildSTC. A Provincially funded universal e-permitting system would ensure consistency amongst municipalities for data collection and reporting, and support small, less sophisticated municipalities with an opportunity to modernize processes.
51	Require municipalities and the provincial government to use the Ministry of Finance population projections as the basis for	Neutral	The Province's land use planning framework has been predicated on growth targets and implementing policies in the Growth Plan. It is unclear what implications shifting to Ministry of Finance population projections will have on growth management and long

	housing need analysis and related land use requirements.		range planning conformity exercises envisions through the MCR process.
52	Resume reporting on housing data and require consistent municipal reporting, enforcing compliance as a requirement for accessing programs under the Ontario Housing Delivery Fund.	Neutral	The City of St. Catharines currently reports to the Province through building permit data and Financial Information Return data.
53	Report each year at the municipal and provincial level on any gap between demand and supply by housing type and location, and make underlying data freely available to the public.	Support	The City agrees that public reporting on building statistics is helpful and suggests that the Province create a consistent methodology and reporting structure to support municipalities in providing data. The Province is asked to provide clarity on how demand will be measured.
54	Empower the Deputy Minister of Municipal Affairs and Housing to lead an all-of-government committee, including key provincial ministries and agencies, that meets weekly to ensure our remaining recommendations and any other productive ideas are implemented.	Support	The City supports the creation of a government committee devoted to housing affordability and requests that municipal planners be included to provide recommendations on opportunities not explored as part of the Task Force's mandate, as well as on the realities of implementation.
55	Commit to evaluate these recommendations for the next three years with public reporting on progress.	Neutral	The City of St. Catharines is strongly opposed with several recommendations as they will have a detrimental impact to the livability of the City, its parkland, infrastructure, and cultural heritage assets, for generations. The City agrees that public reporting on building statistics is helpful and suggests that the

			Province create a consistent methodology and reporting structure to support municipalities in providing data.
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February 10, 2022

Hon. Steve Clark
Minister of Municipal Affairs & Housing
17th Floor – 777 Bay Street
Toronto, ON
M7A 2J3

Re: OPPI's Top 10 Housing Supply & Affordability Recommendations

Dear Minister Clark,

On behalf of the Ontario Professional Planners Institute (OPPI), I am pleased to provide our Top 10 recommended measures to address housing supply and affordability in the Province of Ontario.

This letter builds on the initial three recommendations from our December 20th submission to the Housing Affordability Task Force. We hope you consider these additional recommendations as you receive the Task Force report and develop the government's action plan to address the housing affordability crisis in Ontario.

Overview of Top 10 Recommendations

1. Create a Chief Planner of Ontario with oversight of municipal implementation of provincial plans.
2. Encourage Community Planning Permit Systems in Strategic Growth Areas.
3. Require RPP sign-off on Planning Justification Reports to ensure completeness of applications.
4. Establish a Planning Modernization Fund to align outdated zoning with Official Plans.
5. Align provincial infrastructure funding with growth planning to address servicing gaps.
6. Lead development of a single data standard for planning and development applications.
7. Enhance delegation framework for technical planning implementation approvals.
8. Drive more affordable units into the mix of new housing supply.
9. Promote innovative approaches and provide rehabilitation funding for social housing.
10. Provide provincial policy stability in land use planning once upcoming changes are in place.

About OPPI

OPPI is the recognized voice of Ontario's planning profession. With over 4,600 members, it serves as both the Professional Institute and regulator of Registered Professional Planners (RPP) in the province. Our members work across the planning spectrum, for consulting firms, provincial and municipal approval bodies, private developers, community agencies and academic institutions.

RPPs are skilled, professional, and dependable navigators employed to help lead communities towards the Ontario of tomorrow. RPPs are the local experts who bring together differing points of view; they

consult and develop recommendations that provide informed choices for decision-makers and elected officials. RPPs act in the public interest as professionals who work to improve the quality and livability of communities in Ontario today and for their sustainability long-term.

Introduction

OPPI has worked with the government to advance measures to streamline the land use planning approvals process in the Province of Ontario. We recently collaborated with stakeholders across the municipal and development sector to seek changes to the *Planning Act* that enhance delegation of minor approvals. We thank Minister Clark for adopting these measures in Schedule 19 of Bill 13, *Supporting People and Businesses Act, 2021*.

Additional delegation will help, but it is not the panacea for the housing affordability crisis in Ontario. There is much more work to be done at all levels of government to create a comprehensive plan that adequately addresses this generational challenge.

Many barriers have been identified and solutions proposed by stakeholders in the past few months which we have read with interest. Some innovative and worthy concepts are emerging. OPPI will focus our recommendations on measures that directly relate to actions the provincial government can take regarding land use planning matters.

OPPI's Top 10 Recommendations

1. Create an Office of the Chief Planner of Ontario (CPO) as an independent, non-partisan Office of the Legislative Assembly to provide oversight of municipal implementation of provincial land use plans and policies.

- A recent [report](#) by the Auditor General of Ontario found significant oversight, reporting and guidance challenges relating to municipal implementation of provincial land use plans and policies. Some of the key findings included:
 - Minimal information is available on the outcomes of policies associated with the Growth Plan for the Greater Golden Horseshoe. The province has only once reported on municipal implementation progress since the Plan's inception.
 - Many municipalities are falling short of targets in the Plan. Only four of the 25 Urban Growth Centres are on pace to meet their density targets by 2031.¹
 - Municipalities receive insufficient guidance on how to implement policies in provincial plans. In a survey of municipal planners, 70% of respondents said they lacked sufficient guidance or direction from provincial staff.²

¹ Office of the Auditor General of Ontario (December 2021), *Value-for-Money Audit: Land-Use Planning in the Greater Golden Horseshoe*, p. 26.

² Office of the Auditor General of Ontario (December 2021), *Value-for-Money Audit: Land-Use Planning in the Greater Golden Horseshoe*, p. 3.



- The Chief Planner of Ontario (CPO) would serve to address these gaps by operating as an arm's length oversight and advisory function for municipal implementation of provincial planning policy.
- The CPO would publish an annual report on progress towards implementation of provincial land use plans and policies including growth targets. The report would include a macro assessment of the implementation landscape. It would also include a micro review of major municipalities to identify specific policies and/or targets that are lagging.
- The CPO would provide recommendations to municipalities that are misaligned with provincial plans and policies on a path to conformity.
- The CPO would also assist in resolving differences amongst Provincial Ministries on land use planning policies and plans at the municipal level.

2. Encourage Community Planning Permit Systems (CPPS) in Strategic Growth Areas by providing implementation funding to municipalities.

- A CPPS is an existing *Planning Act* tool that combines Zoning By-Law Amendment, Site Plan and Minor Variance into a single streamlined application and approval process. Once implemented the process can significantly speed up the approval process, but there has been limited uptake in Ontario.
- **The Province should encourage use of a CPPS** in Strategic Growth Areas as set out in the Growth Plan for the Greater Golden Horseshoe (i.e., Urban Growth Centres, Major Transit Station Areas, intensification corridors).
- As an incentive to drive uptake, the Province should provide full implementation funding to municipalities that choose to implement a CPPS through the proposed Planning Modernization Fund (further details below).
- Provincial standards should be set for a CPPS that include alignment of height and density with the Official Plan.

3. Require Registered Professional Planner (RPP) sign-off on Planning Justification Reports to indicate completeness of application prior to submission by a proponent.

- Municipalities have consistently raised significant concerns with delays caused by poor quality and incomplete applications submitted by proponents.
- Currently, proponents are required to prepare a Planning Justification Report for a major application including Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and/or Site Plan under the *Planning Act*. This report provides necessary background, overview, and planning rationale for the submission.
- To improve completeness of applications, **the Province should require Planning Justification Reports be signed off by a Registered Professional Planner (RPP)** prior to



submission. The RPP would use professional judgement to attest to the completeness of the submission.

- An upfront rigorous review by an RPP would serve to reduce unnecessary time going back and forth between the proponent and municipality to address missing aspects of the submission.

4. Establish a Planning Modernization Fund to align outdated zoning with Official Plans.

- Municipalities raise resourcing as the primary barrier to updating zoning after new Official Plans are approved. This “out-of-date” zoning necessitates Zoning By-Law Amendments which could add as many as 18 or more months to the approval process in some large municipalities.
- **The Province should create a Planning Modernization Fund** that provides grants to municipal planning departments to obtain sufficient resources to update zoning and/or implement a CPPS to conform with new Official Plans. This can be funded by allocating 1% of Land Transfer Tax revenue to the program on an ongoing basis to support municipal planning capacity.
- Funding for local planning by other orders of government is not a novel concept. Historically, the Government of Ontario has provided various planning grants including the Community Planning Service Grant (CPSG).
- Ontario recently announced a [Streamline Development Approval Fund](#) to accelerate processes for managing and approving housing applications. This fund could likely be used to update zoning or implement a CPPS. However, competitive demands on this fund would still necessitate a dedicated fund to ensure sufficient resources are allocated for these initiatives.

5. Align provincial infrastructure funding and financing programs with the Growth Plan for the Greater Golden Horseshoe to ensure provincial support is targeted towards essential servicing for new housing developments.

- Servicing costs continue to be a significant impediment to making greenfield lands available for housing development as well as realizing intensification in areas of antiquated infrastructure. Limitations to municipal debt capacity pose challenges that often impede adequate and timely servicing.
- Without adequate resources for key infrastructure, streamlining zoning and the application process will have little impact on housing supply.
- The Province should review all existing municipal infrastructure funding and financing programs and seek to **prioritize support towards gaps in servicing for new housing developments**. This, in effect, would align existing water, wastewater and other provincial funding for municipal infrastructure with growth planning.



- In addition, the Province should also review Ontario's Long-Term Infrastructure Plan (LTIP) and align investments in provincially-owned assets such as schools, hospitals, and transit to municipal growth plans.
- Private-public partnership to ensure access to reliable broadband should also be explored to ensure new housing development has appropriate connectivity in the new age of telecommuting.

6. Lead the development of a single data standard for planning and development applications in collaboration with municipalities and industry.

- Some municipalities have moved towards e-permitting; however, platforms are siloed, fragmented, and do not take into consideration the multiple government agencies that may need to be consulted.
- There are no clear and consistent data standards or guidelines across these various commenting and approval agencies. The outcome is a complex array of multi-layered processes that add time and cost to the approval of housing projects.
- **The Province should lead a data standardization initiative** in partnership with relevant stakeholders. Approaches could include supporting existing initiatives or conducting a joint procurement with the Association of Municipalities of Ontario (AMO). Key principles should include avoiding vendor lock-in and open standards.
- This can build on recent successes in the building permit space where AMO collaborated with the Municipal Property Assessment Corporation (MPAC), a provincial agency, to procure Cloudpermit as an approved e-permitting platform for building permits in Ontario.

7. Enhance delegation framework for technical planning implementation approvals.

- The Province recently expanded the ability of municipal councils to delegate minor planning approvals. However, **the Province should go further and provide heads of planning departments with the authority to approve certain minor applications**. These delegated approvals could "bump up" to Council at its discretion.
- This would speed up the approval process by authorizing expert planning staff to review and approve technical implementation aspects of housing projects instead of waiting for Council meetings and agenda time.
- Delegation by elected Councils is a proven method to reduce approval timelines. A recent survey, conducted by OPPI, found that where delegations were in place, 63% of heads of planning departments reported a reduction in development approval timeline of 2-3 months and 11% reported a reduction of 4-5 months.
- The initial list of technical approvals that should be at the discretion of heads of planning departments include Draft Plan of Subdivisions, Site Plan, Lifting of Holding Provisions and Part Lot Control, Consents within the Built-Up Area, and Validation Certificates.



8. Drive more affordable units into the mix of new housing supply.

- A comprehensive housing strategy should include a suite of policies that **create incentives for affordable housing units** within the mix of new supply. These could include:
 - An as-of-right framework developed in partnership with the municipal sector to unlock affordable infill development on existing apartment sites.
 - Allowing municipalities to provide density bonusing in exchange for affordability requirements, including as part of inclusionary zoning by-laws.
 - Requirement for municipalities to have a separate queue for processing affordable housing applications to expedite approval.
 - Financial incentives such as provincial rebates for Development Charges and HST for affordable housing projects.
- The approach should also **drive specific design features within new affordable housing units**, including:
 - An appropriate mix of unit sizes that align with the nature of households, and in locations with access to local transit options.
 - Net zero heating and cooling, environmentally friendly elements, and higher quality materials.
- Private-public partnerships could be pursued to achieve some of these objectives.

9. Promote innovative approaches and provide capital funding for rehabilitation of existing social housing stock.

- Municipalities continue to struggle with maintaining existing social housing stock in a state-of-good repair. There are stories of social housing units being decommissioned due to health and safety concerns at a time when we face significant shortages and long waitlists.
- **The Province should create a Social Housing Centre of Excellence** aimed at developing and sharing innovative solutions to address the deferred maintenance crisis in Ontario's existing social housing stock.
- The Centre can share best practices and provide templates and training on successful approaches, such as ones used in the Regent Park, Lawrence Heights, or Alexandra Park Revitalization projects.
- **The Province should also provide dedicated and ongoing rehabilitation funding to social housing providers.** One approach could be to dedicate 25% of Land Transfer Tax revenue towards the initiative.



10. Provide provincial policy stability in land use planning once upcoming changes are in place.

- Frequent provincial reviews and changes to plans and policies serve as a barrier to new housing development. Municipal capacity to adapt often lags changes to provincial plans.
- For example, the Province amended the Growth Plan for the Greater Golden Horseshoe in 2017 and provided municipalities five years to come into conformity. However, the Province made further amendments in 2019 and then again in 2020 before municipalities had a chance to conform to the previous changes. This further delayed the process as many municipalities had to redo studies and planning work.
- The Auditor General of Ontario noted in her December 2021 report that, *“numerous changes in policies have created instability in the land use planning process”*.
- Once the upcoming round of policy changes are in place, **the Province should provide a period of policy stability to allow municipalities to adapt to the new regime.**

In implementation of upcoming policy changes, the Province should apply an equity lens to ensure actions include solutions that address the inequities in accessing housing that Black, Indigenous, and People of Colour (BIPOC) face.

Conclusion

Many challenges have led to Ontario’s current housing affordability crisis. Some of these go beyond the land use planning policy framework and could be driven by a low interest rate environment, speculative demand, labour shortages and other factors.

Within the land use planning policy regime, there are many potential changes to plans and policies that could help accelerate housing supply, however our submission was intended to focus on our Top 10 recommendations.

As we look ahead to government consideration of recommendations by the Housing Affordability Task Force and other stakeholders, OPPI would value an opportunity to provide ongoing advice to the Ministry as it seeks to implement changes to address Ontario’s housing affordability crisis. We kindly request a role in any implementation advisory tables setup by the Ministry on housing and other planning issues.

If you and/or Ministry staff have any questions on our proposed measures, please feel free to contact Susan Wiggins at (647) 326-2328 or by email at s.wiggins@ontarioplanners.ca.

Sincerely,

Paul Lowes, M.E.S., MCIP, RPP
President
Ontario Professional Planners Institute

Susan Wiggins, CAE, Hon IDC
Executive Director
Ontario Professional Planners Institute

CC: Luca Bucci, Chief of Staff – Office of the Minister of Municipal Affairs & Housing
CC: Kristin Jensen, Director of Policy – Office of the Minister of Municipal Affairs & Housing
CC: Alex Earthy, Senior Policy Advisor – Office of the Minister of Municipal Affairs & Housing
CC: Jae Truesdell, Director of Housing Policy – Office of the Premier
CC: Kate Manson-Smith, Deputy Minister – MMAH
CC: Joshua Paul, Assistant Deputy Minister of Housing Division – MMAH
CC: Sean Fraser, Assistant Deputy Minister (Acting) of Planning & Growth Division – MMAH
CC: Ewa Downarowicz, Director of Planning Policy Branch – MMAH
CC: Allyson Switzman, Manager of Legislation & Research Unit – MMAH

AMO's Response to the Province's Housing Affordability Task Force Report

A Submission to the Government of Ontario

March 1, 2022



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Preamble

AMO appreciates the province's commitment to addressing the housing affordability and supply crisis in Ontario. The COVID-19 pandemic has exacerbated the urgency of this work. In our view, the province needs a made-in-Ontario housing framework.

Meaningful results will only be achieved if the social determinants of health, poverty reduction, and climate change mitigation and adaptation, are also addressed. A new collective mindset and transformative change is required, as tinkering around the edges will not be successful. Now is the time to take bold action to address the systemic issues around housing affordability over the long-term. We need a new provincial framework for housing affordability that we can all sign on to and work together to achieve.

Municipal Housing Advocacy to Date

AMO has been actively involved in housing and homelessness work for years. Municipal governments and District Social Service Administration Boards (DSSABs) in the North, are critical players on the front lines and make a meaningful difference for our communities with support from the provincial and federal governments. We are well-positioned to provide advice going forward on what is necessary to address the housing crisis affecting our communities.

In recent years AMO has created several papers on housing that call for government action: "[Fixing the Housing Affordability Crisis: Municipal Recommendations for Housing in Ontario](#)" (August 2019), "[Ending Homelessness in Ontario](#)" (December 2021), and, "[A Blueprint for Action: An Integrated Approach to Address the Ontario Housing Crisis](#)" (February 2022).

The 2019 paper made recommendations that would have served as a foundation for ongoing conversations with both the provincial and federal governments. It called for the National Housing Strategy framework to serve as a platform for the federal, provincial, and municipal orders of government to come together to talk about how best to improve housing outcomes for the people of Ontario.

The 2021 paper reiterated that the municipal role in housing and homelessness prevention cannot be understated and provided 23 potential actions to pursue an integrated systems approach.

The 2022 AMO Blueprint advocates for bold action and leadership by all three orders of government and private, non-profit, and co-operative housing sectors (collectively referred to as "development sector") to address the housing crisis in Ontario. It provides nearly 90 recommendations that, if implemented by all parties, would improve affordability, diversify the housing mix, and increase supply.

The Province's Work on Housing Affordability

As you know, AMO was disappointed that in December 2021, the province [created a Housing Affordability Task Force \(HATF\)](#) that lacked any municipal representation. Despite this, best efforts were made to provide municipal perspectives in that process, in hopes that our members would have enough time to provide reactions to the HATF report before the government proceeded.



AMO recognized the HATF had a narrower scope for consultation, which is why we focused instead on commenting on the province's [Housing Affordability Survey](#) (January 13, 2022), and making sure there was AMO participation at the [Ontario-Municipal Housing Summit](#) (January 19, 2022), and the [Rural Housing Roundtable](#) at the Rural Ontario Municipal Association conference (January 23, 2022).

Each of these milestones provided AMO with an opportunity to illustrate how complex the crisis is and the need for an all-of-government approach to truly fix it. Those meetings made it clear that a refresh to our 2019 housing positions was needed. That is why the AMO Housing [Blueprint](#) was developed. The positions were informed by our AMO Affordable Housing and Planning Task Forces and AMO Board of Directors who met in January and February.

Then, the province's [Housing Affordability Task Force's \(HATF\) report](#) was released on February 8, 2022. AMO's Planning and Affordable Housing Task Forces and the AMO Executive met separately to discuss the HATF. In the end, significant concerns were raised that many premises and recommendations in the HATF report do not align with AMO's positions on housing. Therefore, AMO is writing to strongly encourage the Ministry to consider the comments below and recommendations made in our Housing Blueprint as it considers how to move ahead with solving these housing challenges.

AMO's Response to the Province's HATF Report

Based on conversations to date, AMO will not be providing thoughts on individual recommendations in the HATF report. Members were concerned that doing so would be given that many would require details that we do not have, and that many are based on premises that AMO cannot support.

Rather, AMO respectfully submits high-level comments on the HATF report in hopes that the province will consider them fully as it continues its work.

Underlying Premises

First, the HATF's report fails to recognize the role that all orders of government and the development industry play to meaningfully contribute to addressing the housing crisis in Ontario. The HATF recommendations on their own will not address the housing crisis that Ontario faces. Specifically, the private sector alone will not necessarily increase housing affordability without government interventions through various planning and financial instruments.

Further, it seems to have been guided by the premise that the solutions are primarily at the local level to address barriers caused by municipalities and their councils.

Finally, the scope of the report was too narrow by applying the premise that increasing any sort of supply will address affordability. AMO does not believe this will be the case. More targeted action is required to ensure the right mix of supply will meet the needs of the people of Ontario of all income levels.

Importance of Municipal Decision-Making

The report does not recognize the insight into local issues that municipal elected officials and staff have in relation to their communities, including how best to achieve housing targets and intensification. A strengthened and more centralized role for the province in local planning decisions would limit local autonomy and de-value community input.

The HATF report also focuses too much on municipal planning and development approvals. It leaves gaps in areas that were not considered such as the bottle neck at the Ontario Land Tribunal (OLT) which has slowed down housing development and contributed to higher housing and municipal costs. More work is needed to determine how the approval timing creates pressures on municipal planning staff who are pulled away from approval work to focus on OLT cases. We continue to also ask that De Novo hearings be removed from the OLT process toolbox.

There is also an assumption that municipal development charges and fees unnecessarily increase housing costs, and do not respect the principle that growth must pay for growth. There is no guarantee and no mechanism identified that developers would pass on the savings to consumers to decrease the price of the home or rental unit.

Another concern is that the broader use of surety bonds has been suggested as long-term solution. The financial risk associated with accepting a different instrument of financial security rests with the municipality and ultimately, the local property taxpayer. The decision to accept the appropriateness of such an instrument should remain a local decision, informed by all available evidence.

In our view, many of the recommendations put forward were done so without sufficient municipal engagement or consideration. If implemented, they could erode local decision making and are often punitive in nature. This is not productive when only working together constructively will result in the outcomes we all seek.

Promising Policy Outcomes

The report has some promising policy outcomes for further investigation, including increasing the supply of rental housing, missing middle housing, increasing second suites and garden suites, and increasing density, particularly in Major Transit Station Areas (MTSAs). The province should consider achieving their policy objectives by establishing intensification targets and providing the necessary funding and support for municipalities as they achieve those targets through their official plan policies, based on their understanding of their communities.

It is critical that sufficient attention and action be given to regional differences across the province. In some cases, how policy outcomes can be delivered need more consideration. For example, the high cost of servicing land and staffing capacity challenges in rural and northern Ontario ought to be recognized and addressed. As well, the complexity of the Provincial Policy Statement (PPS) was mentioned but fell short of highlighting the need to revise the PPS to productively enhance growth and development planning beyond rural Ontario's settlement areas.

We have long advocated that with the complexity and lack of clarity between the *Planning Act*, Growth Plans, and the PPS, the province needs to take immediate steps to remove ambiguity in and between these policy instruments to assist those working with them to allow a more streamlined approach. Additionally, the province should implement an integrated One Window approach

involving all provincial line ministries which should involve reasonable timelines for the line ministries and other agencies under provincial authority.

Overall, a more comprehensive examination of the full spectrum of housing is required, including community and supportive housing. The province must also consider innovative funding options and financial tools, rental housing incentives and policies, investor speculation, and community housing.

Underutilized crown land especially in northern Ontario should also be dedicated to affordable housing options, as well as surplus public lands (such as school sites) throughout the province. We would like to see the recommendations in the HATF appendices B and C on community housing and government surplus land elevated to primary government consideration as part of the solution.

Conclusion

AMO encourages the provincial government to find ways to address the housing crisis in Ontario in a way that requires all three orders of government and private, non-profit, and co-operative housing sectors (collectively referred to as "development sector") to work collectively to improve affordability, diversify the housing mix, and increase supply.

AMO has done considerable work on housing from a broader viewpoint, including our most recent Housing Blueprint. We encourage the Ministry to carefully consider the recommendations put forward in that report as an input akin to the HATF report. Considerable work has gone into this paper and is the combined efforts of our members who are speaking with one voice on this matter.

We can provide valuable, on-the-ground expertise of our members and are available to work with the Ministry to finding areas for collaboration and action. Now is the time for bold, collaborative action on housing.

MFOA Response to the Report of the Ontario Housing Affordability Task Force

Introduction

About MFOA

The Municipal Finance Officers' Association of Ontario (MFOA), established in 1989, is the professional association of municipal finance officers with more than 4500 individual members. We represent individuals who are responsible for handling the financial affairs of municipalities and who are key advisors to councils on matters of finance policy. MFOA promotes the interests of our members in carrying out their statutory and other financial responsibilities through advocacy, information sharing, networking opportunities, and through the promotion of fiscal sustainability. We also provide members with training and education to enable continuous professional development and to support excellence in municipal finance.

Objectives

We understand that Ontario's Minister of Municipal Affairs and Housing established the Task Force with the mandate to focus on how to increase market housing supply and affordability. The Task Force was requested to recommend ways to accelerate the progress in closing the housing supply gap to improve housing affordability. In their report, the Task Force clarified that 'housing affordability' referred to homes that can be purchased or rented without government support. Affordable housing (units provided at below-market rates with government support) was not part of the mandate, however some suggestions were provided on this topic as well.

While the report offers many suggestions in the areas of planning and governance, MFOA is limiting its comments to the recommendations that specifically affect municipal finance. Overall, MFOA's response is based on our extensive advocacy work surrounding development charges and is grounded in three guiding principles:

- a) Growth should pay for growth on a place-by-place basis
- b) Complete, vibrant communities are good for everyone
- c) Provincial legislation related to municipal governance should be enabling and permissive

General Comments

MFOA supports the Province's commitment to addressing the issue of housing affordability in Ontario. However, the Task Force's report appears to assume that the challenges around the housing crisis are caused primarily by municipalities and their councils, failing to recognize that

market pressures and regulatory barriers, such as the Provincial Policy Statement (PPS), are critical factors as well.

MFOA supports the Association of Municipalities of Ontario (AMO) in encouraging the provincial government to find ways to address the housing crisis in Ontario in a way that requires all three orders of government and private, non-profit, and co-operative housing sectors (collectively referred to as the “development community”) to work collectively to improve affordability, diversify the housing mix, and increase supply.

Recommendations Affecting Development Charges

MFOA is concerned that many of the recommendations around development charges (DCs) in the Report are verbatim or highly similar to those raised by the development community in past years. This is in spite of the municipal sector's demonstrations to the Province and development community that some of these recommendations are detrimental to financing growth infrastructure and would saddle ratepayers with growth-related funding shortfalls. Regrettably, the concerns consistently raised by the municipal sector are not addressed in the Report's recommendations. Indeed, these recommendations raise concerns regarding the fiscal sustainability of municipalities.

Housing affordability is a complex issue driven by a multitude of factors, most of which lie beyond municipalities' control. While MFOA recognizes the need for greater housing supply in Ontario, it also understands measures that put municipalities into financial difficulty or shift growth-related capital costs onto established ratepayers do nothing to improve, and in fact may even harm, housing affordability. A salient omission in the Task Force's report is a recognition that property taxes and user fees, and not merely new housing prices, are key drivers of housing affordability. The higher are such taxes and fees, the less disposable income households have left to spend on housing. Curtailment of DCs simply raises property taxes and user fees to excessive levels, reducing housing affordability for all residents collectively. Artificial DC exemptions and reductions serve only to distress municipal finances while doing nothing to address root causes of excessive housing prices. MFOA recommends that the Province instead focus on dismantling provincially-created barriers to housing supply, particularly barriers to greater competition in Ontario's development industry.

Recommendation #32. Waive development charges and parkland cash-in-lieu and charge only modest connection fees for all infill residential projects up to 10 units or for any development where no new material infrastructure will be required.

MFOA supports intensification of infill properties to better meet housing demand within neighbourhoods. Concerns lie with the notion of “no new material infrastructure will be required”. Any particular development, whether infill or not, may not require new infrastructure at time of development since the required infrastructure would have been constructed years or decades earlier to accommodate anticipated development. DCs are self-correcting in the sense that yet unrecovered growth-related capital costs remain in DC rates until such time they are recovered

once all the development to which the costs are associated occurs. That is, yet unrecovered portions of previously incurred growth-related capital costs are recycled through the DC background study and by-law. Waiving DCs on infill development is simply apt to raise property taxes and user fees. As an unintended consequence, this recommendation may also undermine DC background studies in terms of growth and capital forecasts.

Higher intensity infill projects have a greater likelihood of requiring expanded infrastructure to accommodate increased traffic, and higher water, sewer and storm water demands. Such demands may result in infrastructure reaching its designed capacity limits well ahead of their DC planned expansion time lines. While a single higher intensity infill project may not significantly impact infrastructure requirements, several such projects throughout the whole community could indeed stretch infrastructure capacity to its limits.

Recommendation #33. Waive development charges on all forms of affordable housing guaranteed to be affordable for 40 years.

A number of municipalities already waive or reduce development fees for affordable housing projects. However, requiring municipalities to track whether such housing remains in the “affordable housing” category for a minimum of 40 years places an undue administrative burden on municipalities. Furthermore, there is no indication in the recommendation as to what penalty ought to apply if affordable housing is converted to market-priced housing or even to a non-residential use. MFOA seeks clarification over the meaning of “all forms” of affordable housing. Does this refer primarily rent-geared to income units? Are shelters and transitional housing, which are important and necessary supportive housing units, included in this definition? Clear parameters and guidance are needed to understand the implications of this recommendation.

Recommendation #34. Prohibit interest rates on development charges higher than a municipality's borrowing rate.

MFOA seeks clarification on whether this applies to the s.26.1 or s.26.2 rates under the *Development Charges Act, 1997*. Are there other alternatives that could meet the intended goal of the recommendation? Whereas DC payment deferrals are available to developers while infrastructure construction is routinely required prior to development, artificial reductions to interest rates are apt to simply raise DC rates as municipalities strive to ensure growth pays for growth.

Recommendation #35. Regarding cash in lieu of parkland, s.37, Community Benefit Charges, and development charges: a) Provincial review of reserve levels, collections and drawdowns annually to ensure funds are being used in a timely fashion and for the intended purpose, and, where review points to a significant concern, do not allow further collection until the situation has been corrected. b) Except where allocated towards municipality-wide infrastructure projects, require municipalities to spend funds in the neighbourhoods where they were collected.

However, where there's a significant community need in a priority area of the City, allow for specific ward-to-ward allocation of unspent and unallocated reserves.

- (a) Municipalities already perform annual reviews of their reserves and report to their councils accordingly. These reports were formally submitted to the Province, however, with a change in policy, this is no longer required. Such reporting to the Province could be reinstated. MFOA urges the Province to consider the unintended consequences of prohibiting collection of development levies (DCs, parkland dedication and CBCs). This could result in growth-related funding shortfalls, delays in the construction of growth infrastructure until sufficient funding is accumulated, and delays in housing construction until development levies are reinstated. All of these effects impede housing supply and thus housing affordability. Intermittent disallowance of development levy collection will, moreover, create inequities as some developments would have to pay such levies while others would not.

There is need for clarification around what is deemed “timely”. There often exists “tipping points”, such as the timing of development projects, to initiate a project vs public opinion as to when such construction is required. Often, there is the need to save for several years to fund certain projects. Checks and balances are already in place, including annual reports to council, along with regulatory requirements such as the Community Benefits Charge (CBC) where 60% of funds need to be allocated each year.

- (b) In most cases, municipalities find area-specific DCs impractical and unwarranted, as evidenced by DC background studies. Forcing municipalities to use area-specific DCs when they are impractical or unwarranted undermines municipal autonomy and efforts to create complete and vibrant communities. Forcing municipalities to track DC collections at the neighbourhood or ward level would create an undue and complicated administrative burden. Such unintended consequences should be avoided. There is also concern about what constitutes a “neighbourhood” and the question of who decides where one neighbourhood ends and another begins. Not only does this recommendation seek to micromanage municipalities, it is apt to create an administrative quagmire while provincially-imposed administrative burdens on municipalities are already far too excessive.

It should also be noted that there is no such thing as unallocated DC or CBC reserves. By law, all DC and CBC funds are dedicated to the growth-related projects noted in the respective background studies.

Recommendation # 44. Work with municipalities to develop and implement a municipal services corporation utility model for water and wastewater under which the municipal corporation would borrow and amortize costs among customers instead of using development charges.

Please refer to the reports and letters submitted to the Province on this very topic just three years ago from [MFOA and ORSTT](#), [AMO](#) and Watson & Associates (dated January 2019). A [research paper published by the Institute on Municipal Finance and Governance](#) speaks to the

model proposed in the recommendation that clearly demonstrates that eliminating water and wastewater DCs would have a detrimental impact on rates.

Other Recommendations

Recommendation # 17. Requiring municipalities to compensate property owners for loss of property value as a result of heritage designations, based on the principle of best economic use of land.

Consideration of this recommendation should include the basis of valuation, timing of heritage designation, who determines the best economic use of land, and municipal affordability. This recommendation could give rise to the unintended consequence of municipalities declining to preserve historically significant buildings and sites in order to avoid unaffordable compensation.

Recommendation # 25. Require municipalities to provide the option of pay on demand surety bonds and letters of credit.

The option of accepting surety bonds already exists. Demanding that municipalities accept them undermines municipal autonomy by removing municipalities' authority to act according to their risk profiles and preferences and by permitting developers to dictate financial security terms to municipalities. Instead, the Province should encourage municipalities to educate themselves on financial security alternatives, which may help incline more municipalities to accept surety bonds.

Recommendation # 37. Align property taxes for purpose-built rental with those of condos and low-rise homes.

MFOA is assuming this recommendation refers to reducing tax ratios for multi-residential housing down to 1.0. If this is an incorrect assumption, please provide clarification as needed.

A provincial freeze on multi-residential taxes for municipalities with multi-residential tax ratios above 2.0 was instituted several years ago, causing municipalities to move these tax ratios down to 2.0. A similar freeze aimed at a target multi-residential tax ratio of 1.0 would eventually implement this recommendation. However, it should be noted that such significant movement of tax ratios often takes time. Municipalities should retain the decision-making power and autonomy over how and how quickly they move towards target tax ratios.

Recommendation # 38. Amend the Planning Act and Perpetuities Act to extend the maximum period for land leases and restrictive covenants on land to 40 or more years.

This would create an undue administrative burden on municipal staff to track land leases and restrictive covenants on land for such an extended period of time.

Recommendation #39. Eliminate or reduce tax disincentives to housing growth.

Clarification is required as to whether this refers to land transfer tax or something else.

Recommendation # 48. The Ontario government should establish a large "Ontario Housing Delivery Fund" and encourage the federal government to match funding. This fund should reward: a) Annual housing growth that meets or exceeds provincial targets b) Reductions in total approval times for new housing c) The speedy removal of exclusionary zoning practices.

There is no indication in the report as to appropriate parameters in the setting of targets and if this intended to be an annual comparison or a rolling average. Concerns have been raised around blanket targets that are province-wide or "zone-wide". Issues are centred around low or non-growth municipalities, growth patterns that are nonlinear or inconsistent, and unfair comparison or increased competition between municipalities or growth areas within a municipality. Furthermore, the basis of evaluation should be identified for consideration such as permits issued, completed housing, and rural vs. urban development.

Recommendation #49. Reductions in funding to municipalities that fail to meet provincial housing growth and approval timeline targets.

Clarification is sought as to what funding may be considered in this recommendation. This recommendation may have undue financial impacts if funding outside the fund under recommendation 48 is considered.

We appreciate the opportunity for MFOA to provide comments on the Report of the Ontario Housing Affordability Task Force. Should you have any questions, please contact MFOA's Executive Director Donna Herridge (donna@mfoa.on.ca).

Staff members: Suzanna Dieleman, Manager of Policy; Christine Duong, Policy Team Lead

Sent via e-mail: steve.clark@pc.ola.org

March 15, 2022

The Honourable Steve Clark
 Minister of Municipal Affairs and Housing
 17th Floor, 777 Bay Street
 Toronto, Ontario
 M7A 2J3

Subject: Response to the Report of the Ontario Housing Affordability Task Force

Dear Minister Clark,

On February 8, 2022, the Ontario Housing Affordability Task Force (“Task Force”) published a total of 55 recommended actions aimed at increasing Ontario’s housing supply by 1.5 million households over the next ten years. The recommendations, which are aimed at all levels of government and their associated agencies, primarily seek to increase “as-of-right” intensification within urban areas, streamline development approvals and related timelines, improve tax and municipal financing, and reform the Ontario Land Tribunal appeals process.

The Niagara Region appreciates the Province’s commitment to improving housing affordability across Ontario. Over 20,000 of Niagara’s households were reported to have been in core housing need as of 2016, primarily driven by a lack of affordable housing options within the community. Given the recent surge in housing prices experienced across the Province, rates of core housing need are have risen. Action must be taken to ensure more housing of all types are provided to meet the needs of our growing population.

The provision of affordable, accessible, and adequate housing is a complex matter that requires coordination between all levels of government. The report focuses on the inefficiencies in the land development process and how it contributes to the crisis, however planning approvals at the municipal level are only one factor in housing affordability. There are other economic factors contributing to the housing supply challenge and affordability including:

- building industry capacity (lack of labour);
- supply chain and shortages in materials ; and,
- approved land supply being held back by landowners.

While not addressed specifically in the Task Force's report, the Province should also consider the specific challenges associated with increasing the supply of community housing (i.e. housing owned and operated by non-profit housing corporations, housing co-operatives and municipal governments) and supportive housing. Although an increase in market supply can address the issue of housing affordability in part, the private sector alone cannot solve the entirety of this problem and it is the community housing need that is the most dire and needs to be addressed. A collective effort from all levels of government, housing service providers, and the development industry is required to provide the necessary tools and interventions to address this problem.

The Province should also consider the unique housing challenges faced by communities of all types and sizes, including small to medium sized cities and rural communities. A city like Toronto versus a city like Thorold will have access to different resources and require vastly different solutions towards the achievement of improved housing affordability. In short, a "one-size-fits-all" approach should be avoided.

Regional and local staff have reviewed all recommendations provided by the Task Force. At this time, the Province has not specified which, if any, policy, regulation, and/or protocol changes the Province may elect to advance. In the absence of more substantive details relating to the recommendations, Regional and local staff have outlined general comments on the primary objectives and themes of the Task Force's report below, which are shared with the Ministry of Municipal Affairs and Housing for their consideration. In addition to this letter, a few of our local municipalities have also indicated that they will be submitting comments on these recommendations.

Increase Density and "As of Right" Permissions

Relevant Task Force Recommendations

3. Limit exclusionary zoning in municipalities through binding provincial action:
 - a) Allow "as of right" residential housing up to four units and up to four storeys on a single residential lot.
 - b) Modernize the Building Code and other policies to remove any barriers to affordable construction and to ensure meaningful implementation (e.g., allow single-staircase construction for up to four storeys, allow single egress, etc.).
-

-
4. Permit “as of right” conversion of underutilized or redundant commercial properties to residential or mixed residential and commercial use.
 5. Permit as of right secondary suites, garden suites, and laneway houses province-wide
 6. Permit “as of right” multi-tenant housing (renting rooms within a dwelling) province-wide.
 7. Encourage and incentivize municipalities to increase density in areas with excess school capacity to benefit families with children.
 8. Allow “as of right” zoning up to unlimited height and unlimited density in the immediate proximity of individual major transit stations within two years if municipal zoning remains insufficient to meet provincial density targets.
 9. Allow “as of right” zoning of six to 11 storeys with no minimum parking requirements on any streets utilized by public transit (including streets on bus and streetcar routes).
 11. Support responsible housing growth on undeveloped land, including outside existing municipal boundaries, by building necessary infrastructure to support higher density housing and complete communities and applying the recommendations of this report to all undeveloped land.
-

- Staff is generally supportive of the objective to increase the overall density and diversity of housing in built up areas.
- Over 60% of Niagara’s current housing stock is made up of single-detached dwellings. Although recent construction activity has begun a shift towards more medium density builds there is a range of housing types the Region is seeking to encourage through its new Niagara Official Plan.
- Staff do support flexibility in “as of right” permissions for housing, particularly within planned major transit station areas and strategic growth areas and in a manner that is compatible in scale with stable residential areas; however, staff cannot support intensification that is completely unplanned and unrestricted.
- Intensification must be considered in balance with other key considerations needed for the creation of complete communities, such as infrastructure and servicing

capacity, parking requirements, impacts to neighbourhood character, access to employment uses, and landscaping and public realm design. In the absence of municipal oversight through zoning, there are limited tools to ensure development and related services are planned for in a strategic manner.

- **Recommendation 4**, Regional staff support the conversion of underutilized commercial lands along major arterial transit routes as priority areas for mixed residential and commercial use, provided that these sites do not serve as land supply for population based employment.
- **Recommendation 11**, clarification is needed to understand what is meant by development “outside municipal boundaries”. If referring to settlement area expansions, existing Provincial policy provides sufficient ability for municipalities to consider adjustments to their urban and rural settlement area boundaries, and while Regional staff support higher densities and the creation of complete communities on potential expansion lands, staff do not support unplanned development within natural areas or agricultural lands. Development should be directed to settlement areas where infrastructure and service levels exists to support development vs. to areas outside of settlement of settlement area boundaries. The resultant financial burden on municipalities would be significant if development occurs outside of settlement area boundaries.

Streamline Development Approvals

Relevant Task Force Recommendations

- 12.** Create a more permissive land use, planning, and approvals system:
 - a) Repeal or override municipal policies, zoning, or plans that prioritize the preservation of physical character of neighbourhood.
 - b) Exempt from site plan approval and public consultation all projects of 10 units or less that conform to the Official Plan and require only minor variances
 - c) Establish province-wide zoning standards, or prohibitions, for minimum lot sizes, maximum building setbacks, minimum heights, angular planes, shadow rules, front doors, building depth, landscaping, floor space index, and heritage view cones, and planes; restore pre-2006 site plan exclusions

(colour, texture, and type of materials, window details, etc.) to the Planning Act and reduce or eliminate minimum parking requirements; and

- d) Remove any floorplate restrictions to allow larger, more efficient high-density towers.

13. Limit municipalities from requesting or hosting additional public meetings beyond those that are required under the Planning Act.

14. Require that public consultations provide digital participation options.

15. Require mandatory delegation of site plan approvals and minor variances to staff or pre-approved qualified third-party technical consultants through a simplified review and approval process, without the ability to withdraw Council's delegation.

16. Prevent abuse of the heritage preservation and designation process by:

- a) Prohibiting the use of bulk listing on municipal heritage registers.
b) Prohibiting reactive heritage designations after a Planning Act development application has been filed.

19. Legislate timelines at each stage of the provincial and municipal review process, including site plan, minor variance, and provincial reviews, and deem an application approved if the legislated response time is exceeded.

49. Reductions in funding to municipalities that fail to meet provincial housing growth and approval timeline targets.

50. Fund the adoption of consistent municipal e-permitting systems and encourage the federal government to match funding. Fund the development of common data architecture standards across municipalities and provincial agencies and require municipalities to provide their zoning bylaws with open data standards. Set an implementation goal of 2025 and make funding conditional on established targets.

- Regional staff support the objective to streamline the development approvals process, expand the usage of delegated approval for applications that are technical and/or minor and nature, and reduce unnecessary delays in the delivery of needed housing supply. However, several of the recommendations noted above impede the ability for municipalities to consider local characteristics and existing built environments as part of planned development. It must also be acknowledged that development approval processes does not only rest with municipalities; there are

development approval processes that take place at the provincial level and there is the need to have appropriate staff resources available to those ministries and a commitment to streamlining provincial development approval processes as well.

- NIMBY is a significant barrier for the development of affordable housing, community housing, supportive housing, and other facilities needed for homelessness services in particular, and presents a challenge for intensification in particular.
- Addressing NIMBY requires continued dialogue, education, negotiation and relationship building is required to demystify the perceived threats associated with growth and development, which is where the importance of public consultation should also be acknowledged. Public consultation allows opportunities to provide information with local residents, allow for open dialogue, and allow a variety of voices to be heard.
- **Recommendation 12 c)**, although staff support additional guidance for flexible zoning standards, a Regional approach would be more appropriate. The growth forecasts, intensification targets, and existing built form in Niagara are different from those of Toronto and the Greater Toronto Area. A “one size fits all” approach with such technical considerations would contribute to a homogenous urban form that disregards local characteristics
- **Recommendation 13**, Regional staff are of the opinion that the necessity for additional meetings remain at the discretion of the local municipality and/or approval authorities provided they comply with existing *Planning Act* timeframes.
- With regards to **Recommendation 16**, Regional staff note that recent changes to the Ontario Heritage Act includes statutory timeline limitations for when municipalities can designate a property following the submission of certain applications under the *Planning Act*. The conservation of culturally and historically significant resources is a Provincial objective that merit continued priority in site specific cases.

Reform the Ontario Land Tribunal Appeals Process

Relevant Task Force Recommendations

18. Restore the right of developers to appeal Official Plans and Municipal Comprehensive Reviews.
20. Fund the creation of “approvals facilitators” with the authority to quickly resolve conflicts among municipal and/or provincial authorities and ensure timelines are met.

21. Require a pre-consultation with all relevant parties at which the municipality sets out a binding list that defines what constitutes a complete application; confirms the number of consultations established in the previous recommendations; and clarifies that if a member of a regulated profession such as a professional engineer has stamped an application, the municipality has no liability and no additional stamp is needed.
 26. Require appellants to promptly seek permission (“leave to appeal”) of the Tribunal and demonstrate that an appeal has merit, relying on evidence and expert reports, before it is accepted.
 27. Prevent abuse of process:
 - a) Remove right of appeal for projects with at least 30% affordable housing in which units are guaranteed affordable for at least 40 years.
 - b) Require a \$10,000 filing fee for third-party appeals.
 - c) Provide discretion to adjudicators to award full costs to the successful party in any appeal brought by a third party or by a municipality where its council has overridden a recommended staff approval.
 28. Encourage greater use of oral decisions issued the day of the hearing, with written reasons to follow, and allow those decisions to become binding the day that they are issued.
 29. Where it is found that a municipality has refused an application simply to avoid a deemed approval for lack of decision, allow the Tribunal to award punitive damages.
 30. Provide funding to increase staffing (adjudicators and case managers), provide market-competitive salaries, outsource more matters to mediators, and set shorter time targets.
 31. In clearing the existing backlog, encourage the Tribunal to prioritize projects close to the finish line that will support housing growth and intensification, as well as regional water or utility infrastructure decisions that will unlock significant housing capacity.
- Regional staff agree that additional changes can be made to continuously improve the appeals process. For instance, subject to further information regarding the manner in which these objectives are implemented, Regional staff generally support the aims of **Recommendations 20, 21, 26, 28 and 30** as a means of reducing baseless appeals and reducing the wait times for decisions to be rendered.

- Regional staff are concerned, however, that measures to increase the filing fee for appeals as outlined in **Recommendation 27 b)** or to introduce the ability to award punitive costs as outlined in **Recommendation 29** would essentially eliminate the ability for residents or small interest groups to participate in the appeals.
- **Recommendation 18**, allowing developers to appeal MCRs will result in a dramatic slow down of the growth management process, and ultimately, the development approvals process. In addition, there are competing interests within the development community itself that will serve to frustrate and lengthen the appeals process. One of the challenges of the last several years has been the instability in the planning and development sector as a result of the long protracted appeals associated with the original conformity exercises to the Growth Plan followed by several years of changes to Provincial legislation and Plans. Permitting these types of appeals will serve to undermine the Province's goal of streamlining the approvals process and will prevent municipalities from bringing housing on-line in an expedited fashion.
- **Recommendation 31**, prioritization should focus on proposals that include an affordable housing component, and should allow for equitable consideration across the Province (i.e. in areas outside of Toronto and the Greater Toronto Area). In clearing the existin backlog of appeals priorities should be given to municipal initiated amendments that are appealed.

Improve Municipal Financing and Taxes

Relevant Task Force Recommendations

25. Require municipalities to provide the option of pay on demand surety bonds and letters of credit.
32. Waive development charges and parkland cash-in-lieu and charge only modest connection fees for all infill residential projects up to 10 units or for any development where no new material infrastructure will be required.
33. Waive development charges on all forms of affordable housing guaranteed to be affordable for 40 years.
34. Prohibit interest rates on development charges higher than a municipality's borrowing rate.
35. Regarding cash in lieu of parkland, s.37, Community Benefit Charges, and development charges:

- a) Provincial review of reserve levels, collections and drawdowns annually to ensure funds are being used in a timely fashion and for the intended purpose, and, where review points to a significant concern, do not allow further collection until the situation has been corrected.
 - b) Except where allocated towards municipality-wide infrastructure projects, require municipalities to spend funds in the neighbourhoods where they were collected. However, where there's a significant community need in a priority area of the City, allow for specific ward-to-ward allocation of unspent and unallocated reserves.
- 36.** Recommend that the federal government and provincial governments update HST rebate to reflect current home prices and begin indexing the thresholds to housing prices, and that the federal government match the provincial 75% rebate and remove any claw back.
- 37.** Align property taxes for purpose-built rental with those of condos and low-rise homes.
- 39.** Eliminate or reduce tax disincentives to housing growth.
- 42.** Provide provincial and federal loan guarantees for purpose-built rental, affordable rental and affordable ownership projects.
- 43.** Enable municipalities, subject to adverse external economic events, to withdraw infrastructure allocations from any permitted projects where construction has not been initiated within three years of build permits being issued.
- 44.** Work with municipalities to develop and implement a municipal services corporation utility model for water and wastewater under which the municipal corporation would borrow and amortize costs among customers instead of using development charges.

The recommendations included above require further detail and analysis to provide substantive comments. There are a number of recommendations Regional staff have concerns with, including:

- **Recommendation 25,** The Region does not support the use of surety bonds as they do not offer the same financial security as a Letter of Credit.
- **Recommendation 32,** The Region currently has grant programs for development charges on social housing that meet specific grant program criteria. Infill units still create a demand for regional services. Development Charges (DCs) help pay for the construction of growth related infrastructure, waiving them for infill units will have

impacts on the Region's finances and will shift growth costs to existing homeowners. Also, it is not clear what is meant by "no new material infrastructure" and this could lead to appeals based on different interpretations.

- **Recommendation 33**, DCs help pay for the construction of growth related infrastructure, waiving them for affordable housing will have significant impacts on the Region's finances and will shift growth costs to existing taxpayer. Additional information is required on the definition of affordable. The Region currently has grant programs for development charges on social housing that meet specific grant program criteria. However, occupants of this housing type still create demand for services which are paid for by DCs. The cost of growth for these developments are funded from Regional taxes and shift growth costs to existing homeowners which also impacts affordability. The Provincial government should provide funding for such programs.
- **Recommendation 34**, The Region has concerns of the potential funding gap that will occur if interest rates are not included in DCs, this places a greater burden on the existing taxpayer. Municipal borrowing rates fluctuate so flexibility needs to be provided to municipalities.
- **Recommendation 35(b)**, The Region does not support and prefers the current flexibility to adopt area specific or Region wide charges and the flexibility to prioritize use of DCs based on actual growth and need.
- **Recommendation 37**, the Niagara Region has a tax policy already in place that charges new multi-residential at the same tax rate as residential.
- **Recommendation 44**, the Region does not support. Municipal development charge models are effective tools to ensure growth pays for growth.

Moving Forward

Further consultation with the municipal sector is recommended before the implementation of any strategy, actions, or regulations in response to the Task Force's recommendations to ensure that strong and effective solutions for facilitating the development of affordable housing is reflected in all communities across the Province. The Report recommendations does not address the need for additional mechanisms to support affordable housing from Provincial and Federal governments (i.e. tax incentives). Long-term funding from all levels of government must also be available to provide needed support services to create healthy mixed income communities.

Regional and local municipal staff are available to convene and contribute municipal expertise and knowledge in this matter.

Respectfully,

Diana Morreale, MCIP, RPP
Acting Director, Community and Long Range Planning
Planning and Development, Niagara Region
Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON, L2V 4T7

March 25, 2022

CL 6-2022, March 24, 2022

CSC 3-2022, March 9, 2022

CSD 8-2022, March 9, 2022

LOCAL AREA MUNICIPALITIES

SENT ELECTRONICALLY

2022 Property Tax Policy, Ratios and Rates

CSD 8-2022

Regional Council, at its meeting held on March 24, 2022, passed the following recommendation of its Corporate Services Committee:

That Report CSD 8-2022, dated March 9, 2022, respecting 2022 Property Tax Policy, Ratios and Rates, **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That Regional Council **APPROVE** the following tax ratios and sub-class reductions for the 2022 taxation year:

Property Classification	Tax Ratio	Sub-Class
Residential	1.000000	
New Multi-Residential	1.000000	
Multi-Residential	1.970000	
Commercial	1.734900	
Commercial – Excess Land	1.734900	15.00%
Commercial – Vacant Land	1.734900	15.00%
Industrial	2.630000	
Industrial – Excess Land	2.630000	15.00%
Industrial – Vacant Land	2.630000	15.00%
Pipeline	1.702100	
Farmland	0.250000	
Managed Forest	0.250000	
Farmland Awaiting Development 1	1.000000	25.00%
Farmland Awaiting Development 2	Class Ratio	
Landfill Sites	2.940261	

2. That the necessary by-laws **BE PREPARED** and **PRESENTED** to Council for consideration; and
3. That Report CSD 8-2022 and associated by-laws **BE CIRCULATED** to the Councils of the local area municipalities for information.

A copy of Report CSD 8-2022, By-law 2022-13 and By-law 2022-14 are enclosed for your reference.

The appendices to Report CSD 8-2022 can be found on the March 9, 2022, Corporate Services Committee meeting agenda located on the Region's website at the following link:

<https://www.niagararegion.ca/government/council/committees/csc/default.aspx>

Yours truly,



Ann-Marie Norio
Regional Clerk

:kl

CLK-C 2022-043

cc:

R. Cheung, Senior Budget Analyst
M. Murphy, Associate Director, Budget Planning & Strategy
H. Chamberlain, Director, Financial Planning & Management/Deputy Treasurer
T. Harrison, Commissioner, Corporate Services/Treasurer
K. Beach, Executive Assistant to the Commissioner, Corporate Services

Subject: 2022 Property Tax Policy, Ratios and Rates

Report to: Corporate Services Committee

Report date: Wednesday, March 9, 2022

Recommendations

1. That Regional Council **APPROVE** the following tax ratios and sub-class reductions for the 2022 taxation year:

Property Classification	Tax Ratio	Sub-Class Reduction
Residential	1.000000	
New Multi-Residential	1.000000	
Multi-Residential	1.970000	
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Industrial – Excess Land	2.630000	15.00%
Industrial – Vacant Land	2.630000	15.00%
Pipeline	1.702100	
Farmland	0.250000	
Managed Forest	0.250000	
Farmland Awaiting Development 1	1.000000	25.00%
Farmland Awaiting Development 2	Class Ratio	
Landfill Sites	2.940261	

2. That the necessary by-laws **BE PREPARED** and **PRESENTED** to Council for consideration; and
3. That Report CSD 8-2022 and associated by-laws **BE CIRCULATED** to the Councils of the local area municipalities for information.

Key Facts

- The purpose of this report is to set the tax policy for 2022 which includes tax ratios, rates and other policy considerations. Tax policy accounts for property assessment changes and affects the distribution of actual taxes paid by property owners or classes.

- The recommended tax policy for 2022, supported by Regional staff and Area Treasurers, is to maintain the status quo tax ratio adopted for the 2022 taxation year and to continue the previous Council approved phase-out schedule of the commercial/industrial vacant/excess land subclass discounts from 22.50% to 15.00%.
- In order for the area municipalities to complete final tax billings in June, Regional by-laws should be established no later than April.
- The Region approved a 2022 levy impact of 2.87% net of assessment growth. Area municipal increases range from 2.15% to 3.88% for those that have approved budgets at this time.
- Under the proposed tax policy, the residential class in aggregate will see a net tax increase of 2.77% (see Table 1 of Report CSD 8-2022) being the net levy impact of 2.87% offset by the benefitting reduction from the tax shift related to the vacant/excess land subclass discount reduction.
- The taxpayer impact is net of assessment growth of 1.32% as reported with budget approval.
- The proposed tax policy and approved Regional tax levy will result in an increase of approximately \$45 versus \$46 estimated with the approval of the budget for the typical residential property with a current value assessment (CVA) of \$278,764, in 2022, for an annual Regional property tax of \$1,682.

Financial Considerations

There are no direct costs to the Region as a result of setting 2022 tax policy. There are however, taxpayer impacts as a result of tax shifts between property classes due to assessment growth and tax ratio/discount decisions. Detailed analysis of these impacts are included in the Tax Policy Study, attached as Appendix 1 to Report CSD 8-2022.

Analysis

The *Municipal Act, 2001*, provides the Region with the responsibility to establish tax policy to raise levy requirements. Reassessment impacts, assessment growth and provincial legislation can create tax shifts in burden across all property classes. These factors are outside the control of Niagara Regional Council and the budget process. The only opportunity to affect these is through a thorough analysis of options available for ratios and resulting impacts. Staff, with the use of a third party consultant, undertook an analysis of scenarios to arrive at the recommendations presented in this report.

Regional staff engaged the Area Treasurers in the review of the tax study completed by the Region's external tax consultant, as well as reviewed scenarios for 2022. Based on the feedback provided, both Regional staff and Area Treasurers are recommending to maintain the status quo tax ratio for the 2022 taxation year including the commercial/industrial vacant/excess land subclass discount phase-out from 22.50% to 15.00%, which results in a shift away from residential taxes and on the other classes of 0.11%, or \$331,000.

The following are the key factors that support the recommendation; these are expanded on further in this report:

- Preliminary assessment data for the next assessment cycle indicates that there will be a significant pressure on the residential tax base. It is estimated that there could be a shift onto the residential class of approximately \$5 million before incorporating any impacts generated from future levy changes.
- The BMA study demonstrates that all residential taxation categories are above the BMA study average and data provided by the Region's Affordable Housing Strategy Steering Committee in Report PDS 27-2019, indicates that many of the households in core housing need currently reside in single detached homes (included in the residential tax class).
The Region and local area municipalities offer many incentive programs, including tax increment and development charge related grant that reduce the actual tax burden experienced by some property classes in Niagara, including industrial.
- Status of outstanding business class tax appeals could have a material impact on the taxes shifted onto the residential property classes in the future.

Analysis of Current State

1. Assessment Growth

The overall real assessment growth that occurred in 2021 for the Region was 1.32% (as included in the approved 2022 tax supported operating budget), equivalent to \$5.36 million in tax dollars from new taxpayers. The overall assessment growth is net of reduction in assessment due to property assessment appeals. As seen in Table 1 below, the commercial and industrial classes have benefitted from significant reduction through appeals such that there has been negative growth in these two property classes.

Table 1 summarizes the overall assessment growth that occurred in 2021 (Column 3), as well as the impacts affecting each of the tax classes based on maintaining the status quo tax ratios and the adjustment to the vacant/excess land subclass discounts from 22.50% to 15.00% as per the Council approved phase-out schedule (Column 4). Note this phase-out schedule was approved by the Province and has been written into Provincial legislation. Any subsequent changes to the phase-out schedule would require Council to lobby the Province to amend the Ontario regulations 325/01.

The residential increase noted previously of 2.77% (which is below the 2022 Regional levy impact of 2.87%) is net of the shift due to the subclass discount reduction (see Table 5 of Appendix 1 to Report CSD 8-2022).

Table 1 – 2022 Tax Levy Impacts by Property Class (Status Quo Policy)

Property Class	2021 Approved Levy	Assessment Growth Impacts	Inter-class Shift*	2022 Levy Impacts	2022 Approved Levy	Avg. tax % Increase
Residential	\$295,852,809	\$5,363,147	\$(331,682)	\$8,524,278	\$309,408,552	2.77%
New Multi-Res	1,063,648	80,615	(1,260)	\$32,383	\$1,175,386	2.93%
Multi-Residential	15,885,372	46,027	(17,548)	\$450,849	\$16,364,700	2.73%
Farm	3,509,193	58,425	(3,935)	\$100,963	\$3,664,646	2.76%
Managed Forest	22,871	1,533	(27)	\$691	\$25,068	2.90%
Commercial	72,279,904	(63,631)	201,668	\$2,051,662	\$74,469,603	3.12%
Industrial	14,099,795	(132,194)	155,662	\$400,125	\$14,523,388	3.94%
Pipelines	2,524,675	19,262	(2,803)	\$71,993	\$2,613,127	2.74%
Landfill	62,331	(7,868)	(60)	\$1,541	\$55,944	2.38%
Total	\$405,300,598	\$5,365,316	\$15	\$11,634,485	\$422,300,414	2.87%
% Increase		1.32%	0.00%	2.87%	4.19%	

* Represents a tax shift away from residential of 0.11% as a result of the decrease in vacant/excess land subclass discount from 22.50% to 15.00% as per Council approved phase-out schedule.

2. Re-Assessment Phase-In and Tax Shift

Reassessments of all properties is mandated by the Province every four years across Ontario to ensure that current value assessments (CVA), relied upon for property tax purposes, are reflective of current market conditions. Increases in assessment based on 2016 values have been phased in over 2017-2020. As a result of COVID-19, the Province announced that they are delaying the proposed new assessment cycle that

was to be effective for the taxation years of 2021-2024. The Province has indicated that the 2022 and 2023 property tax assessment will continue to be based on 2016 values. Past 2023, the Province has not provided any guidance as to when the next assessment cycle will take place. Therefore the destination values for the 2022 tax year will remain the same resulting in no tax shift impacts caused by assessment phase-in changes.

In February 2020, the Municipal Property Assessment Corporation (MPAC) had released preliminary 2020 destination values for the new assessment cycle and based on the preliminary analysis that was prepared during the 2020 tax policy review, Niagara was anticipated to experience significant residential assessment increases. The residential tax class in Niagara was anticipated to experience a 50% increase in average assessed values while all other non-residential classes would experience an approximate 20% assessment value increase which could shift taxes from the business classes to residential by approximately \$5 million. With changes to the reassessment cycle these figures are subject to change.

There is a decrease in the residential class's proportionate share of taxes (0.11% or \$331,000) as a result of reducing the subclass discount for commercial/industrial vacant/excess lands from 22.50% to 15.00% (see Column 4 of Table 1). This will result in minor municipal shifts. These impacts have been summarized in Table 6 of Appendix 1 to Report CSD 8-2022, and range from -0.09% (Wainfleet) to 0.10% (Niagara Falls). A negative number represents a decrease in the relative total municipal burden while a positive number represents an increase.

Table 2 of Report CSD 8-2022, shows the relative tax share of each tax class from 2021 to 2022. The 2022 amounts are based on the recommended tax policy. The table represents a starting point for any further ratio analysis.

Table 2 – Multi-Year Tax Distribution by Tax Class

Realty Tax Class (Taxable)	2021 Year End (As Revised)	% Share	2022 Levy (As Revised)	% Share
Residential	\$301,215,955	73.35%	\$309,408,552	73.27%
New Multi-Residential	1,144,264	0.28%	1,175,386	0.28%
Multi-Residential	15,931,399	3.88%	16,364,700	3.88%
Farm	3,567,619	0.87%	3,664,646	0.87%
Managed Forest	24,405	0.01%	25,068	0.01%
Commercial	72,216,273	17.59%	74,469,603	17.63%
Industrial	13,967,601	3.40%	14,523,388	3.44%
Pipelines	2,543,937	0.62%	2,613,127	0.62%
Landfill	54,463	0.01%	55,944	0.01%
Total	\$410,665,916	100%	\$422,300,414	100%

3. Education Rates

The education tax rates are established by the Province to meet their revenue targets for the year. Typically, the education tax rates decrease from one year to the next as the Provincial policy is to maintain revenue neutrality. In prior years, this Provincial policy has created savings in Niagara which generally assist in offsetting municipal increases. For 2022 however, the Province has maintained the education tax rates from 2021 for all classes. The Province has identified this as a priority as a result of the COVID-19 pandemic.

4. Waste Management Rates

Waste management tax rates are also set based on the Regional tax ratios. The waste management requisition by municipality was approved through Report CSD 67-2021; however, the by-law setting for the waste management rates for the 2022 requisitions are brought forward with the 2022 general tax levy by-law as the rates are based on each municipality's assessment and are dependent on the tax ratios (with the exception of Niagara-on-the-Lake).

Tax Policy Considerations

The Region considers Council priorities, the current environment, as well as utilizing several BMA tax related performance metrics as seen in Appendix 3 to Report CSD 8-2022, to assess policy options.

- **Residential taxpayer** - The residential class is responsible for 73.27% of the overall tax levy. Under the recommended tax policy, the tax shift away from the residential class will mitigate the overall levy increase on the class from 2.87% to 2.77% (see Table 1). In previous years, the Region has considered utilizing the tax shifts away from the residential class to implement other policy objectives such as reductions to multi-residential and commercial tax classes through reduced tax ratios (see Appendix 2 to Report CSD 8-2022). As identified in the most recent BMA study, Niagara's average residential property taxes (including water and wastewater) payable as a percentage of household income is above the BMA study average (2021 - Niagara 5.20% verses BMA average 4.90%). This gap between Niagara and the survey average has decreased from prior years (2020 – Niagara 5.20% verses BMA average 4.80%). The benefit of reducing the subclass discount for commercial/industrial vacant/excess lands from 22.50% to 15.00% will assist with continuing to narrow the gap between Niagara and the BMA average.
- **Multi-Residential Tax Class** - the multi-residential tax category consists of two property tax classes. The multi-residential class is responsible for 3.88% of the overall tax levy while the new-multi-residential category (which includes multi-residential structures constructed after 2003) is responsible for 0.28%. It is important to note that new construction of purpose built rental would be in the new-multi residential tax class, which is taxed at the same rate as residential.

Appendix 3 to Report CSD 8-2022, provides BMA metrics related to two multi-residential structure types (Walk-up and Mid/High-Rise). The walk-up style structure was identified as above the survey average by \$233 and the high-rise structure types are below the average by \$39 for 2021.

- **Industrial Tax Class** - The relative tax burden averages for standard industrial for the Region is higher than the BMA survey average, as provided in Appendix 3 to Report CSD 8-2022. However, this is partially offset by the many incentive programs currently offered by the Region, including tax increment and development charge related grants, specifically under the Employment and Brownfield pillars that reduce the actual tax burden experienced by some industrial properties in Niagara.

- Commercial Tax Class - These properties pay the second largest share (after residential) of Regional taxes at 17.63%. Appendix 3 to Report CSD 8-2022, illustrates that Niagara taxation of office buildings is low and that shopping centres and motels are moderately above the BMA average while hotels are classified as high. It should be noted that a significant number of hotel appeals that were previously outstanding have been settled which will decrease the overall burden experienced by those properties. However, there has been an increase in new appeals related to COVID-19 which is discussed further in Confidential Memorandum CSC-C 5-2022. This property class is also eligible for Employment and Brownfield related tax increment grant programs.

2022 Property Tax Impacts

Table 3 – Regional Tax Increases for Status Quo Policy

Taxation Class	2021 Avg. CVA	2021 Regional Taxes	2022 Avg. CVA	2022 Regional Taxes*	\$ Increase
Residential	278,764	1,638	278,764	1,682	45
Multi-Residential	2,543,766	29,444	2,543,766	30,245	801
Commercial - Occupied	814,152	8,299	814,152	8,525	226
Industrial - Occupied	786,286	12,151	786,286	12,481	330
Farmland	400,452	588	400,452	604	16

*Based on draft rates utilizing the recommended 2022 tax policy.

Alternatives Reviewed

The following scenarios were reviewed for the 2022 tax policy:

- In 2021, the Province introduced the Optional Small Business Subclass. Through collaboration between Regional staff and the local Area Treasurers, the implementation of this subclass was reviewed for opportunities and challenges. A summary of this exercise was reported to Corporate Services Committee on October 13, 2021, through Report CSD 58-2021. Due to the challenges, limited opportunity and no direction from Council to pursue further, the optional small business subclass is not recommended as part of the 2022 Tax Policy.

- In 2021, the Province introduced the Optional Small-scale On-Farm business Subclass to promote and support local farms through a tax rate that is 75% lower than the commercial and industrial tax rates that would otherwise apply. The first \$100,000 of CVA attributed to the value of the commercial or industrial operation, will qualify for a 75% reduction off the commercial or industrial tax rate and be reallocated to the new subclass. To qualify as a small-scale on-farm business, the value of the commercial or industrial operation must be less than \$1 million. Staff analyzed this option for 2022, which would result in a shift of approximately \$27,000 from qualifying commercial and industrial farms would go to residential. There was limited benefit overall and similar challenges brought up from the recommendations of the Optional Small Business Subclass as it targets a very small segment of Niagara's small business and thus is not recommended.
- To consider a broader benefit to Niagara's small businesses, staff modeled an alternative which utilized a portion (\$100,000) of the tax shift reduction in the residential class (0.11% to 0.08%) to reduce the tax ratio of the commercial tax class from 1.7349 (status-quo) to 1.7316. This alternative was not recommended for the reasons described in the Tax Policy Considerations section of this report.

Relationship to Council Strategic Priorities

This tax policy report is aligned to Sustainable and Engaging Government.

Other Pertinent Reports

- CSD 3-2019 - Vacancy Program Revisions Submission to Ministry of Finance
- CSD 58-2021 - Additional Information Re: Optional Small Business Tax Subclass
- CSC-C 5-2022 - Memo regarding Assessment Review Board appeals related to Property Tax Policy, Ratios and Contested Assessed Values and Rates
- PDS 27-2019 - Niagara Housing Statement Final Summary Report
- PDS 37-2021 - Regional Incentives Information and Alternatives

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Appendices

Appendix 1	2022 Tax Policy Study
Appendix 2	History of Regional Tax Ratios
Appendix 3	Performance Measures
Appendix 4	MPAC Preliminary Market Trends – 2021 Assessment Cycle

THE REGIONAL MUNICIPALITY OF NIAGARA

BY-LAW NO. 2022-13

A BY-LAW TO SET AND LEVY THE RATE OF
TAXATION FOR REGIONAL GENERAL AND SPECIAL
PURPOSES FOR THE YEAR 2022

WHEREAS the Regional Council of The Regional Municipality of Niagara (hereinafter referred to as "The Regional Corporation") has prepared and adopted a budget including estimates of all sums it required during the year 2022 for the purposes of the Regional Corporation pursuant to Section 289 (1) of the Municipal Act 2001, S.O. 2001, c. 25, as amended (hereinafter referred to as the "Municipal Act");

WHEREAS Regional Council by By-Law No. 2021-89 adopted the 2022 Waste Management Budget, and by By-Law No. 2021-112 adopted the 2022 Operating Budget and Tax Levy;

WHEREAS for the purposes of raising the general levy for the Regional Corporation, the Regional Corporation shall pass a by-law directing each Lower-Tier Municipality to levy a separate tax rate, as specified in the by-law, on the assessment in each property class in the Lower-Tier Municipality ratable for the purposes of The Regional Corporation, pursuant to Section 311 (2) of the Municipal Act;

WHEREAS the tax ratios and the tax rate reductions for prescribed property classes for the 2022 taxation year have been set out in By-Law No. 2022-14 of The Regional Corporation dated the 24nd of March 2022;

WHEREAS The Regional Corporation is responsible for providing Waste Management services pursuant to By-Laws 8280-96, 8281-96, 8282-96 and 8283-96;

WHEREAS Regional Council is desirous of imposing a special levy for Waste Management purposes and the sums required by taxation in the year 2022 for the said purposes are to be levied by separate rates by the applicable Area Municipalities as directed by Regional by-law pursuant to Subsection 311 (4) of the Municipal Act; and,


WHEREAS Regional Council established tax rates for property classes, and other decisions consistent with setting and levying rates of taxation for regional purposes for 2022.

NOW THEREFORE the Council of The Regional Municipality of Niagara enacts as follows:

1. That for the year 2022 in The Regional Municipality of Niagara the lower-tier municipalities shall levy upon the property tax classes set out in Schedule "A" the property tax rates applicable thereto.
2. That payment of all amounts directed to be levied pursuant to the provisions of this by-law and due to The Regional Municipality of Niagara shall be due and payable in the amounts and at the times shown on Schedule "B" attached to this by-law.
3. That for the year 2022 in The Regional Municipality of Niagara, the Town of Niagara-on-the-Lake be required to pay \$1,845,362 to the Regional Corporation as the charges for Waste Management purposes set out in Schedule "C". The remaining area municipalities shall levy upon the property tax classes and applicable subclasses the tax rates for Waste Management purposes set out in Schedule "C" attached to this by-law.
4. That if a lower-tier municipality fails to make any payment or portion thereof as provided in this by-law, the lower-tier municipality shall pay to the Regional Corporation interest due on the amount in default at the rate of fifteen (15) per cent per annum from the due date of the payment until the payment is made.
5. That this by-law shall come into force and effect on the day upon which it is passed.

THE REGIONAL MUNICIPALITY OF NIAGARA


James Bradley, Regional Chair


Ann-Marie Norio, Regional Clerk

Passed: March 24, 2022

Schedule A

2022 Tax Ratios, Sub-Class Reductions, and Rates

Property Classification	Tax Ratio	Sub-Class Reduction	Tax Rate by Class
Residential	1.000000		0.00603552
New Multi-Residential	1.000000		0.00603552
Multi-Residential	1.970000		0.01188997
Commercial	1.734900		0.01047102
Commercial - Excess	1.734900	15.0%	0.00890037
Commercial - Vacant	1.734900	15.0%	0.00890037
Landfill	2.940261		0.01774600
Industrial	2.630000		0.01587342
Industrial - Excess	2.630000	15.0%	0.01349240
Industrial - Vacant	2.630000	15.0%	0.01349240
Pipelines	1.702100		0.01027306
Farmland	0.250000		0.00150888
FAD 1	1.000000	25%	0.00452664
FAD 2	Class Ratio		Class Rate
Managed Forests	0.250000		0.00150888

Schedule B

2022 GENERAL TAX LEVY

2022 Upper-Tier General Levy and Dates by Local Municipality (Taxable Levy Only)

Municipality	Interim Payment Due March 9, 2022	Interim Payment Due May 11, 2022	Final Payment Due August 10, 2022	Final Payment Due October 12, 2022	2022 Approved General Levy	Regional Dept.	Niagara Regional Police	Niagara Regional Housing	Niagara Peninsula Conserv Authority	Court Services
Fort Erie	6,295,227	6,295,227	6,947,880	6,947,880	26,486,213	15,328,920	10,560,461	243,468	393,443	(40,080)
Grimsby	7,727,795	7,727,795	8,408,950	8,408,950	32,273,489	18,678,312	12,867,938	296,667	479,410	(48,837)
Lincoln	6,114,347	6,114,347	6,823,121	6,823,121	25,874,935	14,975,143	10,316,735	237,849	384,362	(39,155)
Niagara Falls	21,363,065	21,363,065	23,095,527	23,095,527	88,917,183	51,460,902	35,452,652	817,350	1,320,831	(134,553)
Niagara-on-the-Lake	8,772,817	8,772,817	9,480,956	9,480,956	36,507,546	21,128,776	14,556,121	335,587	542,306	(55,244)
Pelham	4,287,289	4,287,289	4,733,368	4,733,368	18,041,314	10,441,427	7,193,350	165,841	267,997	(27,301)
Port Colborne	3,252,185	3,252,185	3,480,342	3,480,342	13,465,052	7,792,911	5,368,724	123,774	200,018	(20,376)
St. Catharines	26,184,956	26,184,956	27,738,027	27,738,027	107,845,966	62,415,953	42,999,849	991,349	1,602,011	(163,196)
Thorold	4,187,699	4,187,699	4,860,998	4,860,998	18,097,393	10,473,883	7,215,710	166,356	268,830	(27,386)
Wainfleet	1,531,526	1,531,526	1,630,434	1,630,434	6,323,919	3,659,974	2,521,444	58,131	93,939	(9,570)
Welland	8,396,817	8,396,817	9,115,628	9,115,628	35,024,889	20,270,687	13,964,963	321,958	520,281	(53,001)
West Lincoln	3,211,431	3,211,431	3,509,830	3,509,830	13,442,522	7,779,872	5,359,741	123,567	199,684	(20,342)
Regional Total Taxable Only	101,325,151	101,325,151	109,825,059	109,825,059	422,300,421	244,406,762	168,377,688	3,881,898	6,273,113	(639,040)

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY**2022 Upper-Tier Special Levy (Waste Management) and Dates by Local Municipality (Taxable Levy Only)**

Municipality	Interim Payment Due March 9, 2022	Interim Payment Due May 11, 2022	Final Payment Due August 10, 2022	Final Payment Due October 12, 2022	2022 Approved Special Levy
Fort Erie	770,721	770,721	856,823	856,823	3,255,088
Grimsby	557,873	557,873	634,941	634,941	2,385,628
Lincoln	463,521	463,521	536,556	536,556	2,000,153
Niagara Falls	1,988,145	1,988,145	2,193,106	2,193,106	8,362,502
Niagara-on-the-Lake	439,618	439,618	483,063	483,063	1,845,362
Pelham	351,829	351,829	400,326	400,326	1,504,309
Port Colborne	510,435	510,435	559,303	559,303	2,139,476
St. Catharines	3,077,998	3,077,998	3,362,188	3,362,188	12,880,371
Thorold	434,000	434,000	509,832	509,832	1,887,664
Wainfleet	156,374	156,374	171,231	171,231	655,209
Welland	1,133,355	1,133,355	1,267,922	1,267,922	4,802,553
West Lincoln	257,863	257,863	289,502	289,502	1,094,730
Regional Total Taxable Only	10,141,732	10,141,732	11,264,791	11,264,791	42,813,045

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Fort Erie Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	3,660,569,965	0.00074175	2,715,228
New Multi-Residential	0	0.00074175	-
Multi-Residential	42,206,000	0.00146125	61,674
Commercial	251,491,837	0.00128686	323,635
Commercial - Excess	4,894,888	0.00109383	5,354
Commercial - Vacant	20,412,000	0.00109383	22,327
landfill	0	0.00218094	-
Industrial	44,320,291	0.00195080	86,460
Industrial - Excess	817,200	0.00165818	1,355
Industrial - Vacant	4,760,400	0.00165818	7,894
Pipelines	16,622,000	0.00126253	20,986
Farmland	53,695,900	0.00018544	9,957
FAD 1	0	0.00055631	-
Managed Forests	1,177,100	0.00018544	218
Taxable Total	4,100,967,581		\$3,255,088

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Grimsby Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	4,493,340,848	0.00044614	2,004,659
New Multi-Residential	0	0.00044614	-
Multi-Residential	31,243,000	0.00087890	27,459
Commercial	327,946,385	0.00077401	253,834
Commercial - Excess	9,973,525	0.00065791	6,562
Commercial - Vacant	15,654,500	0.00065791	10,299
landfill	0	0.00131177	-
Industrial	50,074,200	0.00117335	58,755
Industrial - Excess	3,726,200	0.00099735	3,716
Industrial - Vacant	4,140,600	0.00099735	4,130
Pipelines	8,284,000	0.00075937	6,291
Farmland	88,041,295	0.00011154	9,820
FAD 1	0	0.00033461	-
Managed Forests	923,100	0.00011154	103
Taxable Total	5,033,347,653		\$2,385,628

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Lincoln Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	3,399,716,501	0.00046655	1,586,138
New Multi-Residential	0	0.00046655	-
Multi-Residential	22,725,200	0.00091910	20,887
Commercial	215,225,081	0.00080942	174,207
Commercial - Excess	8,862,800	0.00068800	6,098
Commercial - Vacant	4,784,500	0.00068800	3,292
landfill	0	0.00137178	-
Industrial	98,195,958	0.00122703	120,489
Industrial - Excess	2,870,900	0.00104297	2,994
Industrial - Vacant	7,268,000	0.00104297	7,580
Pipelines	21,599,000	0.00079411	17,152
Farmland	524,542,273	0.00011664	61,183
FAD 1	0	0.00034991	-
Managed Forests	1,140,500	0.00011664	133
Taxable Total	4,306,930,713		\$2,000,153

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Niagara Falls Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	9,163,695,926	0.00056763	5,201,589
New Multi-Residential	22,100,500	0.00056763	12,545
Multi-Residential	325,035,589	0.00111823	363,465
Commercial	2,405,284,786	0.00098478	2,368,676
Commercial - Excess	39,228,798	0.00083706	32,837
Commercial - Vacant	140,801,000	0.00083706	117,859
landfill	3,152,500	0.00166898	5,261
Industrial	102,070,792	0.00149287	152,378
Industrial - Excess	10,325,557	0.00126894	13,103
Industrial - Vacant	29,873,700	0.00126894	37,908
Pipelines	46,142,000	0.00096616	44,581
Farmland	84,729,100	0.00014191	12,024
FAD 1	0	0.00042572	-
Managed Forests	1,946,400	0.00014191	276
Taxable Total	12,374,386,648		\$8,362,502

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Niagara-on-the-Lake Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	N/A	N/A	N/A
New Multi-Residential	N/A	N/A	N/A
Multi-Residential	N/A	N/A	N/A
Commercial	N/A	N/A	N/A
Commercial - Excess	N/A	N/A	N/A
Commercial - Vacant	N/A	N/A	N/A
landfill	N/A	N/A	N/A
Industrial	N/A	N/A	N/A
Industrial - Excess	N/A	N/A	N/A
Industrial - Vacant	N/A	N/A	N/A
Pipelines	N/A	N/A	N/A
Farmland	N/A	N/A	N/A
FAD 1	N/A	N/A	N/A
Managed Forests	N/A	N/A	N/A
Taxable Total			\$1,845,362

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Pelham Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	2,671,780,410	0.00050325	1,344,573
New Multi-Residential	544,000	0.00050325	274
Multi-Residential	18,604,000	0.00099140	18,444
Commercial	103,556,546	0.00087309	90,414
Commercial - Excess	674,511	0.00074213	501
Commercial - Vacant	9,919,000	0.00074213	7,361
landfill	0	0.00147969	-
Industrial	4,436,700	0.00132355	5,872
Industrial - Excess	45,100	0.00112502	51
Industrial - Vacant	101,000	0.00112502	114
Pipelines	17,758,000	0.00085658	15,211
Farmland	167,641,933	0.00012581	21,091
FAD 1	0	0.00037744	-
Managed Forests	3,206,600	0.00012581	403
Taxable Total	2,998,267,800		\$1,504,309

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Port Colborne Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	1,659,891,635	0.00095899	1,591,819
New Multi-Residential	913,000	0.00095899	876
Multi-Residential	39,175,000	0.00188921	74,010
Commercial	135,006,007	0.00166375	224,616
Commercial - Excess	357,200	0.00141419	505
Commercial - Vacant	2,723,100	0.00141419	3,851
landfill	0	0.00281968	-
Industrial	74,945,738	0.00252214	189,024
Industrial - Excess	2,735,766	0.00214382	5,865
Industrial - Vacant	7,723,400	0.00214382	16,558
Pipelines	10,736,000	0.00163230	17,524
Farmland	56,711,638	0.00023975	13,597
FAD 1	1,407,700	0.00071924	1,012
Managed Forests	912,352	0.00023975	219
Taxable Total	1,993,238,536		\$2,139,476

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

St. Catharines Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	12,444,203,973	0.00072084	8,970,280
New Multi-Residential	83,232,920	0.00072084	59,998
Multi-Residential	677,381,968	0.00142005	961,916
Commercial	1,959,836,371	0.00125059	2,450,952
Commercial - Excess	11,891,600	0.00106300	12,641
Commercial - Vacant	18,298,900	0.00106300	19,452
landfill	0	0.00211946	-
Industrial	157,051,588	0.00189581	297,740
Industrial - Excess	4,873,960	0.00161144	7,854
Industrial - Vacant	22,528,100	0.00161144	36,303
Pipelines	31,274,000	0.00122694	38,371
Farmland	137,970,300	0.00018021	24,864
FAD 1	0	0.00054063	-
Managed Forests	0	0.00018021	-
Taxable Total	15,548,543,680		\$12,880,371

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Thorold Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	2,304,748,360	0.00062954	1,450,931
New Multi-Residential	73,019,800	0.00062954	45,969
Multi-Residential	44,035,000	0.00124019	54,612
Commercial	171,029,596	0.00109219	186,797
Commercial - Excess	3,792,113	0.00092836	3,520
Commercial - Vacant	7,290,500	0.00092836	6,768
landfill	0	0.00185101	-
Industrial	46,975,966	0.00165569	77,778
Industrial - Excess	3,777,334	0.00140734	5,316
Industrial - Vacant	13,501,800	0.00140734	19,002
Pipelines	26,872,000	0.00107154	28,794
Farmland	51,426,240	0.00015739	8,094
FAD 1	0	0.00047216	-
Managed Forests	528,600	0.00015739	83
Taxable Total	2,746,997,309		\$1,887,664

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Wainfleet Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	937,926,139	0.00062533	586,513
New Multi-Residential	0	0.00062533	-
Multi-Residential	457,000	0.00123190	563
Commercial	19,172,305	0.00108489	20,800
Commercial - Excess	948,800	0.00092215	875
Commercial - Vacant	425,500	0.00092215	392
landfill	0	0.00183863	-
Industrial	4,401,200	0.00164462	7,238
Industrial - Excess	85,300	0.00139793	119
Industrial - Vacant	132,000	0.00139793	185
Pipelines	5,645,000	0.00106437	6,008
Farmland	206,238,015	0.00015633	32,241
FAD 1	0	0.00046900	-
Managed Forests	1,758,989	0.00015633	275
Taxable Total	1,177,190,248		\$655,209

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

Welland Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	4,388,409,196	0.00082758	3,631,760
New Multi-Residential	14,934,500	0.00082758	12,359
Multi-Residential	152,975,700	0.00163033	249,401
Commercial	372,715,893	0.00143577	535,134
Commercial - Excess	8,628,028	0.00122040	10,530
Commercial - Vacant	20,344,100	0.00122040	24,828
landfill	0	0.00243330	-
Industrial	130,106,359	0.00217654	283,182
Industrial - Excess	3,681,100	0.00185006	6,810
Industrial - Vacant	7,441,900	0.00185006	13,768
Pipelines	21,445,000	0.00140862	30,208
Farmland	21,093,100	0.00020690	4,364
FAD 1	0	0.00062069	-
Managed Forests	1,009,900	0.00020690	209
Taxable Total	5,142,784,776		\$4,802,553

Schedule C

2022 WASTE MANAGEMENT TAX RATES & LEVY

West Lincoln Property Classification	2022 Roll Return CVA	Tax Rate by Class	Waste Management Levy by Class
Residential	1,796,000,969	0.00049152	882,770
New Multi-Residential	0	0.00049152	-
Multi-Residential	7,074,000	0.00096829	6,850
Commercial	80,090,000	0.00085274	68,296
Commercial - Excess	732,500	0.00072483	531
Commercial - Vacant	2,830,300	0.00072483	2,051
landfill	0	0.00144520	-
Industrial	37,233,200	0.00129270	48,131
Industrial - Excess	305,200	0.00109879	335
Industrial - Vacant	1,227,000	0.00109879	1,348
Pipelines	29,135,000	0.00083662	24,375
Farmland	486,018,440	0.00012288	59,722
FAD 1	0	0.00036864	-
Managed Forests	2,608,300	0.00012288	321
Taxable Total	2,443,254,909		\$1,094,730

THE REGIONAL MUNICIPALITY OF NIAGARA

BY-LAW NO. 2022-14

A BY-LAW TO SET TAX RATIOS AND TAX RATE
REDUCTIONS FOR PRESCRIBED PROPERTY
SUBCLASSES FOR REGIONAL PURPOSES AND
AREA MUNICIPAL PURPOSES FOR THE YEAR 2022

WHEREAS pursuant to Section 308 (5) of the Municipal Act, 2001, S.O. 2001, c. 25 as amended (referred hereinafter as "the Municipal Act, 2001"), The Regional Municipality of Niagara (referred hereinafter as "The Regional Corporation") may establish the tax ratios for The Regional Corporation and the Area Municipalities;

WHEREAS the tax ratios determine the relative amount of taxation to be borne by each property class;

WHEREAS the property classes have been prescribed by the Ministry of Finance pursuant to Section 7 of the Assessment Act, R.S.O. 1990, c. A.31, as amended;

WHEREAS pursuant to Section 313 (1) of the Municipal Act, 2001, The Regional Municipality of Niagara may establish tax reductions for prescribed property subclasses for The Regional Corporation and the Area Municipalities; and

WHEREAS the property subclasses for which tax rate reductions are to be established are in accordance with Section 8 of the Assessment Act.


NOW THEREFORE the Council of The Regional Municipality of Niagara enacts as follows for the 2022 taxation year:

1. That the tax ratio for property in:
 - a. The residential property class is 1.000000;
 - b. The new multi-residential property class is 1.000000;
 - c. The multi-residential class is 1.970000;
 - d. The commercial property class is 1.734900;
 - e. The industrial property class is 2.630000;
 - f. The pipelines property class is 1.702100;

- g. The farm property class is 0.250000;
 - h. The managed forest property class is 0.250000;
 - i. The landfill property class is 2.940261.
- 2. That the municipal purpose tax reduction for:
 - a. The vacant land and excess land subclasses in the commercial property class is 15.0%;
 - b. The vacant land and excess land subclasses in the industrial property class is 15.0%;
 - c. The first class of farmland awaiting development in the residential, multi-residential, commercial or industrial property classes is 25%;
 - d. The second class of farmland awaiting development in the residential, multi-residential, commercial or industrial property classes is 0%.
- 3. That for the purposes of this bylaw:
 - a. The industrial property class includes all properties classified as industrial and large industrial as per Ontario Regulation 282/98;
 - b. The first class of farmland awaiting development and the second class of farmland awaiting development consists of land as defined in accordance with Ontario Regulation 282/98.
- 4. That this by-law shall come into force and effect on the day upon which it is passed.

THE REGIONAL MUNICIPALITY OF NIAGARA


James Bradley, Regional Chair


Ann-Marie Norio, Regional Clerk

Passed: March 24, 2022

March 25, 2022

CL 6-2022, March 24, 2022

DISTRIBUTION LIST

SENT ELECTRONICALLY

RE: Motion respecting Ontario's Entrepreneurial Wine Industry

Regional Council, at its meeting of March 24, 2022, passed the following motion:

WHEREAS the Ontario wine industry supports directly and indirectly over 18,000 full-time equivalent jobs; and Niagara is Ontario's largest wine growing region responsible for over 90% of Ontario's grape production;

WHEREAS, with 2.4 million annual visitors, Niagara's wine sector has developed unique experiential destination tourism, enhanced by the proximity to Niagara Falls;

WHEREAS to build back a stronger, more sustainable economy, there is a need to unlock the potential of Ontario's grape and wine industry; and

WHEREAS Regional Council passed a similar motion in February 2021; however, the issues still remain unresolved.

NOW THEREFORE BE IT RESOLVED:

1. That Niagara Region once again **CALLS** on the Province of Ontario to create a level playing field and to provide Ontario's entrepreneurial wine industry with opportunities to invest more into innovation and job creation while providing consumer choice and convenience for the purchase of Ontario wines;

2. That the Regional Chair **BE DIRECTED** to send another letter to the Province again urging the following be undertaken:

- a. Eliminate the 6.1% wine basic tax applied to VQA wines (100% Ontario-grown) on sales at onsite winery retail stores;
- b. Enable Ontario wines to offer direct delivery, with margin, to grocery stores;
- c. Establish long-term VQA wine support programs at the LCBO that would increase shelf space for VQA wines and;

- d. Uncap the VQA Wine Support Program through the Ontario Ministry of Agriculture, Food and Rural Affairs; and

3. That this motion **BE CIRCULATED** to municipalities in Niagara, the Premier of Ontario, Minister of Finance, and Minister of Agriculture, Food and Rural Affairs.

Yours truly,



Ann-Marie Norio
Regional Clerk

CLK-C 2022-053

Distribution List: Hon. Premier Doug Ford
 Hon. Peter Bethanfaly, Minister of Finance
 Hon. Lisa Thompson, Minister of Agriculture, Food and Rural Affairs
 Local Area Municipalities



OFFICE OF THE LORD MAYOR

Town of Niagara-on-the-Lake

1593 Four Mile Creek Road, P.O. Box 100, Virgil, ON L0S 1T0

905-468-3266 • betty.disero@notl.com

www.notl.org

March 31, 2022

The Honourable Doug Ford
Premier of Ontario
Queen's Park
Toronto, ON M7A 1A7

EMAIL: premier@ontario.ca

Dear Premier Ford,

RE: Ontario's Entrepreneurial Winery Industry

Please be advised the Council of The Corporation of the Town of Niagara-on-the Lake, at its regular meeting held on March 28, 2022, approved the following resolution:

"WHEREAS the Ontario wine industry supports directly and indirectly over 18,000 full-time equivalent jobs; and Niagara is Ontario's largest wine growing region responsible for over 90% of Ontario's grape production;

WHEREAS, with 2.4 million annual visitors, Niagara's wine sector has developed unique experiential destination tourism;

WHEREAS to build back a stronger, more sustainable economy, there is a need to unlock the potential of Ontario's grape and wine industry; and

WHEREAS Regional Council passed a similar motion in February 2021; however, the issues still remain unresolved.

NOW THEREFORE BE IT RESOLVED:

1. *That Niagara-on-the-Lake Council CALLS on the Province of Ontario to create a level playing field and to provide Ontario's entrepreneurial wine industry with opportunities to invest more into innovation and job creation while providing consumer choice and convenience for the purchase of Ontario wines;*

2. *That the Lord Mayor BE DIRECTED to send a letter to the Province urging the following be undertaken:*
 - a. *Eliminate the 6.1% wine basic tax applied to VQA wines (100% Ontario- grown) on sales at onsite winery retail stores;*
 - b. *Enable Ontario wines to offer direct delivery, with margin, to grocery stores;*
 - c. *Establish long-term VQA wine support programs at the LCBO that would increase shelf space for VQA wines and;*
 - d. *Uncap the VQA Wine Support Program through the Ontario Ministry of Agriculture, Food and Rural Affairs; and*
3. *That this motion BE CIRCULATED to municipalities in Niagara, the Premier of Ontario, Minister of Finance, and Minister of Agriculture, Food and Rural Affairs."*

Thank you for your time and consideration of this important matter.

Sincerely,



Betty Disero
Lord Mayor

cc: The Honourable Peter Bethlenfalvy, Minister of Finance
The Honourable Lisa Thompson, Minister of Agriculture, Food and Rural Affairs
Local Area Municipalities



Community Services

Legislative Services

March 29, 2022

File #120203

Sent via email: minister.edu@ontario.ca

The Honourable Stephen Lecce,
Minister of Education
5th floor, 438 University Avenue
Toronto, ON M5G 2K8

Honourable and Dear Sir:

Re: City of Port Colborne's Resolution – Everyone Matters – Early Learning and Child Care Plan

Please be advised the Municipal Council of the Town of Fort Erie at its meeting of March 28, 2022 received and supported correspondence from the City of Port Colborne dated March 14, 2022 regarding the City of Port Colborne's Social Determinants of Health Advisory Committee recommendation asking for Provincial support of the Early Learning and Child Care Plan.

Attached please find a copy of the City of Port Colborne's correspondence dated March 11, 2022.

Thank you for your attention to this matter.

Yours very truly,

Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk

cschofield@forterie.ca

CS:dlk

Encl.

cc: Local Area Municipalities

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca

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Municipal Offices: 66 Charlotte Street
Port Colborne, Ontario L3K 3C8 : www.portcolborne.ca

PORT COLBORNE

Corporate Services Department
Clerk's Division

T 905.835.2900 ext 106 F 905.834.5746

E amber.lapointe@portcolborne.ca

March 11, 2022

The Honourable Stephen Lecce
Minister of Education
5th Floor
438 University Avenue
Toronto, ON M5G 2K8

Via Email: stephen.lecce@pc.ola.org

Dear Mr. Lecce:

Re: City of Port Colborne Resolution Re: Social Determinants of Health Advisory Committee – Everyone Matters – Early Learning and Child Care Plan

Please be advised that, at its meeting of February 22, 2022, the Council of The Corporation of the City of Port Colborne resolved as follows:

That Council support the request from the Social Determinants of Health Advisory Committee – Everyone Matters and send a letter to the province asking them to support the Early Learning and Child Care Plan whereby the province would enter into an agreement with the federal government to implement this plan and that the letter be circulated to all Niagara municipalities for support.

A copy of the above noted correspondence is enclosed for your reference.

Sincerely,

Amber LaPointe
City Clerk

ec: Local Niagara Municipalities

RECEIVED

MAR 28 2022

BY COUNCIL



PORT COLBORNE

Memorandum

To: Members of City Council
From: Social Determinants of Health Advisory Committee – Everyone Matters
Date: February 3, 2022
Re: Recommendation re Early Learning and Child Care Plan

At the February 3, 2022 meeting of the Social Determinants of Health Advisory Committee – Everyone Matters, the following motion was passed:

Moved by L. Kleinsmith

Seconded by B. Steele

That the Social Determinants of Health Advisory Committee – Everyone Matters requests the Port Colborne City Council send a letter to the province asking them to support the Early Learning and Child Care Plan whereby the province would enter into an agreement with the federal government to implement this plan and that the letter be circulated to all Niagara municipalities for support.

CARRIED.



City of Welland
Office of the Chief Administrative Officer
Office of the City Clerk
60 East Main Street, Welland, ON L3B 3X4
Phone: 905-735-1700 Ext. 2159 | **Fax:** 905-732-1919
Email: clerk@welland.ca | www.welland.ca

April 7, 2022

File No. 22-76

SENT VIA EMAIL

City of Port Colborne
66 Charlotte Street
Port Colborne, Ontario L3K 3C8

Attention: Nicole Rubli, Acting City Clerk

Dear Ms. Rubli:

Re: April 5, 2022 – WELLAND CITY COUNCIL

At its meeting of April 5, 2022, Welland City Council passed the following motion:

“THAT THE COUNCIL OF THE CITY OF WELLAND receives for information and supports the correspondence from the City of Port Colborne dated March 11, 2022 regarding Social Determinants of Health Advisory Committee - Everyone Matters - Early Learning and Child Care Plan.”

Yours truly,

Tara Stephens
City Clerk

TS:bl

cc.: - Local Municipalities, sent via e-mail



March 29, 2022

To: Bill Steele - Mayor City of Port Colborne
Scott Luey - CAO City of Port Colborne
David Schulz - Senior Planner City of Port Colborne
All Port Colborne Councillors
City Staff

Good day to all:

I am writing in response to a letter that was attached to the March 22, 2022 City Council Agenda. The letter was from Norm Cheesman, Executive Director, Ontario Stone, Sand & Gravel Association (OSSGA). Dated March 8, 2022.

RE: *"Discovering the Truth about Stone, Sand & Gravel".*

This letter was **NOT** site location specific. It was sent to all Communities in Ontario who have existing quarrying operations or quarrying licencing applications in process.

The author of the letter references OSSGA concerns regarding a "NIMBY" (Not in My Back Yard) campaign that is asking for a moratorium on all new aggregate sites. The "NIMBY" acronym is incorrect. The "DAMN" (Demand a Moratorium Now) campaign was championed by the REFORM GRAVEL MINING COALITION. <http://www.reformgravelmining.ca/>

I will be attaching to this email a response to the OSSGA concerns from Reform Gravel Mining Coalition dated March 21, 2022.

I can assure you, that everyone involved in this coalition, as I do, fully understand the need for an ***uninterrupted supply of stone, sand and gravel products*** to meet current and future demand. There is no short term thinking in this campaign. This is not a "NIMBY" group. It is a very organized, well researched and passionate public awareness group.

The DAMN campaign is about having “third party” oversight (accountability) for an industry that indiscriminately and aggressively seeks to licence locations for product or products where there already is **redundancy and over capacity**.

- An industry that **is not required to provide proof or reason of demand** when applying for new licences.
- An industry where most current operations have a viable production expectancy of 20 to 30 or more years.
- An industry that tries to justify the licencing of new quarrying operations by using the term “environmentally responsible” based on proximity to location demand. (reduced greenhouse gas emissions from product transportation equipment from point of origin to destination).
- An industry where the production of cement and cement related products, using mined aggregate stock, accounts for approximately 8% of emissions globally.
- An industry that continuously pumps excessive amounts of clean ground water (from underground streams, ground water seepage, surface water intrusion) to support their production processes including the dewatering of working or decommissioned pits. These pumps often run 24/7.
- An industry that toes the line when their above ground operations are in full public view but in some cases operations below public view (below ground blocked by berms, fencing) are suspect.
- An industry that often reneges on decommissioned site rehabilitation responsibilities. Rehabilitation, as a whole Provincially, is lagging.

One additional note: The OSSGA states that sand, stone, aggregate products are NOT exported. We have a location along the east side of the canal referred to as the “STONE DOCK”. Various gradations of stone from PCQ are transported there, stored there and eventually loaded onto ships. Those ships that receive this stone, transport the product to ports in the United States (Cleveland and Erie Pennsylvania). The stone dock including the loading of ships with stone product has been there for as long as I can remember.

You will find two (2) additional attachments to this letter sent via email.

The first, as previously stated will be the Reform Gravel Mining Coalition response to the OSSGA letter.

(RGMC on OSSGA.pdf)

The second will be short MP4 video. The video shows the as required daily dewatering of Pit 3 at PCQ. This vast amount of water never makes it back into the aquifer, nor is it recovered for any beneficial use. This clean ground water leaves the exit pipe as shown, flows in a southerly direction via a system of ditches and drains eventually ending in Lake Erie. Pits 1&2 also pump water out.

(Pit3 Dewatering.mp4)

Maintaining the integrity of all vulnerable water sources is everyone's responsibility.
Environmental concerns are everyone's responsibility. We only get ***one chance*** to make this
right. ***It is our legacy to make the right decisions.***

Respectfully,

Gary Gaverluk
Vice President The NWPA
Email: g.gaverluk@sympatico.ca
Cell: (905) 932-2701

To: Mayor and Council
From: Reform Gravel Mining Coalition (RGMC)
Re: Correcting Ontario Stone, Sand and Gravel Association (OSSGA) Misinformation
Date: March 21, 2022

The Reform Gravel Mining Coalition recently became aware of a letter sent to Municipalities across Ontario regarding our organization and activities. We are disappointed that an organization such as the Ontario Stone, Sand and Gravel Association would stoop to name calling and fear mongering and we want to take this opportunity to set the record straight.

The March 18, 2022 memo misrepresents the statements of the RGMC. See comparison below between OSSGA claims and RGMC statements (Table 1). The OSSGA also makes claims about aggregate supply and demand that are questionable as they are not based on publicly available authoritative information. The OSSGA also omits information which would provide the reader a more comprehensive understanding of the issue – for example the contribution of the cement industry to the climate crisis. These are also itemized below (Table 2).

A primary purpose of proposing a moratorium, a temporary pause, on new gravel mining approvals is to conduct an independent third-party study of aggregate reserves. This independent study is an urgent priority as there is a finite amount of gravel reserves in Ontario, and gravel is a vital resource which needs to be carefully managed.

OSSGA member James Dick Construction Ltd. is proud of their “300-year resource management plan” indicating that they “consider long-term planning essential for long-term growth — except that in its case the planning horizon stretches three centuries into the future.”¹ It is difficult to reconcile the recurring claims that Ontario is running out of gravel when members of the industry make such statements.

Concerns around gravel mining have been raised for decades. Citizens demand to be protected. Municipalities’ ability to manage this environmentally and socially intrusive industry are increasingly hampered and reduced. We understand that the industry is concerned. Change can be frightening. But we invite municipalities to support the resolution for a moratorium, a temporary pause, on all new gravel mining approvals in Ontario. Let’s stop making the situation worse by continuing to issue new approvals. It is time to chart a new path forward.

Please contact the Reform Gravel Mining Coalition at campaign@reformgravelmining.ca for more information

¹ <https://canada.constructconnect.com/dcn/news/economic/2019/09/aggregate-supplier-plans-300-years-ahead>

Table 1: Corrections to OSSGA Misinformation

OSSGA Claim	RGMC Statement
<i>The industry digs out 13 times more gravel every year than it uses</i>	The provincial government has authorized the gravel mining industry to extract thirteen times more gravel each year than is required to meet average annual consumption. ²
<i>The aggregate industry takes up to 4.6 billion litres of precious water every day.</i>	The provincial government has approved up to 4.6 billion litres of water for daily consumption by the gravel mining industry. ³
<i>The aggregate industry destroys 5,000 acres of land a year.</i>	Gravel mining consumes an average of 5,000 acres of land in Ontario each year. An average of 5,000 acres of land is licensed each year for gravel mining in Ontario. ⁴

Table 2: Gravel Mining in Ontario/ OSSGA Claims vs. Facts

OSSGA Claims	FACTS
It is estimated that the industry has roughly a 10-year supply of aggregate licensed to extract.	This statement is not supported by publicly available data. RGMC's review of NDMNRF (Ministry) data, and The Ontario Aggregate Resources Corporation (TOARC) annual reports does not provide evidence to support the assertion that there are only 10 years of close to market reserves. The OSSGA fact is based on "industry estimates". RGMC cites TOARC data ⁵ .
The Golder/MHBC Supply Demand Study estimated the "amount of 'high' quality reserves is approximately 1.47 billion tonnes"	The OSSGA fails to cite the Golder/MHBC Supply Demand Study reference to the "high degree of uncertainty with this estimate" and the study authors' warning that "the results should not be taken as a very realistic indication of what resource may actually be proven and made available from these licenced sites". ⁶ The reality is that no one knows the true state of aggregate reserves in Ontario.

² Total of maximum extraction limits from the Ministry of NDMNRF Aggregate License and Permit System (ALPS)

³ MOECP Permits To Take Water Database total of active permits issued for Pits and Quarries Dewatering and Aggregate Washing

⁴ <https://toarc.com/production-statistics/>

⁵ <https://toarc.com/production-statistics/>

⁶ Golder MHBC Supply and Demand Study Executive Summary 2016

OSSGA Claims	FACTS
Ontario will require nearly 4 billion tonnes of aggregate over the next 20 years to meet the needs of citizens and the additional 5.3 million people that will call Ontario home. That is estimated to be 192 million tonnes of aggregate per year.	<p>In the last 20 years average gravel consumption has decreased while the population of Ontario grew by 3 million people in that same period.</p> <ul style="list-style-type: none"> • The average annual consumption of gravel from 2001 – 2010 was 168 MT per year. • From 2011 – 2020 it was 157 MT / year.⁷ • Ontario's population increased from 12M to 15M an increase of (25%) in the last 20 years.
It currently takes an average of 10 years to apply for and receive a new license.	There is no publicly available data to support this claim. The application process for new gravel mining approvals has a two-year time limit on it. Additional delays are often a result of decisions and choices made by the applicants.
The aggregate industry is not a significant contributor of GHG emissions	The cement industry produces 8% of global carbon emissions, as a country it would be the third largest global emitter of CO ₂ . Aggregate is the feedstock to cement production.
<p>With respect to the amount of new land that is excavated every year – the average for the past 10 years as reported in The Ontario Aggregate Resources Corporation annual production report is approximately 2600 acres per year.</p> <p>An average of 2000 acres per year is rehabilitated for a total net new disturbed area of 600 acres.</p>	<p>The publicly available data on excavation over the long term does not support this claim. TOARC data indicates that the acres under licence for gravel extraction have increased from 221,000 acres in 1998 to 333,000 acres in 2020, an increase of 112,000 acres or almost 5,000 acres per year.⁸</p> <p>TOARC data indicates the total disturbed area has increased from 50,000 acres in 1998 to 83,000 in 2020, an increase of 33,000 acres or 67%.⁹ The acres scarred by gravel mining in Ontario is increasing each year, rehabilitation is not keeping up.</p>

⁷ <https://toarc.com/production-statistics/>

⁸ <https://toarc.com/production-statistics/>

⁹ <https://toarc.com/production-statistics/>

Board of Directors Meeting Highlights – March 25th, 2022

On Friday, March 25th, 2022, the Board of Directors of the Niagara Peninsula Conservation Authority (NPCA) held its regular monthly meeting electronically. Highlights from the meeting included:

Ontario Regulation 155/06 - NPCA Phase 1 Policy Document Review

The Board of Directors was provided with an overview of the completed Phase 1 review of the “NPCA Policy Document: Policies for the Administration of Ontario Regulation 155/06 and the Planning Act” (May 1, 2020, consolidation). The Board also approved the Phase 2 Workplan to prepare an updated Policy Document and Procedural Manual by the end of 2022.

Karen Wianecki, a Registered Professional Planner with extensive experience working with Conservation Authorities was retained to build upon the work initiated by NPCA staff in 2021 and to complete the Phase 1 policy review and gap analysis. The Phase 1 Report concluded that the NPCA Policy Document offers a solid foundation for the NPCA to communicate and further articulate its corporate position on plan review and permitting. In total, 47 recommendations were presented, ranging from minor changes such as formatting changes to more substantial recommendations like undertaking a technical review to assess the appropriate buffers to natural hazards, wetlands and watercourses.

The goal of the Phase 2 workplan will be to produce an updated NPCA Policy Document and accompanying Procedural Manual for approval by the NPCA Board of Directors on or before December, 2022.

NPCA Wainfleet Bog Advisory Committee Membership Appointments

The Board of Directors appointed the following individuals to the NPCA Wainfleet Bog Advisory Committee. Mark Jemison was appointed to represent the Township of Wainfleet. Bethany Kuntz-Wakefield was appointed to represent the First Nations (Six Nations of the Grand River). Katharine Yagi was appointed to represent the Academia Sector. Kristen Bernard and Marcie Jacklin were appointed to represent the Environmental Non-Governmental Organizations (ENGO) Sector. Dave Malloy and Kathy Richardson were appointed to represent the Stakeholder Sector.

The Board further appointed Board Member Hellinga to the NPCA Wainfleet Bog Advisory Committee for the duration of the term of the NPCA Board.

NPCA Climate Change Update

The Board of Directors was given a high-level overview of the key actions to be taken by the NPCA to combat the effects of climate change in the Niagara Peninsula Watershed. NPCA staff will be consolidating its actions into a cohesive Climate Action Plan in the coming months that will detail the measures and outcomes that the plan will cover. NPCA staff will provide annual updates to the Board of Directors on the progress of the NPCA's Climate Action Plan.

NPCA Governance Committee Member Appointments

The Board of Directors held a motion to appoint Members Ken Kawall, Ed Smith and Brad Clark to the NPCA Governance Committee.

Links to Agendas, Minutes and Video:

<https://npca.ca/about/board-meetings>

**Ministry of
Municipal Affairs
and Housing**

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777 Bay Street, 17th Floor
Toronto ON M7A 2J3
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**Ministère des
Affaires municipales
et du Logement**

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234-2022-1674

April 6, 2022

Dear Head of Council:

For the past two years, you, your council colleagues and municipal staff have been at the forefront of the response to COVID in Ontario. I deeply appreciate your continued collaboration with the province and your inspiring dedication.

With key public health and health system indicators continuing to remain stable or improve, Ontario is cautiously and gradually easing public health and workplace safety measures with [all remaining measures, directives and orders to end by April 27, 2022](#).

Today I am writing to inform you of the status of the emergency orders that were led by my ministry and made in early 2020 under the *Emergency Management and Civil Protection Act*, and later continued under the *Reopening Ontario Act, 2020*, to help municipalities address some of the challenges brought on by the pandemic.

The Work Deployment Measures for Municipalities Order will end on April 27, 2022

Since April 16, 2020, [O. Reg. 157/20](#), Work Deployment Measures for Municipalities (order) provided municipalities with the flexibility to deploy certain staff to where they were needed most in response to COVID-19 pressures.

The order was a temporary measure and, in line with the province's lifting of public health measures, it will end on April 27, 2022.

Any deployments your municipality has made using the authority in the order will need to end by April 27, 2022. If your municipality is relying on the order to deploy staff, it is important to work collaboratively and in good faith with your bargaining agents to develop staffing plans beyond April 27, 2022.

The Patios Order will end on April 27, 2022

[O. Reg. 345/20](#), Patios, eliminated Planning Act requirements for notice and public meetings and removed the ability to appeal when municipalities passed temporary use by-laws for new or expanded restaurant and bar patios. This allowed municipalities to pass or amend these by-laws quickly to address local circumstances and needs as they evolved.

The order was a temporary measure and, in line with the province's lifting of public health measures, will end on April 27, 2022.

As the order will end on April 27, 2022, your municipality may wish to consider making any necessary changes to temporary use by-laws for restaurant and bar patios prior to this date. Changes were made as part of Bill 13, the *Supporting People and Businesses Act, 2021* in December 2021 to help streamline the planning system and provide municipal councils broader authority to allow more planning decisions to be made by committees of council or staff. Municipalities can now delegate decisions dealing with minor amendments to zoning by-laws, such as temporary use by-laws, should they choose to (and subject to having appropriate official plan policies in place).

Temporary Health or Residential Facilities

[O. Reg 141/20](#) came into effect on April 9, 2020. It has exempted temporary shelters and health facilities, established to respond to the effects of the pandemic, from the requirement to obtain a building permit or a change of use permit under the Building Code Act, from complying with the technical requirements of the Building Code and with certain by-laws and approvals under the Planning Act, subject to certain conditions related to protecting public health and safety.

This order will also end on April 27, 2022. I understand that some of these temporary facilities are still in use to respond to the effects of the pandemic. I intend to make amendments to the Building Code that would continue to exempt these facilities from the need for a building permit and compliance with the Building Code on a temporary basis, while ensuring they continue to be regularly inspected. Your municipality may wish to consider if any new temporary use or zoning by-laws or amendments to existing temporary use or zoning by-laws may be needed before the order ends on April 27, 2022.

There may be other emergency orders that are ending and may impact your municipality. For the latest information, please visit the government's page on [COVID-19 emergency information](#).

If your municipality has any questions about any of the changes outlined above, we encourage your staff to contact [your local Municipal Services Office](#).

Thank you again for your continued support in protecting the health and well-being of Ontarians while delivering the services they depend upon.

Sincerely,



Steve Clark
Minister of Municipal Affairs and Housing

C: Chief Administrative Officers
Municipal Clerks
Kate Manson Smith, Deputy Minister of Municipal Affairs and Housing
Brian Rosborough, Executive Director, Association of Municipalities of Ontario

**Ministry of
Municipal Affairs
and Housing**

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234-2022-1674

Le 6 avril 2022

Madame la Présidente du conseil, Monsieur le Président du conseil,

Au cours des deux dernières années, vous-même, vos collègues du conseil et le personnel de la municipalité avez été aux premières lignes de l'intervention contre la COVID en Ontario. Je vous suis profondément reconnaissant de votre collaboration soutenue avec la province et de votre dévouement inspirant.

Alors que les indicateurs clés de la santé publique et du système de santé continuent de rester stable ou de s'améliorer, l'Ontario assouplit progressivement et prudemment les mesures de santé publique et de sécurité au travail, [toutes les mesures, directives et injonctions restantes devant prendre fin d'ici le 27 avril 2022](#).

Aujourd'hui, j'aimerais vous faire part de la situation concernant les décrets d'urgence qui ont été pilotés par mon ministère et qui ont été pris au début de 2020 en vertu de la *Loi sur la protection civile et la gestion des situations d'urgence*, puis par la suite maintenus aux termes de la *Loi de 2020 sur la réouverture de l'Ontario*, afin d'aider les municipalités à faire face à certains des défis occasionnés par la pandémie.

Le décret sur les mesures d'affectation du travail pour les municipalités prendra fin le 27 avril 2022

Depuis le 16 avril 2020, le [Règl. de l'Ont. 157/20](#), *Mesures d'affectation du travail pour les municipalités* (décret), conférait aux municipalités une marge de manœuvre pour affecter certains membres du personnel là ils étaient le plus utiles pour faire face aux pressions exercées par COVID-19.

Ce décret était une mesure temporaire et, conformément à la levée des mesures de santé publique par la province, il prendra fin le 27 avril 2022.

Toute mesure d'affectation prise par votre municipalité en vertu du pouvoir conféré par ce décret devra prendre fin le 27 avril 2022. Si votre municipalité s'appuie sur ce décret pour affecter le personnel, il importe de collaborer de bonne foi avec vos agents négociateurs afin d'élaborer des plans de dotation pour la période suivant le 27 avril 2022.

Le décret sur les terrasses prendra fin le 27 avril 2022

Le [Règl. de l'Ont. 345/20](#), *Terrasses*, éliminait les exigences de la *Loi sur l'aménagement du territoire* relativement aux avis et aux réunions publiques et supprimait la possibilité d'interjeter appel lorsque des municipalités adoptaient des règlements administratifs régissant les usages temporaires pour autoriser l'aménagement ou l'agrandissement d'une terrasse de restaurant ou de bar. Cela permettait aux municipalités d'adopter ou de modifier rapidement des règlements administratifs en fonction de l'évolution des circonstances et des besoins locaux.

Ce décret était une mesure temporaire et, conformément à la levée des mesures de santé publique par la province, il prendra fin le 27 avril 2022.

Étant donné que le décret prendra fin le 27 avril 2022, votre municipalité pourrait envisager d'apporter les modifications nécessaires aux règlements administratifs régissant les usages temporaires pour les terrasses de restaurant et de bar avant cette date. Des modifications ont été apportées dans le cadre du Projet de loi 13, *Loi de 2021 visant à soutenir la population et les entreprises*, en décembre 2021 afin de simplifier le système d'aménagement du territoire et de conférer aux conseils municipaux un pouvoir élargi de façon à ce qu'un plus grand nombre de décisions puissent être prises par un comité du conseil ou un membre du personnel. Les municipalités peuvent maintenant déléguer les décisions concernant des modifications mineures aux règlements de zonage, tels que ceux traitant des usages temporaires, si elles le souhaitent (et que des politiques appropriées sont en place dans le plan officiel).

Établissements de santé ou d'hébergement temporaires

Le [Règl. de l'Ont. 141/20](#) est entré en vigueur le 9 avril 2020. Il exemptait les refuges et les établissements de santé temporaires mis sur pied pour répondre aux effets de la pandémie de l'obligation d'obtenir un permis de construire ou un permis de nouvel usage aux termes de la *Loi de 1992 sur le code du bâtiment*, ainsi que de l'obligation de se conformer aux exigences techniques du *Code du bâtiment* et à certains règlements et approbations en vertu de la *Loi sur l'aménagement du territoire*, sous réserve de certaines conditions visant à protéger la santé et la sécurité du public.

Ce décret prendra également fin le 27 avril 2022. Je suis conscient que certains de ces établissements temporaires sont encore utilisés afin de répondre aux répercussions de la pandémie. J'ai l'intention d'apporter des modifications au *Code du bâtiment* qui continueraient d'exempter temporairement ces établissements de l'obligation d'obtenir un permis de construire et de se conformer au Code tout en faisant en sorte qu'ils continuent à faire l'objet d'inspections périodiques. Votre municipalité pourrait vouloir examiner s'il est nécessaire d'adopter de nouveaux règlements régissant les usages temporaires ou le zonage avant que le décret prenne fin le 27 avril 2022.

D'autres décrets d'urgence pourraient prendre fin et avoir une incidence sur votre municipalité. Pour obtenir les renseignements les plus à jour, veuillez consulter la page du gouvernement sur [la situation d'urgence liée à la COVID-19](#).

Pour toute question au sujet de ces changements, j'encourage votre personnel à communiquer avec votre [bureau des services aux municipalités](#).

Je vous remercie encore une fois de votre appui assidu afin de protéger la santé et le bien-être de la population ontarienne tout en offrant les services sur lesquels elle compte.

Recevez mes salutations distinguées.

Le ministre des Affaires municipales et du Logement,



Steve Clark

c.c. Directrices et directeurs généraux de l'administration
Secrétaires municipaux
Kate Manson Smith, sous-ministre des Affaires municipales et du Logement
Brian Rosborough, Directeur général, Association des municipalités de l'Ontario

To: City Clerk <cityclerk@portcolborne.ca>
Subject: Local Government Priorities Toolkit

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Continuing to build resources to support Local Government Priorities for 2022 Provincial Election

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Local Government Priorities for the 2022 Provincial Election

At your service, in support of our diverse communities.



March 16, 2022

Local Government Priorities for the 2022 Provincial Election Toolkit

As you know, the Ontario Provincial election is taking place on or before June 2nd, 2022.

We are very excited to share that our [Local Government Priorities for the 2022 Provincial Election toolkit](#) is now available.

The toolkit includes:

- Letters sent to provincial party representatives that members can share with local provincial candidates (PC, Green, Liberal, NDP)
- Financial Sustainability Issue at a Glance briefing note
- Infrastructure Issue at a Glance briefing note
- Social media assets you can use to show support for and raise awareness of our local government priorities;
- An executive summary of our local government priorities and recommendations; and
- A template council resolution

Over the coming months we will continue to update the toolkit to include other Issue at a Glance briefing notes and analyses of political party platforms.

How to use this toolkit:

We encourage members and municipal professionals to use this toolkit to help advocate for these recommended changes with local candidates in their respective communities. Our goal is to not only influence provincial party platforms to think about policy changes from a municipal perspective, but also to build an effective, strengthened, and sustainable municipal-provincial relationship that is mutually beneficial.

Here are a few different ways you can use this toolkit to help us advance these priorities and in turn, the municipal profession:

- Share a copy of the toolkit with your fellow staff members
- Use the template council resolution to gain support from your local Council
- Share copies of our provincial party letters and Issues at Glance with local provincial candidates
- Spread the word on social media by using our sample messaging and graphics

[DOWNLOAD TOOLKIT](#)

Through this project, it is our mission to ensure municipal politicians and public servants maintain and acquire the resources and tools they need to do their jobs effectively and to make their communities safer, stronger, and more vibrant.

For more information about this toolkit and our local government priorities, please contact:

Alana Del Greco

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Charlotte Caza

Policy Advisor

ccaaza@amcto.com



AMCTO | The Municipal Experts

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Draft Council Resolution Template

(For illustrative purposes to help inform the development of your own council resolution)

WHEREAS the Provincial Election will take place on June 2nd, 2022.

AND WHEREAS AMCTO has developed Local Government Priorities for the 2022 Provincial Election identifying three long-standing priorities for the municipal sector and eight recommendations to support municipal staff.

AND WHEREAS the three priorities identified are: Stable, predictable funding and investment; continuously improvements that strengthen that municipal-provincial partnership; and investment in skills development and training for the next generation of municipal leaders.

BE IT RESOLVED the **[Insert Municipality Council]** endorse the AMCTO Local Government Priorities for the 2022 Provincial Election document as follows:

Priority 1: Municipal resilience requires stable, predictable funding and investment

1. Stabilize and, if possible increase the funding allocation for Ontario Community Infrastructure Fund (OCIF) and the Ontario Municipal Partnership Fund (OMPF); avoid cuts to cost sharing arrangements.
2. Continue investing in important infrastructure projects, including broadband expansion and local accessibility projects.
3. Commit to meaningful joint and several liability reform and work with the sector to investigate increasing costs to municipal insurance rates.

Priority 2: Support continuous improvement through strengthened Municipal-Provincial Partnership

4. Engage municipal partners to tackle areas of significant burden that are detrimental to local government administration and service delivery.
5. Reduce provincial red tape on municipally provided services.
6. Collaborate with and consult AMCTO on core legislation.
7. Ensure digital government policy and implementation work seamlessly, municipal impacts are reduced, and the best outcomes for service delivery to our residents are achieved.

Priority 3: Invest in skills development and training for the next generation of municipal professionals to lead innovation

8. Support the next generation of municipal leaders by reinvesting in an expanded Municipal Management Internship Program (MMIP) delivered by AMCTO.

Copied to:

- Progressive Conservative Party of Ontario
- Green Party of Ontario
- Liberal Party of Ontario
- New Democratic Party of Ontario
- AMCTO



Local Government Priorities for the 2022 Provincial Election

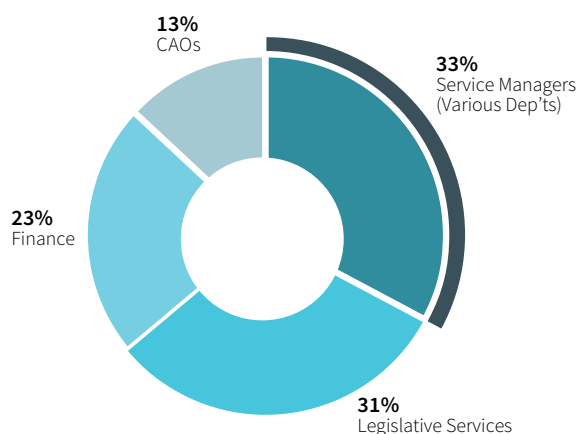
At your service, in support of our diverse communities.

AMCTO at your service

As a vital municipal association with membership roots that reach deep into every part of Ontario, we know the challenges facing communities. We know how hard our communities, our residents, our businesses have been hit over the last two years during the COVID-19 pandemic. Municipalities have been greatly impacted while continuing to provide essential municipal services and doing more to support their communities. Municipal professionals across the entire province have stepped up too and have been at the forefront of service delivery, applying their knowledge and skills to innovate to meet the evolving needs of residents and businesses. **AMCTO members are therefore uniquely positioned to offer non-partisan, expert advice, and support to whichever party forms the next Ontario Government.**

As the province's largest voluntary association of municipal professionals, AMCTO members are on the front lines of local government policy and management across a range of service areas (see Figure 1). They are frequently called upon by members of council and their communities to provide advice and develop solutions to some of the province's most difficult problems.

AMCTO Membership (2019)



As demonstrated throughout the COVID-19 pandemic, municipalities have been supporting residents and businesses including adjusting programs such as recreation, libraries and transit, and leading enforcement efforts of Provincial orders to ensure physical distancing and the proper closure and safe re-opening of public spaces. Local public health units have led the way in managing the pandemic through providing additional health measures such as setting up COVID-19 testing and

vaccine clinics with local stakeholders, not-for-profits and other community organizations.

As an association of and for municipal professionals, we know the administrative and operational 'ins and outs' of local government, what works and what does not, and what statutory requirements can be a burden to effective service delivery. We also know where duplicative efforts of reporting back to the Province means valuable staff time spent away from supporting residents and making continuous community improvements.

In that spirit, to address the challenges facing Ontario residents, **AMCTO offers the below recommendations for building a strong and resilient municipal sector from an administrative and operational perspective.** We want to see a sector that can continue to support workers, families, and businesses as our province recovers from the pandemic and beyond. It is our mission to ensure municipal politicians and public servants maintain and acquire the resources and tools they need to do their jobs effectively and to make their communities safer, stronger, and more vibrant.

AMCTO is at your service, to lend our key local intelligence-based, authentic and non-partisan advice and expertise as key government partners.



Priority 1: Municipal resilience requires stable, predictable funding and investment

1. Stabilize and, if possible increase the funding allocation for Ontario Community Infrastructure Fund (OCIF) and the Ontario Municipal Partnership Fund (OMPF); avoid cuts to cost sharing arrangements.
2. Continue investing in important infrastructure projects, including broadband expansion and local accessibility projects.
3. Commit to meaningful joint and several liability reform and work with the sector to investigate increasing costs to municipal insurance rates.

Priority 2: Support continuous improvement through strengthened Municipal-Provincial Partnership

4. Engage municipal partners to tackle areas of significant burden that are detrimental to local government administration and service delivery.
5. Reduce provincial red tape on municipally provided services.
6. Collaborate with and consult AMCTO on core legislation.
7. Ensure digital government policy and implementation work seamlessly, municipal impacts are reduced, and the best outcomes for service delivery to our residents are achieved.

Priority 3: Invest in skills development and training for the next generation of municipal professionals to lead innovation

8. Support the next generation of municipal leaders by reinvesting in an expanded Municipal Management Internship Program (MMIP) delivered by AMCTO.



Priority 1: Municipal resilience requires stable, predictable funding and investment

Recommendation 1:
Stabilize and, if possible, increase the funding allocation for Ontario Community Infrastructure Fund (OCIF) and the Ontario Municipal Partnership Fund (OMPF) and avoid cuts to cost sharing arrangements.

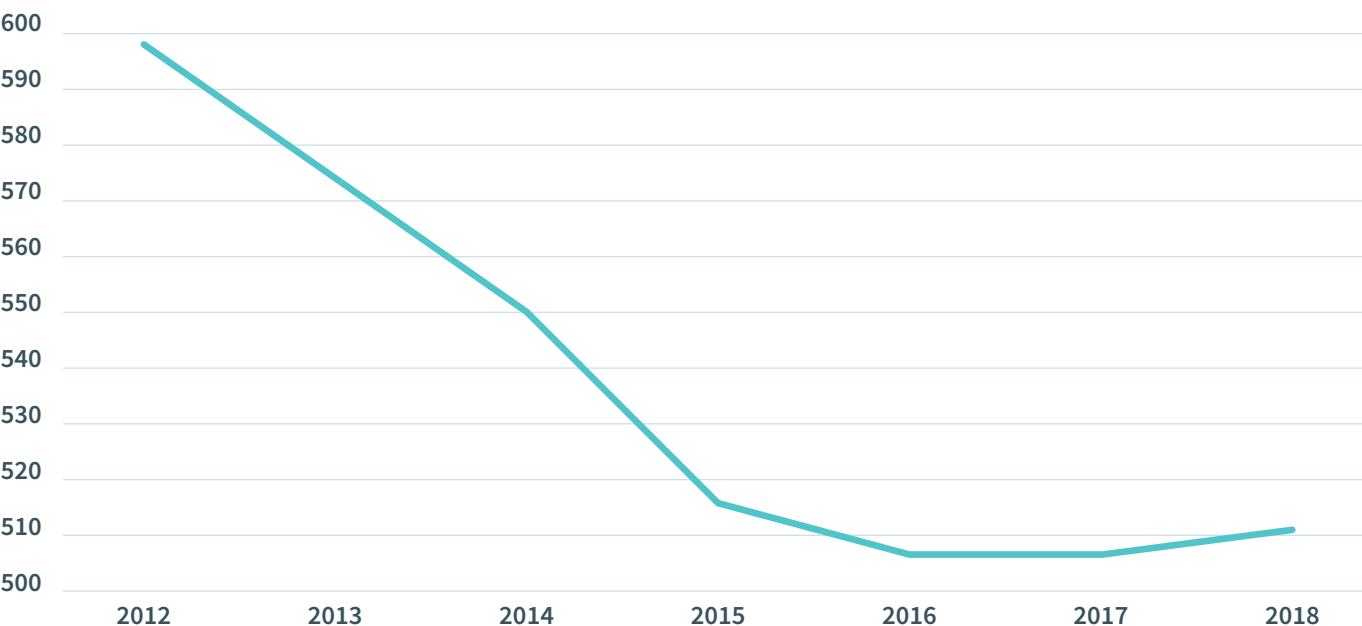
Ontario municipalities of all sizes are facing a challenging fiscal situation that has been exacerbated by the COVID-19 pandemic. From increased costs of public health services, to managing long-term care homes, and lost revenues from property tax deferrals and reduction of services, municipalities have taken a hard financial hit. This, in addition to significant transferring of responsibilities and services over time, has resulted in increasingly complex and costly services being offered and administered at the local level, and paid for by property taxes. As a result, it has been challenging for many communities to finance these services for their residents.

While we understand that the Provincial treasury is also overdrawn, savings must come from other sources than cuts to services, transfer payments, grants or cost-sharing arrangements with municipalities and their related agencies and boards. To find savings, we have to look beyond cuts to cost-sharing programs.

Rural and northern Ontario communities are particularly challenged because low population growth means a small property tax base and increased dependency on transfer payments, notably, through the Ontario Municipal Partnership Fund (OMPF). Any further reductions to OMPF will be severely damaging to many of the 389 of 444 municipalities who rely on this funding to service their respective communities. Reductions in OMPF funding will vary across municipalities and will require a tax levy increase to compensate. These communities are also reliant on the Ontario Community Infrastructure Fund (OCIF) to make necessary community improvements and to maintain their roads, bridges, facilities etc.

It is also important to note that at the current time, provincial and municipal budget cycles do not align. In order to plan for future investments, allocations of OMPF, OCIF and other funding programs should return to multi-year allocations to ensure effective financial management and planning. Funding programs should also be announced well in advance of municipal budget planning and approvals.

Table 1: Historical OMPF Allocation by Grant (in millions of \$) Over Time

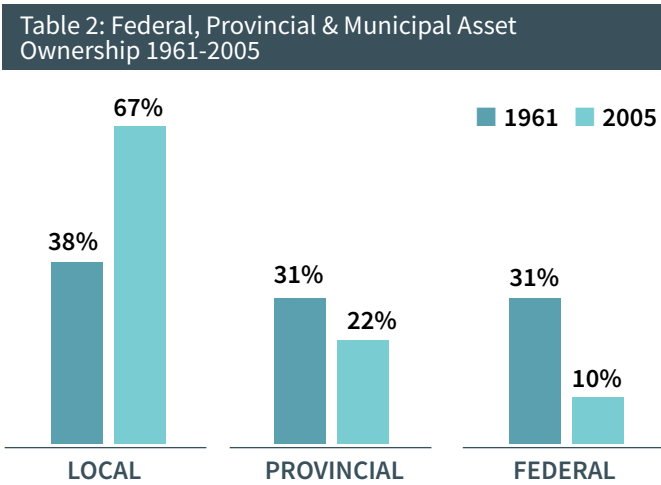


Source: Association of Municipalities Ontario, 2016

Recommendation 2:

The next government should continue to invest in important infrastructure projects including broadband expansion and accessibility projects through simplified and streamlined grants processes to reduce the application and reporting burden on municipalities.

While we appreciate the investments made by the federal and provincial governments in the last several budgets, there remains an immense infrastructure gap in Ontario largely due to the significant transferring of asset ownership to the local level over several decades (see Table 2).



The Association of Municipalities of Ontario (AMO) has calculated that for municipalities to confront the \$60 billion-dollar infrastructure gap, while also maintaining current service levels, municipalities would have to increase property taxes by 8.35% every year for the next ten years (AMO 2017, 5). In August 2021, the Financial Accountability Office (FAO) released a report on municipal infrastructure. It noted that municipalities in Ontario own more infrastructure in Ontario than the Provincial and Federal government combined, the value of these infrastructure assets is \$484 billion (FAO, 2021). Raising property taxes is not a sustainable solution to address Ontario’s infrastructure gap and the government should grow infrastructure investment as a funding priority moving forward.

As communities also need to meet the with Provincially imposed standards under the Accessibility for Ontarians with Disabilities Act (AODA), smaller municipalities

relying on smaller property tax bases require support to ensure their local facilities comply with these standards. Continued support through financial investments provided through a simplified and streamlined grant process whether through the Inclusive Communities Grants Program or some other program is needed.

Recommendation 3:

The next government should commit to meaningful joint and several liability reform and work with the sector to investigate increasing costs to municipal insurance rates.

Often referred to as the ‘one percent rule’, Ontario’s Joint and Several Liability tort system requires that defendants in civil suits who are found to be as little as 1% at fault can still be required to pay 100% of the damages. With the presumption that local governments have substantial financial resources, municipalities have become the targets of litigation and are being forced to offer generous out-of-court settlements to avoid extensive and expensive litigation due to high costs associated with lawyers and insurance companies. Reforming joint and several liability could save the municipal sector \$27 million in insurance costs and ensure that taxpayer money is being spent in financially strapped areas (AMO 2017, 28).

As noted by our colleagues at AMO, Joint and Several has exacerbated already high municipal insurance costs (AMO 2021, 9). This is not sustainable for municipalities and ultimately the taxpayer who must pay for these costs through the only significant revenue source available to municipalities - property taxes. Our Chief Administrative Officers (CAOs) and Treasurer members have expressed concerns about the long-term sustainability of bearing these costs while continuing to provide services at the same standards.

Insurance Rates Increase

For smaller communities alone, the average rate of increase is 20% (LAS, 2021).

Priority 2: Support continuous improvement through strengthened municipal-provincial partnerships

Recommendation 4:

The next government should continue engaging AMCTO and municipal partners to tackle areas of significant burden that are detrimental to local government administration and service delivery.

Municipalities report to the Province on a range of programs and policy initiatives to help ensure accountability, that funding is being spent appropriately, and to monitor performance. However, municipalities are having to provide a greater number of reports on a range of new areas (Côté and Fenn, 2014). With new reporting requirements being added and without enough being taken away, Ontario's municipalities are facing a sizeable reporting burden.

A recent example of this is the COVID-19 Relief Funding: In order to receive funding, municipal treasurers were required to send a sign-back to the Province. Municipalities were told they would be required to submit detailed reports about their use of the funds, however, had not been provided with a template early in the process for what specifically they would be asked to report on, or guidance on what would be considered eligible expenses.

The Province should consider streamlining such processes by providing lump-sum funds and allowing municipalities to report back on how the funds were spent in a standardized way that compliments existing financial reporting requirements.

Recommendation 5: The next government should reduce provincial red tape on municipal service delivery by avoiding unnecessary prescriptive command-and-control policy-making that limits the ability of local governments to experiment, innovate, and ultimately improve program and service delivery.

Local governments in Ontario currently operate within a very restrictive legislative and regulatory environment. The Province should view municipalities as responsible governments in order to promote effective governance and management at the local level.

Municipalities are responsible for a substantial and growing range of public services (see Table 3) and if they

are driven strictly by compliance and routine functionality, they will struggle to truly become modern, fiscally sustainable agents of good governance that promote professionalism, ethics, and accountability.

The next government should increase collaboration and outcome-orientated policy to give municipalities the ability to meet provincially-set targets in a way that is most effective and appropriate for them.

While the Province is the regulator of local government and there is a role for it to play in guiding policy and practice within the municipal sector, regulation should focus on outcomes and not behaviours. Unfortunately, policy from the Province and its agencies has been far too prescriptive and is developed without a concrete understanding of the factors that affect local implementation. Local governments have the best access to local information and are better positioned to respond to local needs than the provincial or federal government (Côté and Fenn, 2014, 20). With this in mind, municipal and provincial leaders should work together to achieve better outcomes.

Did You Know?

In 2017 AMCTO published Bearing the Burden: An Overview of Municipal Reporting to the Province. The report revealed that the Province collects hundreds of reports from municipalities every year. AMCTO conservatively estimates that the Province collects at least 422 reports from municipalities every year - this is 225 separate reports, collected monthly, quarterly, biannually, and annually.

Table 3: Federal-Provincial-Municipal Division of Responsibilities

MUNICIPAL GOVERNMENT	PROVINCIAL GOVERNMENT	FEDERAL GOVERNMENT
<ul style="list-style-type: none"> • Airports • Animal Control • Building Code • By-law Enforcement • Arts and Culture • Cemeteries • Children's Services • Economic Development • Fire Services • Garbage Collection and Recycling • Electric Utilities • Library Services • Long Term Care and Senior Housing • Road Maintenance • Paramedics • Parks and Recreation • Public Transit • Planning • Police Services • Property Assessment • Public Health • Social Housing • Social Services • Tourism • Water and Sewage 	<ul style="list-style-type: none"> • Administration of Justice • Education • Hospitals • Natural Resources and the Environment • Property and Civil Rights • Social Services • Provincial Highways • Culture and Tourism • Prisons • Post-Secondary Education 	<ul style="list-style-type: none"> • Citizenship • Criminal Law • Copyright • Employment Insurance • Foreign Policy • Money and Banking • National Defence • Trade and Commerce • Post Office

Recommendation 6:

The next government should continue to collaborate with and consult AMCTO on the Municipal Elections Act, the Municipal Act, and the Municipal Freedom of Information and Protection of Privacy Act, Municipal Conflict of Interest Act, among others.

AMCTO believes in the principle of maintaining a mature and respectful relationship with senior orders of government. Local government professionals appreciate that they serve the same citizens as other orders of government and appreciate the opportunity to work collaboratively. Our members and other municipal professionals are willing and able to provide insight into the opportunities and challenges that exist across Ontario communities to ensure that a diversity of perspectives and expertise is leveraged to benefit local residents and to support provincial policy priorities. This is best achieved when the Province respects the scope of municipal government and includes municipal staff in policy decisions at the provincial level.

The experience with Bill 5 and the City of Toronto (City of Toronto, 2021), serves as a lesson – making decisions that impact local governments without consulting them and their administrators is ineffective. A more positive example of collaboration is the work that has been undertaken during the COVID-19 pandemic. AMCTO has long believed that providing the appropriate amount of time to ensure that public policy implementation is effective at the local level is key to public policy success. There is value to effective consultation and engagement with local governments and municipal associations are prepared to establish a collaborative and cooperative relationship to advance public policy.

Recommendation 7:

The next government should bring municipalities and their administrators to the table to ensure that digital government policy and implementation work seamlessly, municipal impacts such as administrative burden are reduced, and the best outcomes for our residents are achieved.

Without a doubt, governments of every order should move towards the modernization of processes and approaches to service delivery. The Province's Ontario Onward plan (Government of Ontario, 2020) with commitments to digital government transformation is an example of the provincial effort to do this with a user-centred lens. Municipal administrators are users as well. We are here to be of service to our communities and we can do that most effectively when we are involved right from the start.

Often in Provincial transformational projects, the design and implementation of frameworks only consider interests of the Province. However, municipal service delivery is heavily intertwined with Provincial processes and requirements. Working together on modernizing government, integrating processes and sharing lessons learned can support innovation and continuous improvement. A wide-angled, integrated lens should be applied to the development, design, prototyping, implementation and review of these important endeavors.

Priority 3: Invest in skills development and training for the next generation of municipal professionals to lead innovation

Recommendation 8:

The next government should support the next generation of municipal leaders by reinvesting in an expanded Municipal Management Internship Program (MMIP) delivered by AMCTO.

Successive governments have rightly promoted skills development and on-the-job training, particularly for young people. Applying this approach to municipal management can create a culture of transformation for the next generation of municipal public servants.

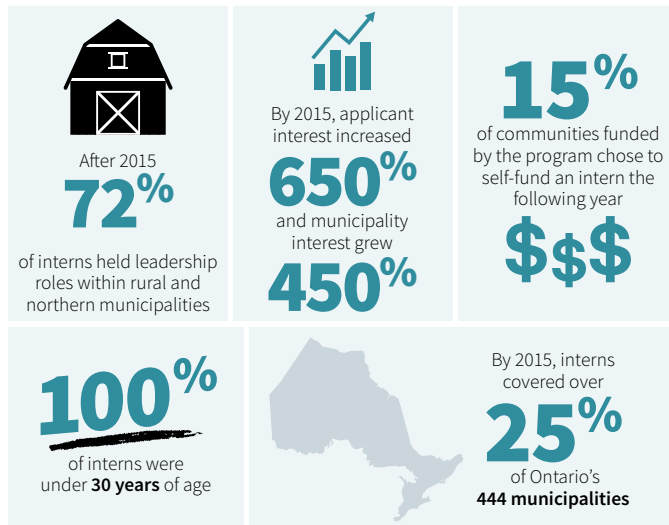
Every year there are recent graduates looking for opportunities to gain experience that allows them to put their education, talents, digital and customer-centred mindsets to work. Municipalities have a diverse range of job functions available making them the opportune place to gain work experience.



The Municipal Management Internship Program (MMIP) can bring new, diverse, innovative, thoughtful practitioners to municipalities – allowing for a mutually beneficial transfer of knowledge, lived experiences and skills between more experienced, senior leaders and new professionals.

With a high number of senior municipal professionals retiring (or soon to be) from the sector, we recognize that there is a need to fill a knowledge gap and create a bridge between those experienced professionals with municipal expertise and know-how and recent graduates or those new to the sector who offer diverse and innovative ways of thinking. We believe that by bringing back the MMIP, there is the opportunity to empower the next generation of municipal leaders while inspiring creativity and customer-centered perspectives on service delivery.

AMCTO Internship Program Outcomes

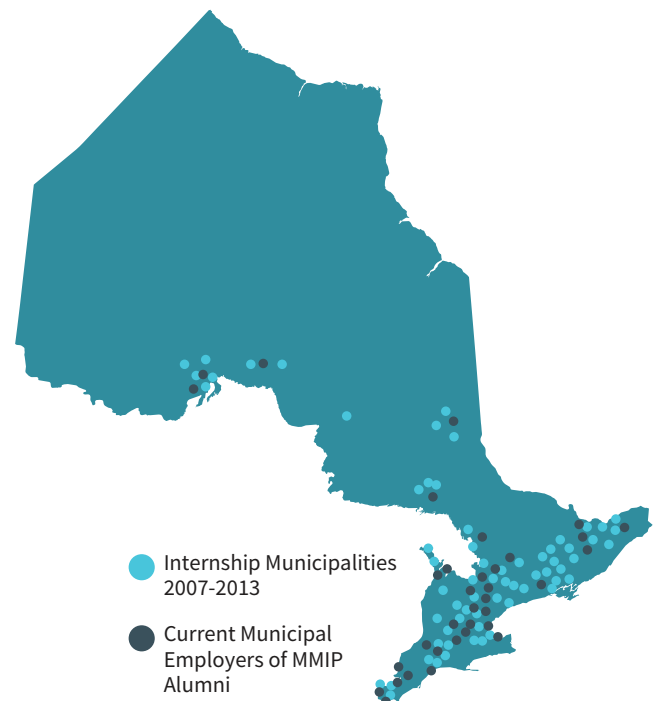


Source: AMCTO, Municipal Management Internship Program Evaluation Report, 2015

As Ontario's economy continues to recover, it is more important than ever to help job seekers find employment opportunities and this internship program is a smart asset and a small investment with significant returns. The MMIP has a track record of providing small, rural and northern municipalities with interns – many of whom later held leadership positions in rural and northern municipalities.

As an association that continues to operate with a strong and growing staff team and with over 2,000 members, AMCTO welcomes the opportunity to once again deliver the MMIP. In doing so, we can continue to be an influential voice for the sector while enriching our mission to deliver exceptional professional development programs, services and opportunities to all Ontario municipal professionals.

Geographical coverage of the 2008-2015 AMCTO Internship Program



“It’s no exaggeration for me to say that I wouldn’t be where I am today without the Municipal Management Internship Program.”

– Karen Martin, Director of Corporate Services, Township of Zorra



Final Thoughts: Considerations in Provincial Policy-Making

The relationship between the Province and its municipalities is especially important for local government professionals, who are subject to provincial policies, laws, regulations and financial transfer arrangements. A strong relationship is also critical for the residents we serve. Certainly, provincial laws and regulations impact almost every aspect of municipal business.

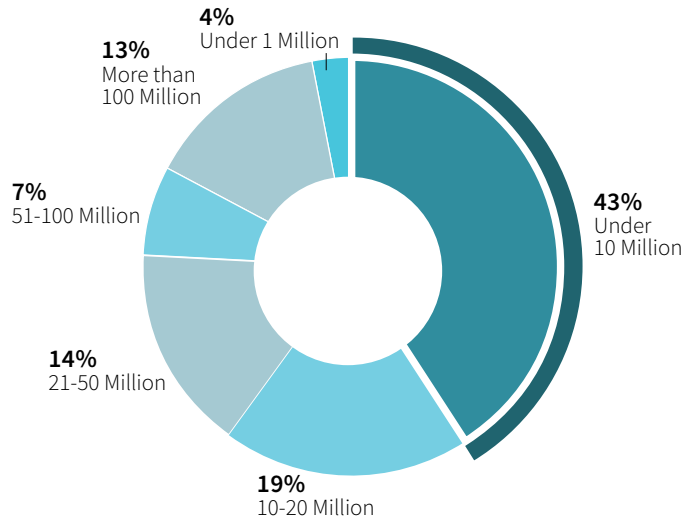
It is therefore a worthy reminder that **any discussion about improving governance at the local level must begin with principles for improving and maintaining a strong provincial-municipal relationship.** This includes utilizing opportunities to collaborate, co-design and share best practices and lessons learned to inform legislation, policies, programs and services. This means relying on municipal public servants who have the knowledge and expertise of what is happening ‘on the ground’ in neighbourhoods across the province. Doing this will lead to improved outcomes for our communities.

Historically, the Province developed policy based on the assumption that all municipalities are the same. **Yet the challenges and strengths of each local government are different**, especially in rural vs. urban areas, small vs. large populations, and north vs. south regions. It is important to recognize that some municipalities have fewer than five employees who are deeply connected to the local community with duties that oversee administrations that are larger than some provincial governments with robust financial controls, rigorous accountability regimes, and sophisticated policy-making functions (Côté and Fenn, 2014, 25). This is a key consideration to be aware of when it comes to provincial decision-making.

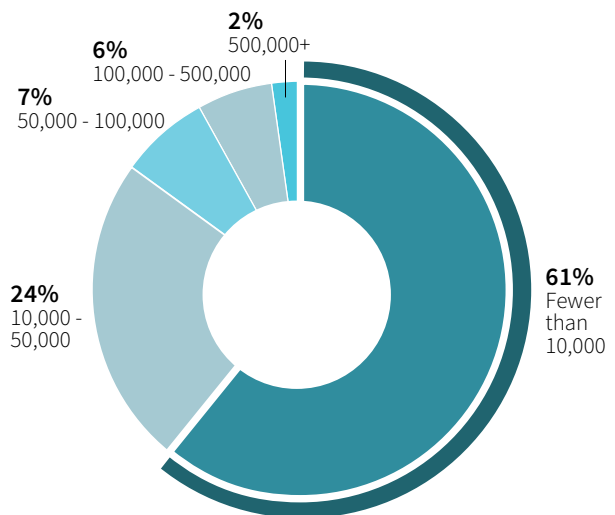
Finally, while the Province and municipalities may provide different services and have different perspectives, we serve the same people and businesses. **At the end of the day, our goal is one in the same: we want to see positive outcomes for communities across Ontario.** To do this effectively and efficiently, it’s important that we work together to ensure we are operating in the best interests of those we serve.

Let AMCTO and our members be of service to the next government, in support of Ontario’s diverse communities.

Percentage of Ontario Municipalities by Revenue Size



Percentage of Ontario Municipalities by Population Size



Source: Ministry of Municipal Affairs and Housing, Financial Information Returns, 2018

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The Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO) represents excellence in local government, management and leadership. Over the past 80 years, AMCTO has provided education, accreditation, leadership, and management expertise for Ontario municipal professionals. With 2,000+ members working in municipalities across the province, AMCTO is Ontario's largest association of local government professionals, and the leading professional development organization for municipal professionals.

Our mission is to strengthen and support the capabilities and performance of Ontario municipal professionals by providing professional development and engagement opportunities, advocacy and leadership in the sector.

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Overview

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Known as 'The Municipal Experts', AMCTO offers a breadth of expertise and knowledge through year-round education and professional development programming, and through its members across a range of municipal operation areas and legislative issues. AMCTO is recognized as an influential voice for local government professionals regarding key management and legislative issues affecting the sector.

The Association continues to grow and to search out new opportunities to provide municipal professionals with the tools they need to succeed in today's continually evolving municipal environment.

Mission

To provide professional development, engagement opportunities, advocacy and leadership in the Ontario municipal sector. To strengthen and support the capabilities and performance of municipal professionals.

Vision

To be the leading organization in fostering, promoting and sustaining excellence in municipal management and administration in Ontario.

Programming Areas

- Advocacy & policy
- Education & professional development
- Membership & accreditation

Membership Fast Facts

- Over 2,000 members across nine (9) different zones in Ontario – covering 98% of Ontario's 444 municipalities
- 75% identify as female
- 50% hold senior-level positions within their municipalities
- 48% work in municipal clerks' departments
- 20% work in municipal finance departments
- 44% hold a professional designation
- 75% cite membership as a way to stay informed and well-connected in the sector

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Leadership

**David Arbuckle, MPA**

Executive Director

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As an accomplished and outcome-focused public sector leader, David brings a wealth of municipal, political, academic and private sector experience to the role of Executive Director with AMCTO. In his senior management roles with both the Town of Caledon and Region of Peel, David has built a reputation as a trusted problem solver and transparent collaborator who demonstrates highly developed partnership skills amongst diverse stakeholder groups.

Before joining the municipal sector, David served as Chief of Staff to the Minister of Municipal Affairs and Housing where he helped lead several key municipal issues including the Provincial-Municipal Fiscal and Service Delivery Review and new affordable housing investments.

David has a Bachelor of Arts in Politics from Brock University and a Masters of Public Administration in Local Government from Western University.

Board of Directors

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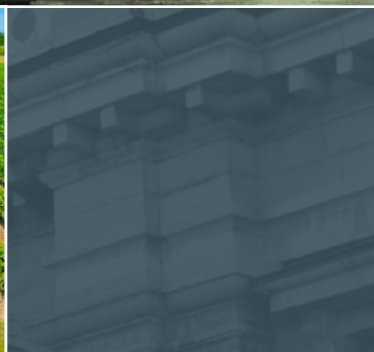
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Local Government Priorities for the 2022 Provincial Budget

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Introduction



As the Province enters the last few months before the Provincial election on June 2nd, the 2022 Pre-Budget submission process provides an opportunity to highlight some of the opportunities and challenges that continue to affect municipal administrators' work as they support elected officials and community members in continued recovery from the COVID-19 pandemic.

Each of Ontario's 444 municipalities has been affected in different ways, but we have all faced common challenges including incurring additional costs that were not previously anticipated or budgeted for as a result of needing to adapt our services. We recognize that in the face of these challenges, the primary focus of all provincial political parties is economic recovery and supporting Ontarians. Municipalities, and their administrators, have the same goal and therefore should be considered as key partners in serving the residents of Ontario.

We appreciate the commitments made by the Government in the 2021 Fall Economic Statement, particularly those made to infrastructure funding and stabilization of the Ontario Community Infrastructure Program envelope. We have been encouraged by the Government's efforts to reduce red tape and their confirmation that internships can be an eligible expense under the Implementation Stream of the Municipal Modernization Program.

Looking ahead, we would like to see the Government build on the positive changes it has made thus far and commit to investments that ensure a resilient municipal sector. As this Budget provides a set-up for the next four years, AMCTO's submission focuses on asks that speak to providing meaningful commitments to be ready for the future.

Our recommendations for the 2022 Provincial Budget:

- 1. Ensure that Provincial digital government policy and implementation initiatives work seamlessly for municipalities and support municipal administrators in the transition.**
- 2. Continue to support municipalities in modernizing local service delivery.**
- 3. Commit additional resources to support the important and ongoing work to build accessibility into government information assets such as records and websites.**
- 4. Re-invest in a strong, innovative municipal administration by re-establishing the Municipal Internship Program delivered by AMCTO.**
- 5. Commit to working with the sector to investigate increasing costs to municipal insurance rates.**
- 6. Promote municipal financial sustainability through protecting municipal transfer payments and ensuring municipal recovery from the COVID-19 pandemic.**

Recommendations

1. Ensure that Provincial digital government policy and implementation initiatives work seamlessly for municipalities and support municipal administrators in the transition.

Municipalities deliver many services on behalf of the government. AMCTO continues to advocate for the modernization of Provincial processes that are administratively and operationally burdensome and impact municipal service delivery.

We have been pleased to see the Government's commitment to digital identity and its initiatives to modernize and are anticipating the launch of the new Electronic Death Registration System. It is our hope that this will reduce some of the administrative challenges our members face when completing Provincially required data collection.

Since municipal service delivery is so heavily intertwined with Provincial processes and requirements, an integrated lens should be applied to the development, design, prototyping, implementation and review of modernization initiatives. Municipalities and their administrators should be brought to the table to ensure that digital government policy and implementation work seamlessly, municipal impacts such as administrative burden are reduced, and the best outcomes for service delivery to residents can be achieved.

Despite the desire to move towards digitization, many municipalities do not have dedicated Information Technology (IT) departments and staff responsible for this often hold multiple roles. The Government should support municipalities' digital maturity to ensure that they are future-ready and can support the diverse needs of their residents.

2. Continue to support municipalities in modernizing local service delivery.

Our members have been pleased to see the Government's investment in municipal modernization through the Municipal Modernization Program (MMP) and the Audit and Accountability Fund (AAF).

Both programs provide funding for municipalities to



reduce costs through finding efficiencies; however, only MMP provides funding for municipalities to implement recommendations. AAF eligible municipalities would like to see the program expanded to include an implementation stream so that the value of projects completed through AAF are not lost. MMP eligible municipalities would like to see commitment that the program will continue so that Review Stream projects can be implemented, and small, rural municipalities can continue to plan for the future.

Part of modernizing local service delivery requires continued modernization of legislation and regulations impacting municipalities. There are hundreds of legislation and regulations impacting municipalities, however, modernization of the *Municipal Freedom of Information and Protection of Privacy Act, 1990* (MFIPPA), is critical for ensuring municipal administrators can do their jobs efficiently. MFIPPA in particular, is 30-year-old legislation that has not been comprehensively reviewed to keep pace with societal and technological changes or with its original intent. This poses a number of operational and administrative challenges. As a result, the legislation needs to be comprehensively reviewed and updated in collaboration with AMCTO and other municipal partners.

3. Commit additional resources to support the important and ongoing work to build accessibility into government information assets such as records and websites.

Municipal administrators are working hard to ensure their websites comply with *Accessibility for Ontarians with Disabilities Act* (AODA) requirements that came into

Recommendations



effect in January 2021. This task is extremely resource-intensive for municipalities as they work to not only be in compliance with the Act, but to continuously improve to meet the needs of their residents. This includes ensuring website content is accessible going back 10 years – this means applying proper captioning to recorded council and committee meetings – a resource and cost-intensive investment. As noted above, technical compliance can often be difficult when the people doing the implementation work are not necessarily IT or accessibility experts. Often these individuals are tasked with trying to ensure compliance while also carrying out their duties as clerks, directors of finance or administrators.

Providing financial implementation support to municipalities to help them comply with Provincially imposed AODA standards is a win-win. It would support job-creation that would introduce a broad range of professionals to the municipal sector, while at the same time, ensuring that municipalities are able to comply with their statutory responsibilities. This outcome would also support municipalities being able to continuously improve their services to ensure that persons with disabilities' needs are met to always be provided equal opportunities.

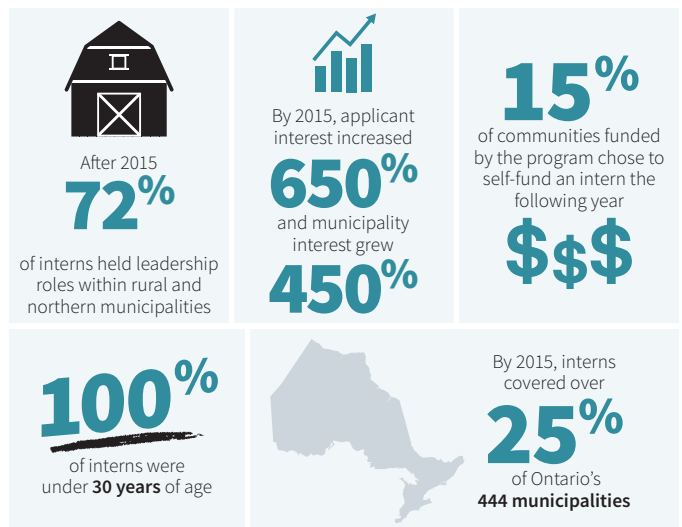
4. Re-invest in a strong, innovative municipal administration by re-establishing the Municipal Internship Program delivered by AMCTO.

The Government has rightly promoted skills development and on-the-job training, particularly for young people. Applying this approach to municipal management can

create a culture of transformation for the next generation of municipal public servants.

Every year there are recent graduates looking for opportunities to gain experience to allow them to put their education, talent and innovative approaches to work. Municipalities have a diverse range of job functions available making them opportune places to gain work experience. There needs to be a bridge between experienced professionals who have the expertise and know-how and recent graduates or those new to the sector who offer diverse and new ways of thinking.

AMCTO Internship Program Outcomes



Source: AMCTO, Municipal Management Internship Program Evaluation Report, 2015

This year we were pleased to see the Government confirm that municipal internships can be considered an eligible expense under the Municipal Modernization Program (MMP) and under the Streamline Development Approval Fund (SDAF). However, these programs have limitations with MMP only available to 405 municipalities and SDAF limited to projects related to streamlining development. Furthermore, without commitment for multi-year intakes, this is not a suitable long-term solution.

The Municipal Internship Program can bring new, innovative, thoughtful practitioners to municipalities where there can be a mutually beneficial transfer of knowledge and skills, inspiring creativity and customer-centred perspectives on service delivery.

As Ontario's economy continues to recover, it is more important than ever to help job seekers find employment

Recommendations

Geographical coverage of the 2008-2015 AMCTO Internship Program



opportunities and this internship program delivered by AMCTO is a smart asset and a small investment with significant returns. The Municipal Internship Program had a track record of providing small, rural and northern municipalities with interns — many of whom later held leadership positions in rural and northern municipalities. It is a proven way to continue to advance the municipal profession while providing opportunities for people to grow in the sector and serve their communities.

5. Commit to working with the sector to investigate increasing costs to municipal insurance rates.

AMCTO members have expressed concerns about increasing insurance premiums. In many cases, costs have increased anywhere between 10% and 75% with some municipalities facing even higher costs, and there are few alternative service providers to turn to (LAS 2021).

AMCTO, along with our colleague municipal associations, has raised issues with Ontario's Joint and Liability tort system for years. Reforming joint and several liability could save the municipal sector \$27 million in insurance costs (AMO 2017). However, there are other factors at play such as the rise in claims related to natural disasters (TVO 2021).

The current system is not sustainable for municipalities and ultimately the taxpayer who must pay for these costs through the only significant revenue source available to municipalities - property taxes. Our members are concerned about the long-term effects of bearing these costs while continuing to provide community services at the same quality standards.

6. Promote municipal financial sustainability through protecting municipal transfer payments and ensuring municipal recovery from the COVID-19 pandemic.

It continues to be challenging for many communities to maintain or enhance service levels for their residents, while dealing with decreasing revenue streams and additional expenses. This is especially true for rural and northern Ontario communities that experience low or no-growth, making them increasingly dependent on transfer payments, especially the Ontario Municipal Partnership Fund (OMPF).

Our members were pleased to see additional investments made to the Ontario Community Infrastructure Fund (OCIF); however, the program continues to have its limitations given that it is not available to all municipalities and that the infrastructure deficit in many municipalities is so significant that OCIF is not sufficient.

We understand that the Provincial treasury is overdrawn, but we urge the Province not to look to recover through cutting services, transfer payments, grants or cost-sharing arrangements with municipalities and their related agencies and boards. Stabilizing and increasing support for municipalities will allow them to plan for the future and ensure services to their residents are sustainable in the long-term.

Furthermore, the COVID-19 pandemic is far from over and municipalities will continue to face obstacles in recovering from the economic effects of new variants. Municipalities have been grateful for the support provided to them through the Safe Restart Agreement and additional COVID-19 funding from the Provincial Government. Going forward, the Province should continue to work with the Federal Government to ensure this support continues so that municipalities have the funding and tools they need to secure resilient futures for their residents.

A Stronger Ontario Through Partnerships



As the province's largest voluntary association of municipal professionals, AMCTO members are on the front lines of local government policy and management issues. Our members are the leaders who provide advice and develop

solutions to some of Ontario's most burdensome and challenging problems.

The recommendations contained in this submission reflect knowledge and advice that will make Ontario's communities more efficient, safer, and stronger. It is our mission to ensure municipally elected officials and public servants maintain and acquire the resources and tools they need to do their jobs effectively and to make their communities safer, stronger, and more vibrant.

These recommendations reflect opportunities where the Province can work with us and our members can work with us, allowing municipal administrators to focus on supporting the immediate needs of their residents. With this, we can all work together to ensure the resiliency of our communities.

AMCTO is at your service, to lend our key local intelligence-based, authentic and non-partisan advice and expertise as key government partners.

Sources:

Association of Municipal Managers, Clerks and Treasurers of Ontario (AMCTO), Local Government Priorities for the 2022 Provincial Election, 2021

Association of Municipalities of Ontario (AMO), Local Share: Imagining a prosperous future for our communities, 2017.

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About AMCTO

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Municipal Financial Sustainability

January 2022

Key Takeaways

- Municipalities are experiencing new challenges resulting in higher operational and capital costs.
- Ontario municipalities are extremely limited in the ways that they can collect revenue.
- Many municipalities rely on transfers from other levels of government to mitigate property tax rate increases and balance annual budgets.

Issue

Ontario municipalities have been facing challenges with their long-term financial sustainability for many years. Municipalities have experienced a significant transfer of responsibilities and services over time, and the expectations and complexity of residents' needs have increased. Many of these challenges are exacerbated by unforeseen events and circumstances that put pressure on local budgets and therefore the property tax base.

The Need for Reform

What is financial sustainability?

For the municipal sector to be financially sustainable in the long-term, a guaranteed level of funding is needed as an important part of financial planning. Financial sustainability for municipalities means predictable and reliable funding. However, rising operating and capital costs, and limited revenue streams make this a challenge.

Rising costs

Municipal operating and capital budgets are rising with new and increasing expenses. Some examples include infrastructure costs, municipal insurance, and other services that have been passed on by successive governments.

- Municipalities in Ontario own more infrastructure than the Provincial and Federal governments combined, totaling \$484 billionⁱ and this figure does not take into account the costs associated with climate change. Municipalities need to think about building in ways that are more resilient to climate change while also managing financial impacts resulting from an increase in natural disasters and weather events.
- Municipalities are seeing rising insurance costs, with many reporting increases of over 20%.ⁱⁱ Ontario's joint and several liability system is in part to blame for this, resulting in higher insurance premiums, increased settlement costs, and potentially reduced servicesⁱⁱⁱ, but there are other factors at play too, such as the rise in claims related to natural disasters^{iv}.

- Municipalities' expenses have increased due to the transferring of provincial responsibilities of successive governments and additional provincial mandates. Whether public health, policing, or conservation authorities, municipalities have long advocated for more consultation when provincial cuts to joint programs are made.^v When the responsibility of provincial services are transferred to municipalities, consideration must be given to whether revenue streams are sufficient and appropriate for the services they are funding.^{vi}

Revenue streams and their limitations

Municipalities are limited in the ways that they can collect revenue, and as municipal costs have increased, revenue tools have not kept up.

Traditional revenue streams include taxation, including both property taxes and special area rates, payments in lieu of taxation (PILT), user fees and fees for licenses, permits and rents, fines and penalties, investment income, and development charges.

However, all these revenue streams have limitations. For example, if municipalities rely on raising property tax rates to offset increased costs, a substantial burden is placed local ratepayers which can be especially difficult for residents during hard economic times (like the current pandemic). Another example is that the formula for PILTs has not kept up with current economic realities.^{vii} Municipalities can charge user fees, but these are limited to cost-recovery and so they generate no revenue nor pay capital costs.^{viii}

Another key source of revenue are conditional and unconditional transfers from other levels of government. Many municipalities rely on municipal transfer programs as revenue sources to offset operating costs, fund infrastructure, or modernize services. However, government programs have limitations. Transfers from the provincial or federal government are currently a mix of project-based and formula-based funding. Project-based funding does not allow for long-term financial planning. When funding is formula-based it allows for better planning and decision-making.

Some examples of provincial transfers include the Ontario Municipal Partnership Fund (OMPF) and the Ontario Community Infrastructure Fund (OCIF). These programs are instrumental for the 389 and 424 municipalities who receive them respectively, but more investment is needed to ensure resilience.

Though the total funding envelope for 2022 will remain at \$500 million, which it has been since 2020, OMPF allocations have changed over time with reductions in the Transition and Stabilization Grant and increases in the Rural Communities Grant and Northern and Rural Fiscal Circumstances Grant. In recent years, OMPF allocations have been announced earlier allowing municipalities to know their allocations in time for municipal budget-planning; however, single-year announcements regardless of how early they are made, do not replace the benefit of multi-year allocations which would allow municipalities to plan for the long-term.

The Province is providing an additional \$1 billion over the next five years for the OCIF. Though this is welcomed news for many municipalities, the program continues to have its limitations given that it is not available to all municipalities. In addition, the infrastructure deficit in many municipalities who receive OCIF funding is so significant, that OCIF is not sufficient.

Operational burden

Support from the Province (whether through application-based funding or reporting requirements after the fact) can be burdensome for municipalities. Often reporting requirements are not made clear at the time that funding is allocated, making it challenging or overly burdensome for municipalities to record-keep resulting in extra time and resources dedicated to filing paperwork. It is also worth noting that municipal and provincial budget cycles do not align. This means that funding announcements work for Provincial budget timelines but not local ones. Without long-term predictable funding, municipal staff are limited in the ways that they can ensure effective financial management and planning. Funding programs should be announced well in advance of municipal planning and approvals.

Conclusion

Municipal decision-makers can do everything in their power and ability to promote strong financial health in their communities. However, with limited revenue streams and rising costs, they cannot serve their municipalities in effectively planning for the long-term. Reliable and sustainable revenue streams are needed to support municipalities in this work.

Ideal solution

Our members would like to see:

1. Predictable long-term funding supports that are reflective of the value and cost of the services municipalities are expected to deliver.
2. Grants and other funding envelope timelines that respect local decision-making processes including but not limited to municipal budget cycles and financial year-end.
3. No transferring of responsibilities without consultation and consideration of municipal revenue streams and long-term costs.

ⁱ Financial Accountability Office of Ontario "A Review of Ontario's Municipal Infrastructure and an Assessment of the State of Repair." 2021. <https://www.fao-on.org/en/Blog/publications/municipal-infrastructure-2021>

ⁱⁱ Association of Municipalities of Ontario "Municipal Liability and Insurance Costs." 2022. <https://www.amo.on.ca/advocacy/municipal-gov-finance/municipal-liability-and-insurance-costs>

ⁱⁱⁱ Association of Municipal Managers, Clerks and Treasurers of Ontario "Issue at a Glance: Joint and Several Liability." 2019. <https://www.amcto.com/getattachment/1f47958b-adf3-4f2a-9139-4bb15cd42bc5/.aspx>

^{iv} Nick Dunne "Why are municipal insurance rates skyrocketing in Ontario." 2021. TVO. <https://www.tvo.org/article/why-are-municipal-insurance-rates-skyrocketing-in-ontario>

^v Ontario Big City Mayors "Statement of Mayor Cam Guthrie, Chair of LUMCO and LUMCO Mayors." 2019. <https://www.ontariobigcitymayors.ca/news/details.php?id=638>

^{vi} G Eldelman, T Hachard, & E Slack "In it Together: Clarifying Provincial-Municipal Responsibilities in Ontario." 2020. Ontario 360. <https://on360.ca/policy-papers/in-it-together-clarifying-provincial-municipal-responsibilities-in-ontario/>

^{vii} S Johal, K Alwani, J Thirgood & P Sprio "Rethinking Municipal Finance for the New Economy." 2019. Mowat Centre. <https://munkschool.utoronto.ca/mowatcentre/rethinking-municipal-finance-for-the-new-economy/>

^{viii} O. Reg. 584/06: Fees and Charges. <https://www.ontario.ca/laws/regulation/060584>

Infrastructure

March 2022

Key Takeaways

- Municipalities in Ontario own the most public infrastructure in the province.
- Municipal staff such as Chief Administrative Officers (CAOs), Treasurers and other finance staff are responsible for managing local assets effectively and efficiently. This includes managing financial and human resources, planning and budgeting, and making strategic recommendations.
- Maintaining and adapting infrastructure for climate change impacts is an expensive undertaking that requires continued financial investment, resources, tools, and ongoing support.

Issue

As discussed in our [Issue on Financial Sustainability](#), in order for the municipal sector to be financially sustainable, predictable and reliable funding and support is needed so municipal decision-makers can make strategic decisions to plan for the future. This includes funding for infrastructure assets.

The Federation of Canadian Municipalities (FCM) estimates that Canadian municipalities own approximately 60% of infrastructure. Ontario's Financial Accountability Office (FAO) estimates the current replacement value of Ontario municipal infrastructure at approximately \$484 billionⁱ. Adding to this, the forecasted impacts of climate change and adapting to climate-based disasters such as flooding and ice storms, means municipalities could see significant costs in the coming years.

AMCTO members have responsibilities for managing and accounting for financial resources, planning and budgeting to support their local councils who make decisions about their local communities, including the management and maintenance of local assets. Many municipalities do not have the financial resources to support the up-keep of their current infrastructure and other local assets.

Why Infrastructure is Important for Communities

Infrastructure at its heart is about connecting and supporting people and their communities. Infrastructure that is well-planned brings numerous social, health and well-being benefits to all residents. From water treatment, to transit, to roads and bridges, to facilities such as community centres, libraries, long-term care homes, and utilities like broadband, ensuring these assets are maintained and sustainable means healthy, safe, and accessible communities.

Local infrastructure also plays a significant role in the economic health and development of communities by connecting supply chains and ensuring the transportation of goods and services across regions. The Chief Administrative Officers, Treasurers and other municipal professionals who manage these assets and services, are trying their best to ensure their local communities have the goods and services they need while remaining financially sustainable and resilient.

Considerations for Local Infrastructure

Asset Management Plans

Municipalities must have a strategic asset management policy and plan (AMP) to ensure the sustainability of their infrastructure-related services. Municipal staff should assess asset management program maturity in their organizations and work to fulfill requirements while also integrating these programs into their long-term municipal planning processes.

There remain several challenges for municipal staff with asset management planningⁱⁱ:

- Data on lifecycle costs, service levels and risk assessment
- Financial resources to collect and maintain the required data
- Adequate staff resources and training

Other external factors municipal staff are concerned about are uncertainties around future costs — including but not limited to supply chain challenges, increasing inflationary pressures and unforeseen climate-related events. These uncertainties make it increasingly difficult to develop reliable financial plans. Moreover, through O. Reg 588/17, the Province has mandated that plans have certain requirements — including levels of service and how to maintain the levels of service. For AMPs to be meaningful, the integration of service levels, risk, and budget should be part of a municipality's prioritized decision-making processes.

New Infrastructure: Growth Paying for Growth

Municipalities require the right tools and mechanisms to support new infrastructure. AMCTO has long supported the position held by a coalition of community and taxpayer interests, environmental organizations, and municipal associations, that growth should pay for growth. Municipalities rely on development charges (DCs) as a one-time charge to cost-recover growth-related capital costsⁱⁱⁱ. DCs are a municipal revenue tool used to recover the costs of new municipal infrastructure needed to serve new neighbourhoods or developments. The Province determines how these charges are calculated^{iv}. Limited growth tools mean making tough choices about whether to finance growth projects or continue to provide other services and upgrade other assets. Municipalities may not have the funds available to put the infrastructure in place needed for development to occur in a timely way resulting in costs being passed on to the taxpayer^v.

Impact of Climate Change

On top of the existing infrastructure gap, CAOs, Treasurers and other financial staff must also consider the impact of climate change. According to the Organization for Economic Cooperation and Development (OECD), “the defining characteristic of climate-resilient infrastructure is that it is planned, designed, built, and operated in a way that anticipates, prepares for, and adapts to changing climate conditions. It can also withstand, respond to, and recover rapidly from disruptions caused by these climate conditions.”^{vi} Canadian municipalities may require \$5 billion each year for the next 50 years in order to adapt, and financing is one of the most challenging barriers to climate adaptation^{vii}. Municipalities must also be prepared for disaster mitigation and respond to floods, ice storms and other climate-related impacts to their infrastructure and broader communities, usually through reserve management^{viii}. These types of events also severely impact municipal insurance costs, driving up premiums^{ix}.

Operational Burden

Municipalities rely on provincial or federal funding to help fund their infrastructure. There are a number of [existing sources of infrastructure support](#) from both the federal and provincial government. However, as [noted previously](#), the timing of these announcements of support make it challenging for decision-making. In addition, the application and reporting process remains burdensome for municipal administrators. While these processes provide important measures for ensuring accountability when it comes to the use of funds, often they can be unnecessarily onerous.

For instance, Ontario Community Infrastructure Fund (OCIF) reporting requires filling out electronic forms completed by staff and returned to the Ministry. Typically, staff from various departments must help complete the forms often resulting in multiple versions of forms. Developing a more user-friendly process with information in one central place for Ministry and municipal staff to access could reduce some of the operational burden.

Conclusion

Municipal decision-makers can do everything in their ability to promote strong financial health in their communities and are complying with regulations for the development of asset management plans. There are several considerations that municipal staff must bear in mind when thinking about local infrastructure needs. With limited revenue streams and rising labour, material, and other costs, it is difficult for municipalities to effectively plan for the long-term.

Ideal solution

Our members would like to see:

1. Continued provincial and federal financial support and investments to ensure vital community and economic development infrastructure that is modern, accessible, and safe.
2. Streamlined application and reporting processes to reduce the burden on municipal staff while respecting local decision-making processes and timelines.

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- i. Financial Accountability Office of Ontario, "Municipal Infrastructure." Financial Accountability Office of Ontario (FAO), August 17, 2021. <https://www.fao-on.org/en/Blog/publications/municipal-infrastructure-2021>.
 - ii. Association of Municipalities of Ontario "Asset Management." Asset Management | Canada Community-Building Fund., n.d. <https://www.buildingcommunities.ca/asset-management>.
 - iii. Found, Adam. "Development Charges in Ontario: Is Growth Paying for Growth?" Institute of Municipal Finance and Governance Papers on Municipal Finance and Governance No 41 2019. <https://tspace.library.utoronto.ca/bitstream/1807/93276/1/IMFG-Paper-41-Development-Charges-Ontario-AdamFound-Jan-16-2019.pdf>
 - iv. Association of Municipalities of Ontario "Backgrounder: Development Charges Reform and Community Benefit Charges." August 6, 2021. <https://www.amo.on.ca/advocacy/municipal-gov-finance/development-charges-reform-and-community-benefit-charge>
 - v. Municipal Finance Officers Association of Ontario. "Who Pays for Growth" n.d. https://mfoa.on.ca/MFOA/Main/MFOA_Policy_Projects/who_pays_for_growth.aspx
 - vi. Environment Directorate. "Policy Perspective: Climate-Resilient Infrastructure" Organization for Economic Cooperation and Development Environment Policy Paper No.14. 2018 <https://www.oecd.org/environment/cc/policy-perspectives-climate-resilient-infrastructure.pdf>
 - vii. Warren, F. and Lulham, N., editors (2021). Canada in a Changing Climate: National Issues Report; Government of Canada, Ottawa, ON. https://changingclimate.ca/site/assets/uploads/sites/3/2021/05/National-Issues-Report_Final_EN.pdf
 - viii. Government of Ontario. Municipal Councillors Guide | Emergency Management and Disaster Financial Assistance. May 2021. <https://www.ontario.ca/document/ontario-municipal-councillors-guide/12-emergency-management-and-disaster-financial-assistance>
 - ix. Richards, David. "Risky Business: Soaring Municipal Insurance Costs Are Hurting Municipalities." *Municipal Monitor*. Association of Municipal Managers, Clerks, and Treasurers of Ontario, Q3 2021. <https://municipalmonitor.ca/q3-2021/>

Municipal Reporting Burden

April 2022

Key Takeaways

- Reporting requirements, while important, take time away from operational needs and require staff to spend their limited time responding to requests for information, the value of which is not widely understood.
- Other orders of government remain committed to reducing 'red tape' and burden on businesses, but more must be done to reduce the burden on municipalities. Recognizing and making changes to improve municipal reporting will not automatically solve the bigger policy issues that municipalities are tasked with, but it will give staff the opportunity to mitigate barriers to effective service delivery.
- Other jurisdictions have addressed the reporting burden and offer promising practices for application to the Ontario municipal context.

Issue

A high administrative and reporting burden established by other orders of government results in added costs for municipalities and their communities. Staff hours and municipal resources are used to respond to data requests often without return on investment of that time. New regulations, funding agreements and programs have made municipal-provincial relations more complex. As new requirements are added, too few are removed, continuing to add to the burden. Steadily municipalities have become over-regulated and deeply burdened with requirements to report to the province on hundreds of programs and services. Municipal staff are responsible for gathering copious amounts of information, filling out forms, and responding to tight timelines. The municipal reporting burden must be reduced.

The Need for Reform

Since 2018, AMCTO [has been advocating for the continuous reduction in the municipal reporting burden](#). While we recognize that it cannot be fully removed as some reporting is necessary for transparency and accountability, responding to application and reporting requirements of federal and provincial programs, some of which are required at inopportune times and with short turn-around times, is challenging. In our 2018 survey on reporting requirements, it was found that municipalities through their staff must respond to approximately 420 reports annually¹. That is approximately 1.5 reports to be completed a day.

Far from achieving the goals of good governance and accountability, municipal-provincial reporting in Ontario now hinders the ability of municipalities to function as responsible orders of government.

Reporting threatens to weaken municipal productivity at a time when municipalities must modernize to face increasing citizen demands.

While the Province has indicated it has made [some progress on the reduction, consolidation or simplification of reporting requirements](#), it must be an iterative whole-of-government effort. New requirements are added all the time, while the sticking points of existing reporting remain.

Return on Investment of Time and Resources

The return on investment of staff time and resources to complete these tasks, either for municipalities themselves or for the province is unclear. Some data collection, such as the Financial Information Return (FIR), are collected from municipalities, however, questions remain regarding the purpose, value and impact of how this and other reported data is used to inform decision-making. If this data is of value to other orders of government, then the collected data may also be of wider value. Data shared with the federal or provincial government should be consolidated and shared back with municipalities and the public in meaningful ways.

Rationale for Government Action on Municipal Burden Reduction

While successive governments both federally and provincially have committed to burden reduction for businessesⁱⁱ, municipalities have been left out of this equation. More needs to be done to understand the impacts of administrative and reporting burdens imposed on municipalities and their staff.

To really understand all the requirements other orders of government impose on municipalities, and to reduce, consolidate or remove requirements, the federal and provincial governments should have an open dialogue with municipal staff. Requests for reports and information should be tracked by the federal and provincial governments and this information should be analyzed to determine its relevancy in resolving problems, informing, or supporting policies and decision-making. This process must be iterative rather than a one-time exercise and must be collaborative with the common goal of gathering and reporting on valuable data.

The Province has indicated its interest in applying LEAN methodologiesⁱⁱⁱ to various processes including planning and development matters^{iv}, and is also utilizing user-centred design principles as it builds new digital government services^v. Applying these principles could be beneficial by helping to mitigate barriers to local service delivery. This could result in the optimization of processes on the provincial side as well.

Lessons from Other Jurisdictions

There are examples from other jurisdictions that can be applied to the municipal context. The Government of Canada's Treasury Board Secretariat maintains a list of reports it requires its federal departments to submit. Using a similar approach across departments and agencies for both federal

and provincial imposed municipal reporting requirements, is a good first step. This would catalogue the reporting requirement timelines of such reports^{vi}.

In the UK, the [Single Data List](#) has been compiled and maintained since 2010. The iterative partnership between the UK and its local governments have succeeded in reducing the number of required datasets by 81 in the project's first five years. This list continues to be maintained and there is an ongoing dialogue with government and stakeholders to continue the burden reduction work. It is supported by a New Burdens Doctrine^{vii}.

In New South Wales, Australia, the Independent Pricing and Regulatory Tribunal (IPART) conducted a review with a mandate to “identify inefficient, unnecessary, or excessive burdens placed on local government... in the form of planning, reporting and compliance obligations, and to make recommendations for how these burdens can be reduced.”^{viii} The state government committed to consultation with the sector. ^{ix}

Conclusion

Reporting requirements remain burdensome for municipalities and their staff. The conclusions of our 2018 report remain relevant, and we continue to advance our below recommendations to the other orders of government for consideration.

Ideal solution

Our members would like to see federal and provincial governments:

1. Work with AMCTO and other municipal associations through an iterative process to simplify, reduce, and condense various application and reporting requirements on municipalities while ensuring accountability and transparency.
2. Maintain an updated listing of municipal reporting requirements and make it publicly available as open data. This list should include opt-in programs. Other orders of government should be able to effectively maintain a current list of all reports required of municipalities and provide sound rationale for the purpose of collecting such data including how this information will be used.
3. Apply lean, agile, and user-centred design principles to the review of reporting and application requirements.
4. Recognize the burden and look for opportunities to streamline and reduce the regulatory and reporting regime for Ontario's municipalities for current and future programs. Build federal and provincial government cultures that look at the value of the information collected, rather than collecting data for the sake of it. This would help define return on investment of municipal staff time.

5. In the spirit of openness, share data and information collected by ministries so municipalities can benchmark and compare their services and operations against others to improve their operations.

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- i. AMCTO. *Bearing the Burden: An of Municipal Reporting to the Province*. 2018. [https://www.amcto.com/Advocacy-Policy/Reports-Positions/Issue-1-\(3\)](https://www.amcto.com/Advocacy-Policy/Reports-Positions/Issue-1-(3))
 - ii. See for Example, Ontario's Open for Business (est 2008) and Red Tape Reduction (est. 2018) and the federal government's Paperwork Burden Reduction Initiative (est. 2004) and Red Tape Reduction Action Plan (est 2012).
 - iii. Ontario Newsroom. "Backgrounder: Creating Efficiencies Across Government" March 18, 2019. <https://news.ontario.ca/en/backgrounder/51574/creating-efficiencies-across-government>
 - iv. Ontario Newsroom. "Ontario Municipal Summit Seeks Solutions to Building More Homes." News Release. January 19, 2022. <https://news.ontario.ca/en/release/1001442/ontario-municipal-summit-seeks-solutions-to-build-more-homes>
 - v. Ontario Digital Services. "Digital Service Standards," Ontario Government, January 29, 2021. <https://www.ontario.ca/page/digital-service-standard>
 - vi. For Inventory, see <http://www.tbs-sct.gc.ca/ip-pi/trans/cal-eng.asp>
 - vii. Department for Communities and Local Government, *New Burdens Doctrine: Guidance for Government Departments*, UK Government, June 2011. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/5960/1926282.pdf
 - viii. Independent Pricing and Regulatory Tribunal. *Review of Reporting and Compliance Burdens on Local Government*. New South Wales, Australia. July 21 2019 https://www.ipart.nsw.gov.au/Home/Industries/Local-Government/Reviews/Local-Government-Regulatory-burdens/Review-of-reporting-and-compliance-burdens-on-Local-Government/21-Jun-2019-Final-Report/Final-Report-Review-of-reporting-and-compliance-burdens-on-Local-Government?timeline_id=6081
 - ix. Local Government New South Wales. "Councils Welcome Consultation" News Release. June 19, 2019. <https://lgnsw.org.au/Public/News/Articles/2019-media-releases/0621-Councils-welcome-consultation.aspx?WebsiteKey=bcab1257-cbc9-4447-bab4-a1399a95e4c7>



**The Corporation of the
Municipality of Mississippi Mills**

Council Meeting

Resolution Number 079-22

Title: Information List #05-22 Township of South Glengarry Resolution re: Abandoned Cemeteries

Date: Tuesday, March 15, 2022

Moved by Councillor Holmes

Seconded by Councillor Dalgity

BE IT RESOLVED THAT the Council of the Municipality of Mississippi Mills hereby supports Prince Edward County's call for government action concerning the current legislation and regulations surrounding municipal requirements to take over and maintain abandoned operating cemeteries;

AND FURTHERMORE that a copy of this resolution be sent to the Minister of Government & Consumer Services, ROMA, the Eastern Ontario Wardens Caucus and all Ontario municipalities.

CARRIED

I, Casey Munro, Deputy Clerk for the Corporation of the Municipality of Mississippi Mills, do hereby certify that the above is a true copy of a resolution enacted by Council.



Casey Munro, Deputy Clerk

Town of Collingwood - Termination of Membership in the OMWA

From: Chris Sargent <csargent@collingwood.ca>

Sent: March 3, 2022 11:42 AM

To: MMortimer@ocwa.com; admin@omwa.org

Cc: Clerk's Distribution List <clerk@collingwood.ca>

Subject: Town of Collingwood - Termination of Membership in the OMWA

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

March 3, 2022

BY E-MAIL

Ontario Municipal Water Association
61 Meadowlark Blvd.,
Wasaga Beach, ON L9Z 3B3

Attn: Mike Mortimer, President & Board of Directors

Dear President Mortimer & Board,

Re: Termination of the Town of Collingwood's Membership in the OMWA

Please be advised that Council of the Corporation of the Town of Collingwood, respectfully wishes to advise you that the Town of Collingwood can no longer remain a member of the Ontario Municipal Water Association. At the regular meeting of Council held January 24th, 2022, Council passed the following motion:

WHEREAS Collingwood is a member of the Ontario Municipal Water Association (OMWA);

AND WHEREAS the OMWA website lists Mr. Ed Houghton as the Executive Director of OMWA;

AND WHEREAS Mr. Houghton was the CEO of Collus Power Corporation and the Acting CAO for the Town of Collingwood when the Town closed the sale of 50% of its interest in Collus Power Corporation to Powerstream Incorporated in 2012 and subsequently used the proceeds to purchase 2 Sprung buildings for the Town's recreation facilities through a sole-sourced procurement;

AND WHEREAS the Town of Collingwood Council of 2014-2018 asked the Chief Justice of the Superior Court of Ontario to strike a Judicial Inquiry into these 2 transactions in 2018 and the then Associate Chief Justice Frank Marrocco was appointed the Commissioner of the Collingwood Judicial Inquiry;

AND WHEREAS Justice Marrocco released his report on November 2, 2020, in which he found that, "undisclosed conflicts, unfair procurements, and lack of transparency stained both transactions;"

AND WHEREAS Justice Marrocco found that when, “the answers to legitimate questions are dismissive, spun, or obfuscated, public trust further erodes” and that, “the relationship between the public and its municipal government may never be the same;”

AND WHEREAS Justice Marrocco found that Mr. Houghton, “enjoyed unusual influence and freedom in his roles with the Town and Collus corporations” and that Mr. Houghton was a central figure in both transactions;

AND WHEREAS Mr. Houghton’s actions during these two transactions, as found by Justice Marrocco in his report, undermined the credibility and integrity of the Town of Collingwood and had a profound, devastating and lasting impact on our community.

NOW THEREFORE BE IT RESOLVED THAT Council terminate the Town’s membership in OMWA effectively immediately;

AND FURTHER THAT a letter be sent to the OMWA Board and copied to all members of OMWA attaching this motion and the link to Justice Marrocco’s Report, “Transparency and the Public Trust: Report of the Collingwood Judicial Inquiry.”

CARRIED.

Please find here the link to the [Transparency and the Public Trust: Report of the Collingwood Judicial Inquiry](#). Should you require anything further, please do not hesitate to contact the undersigned by email at clerk@collingwood.ca.

Yours truly,

TOWN OF COLLINGWOOD

Sara Almas, *CMM III*
Director of Legislative Services / Clerk

CC: Mike Mortimer, President, OMWA Board of Directors
OMWA Member Municipalities



Christopher Sargent B.A.
Coordinator, Clerk’s Services

Town of Collingwood
97 Hurontario Street, P.O. Box 157
Collingwood ON L9Y 3Z5
705-445-1030 Ext. 3294

csargent@collingwood.ca | www.collingwood.ca

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March 23, 2022

Hon. Steve Clark
Minister of Municipal Affairs and Housing
College Park, 17th Floor
777 Bay St.
Toronto, ON M7A 2J3

**RE: Resolution from the City of Waterloo passed March 21st, 2022 re: Ontario
Must Build it Right the First Time**

Dear Minister Clark,

Please be advised that the Council of the Corporation of the City of Waterloo at its Council meeting held on Monday, March 21st, 2022 resolved as follows:

WHEREAS the Province of Ontario adopted greenhouse gas reduction targets of 30% by 2030, and emissions from buildings represented 22% of the province's 2017 emissions,

WHEREAS all Waterloo Region municipalities, including the City of Waterloo, adopted greenhouse gas reduction targets of 80% below 2012 levels by 2050 and endorsed in principle a 50% reduction by 2030 interim target that requires the support of bold and immediate provincial and federal actions,

WHEREAS greenhouse gas emissions from buildings represent 45% of all emissions in Waterloo Region, and an important strategy in the TransformWR community climate action strategy, adopted by all Councils in Waterloo Region, targets new buildings to be net-zero carbon or able to transition to net-zero carbon using region-wide building standards and building capacity and expertise of building operators, property managers, and in the design and construction sector,

WHEREAS the City of Waterloo recently adopted a net-zero carbon policy for new local government buildings and endorsed a corporate greenhouse gas and energy roadmap to achieve a 50% emissions reduction by 2030 for existing local government buildings and net-zero emissions by 2050 (provided the provincial electricity grid is also net-zero emissions),

WHEREAS the draft National Model Building Code proposes energy performance tiers for new buildings and a pathway to requiring net zero ready construction in new buildings, allowing the building industry, skilled trades, and suppliers to adapt on a predictable and reasonable timeline while encouraging innovation;

WHEREAS the Ministry of Municipal Affairs and Housing is consulting on changes for the next edition of the Ontario Building Code (ERO #: 019-4974) that generally aligns with the draft National Model Building Code except it does not propose adopting energy performance tiers, it does not propose timelines for increasing minimum energy performance standards step-by-step to the highest energy performance tier, and, according to Efficiency Canada and The Atmospheric Fund, it proposes adopting minimum energy performance standards that do not materially improve on the requirements in the current Ontario Building code;

WHEREAS buildings with better energy performance provide owners and occupants with lower energy bills, improved building comfort, and resilience from power disruptions that are expected to be more common in a changing climate, tackling both inequality and energy poverty;

WHEREAS municipalities are already leading the way in adopting or developing energy performance tiers as part of Green Development Standards, including Toronto and Whitby with adopted standards and Ottawa, Pickering, and others with standards in development;

WHEREAS the City of Waterloo is finalizing Green Development Standards for its west side employment lands and actively pursuing Green Development Standards in partnership with the Region of Waterloo, the Cities of Kitchener and Cambridge, and all local electricity and gas utilities through WR Community Energy;

WHEREAS while expensive retrofits of the current building stock to achieve future net zero requirements could be aligned with end-of-life replacement cycles to be more cost-efficient, new buildings that are not constructed to be net zero ready will require substantial retrofits before end-of-life replacement cycles at significantly more cost, making it more cost-efficient to build it right the first time.

THEREFORE BE IT RESOLVED THAT Council request the Province of Ontario to include energy performance tiers and timelines for increasing minimum energy performance standards step-by-step to the highest energy performance tier in the next edition of the Ontario Building Code, consistent with the intent of the draft National Model Building Code and the necessity of bold and immediate provincial action on climate change;

THAT Council request the Province of Ontario to adopt a more ambitious energy performance tier of the draft National Model Building Code as the minimum requirement for the next edition of the Ontario Building Code than those currently proposed;



THAT Council request the Province of Ontario provide authority to municipalities to adopt a specific higher energy performance tier than the Ontario Building Code, which would provide more consistency for developers and homebuilders than the emerging patchwork of municipal Green Development Standards;

THAT Council request the Province of Ontario to facilitate capacity, education and training in the implementation of the National Model Building Code for municipal planning and building inspection staff, developers, and homebuilders to help build capacity; and

THAT this resolution be provided to the Minister of Municipal Affairs and Housing, to area MPPs, and to all Ontario Municipalities.

Please accept this letter for information purposes only.

If you have any questions or require additional information, please contact me.

Sincerely,



Julie Scott
City Clerk, City of Waterloo

CC (by email):

Catherine Fife, M.P.P (Waterloo)
Laura Mae Lindo, M.P.P (Kitchener Centre)
Belinda C. Karahalios, M.P.P (Cambridge)
Amy Fee, M.P.P (Kitchener-South Hespeler)
Mike Harris, M.P.P (Kitchener-Conestoga)

April 20, 2022

Honourable Steve Clark, Minister of Municipal Affairs and Housing
Via Email

Re: Build it Right the First Time

Please be advised that Council for the Town of Halton Hills at its meeting of Monday, April 11, 2022, adopted the following Resolution:

Resolution No. 2022-0077

WHEREAS The Town of Halton Hills made a commitment through its Climate Change Emergency Resolution adopted in May 2019 to reach net-zero GHG emissions by the year 2030, which is consistent with the current scientific data indicating that this is required by all jurisdictions if we are to avoid catastrophic climate-related events;

AND WHEREAS Residential and commercial buildings account for 33% of the GHG emissions in Halton Hills;

AND WHEREAS The Town of Halton Hills is actively implementing its Low Carbon Transition Strategy and has committed millions of dollars in the current budget to upgrade energy efficiency in its corporate building stock;

AND WHEREAS The Town of Halton Hills has adopted its third upgraded iteration of its Green Development Standards to ensure that all new buildings are built above the current Ontario Building Code mandatory requirements;

AND WHEREAS the Ministry of Municipal Affairs and Housing is consulting on changes for the next edition of the Ontario Building Code (ERO #019-4974) that generally aligns with the draft National Model Building Code except it does not propose adopting energy performance tiers, it does not propose timelines for increasing minimum energy performance standards step-by-step to the highest energy performance tier, and according to Efficiency Canada and The Atmospheric Fund, it proposes adopting minimum energy performance standards that do not materially improve on the requirements in the current Ontario Building Code;

AND WHEREAS The greenhouse gas reduction targets set out in municipal climate Change strategies across the province will not be achievable without a commitment by the Provincial government to use this opportunity with respect to updates to Ontario Building Code to upgrade the energy efficiency of all new builds in line with other Provinces and the National Standards;

AND WHEREAS ensuring that all new buildings in the Province of Ontario are built to the highest energy efficiency means that they will not need expensive retrofits in the future and the cost of heating and cooling these buildings will be reduced from the moment they are first occupied;



AND WHEREAS the lack of strong energy efficiency standards in the current and proposed OBC have resulted in the costly development of local green development standards as individual municipalities are forced to negotiate energy upgrades as they strive to meet their GHG reduction goals (Halton Hills, Toronto, Whitby, Pickering, City of Waterloo);

THEREFORE BE IT RESOLVED THAT Council request the Province of Ontario to include energy performance tiers and timelines for increasing minimum energy performance standards step-by-step to the highest energy performance tier in the next edition of the Ontario Building Code, consistent with the intent of the draft National Model Building code and the necessity of bold and immediate provincial action on climate change;

AND FURTHER THAT if the OBC is not upgraded to the National Model Building Code that municipalities be given the authority to adopt a higher level of energy efficiency consistent with the National Building Code;

AND FURTHER THAT this resolution be provided to the Minister of Municipal Affairs and Housing, to Halton MPP's to the leaders of all Provincial political parties and to all Ontario Municipalities.

Attached for your information is a copy of Resolution No. 2022-0077.

If you have any questions, please contact Valerie Petryniak, Town Clerk for the Town of Halton Hills at valeriep@haltonhills.ca.

Sincerely,

Melissa Lawr
Deputy Clerk – Legislation

cc. Halton MPP's
leaders of all Provincial political parties
all Ontario municipalities



**THE CORPORATION
OF
THE TOWN OF HALTON HILLS**

Resolution No.: 2022-0077

Title: Build it Right the First Time

Date: April 11, 2022

Moved by: Councillor J. Fogal

Seconded by: Mayor R. Bonnette

Item No. 15.3

WHEREAS The Town of Halton Hills made a commitment through its Climate Change Emergency Resolution adopted in May 2019 to reach net-zero GHG emissions by the year 2030, which is consistent with the current scientific data indicating that this is required by all jurisdictions if we are to avoid catastrophic climate-related events;

AND WHEREAS Residential and commercial buildings account for 33% of the GHG emissions in Halton Hills;

AND WHEREAS The Town of Halton Hills is actively implementing its Low Carbon Transition Strategy and has committed millions of dollars in the current budget to upgrade energy efficiency in its corporate building stock;

AND WHEREAS The Town of Halton Hills has adopted its third upgraded iteration of its Green Development Standards to ensure that all new buildings are built above the current Ontario Building Code mandatory requirements;

AND WHEREAS the Ministry of Municipal Affairs and Housing is consulting on changes for the next edition of the Ontario Building Code (ERO #019-4974) that generally aligns with the draft National Model Building Code except it does not propose adopting energy performance tiers, it does not propose timelines for increasing minimum energy performance standards step-by-step to the highest energy performance tier, and according to Efficiency Canada and The Atmospheric Fund, it proposes adopting minimum energy performance standards that do not materially improve on the requirements in the current Ontario Building Code;

AND WHEREAS The greenhouse gas reduction targets set out in municipal climate Change strategies across the province will not be achievable without a commitment by the Provincial government to use this opportunity with respect to updates to Ontario Building Code to upgrade the energy efficiency of all new builds in line with other Provinces and the National Standards;

AND WHEREAS ensuring that all new buildings in the Province of Ontario are built to the highest energy efficiency means that they will not need expensive retrofits in the future and the cost of heating and cooling these buildings will be reduced from the moment they are first occupied;

AND WHEREAS the lack of strong energy efficiency standards in the current and proposed OBC have resulted in the costly development of local green development standards as individual municipalities are forced to negotiate energy upgrades as they strive to meet their GHG reduction goals (Halton Hills, Toronto, Whitby, Pickering, City of Waterloo);

THEREFORE BE IT RESOLVED THAT Council request the Province of Ontario to include energy performance tiers and timelines for increasing minimum energy performance standards step-by-step to the highest energy performance tier in the next edition of the Ontario Building Code, consistent with the intent of the draft National Model Building code and the necessity of bold and immediate provincial action on climate change;

AND FURTHER THAT if the OBC is not upgraded to the National Model Building Code that municipalities be given the authority to adopt a higher level of energy efficiency consistent with the National Building Code;

AND FURTHER THAT this resolution be provided to the Minister of Municipal Affairs and Housing, to Halton MPP's to the leaders of all Provincial political parties and to all Ontario Municipalities.



Mayor Rick Bonnette

Memorandum

To: Mayor Steele and Members of Council
From: Councillor Desmarais
Date: March 8, 2022
Re: Motion to Dissolve Ontario Land Tribunal

Successive provincial governments of all political stripes have failed to have due regard for municipal authority in local land use planning decisions. As a result, rather than approving much needed housing units, municipalities instead have spent decades mired in the red tape of costly, time consuming appeals hearings spending millions of taxpayer dollars defending Council decisions to uphold provincially approved Official Plans.

We are witnessing a crisis in attainable housing; a crisis fueled in part by a land use planning appeals process that supplants the rights of local municipalities to uphold their own provincially approved Official Plans with the power of an unelected, unaccountable third party – the OLT – to determine “good planning outcomes” for our communities.

If municipalities had the authority to enforce their provincially approved Official Plans, then many more units of housing could be built in our municipalities without any further delay.

To address the very real need for a diversity of attainable housing in communities across our province, we need to eliminate one of the key barriers to its realization – the Ontario Land Tribunal.

The attached Motion requests the Government of Ontario to dissolve the OLT and recognize the authority of municipal councils in local land use planning decisions.

I am requesting that the following motion be approved:

Whereas Municipalities across this province collectively spend millions of dollars of taxpayer money and municipal resources developing Official Plans that meet current Provincial Planning Policy; and

Whereas an Official Plan is developed through months of public consultation to ensure, “that future planning and development will meet the specific needs of our community”; and

Whereas our Official Plan includes zoning provisions that encourage development of the “missing middle” or “gentle density” to meet the need for attainable housing in our community; and

Whereas our Official Plan is ultimately approved by the province; and

Whereas it is within the legislative purview of Municipal Council to approve Official Plan amendments or Zoning By-law changes that better the community or fit within the vision of the City of Port Colborne Official Plan; and

Whereas it is also within the legislative purview of Municipal Council to deny Official Plan amendments or Zoning By-law changes that do not better the community or do not fit within the vision of the City of Port Colborne Official Plan; and

Whereas municipal planning decisions may be appealed to the Ontario Land Tribunal (OLT; formerly the Ontario Municipal Board or “OMB”), an unelected, appointed body that is not accountable to the residents of Port Colborne; and

Whereas the OLT has the authority to make a final decision on planning matters based on a “best planning outcome” and not whether the proposed development is in compliance with municipal Official Plans and Provincial Planning Policy; and

Whereas all decisions—save planning decisions—made by Municipal Council are only subject to appeal by judicial review and such appeals are limited to questions of law and or process; and

Whereas Ontario is the only province in Canada that empowers a separate adjudicative tribunal to review and overrule local decisions applying provincially approved plans; and

Whereas towns and cities across this Province are repeatedly forced to spend millions of dollars defending Official Plans that have already been approved by the province in expensive, time consuming and ultimately futile OLT hearings; and

Whereas lengthy, costly OLT hearings act as a barrier to the development of attainable housing;

1. Now Therefore Be It Hereby Resolved That the City of Port Colborne requests the Government of Ontario to dissolve the OLT immediately thereby eliminating one of the most significant sources of red tape delaying the development of more attainable housing in Ontario; and

2. Be It Further Resolved That a copy of this Motion be sent to the Honourable Doug Ford, Premier of Ontario, the Minister of Municipal Affairs and Housing, the Leader of the Opposition, the Leaders of the Liberal and Green Party, all MPPs in the Province of Ontario; the Large Urban Mayors’ Caucus of Ontario, the Small Urban GTHA Mayors and Regional Chairs of Ontario; and

3. Be It Further Resolved That a copy of this Motion be sent to the Association of Municipalities of Ontario (AMO) and all Ontario municipalities for their consideration.

Thank you for your consideration,

Councillor Desmarais
Ward 2

Memorandum

To: Mayor Steele and Members of Council
From: Councillor Wells
Date: April 26, 2022
Re: Motion to request a temporary moratorium on all aggregate extraction license applications in Ontario

Mayor Steele and Members of Council,

I gave notice of this motion at the April 12, 2022, Regular Council Meeting and I am providing the following information and motion for consideration and Council approval.

Whereas the City is comprised of 12,196 hectares of land with approximately 14% or 1,778 hectares identified as Mineral Aggregate and total farmland in the Niagara Region has decreased by 2.1% or 4,660 acres since 2011 and in Port Colborne farmland area in this same period has decreased by 10.7%; and

Whereas the City acknowledges the need to protect the access to strategic mineral aggregate resources and plan for future growth, the City is equally concerned about the potential loss of Prime Agricultural Land from its inventory of good, productive agricultural lands; and

Whereas Ontario currently has over 5,000 licensed pits and quarries located throughout the province that are able to meet the expected near term needs of Ontario's construction industry and growth; and

Whereas applications continue to be submitted without a definitive justification or rationalization for the need of additional supply; and

Whereas aggregate pits and quarries can be destructive and threatening to natural environments such as wood lots, habitats of endangered species and resources such as aquifers as is the case in Port Colborne; and

Whereas pits and quarries can have negative impacts on host communities in terms of noise, air pollution, greenhouse gas emissions and truck traffic;

- 1. Now therefore be it resolved that the City of Port Colborne hereby respectfully request the Ontario government impose an immediate temporary moratorium on all new aggregate mining applications pending the formation of an independent panel and broad consultation process including First Nations, affected*

communities, independent experts and scientists to chart a new path forward for aggregate mining in Ontario which:

- Proposes criteria and processes for determining the need for new and expansion of aggregate licenses;*
- Recommends updated policies and restrictions for aggregate mining below the water table to be consistent with the Provincial Policy Statement and reflect current groundwater sciences;*
- Develops new guidelines for reprocessing in order to ensure sustainable strategic aggregate supplies;*
- Recommends a fair levy for aggregate mining that includes compensation for the full environmental and infrastructure maintenance costs to the local community of extraction and distribution of aggregate;*
- Provides greater consideration to the input by local municipalities to lessen the impacts from aggregate operations and associated truck traffic through their communities;*
- Proposes revisions to application procedures which fully honour First Nations' treaty rights;*

- 2. Be it further resolved that a copy of this resolution be sent to the Honourable Doug Ford Premier of Ontario, the leaders of all Provincial Parties, Minister of Natural Resources and Forestry, the Honourable Ted Arnott MPP, AMO, Region of Niagara, Local Regional Area Municipalities and the Niagara Peninsula Conservation Authority.*

Thank you for your consideration,

Harry Wells
Councillor Ward 4
City of Port Colborne



PORT COLBORNE

Meeting Environmental Advisory Committee February 9, 2022 6:00 p.m.

The following were in attendance:

Staff: Cassandra Banting
Janice Peyton

Council: Councillor Mark Bagu
Councillor Harry Wells

Public Members: George McKibbin
Jack Hellinga
Katherine Klauck
Norbert Gieger
Tim Lamb
Ryan Waines
Kerry Royer (Portion of the Meeting)

Also in attendance, resident Rod Tennyson.

This was an online Microsoft Teams meeting.

1. **Call to Order**

George called the meeting to order at 6:00 p.m.

2. **Adoption of the Agenda**

Moved by Norbert Gieger
Seconded by Harry Wells

That the agenda dated February 9, 2022, be accepted as circulated.
CARRIED.

3. **Disclosures of Interest**

Nil.

4. Approval / Review of Previous Meeting Minutes

Moved by Tim Lamb
Seconded by Trent Doan

That the minutes of December 8, 2021, be accepted as written.
CARRIED.

5. NPCA Update – Kerry Royer

Kerry gave an update on NPCA items. The NPCA has completed a Strategic Plan, Kerry will send a copy to Janice for distribution. The plan focuses on things like healthy and resilient watersheds and partnering with the community, connecting people to nature and supporting sustainable growth.

Kerry has been working with Mike Audit, Parks Supervisor, on a grant application for the 2Billion tree program. Mike and Kerry are working on a tree giveaway for Earth Day, trees to be handed out at the market on April 22nd.

The Wainfleet Bog Advisory Committee is taking member applications, the link has been emailed to the group, anyone interested can send their information to Kerry if they don't have the link.

Kerry has been working with a volunteer that has been collecting broken glass at the Wainfleet Wetlands. Over 45 kgs of glass has been collected so far and there more remaining on site. A community clean-up day at the Wainfleet Wetlands is being arranged for late March, early April. Please share this information within your networks. Rod T. asked if the broken glass could be recycled and provide some income. Rod is going to look further to see if this is a possibility.

6. Items Arising from Previous Minutes

a) Electric Vehicles

George advised that he and Norbert have not yet had a chance to discuss electric vehicles with Planner David Schulz.

Mark advised that in 2019, mandatory EV charging station rough ins in new residential homes being built was rescinded due to cost. In Ontario, EV charging stations in new residential homes is not mandatory.

b) Site Alteration By-law

Cassandra advised that she has begun rewriting the Site Alteration By-law. Once a draft is prepared, Cassandra will circulate it to the committee. Cassandra will review examples of Site Alteration By-laws that have recently been prepared, Wellington County was suggested by Jack. There is talk of having a consistent approach across the Region.

c) Grant Application Re: Tree Planting

Cassandra advised that staff have submitted a grant application to the Niagara Community Foundation for 1000 trees, to be planted along the Friendship Trail. Mike Audit and Kerry Royer have been planning the tree planting initiative together. Results of the application are not yet known. The grant committee liked the idea and were pleased about the collaboration with NPCA. Once results are in, the committee will be notified.

d) Land Use Compatibility

George advised that the EAC report on Land Use Compatibility has been forwarded as recommended at the EAC meeting on December 8, 2021.

7. Regional Transit Comment

As Chair of the EAC, George was asked to comment on the Regional Transit proposals that were being considered by Council. A copy of the reply George sent on behalf of the committee is attached to the minutes.

8. Response to Planning & Development Report 2022-09, Public Meeting Report for OPA and ZBA to the Mineral Aggregate Policies and Zone, File D09-01-20 and D14-03-20.

George provided a detailed review of the comments he prepared as a response to Planning & Development report 2022-09. A copy of the comments is provided in the minutes.

Jack commented that Port Colborne Quarries has withdrawn their site alteration application for pit one.

Regarding the minimum 500 metre setback under the mineral aggregate policy, Norbert commented that in the past few years, with the increased winds, particulates have become much worse. He has noticed evidence of this on his air filter connected to his HVAC at his office/home on West Street and notices particulates on the sidewalk and on his windows.

Moved by Jack Hellinga
Seconded by Tim Lamb

That the response to Planning & Development Report 2022-09 be forwarded to Planner David Schulz for distribution to the Planning Consultant so that each will have the EAC's comments in advance of finalizing their analysis.
CARRIED.

9. Proposals

a) Draft Fossil Fuel Reduction Proposal – Tim Lamb

Tim L. presented his work on the draft Fossil Fuel Reduction Proposal, created to help Port Colborne reach net zero emissions by 2050. A copy of the proposal is attached to the minutes. Tim responded to comments and questions of the committee. Moving forward, Tim would like to see new homes set up with heat pumps as opposed to gas furnaces.

b) Proposal to Establish a Committee on Climate Change - Rod Tennyson

Resident Rod Tennyson prepared a proposal to establish a committee on climate change for EAC consideration. A copy of the proposal is attached to the minutes.

Cassandra was asked to comment on city staff works regarding climate change. Cassandra advised that, from a public works perspective, staff are working on adapting to climate change.

- Staff are working on an RFP for Urban Forest Management Plan
- The Climate Change Coordinator position is now a full-time permanent position, working with Cassandra, Environmental Compliance Supervisor, on compliance for the city, making sure our facilities comply.
- Staff are working on an RFP for ECDM, Energy Conservation Demand Management Plan adding specific targets for city operations and services, such as City Hall windows, installing an EV station. Looking at the city's carbon footprint and greenhouse gas emissions for city facilities.
- Fleet Supervisor has been hired.
- Establishing a grant program (\$1000.) for residents for their private sewer, lateral upgrades, and a loan program (\$2500).
- Application for a grant for home flood assessment and backwater valves.
- RFP for innovative stormwater management solutions in the Omer drainage area.
- Private property inflow inspections and education and remediation services.

Committee members feel that public education in relation to both proposals discussed would be helpful and that the market would be a good location for distribution of educational material.

George, Cassandra, Jack and Rod will get together to discuss this proposal further, Kerry will be consulted as well. The points proposed and discussed this evening will be written up and given to Mark and Harry to take to Council to refer to EAC to create a climate action plan.

10. Other Business

a) Decision Making Principles

George feels that principles for decision making are very important for groups like this one. He will put some principles together and provide a draft at a future meeting for adoption of the committee.

b) Vice-Chair

Moved by Harry Wells
Seconded by Norbert Gieger

That Jack Hellinga be appointed Vice-Chair of the committee for the balance of 2022.
CARRIED.

Jack accepted with thanks.

c) EAC Annual Report to Council

As discussed at a previous meeting, George will draft an annual report to Council and distribute to the committee for review. The final report will be sent to the Clerk.

d) Region Amendment to the Official Plan

Harry advised that the Region is undergoing an amendment to their Official Plan and gave details of a webinar dealing with the natural environmental portion of the Official Plan. Also, a draft of the Official Plan is available on the website, should anyone want to review changes regarding source water protection, mineral aggregates and other items that have been discussed within this committee.

e) 2023 Budget Requests

Mark advised that there are two more EAC meetings before Council is asked for 2023 budget requests. Mark and Harry would like any requests from this committee by the end of June.

11. Next Meeting /Adjournment

With no further business to discuss, the meeting was adjourned at 8:00 p.m.
CARRIED.

The next EAC meeting will be on Wednesday April 13th at 6 p.m.

From George for your information

From: George McKibbon <georgeh@mckibbonwakefield.com>
Sent: Tuesday, December 14, 2021 10:30 AM
To: Janice Peyton <Janice.Peyton@portcolborne.ca>; Cassandra Banting <Cassandra.Banting@portcolborne.ca>
Subject: Fwd: Regional transit

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Morning

Could you forward this to the EAC for information. The request for comment came last Friday morning and there wasn't time to distribute the link to the documents for comment. So I put together my notes from the previous Webinar and forwarded the comment below.

Regards

George

Begin forwarded message:

From: George McKibbon
<georgeh@mckibbonwakefield.com>
Subject: Regional transit
Date: December 13, 2021 at 9:26:34 AM EST
To: deputyclerk@portcolborne.ca
Cc: Harry Wells <harry.wells@portcolborne.ca>, Mark Bagu <mark.bagu@portcolborne.ca>

Michelle Idzenga asked the Environmental Advisory Committee Chair, George McKibbon, for comment on the Regional transit proposals Council will be considering. Earlier members of Port Colborne's Environmental Advisory Committee were asked to attend a webinar on the regional transit proposal. Three members attended including Norbert Geiger, Steven Rivers and myself, George McKibbon. We reported on our efforts at our August EAC Meeting.

We expressed concerns that whatever action is taken on this organizational innovation, consideration needs to be given to the electrification of vehicular fleets and the rapid introduction of autonomous vehicle technology. These changes will transform our communities: witness the articles in the Toronto Star and Hamilton Spectator this weekend on the use of robots to move parcels on sidewalks and bike lanes. I have some experience in these new technologies as I

am one of the W. Booth School of Engineering Practice and Technology (McMaster University) faculty leads helping others develop an ISO standard on robotic delivery devices. The question we asked at the earlier Regional presentation is what would a viable transit system look like with these technological changes and what organizational adaptations will be needed to implement them? The links to the reports being presented to you which ~~BA~~ Mzdenga forwarded to me Friday for a brief and quick review do not appear to answer these questions.

I think the decision you are being asked to make is significant and very important! I recommend you ask Regional proponents to answer how this proposal will address these technological transportation changes in order to provide Port Colborne with a viable scheme that will be as sustainable as possible going forward.

Regards

George McKibbin
Chair
Environmental Advisory Committee
905 631-8489

Cassandra Banting
Environmental Compliance Supervisor
City of Port Colborne

Phone 905-835-2900 x250

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PORT COLBORNE



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Response to Planning and Development Report #2022-09

Environmental Advisory Committee

February 9, 2022

1. Introduction:

On December 23 2021, notice of a public meeting on Tuesday January 18, 2022 to review proposed amendments to Port Colborne's official plan and zoning bylaw was issued. The amendments address adding a Mineral Aggregate Ancillary Use (MAAU) policy to the Official Plan and a new MAAU zone to the zoning bylaw.

New policy is proposed to be added to the Official Plans mineral aggregate policy. It will require zoning bylaw amendments for asphalt plants, cement/concrete plants and stockpiling of aggregate materials with salt and aggregate transfer facilities. The MAAU provisions are to be implemented in the Mineral Aggregate Operations, Gateway Industrial and Heavy Industrial Zones following a bylaw amendment, demonstrating a number of requirements are met. Site plan control will apply to the uses and a 500 metre setback from any residence will be required.

New definitions are provided for "aggregate depot", "asphalt plant, permanent", "asphalt plant, portable", and "cement concrete plant".

EAC has commented on ground water and land use concerns arising from the proposed amendments. Upon being notified that this matter was coming before a public meeting your Chair prepared comments based upon previous concerns and presented these to the public meeting. These comments are part of the public record.

The written and verbal presentation at the public meeting was minimal: not much new information was provided to answer questions arising from the text. It is understood from Dave Schulz, City Planner, several parties raised concerns about the 500 metre setback. We understand the Planning Consultant, NPG Planning Consultants, undertook a national survey of best practices to develop the standard. A more complete planning report describing this analysis will be provided in the future.

This report is to set out concerns with the information presently in hand so the City planner and the Planning Consultant will have EAC's comments in advance of finalizing their analysis.

2. The January 18, 2022 Public Meeting:

Here are the specific comments made on EAC's behalf on January 18, 2022:

1. "The proposed asphalt plant (permanent and portable), cement concrete plant and aggregate depot uses generate air and noise emissions. Municipal studies show these air emissions can result in hospitalizations and mortalities when air quality is poor. These conditions exist even with the best efforts of Ministry of the Environment Conservation and Parks (MECP) Environmental Protection Act regulators, who apply

Ontario Regulation 348 and 419 and NPC 300, and municipal planners, who apply the MECP D Series Land Use Compatibility Guidelines.

2. Port Colborne has no air monitoring stations within its jurisdiction with which to benchmark local community air quality. Track out occurs from existing comparable uses. Lands under the Seaway jurisdiction are Federal lands on which Provincial and Municipal authority is constrained. Fugitive emissions from existing uses are available for re-suspension with traffic and extreme wind events. Caution should be applied when considering these amendments.
3. When these uses are proposed, assessment of cumulative air and noise emissions from existing and proposed industrial uses and local traffic is needed. Under 29.3, Zone Requirements, (a) it is recommended the following underlined words be added after *"appropriate studies including cumulative and worst case scenario noise and air analyses"*.
4. Under 29.3 Zone Requirements, (b) it is recommended that the minimum 500 metre distance from the closest residential use be amended to read: *"is at least 500 metres from any residential use provided the maximum emissions scenario (worse case scenarios) and cumulative air and noise analyses do not require a greater separation distance."*
5. Last, where Mineral Aggregate Operations are considered, *these uses should not be permitted where the Aggregate Resources license and site plan provide for extraction below the water table.*

NPG Planning Consultants prepared and presented the recommended changes to the Official Plan and Zoning Bylaw. Comments from the public, the Regional Municipality of Niagara and verbal comments from meetings with aggregate producers were reviewed. Little verbal reporting and no written report was offered by the consultant on the analysis that went into the recommended policies, specifically how the 500 metres setback from residences was derived. Concerns about aquifer protection were not addressed specifically except in very general policy. The policy didn't identify the significance of the aquifer other Official Plan policy attributes to it. No studies appear to have been undertaken to address specifically land use compatibility or aquifer concerns.

3. Further Recommended Comments:

Based on what transpired at the public meeting, additional comments are warranted. Here are the additional comments:

a) Definitions:

We recommend the words "cement plant" be removed from the definition and any text proposed for the amendments. From information produced by Mark Dorfman, in 2018, in a report to the Township of Champlain there were 18 cement plants in Canada. On average

these plants were separated by 1,270 metres from residential uses. The median distance was 1,000 metres. The minimum distance was 380 metres and the maximum distance was 4,000 metres.

The air and noise emissions and community impacts associated with cement production are much more complex than those associated with asphalt and concrete batch plants, concrete products plants, or aggregate storage and handling depots.

A cement plant isn't an ancillary operation of a mineral aggregate operation as defined in the Provincial Policy Statement 2020 (PPS 2020). Neither is a plant used for the fabrication of concrete products. For this and other reasons discussed below, cement plants used to produce cement should be removed from consideration in the recommended bylaw.

Large international enterprises involved in cement production have stringent internal environmental audit systems that usually provide for significant separation from sensitive uses and new cement plants. Care should be taken in the drafting of the proposed bylaw to ensure that less scrupulous interests don't exploit a poor choice of words to create a bad outcome. This is especially important where lands under Federal jurisdiction exist on which Ontario's Planning Act doesn't have the same jurisdiction.

b) Land Use Compatibility: What this policy is and isn't.

Below are three diagrams which set out the current basis for land use compatibility analysis in the Ministry of Environment, Conservation and Parks' (MECP) D Series Guidelines. Three industrial classifications are used: Classes III, II and I. Each industry being considered in these amendments should be assigned to one of those classes. MECP provides instructions in the Guideline on how to make these assignments.

Once assigned, the following analysis of each industrial Class applies.

Why is this analysis undertaken? Air and noise regulation under the Environmental Protection Act (EPA) needs to be undertaken in sync with Planning Act decisions on land use to minimize adverse effects. These adverse effects include:

"Adverse effects: as defined in the Environmental Protection Act, means one or more of:

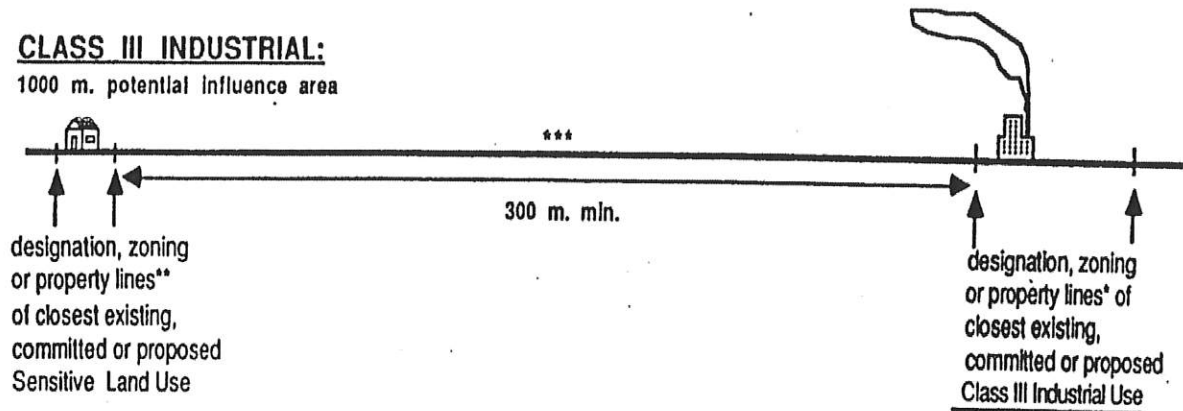
- a) impairment of the quality of the natural environment for any use that can be made of it;*
- b) injury or damage to property or plant or animal life;*
- c) harm or material discomfort to any person;*
- d) an adverse effect on the health of any person;*
- e) impairment of the safety of any person;*
- f) rendering any property or plant or animal life unfit for human use;*

- g) loss of enjoyment of normal use of property; and
- h) interference with normal conduct of business."¹

Port Colborne has experience with risk analyses when these adverse effects occur (e.g., nickel contamination). Care is required when addressing these potential effects when separating industrial uses from sensitive residential uses.

CLASS III INDUSTRIAL:

1000 m. potential influence area



Each of these diagrams is copied from MECP's D Series Land Use Compatibility Guidelines.

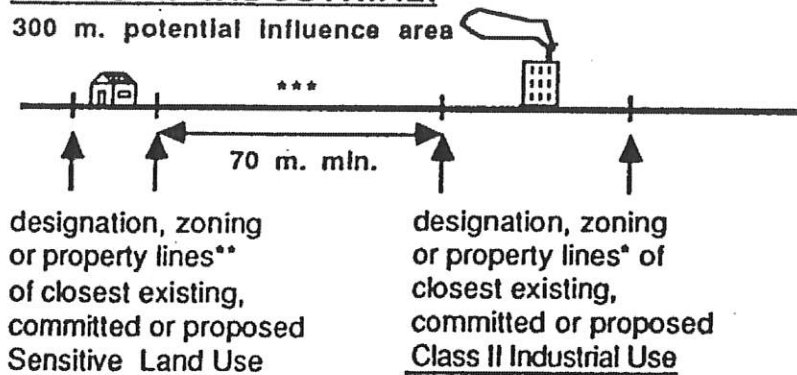
Each industry under consideration is assigned to one of three classes. For each class a potential influence area is assigned. For Class 3 industrial uses that influence area is 1000 metres. That influence area is the default separation distance where no air and noise analyses are used to assign a lesser separation distance. Notwithstanding the results of air and noise analyses, a minimum separation distance applies: 300 metres.

Ideally, the separation distance identified after noise and air emissions are considered is measured from property boundary to property boundary. It can also be measured using site plan requirements applied to the industry.

¹ Provincial Policy Statement 2020, Definition of adverse effect.

CLASS II INDUSTRIAL:

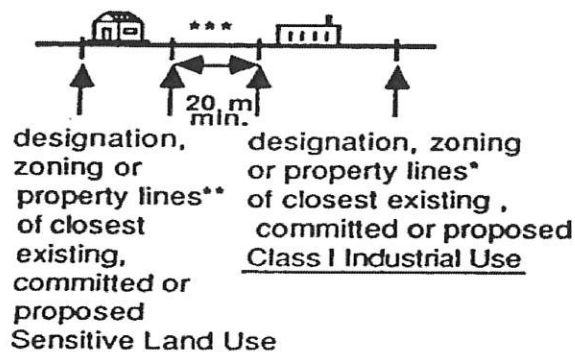
300 m. potential influence area



The above air and noise analyses apply to Class 2 industries and Class 1 Industry (below).

CLASS I INDUSTRIAL:

70 m. potential influence area



Implementation of the D Series Land Use Compatibility Guidelines were transferred from the Province to the Regional Municipality of Niagara in the 1990s when various approvals under the Planning Act were transferred from the Minister of Municipal Affairs to the Region.

No analysis was presented by NPG Planning Consultants on how Class III Industrial use potential influence areas were reduced from 1000 metres to 500 metres and how the 500 metres setback distance was arrived at from air and noise analyses of potential adverse effects.

The D Series Guidelines have been around for a long time. Changes to the PPS 2020 in May 2020 emphasized and strengthened policy requiring land use compatibility between industrial facilities and sensitive land uses such as residential uses.

In 2021, MECP released a draft guideline intended to replace the D Series Guidelines. After public comments were received MECP withdrew the Guidelines for further review. While there was agreement among commenters a review was needed, there was no consensus on recommended revisions. Here are the general changes which were recommended. It is useful

to consider the numbers as background to considering this file because they better represent the science involved.

Both of the following tables were contained within an MECP Powerpoint presentation provided on June 8, 2021. AOI is short for Area of Influence while MSD is short for Minimum Separation Distance.

AOIs and MSDs for classes of major facilities

Class	Description of Major Facility	AOI	Examples of Major Facility	MSD
Class 1	Operations with known smaller adverse effects.	500 m	Food Manufacturing; Sewage Lagoons; Various EASR activities	200 m
Class 2	Operations with moderate effects. May include some outdoor operations.	750 m	Manufacturing Metal and Glass Parts	300 m
Class 3	Operations with moderate to significant adverse effects that may be difficult to mitigate. May include larger outdoor operations	1,000 m	Aggregate Operations (in relation to sensitive land use proposals only)	500 m
Class 4	Operations with significant adverse effects that may be difficult to mitigate. May include larger outdoor operations.	1,500 m	Meat and meat product processes (slaughterhouses and rendering)	500 m
Class 5	Operations with the most significant adverse effects that may be difficult to mitigate. May include larger outdoor operations	2,000 m	Chemical product manufacturing	500 m

Five as opposed to three industrial classes were recommended. Where aggregate operations are considered, the area of influence is 1000 metres and the minimum separation distance proposed is 500 metres.

- The following provides a comparison of existing AOIs and MSDs in D-6 vs. proposed AOIs and MSDs in the Guideline.

Class	Existing AOIs	New AOIs	Existing MSDs	New MSDs
1	70m	500m	20m	200m
2	300m	750m	70m	300m
3	1000m	1000m	300m	500m
4		1500m		500m
5		2000m		500m

This chart compares the changes between the D Series Guidelines and the proposed revisions. More emphasis is placed on heavy industrial facilities with the introduction of two additional classes with successively larger areas of influence. More important, bigger changes are made to both the areas of influence and minimum separation distances for Classes 1 and 2 facilities.

With the changes made to PPS 2020 policy on land use compatibility, land use separation analysis is less discretionary: it has to be done. The planning and engineering professions are not qualified to do the risk analyses required to implement them, e.g., reduce the areas of influence to a lesser distance. Teams with wider expertise, including public health, are needed to undertake this work. In the past PPS 2014 policy implementation was weaker, so if applicants met Ontario Regulation 419 and NPC 300 requirements and obtained MECP approvals, that carried considerable weight. Minimum separation distances became maximums. New PPS 2020 policy is more stringent and requires detailed analyses. Just because a compliance approval is obtained from MECP, the separation distance requires a more complete analysis.

If 500 metres is to be applied in the proposed amendments, the analysis has to be documented and reviewed. That documentation wasn't provided in Report 2022-09.

c) Non-conformity and the East Village

Lands bordering the Canal in the East Village south of Clarence Street are used for aggregate storage and transshipment from Lakers to local users. The separation distance between these operations and residential uses isn't 300 metres let alone 500 metres. The lands are under the jurisdiction of the Seaway Authority. With respect, this storage and transshipment use needs to be relocated northward to the Gateway Industrial and Heavy Industrial zones, provided the land uses are properly separated from residential uses in the immediate areas.

With respect, this matter needs to be addressed together with these amendments.

d) Planning Comments

We understand the City's planning consultant draft bylaw is a work in progress. In addition to the previous comments, here are recommendations intended to assist Council and City Planning Department endeavours:

- 1) Remove references to cement plant for the reasons provided earlier.
- 2) Use PPS 2020 definitions wherever possible.
- 3) Remove "concrete fabrication plants" from the proposed bylaw. One such plant is permitted in PCQ Pit #1. That plant's rezoning was approved (October 2014) by an Ontario Municipal Board hearing. That approval is subject to a number of conditions including site plan approval. The conditions have not been met to date. That approval was site specific and shouldn't be used to set policy for all aggregate licenses.

Employment land uses in PCQ Pit 1 beyond that which was approved in October 2014 require Regional Official Plan amendment (see Regional Municipality of Niagara letter dated December 21, 2016).

- 4) The Ministry of Northern Development Mining, and Forestry (MNDMF) is proposing to change existing Aggregate Resource Act regulations where excess soils and policy where filling with inert materials are used when rehabilitation occurs in quarries extracting below the water table (<https://ero.ontario.ca/notice/019-4801>). If approved as proposed, the changes strengthen sensitive ground water table protection measures. This will address a major concern EAC raised previously.
- 5) Don't use the word "ancillary" because other better terms apply: namely "accessory". An "accessory use" is defined in the Port Colborne zoning bylaw and the word "accessory" is used to describe those "associated accessory facilities" provided for the bylaw's definition of "Mineral Aggregate Operation." An accessory use or facility means a use or facility which is subordinate and incidental to the principle use.
- 6) Normally "associated accessory facilities" mean asphalt and concrete batch plants. If portable and used for municipal contracts these are approved. Portable plants should not be permitted in areas being extracted below the water table. Permanent asphalt and concrete batch plant structures should also not be permitted below the water table. The sites should be designed so drainage isn't allowed into areas extracted below the water table. Consider policy to this effect.
- 7) Port Colborne's gateway and industrial zoning is constructed on the assumption MECP's land use compatibility guidelines apply during site plan and conditional approvals. Where an industrial use requires an amendment to the zoning bylaw, either a conditional approval or a holding zone condition is applied requiring: a) air and noise studies; and b) site designs that meet land use compatibility requirements. If air and noise compatibility isn't achieved, the use is a noxious use and not permitted.
- 8) Whether this was a workable framework is a debate to be left to another time and place. It isn't consistent with stringent land use compatibility policy introduced in the PPS 2020. It appears the recommended amendments to the bylaw's 29.3 a) and b) are a workaround for larger issues arising from how the zoning bylaw addresses land use compatibility. We recommend consideration be given to addressing this larger issue.

Wednesday, January 26, 2022

Draft Fossil Fuel Reduction Proposal

Environmental Advisory Committee

Climate Change is the number 1 threat to our environment. The Canadian Government has committed to reduce greenhouse gas emissions 40% to 45% by 2030 and to net zero by 2050. The City of Port Colborne needs to do its part to support this aggressive, important, strategy.

- The current fossil fuel greenhouse gas emissions for the heating and water heating of the residences in the city of Port Colborne is likely more than 50% of Port Colborne's total greenhouse gas emissions. (Based on Toronto's stats)
Toronto's 2019 Greenhouse Gas Emissions Inventory – City of Toronto
- There are currently about 7,000 private dwellings in the city of Port Colborne, without a doubt most of these residences are using fossil fuels to heat their homes and their water.
- Most new homes being built in Port Colborne continue to be serviced with natural gas lines.
- We have less than 28 years to reach net zero emissions, to meet that goal, we need to stop installing fossil fuel appliances in new homes and retrofits, now! It will take an average of 5 dwellings a week to retrofit to meet that goal.
- Retrofits can be done as current appliances become unserviceable and need to be replaced or as owners see fit.
- Technologies and expertise do exist to complete this goal, in the form of heat pump technology and local home heating and cooling businesses. Costs will be very competitive to current natural gas technologies and home heating costs, electricity, and natural Gas. Heat pumps can operate at very high efficiencies as much as 300% or more, strip or radiant heat are 100% and best natural gas performance is about 94%. There are no emissions with electric heat especially with a green energy supply.
Heating and Cooling With a Heat Pump (nrcan.gc.ca)
Home (canadianheatpumps.ca)

- The installation of these technologies will eliminate the need for natural gas and reduce the City's greenhouse gas emissions substantially.
- Residents can take advantage of any Government Grants or Subsidies to complete work and local heating and ventilation companies will certainly help with that. The current provincial government unfortunately cancelled The Green Energy Act, from the previous administration, creating challenges for us to move forward with this energy transition. (Their reasoning was that the extra electrical infrastructure is not needed). A list of projects cancelled by the current provincial government are linked below. The Federal government Canada Greener Homes Grant offers up to \$5,000, for home energy efficiency improvements, which includes heat pumps.
[Green Energy Act Executive Summary.pdf \(utoronto.ca\)](#)
[Canada Greener Homes Grant \(nrcan.gc.ca\)](#)
[Ontario Newsroom](#)
- OPG, IESO, and CNP will meet the challenges of our increase dependence on the electrical grid over this period of 28 years. The potential for electrical supply growth should not be an issue. OPG is now building SMR's (Small Modular Reactors) to help with that need for growth. There is also a request for recommendations of increased hydro opportunities in Northern Ontario.
[CER – Provincial and Territorial Energy Profiles - Ontario \(cer-rec.gc.ca\)](#)
[Innovating for tomorrow > Small modular reactors - OPG](#)
[OPG reviewing new hydro opportunities in Ontario - International Water Power \(waterpowermagazine.com\)](#)
[Our communities > Southern Ontario – Niagara Region - OPG](#)
- CNP initiated the complete suite of Save On Energy programs for residential and business customers under the Green Energy Act. In 2019, these programs were taken over by the Independent Electricity System Operator (IESO) and are now managed by them directly.
[Independent Electricity System Operator \(IESO\)](#)
- Renewable energy continues to become cheaper than fossil fuels.
[The cost of renewable energy is increasingly undercutting fossils | World Economic Forum \(weforum.org\)](#)
- Instability in the fossil fuel industry and supply will continue to be an issue going forward as well as increasing costs both with market pressures and carbon taxes. Michigan's Governor wants to shut down Line 5.

Line 5 pipeline a 'ticking time bomb,' must be shut down by next week, Michigan governor's office says - The Globe and Mail

- All homes will then have air cooling in the event of a heat wave/heat dome. Reduction in the risks associated with burning fossil fuels i.e., explosion, fire and carbon monoxide poisoning. Port Colborne's air quality will also improve.
- Conservation will always be a priority and homeowners and tenants need to do their part in residential upgrades and conservation practices.
- Opportunities for Port Colborne to establish renewable energy supplies such as hydro, solar and wind. It would only take 16 wind turbines to power all of Port Colborne's homes.
- The City of Toronto is currently establishing a policy like the above proposal, and we should create or adopt a similar strategy. They have established a goal of 2040 for net zero emissions.

TransformTO – City of Toronto

Currently Port Colborne is taking a Leadership strategy when it comes to greenhouse gas reductions, but really needs to take on a more progressive approach to enable its citizens to do their part.

The cost of establishing this proposal should be very low, it is only a matter of putting a phased stop to the use of fossil fuels to heat our residences and embracing electricity as our only source of home and water heating.

Goodbye, gas furnaces? Why electrification is the future of home heating | CBC News

Tim Lamb

tim.lamb58@outlook.com

Member of the Port Colborne Environmental Advisory Committee.



Proposal to Establish a Committee On Climate Change

Roderick Tennyson, PhD., P.Eng.

**Submitted to the Environmental Advisory Committee
City of Port Colborne**

December 2021

Purpose

Port Colborne is exposed to extreme weather events aggravated by climate change. We propose to create a Committee on Climate Change (CCC) to investigate the potential effects of climate change and recommend actions that need to be taken to offset the deleterious effects that could impact the city. One of the major concerns is the assessment of drainage risks arising from extreme weather events associated with wind, high Lake Erie levels and extreme rainfall occurrences. The Committee will recommend solutions to these issues through the Environmental Advisory Committee. (EAC). This information will also assist City Public Works officials organize their responses. The proposal is designed to involve stakeholders such as the Niagara Peninsula Conservation Authority; Brock University and Niagara College; the Regional Municipality of Niagara; the Seaway Authority and Provincial and Federal officials.

Rationale

The Great Lakes economy has been described as the "Growth Engine of North America" (visualcapitalist.com) and is recognized globally for its manufacturing sector. Many other industries contribute to the region's economic growth such as education and health, shipping and logistics, agriculture, mining and energy, tourism, and finance.

Annual bilateral trade in the Great Lakes between Canada and the US is about \$280 billion (The Great Lakes Economy: The Growth Engine of North America: visualcapitalist.com) , of which the maritime industry generates about \$30 billion, and employs about 250,000 jobs in Canada (Standard Review Tribune April 22, 2021). This economic engine must be protected and its long-term sustainability is predicated on ensuring the long-term health of these lakes, particularly in this era of climate change.

The effects of climate change are predicted to have a profound impact on cities bordering the great lakes such as Port Colborne. To mitigate these potential problems that can affect the economy and well being of the citizens in Port Colborne, it is strongly recommended that the EAC create a Committee on Climate Change to assess these issues and provide solutions that can be implemented well in advance of the current and future projections of the damage that will be created to the city and its environs.

The City of Port Colborne and its surrounding environs depend on tourism that is mainly attracted to its many beaches and clean water. Fishing and maritime trade also contribute to its economy. The issues that will need to be addressed that could impact the city resulting from climate changes include:

Tourism

- Loss of clean water
- Loss of beaches due to erosion
- Loss of destination center for tours

Business

- Clean water and beaches ensure tourist attraction
- Fishing industry; effects of algae growth on aquatic life

Health

- algae growth and air borne toxins
- water contaminants
- fish contaminants
- municipal and storm water drainage systems



Port Colborne Beaches

The long-term plan for the City of Port Colborne emphasises the need to increase tourism to the region. This of course will benefit the local service industries and the tax base for the city.

It is assumed that most tourists come to Port Colborne for its renown beaches, warm water and boating. Fishing has always been a major attractor due to the variety of fish in the lake, especially the perch. Local arts and community festivals play a role as well, and the opportunity to dive on the ship wrecks in Lake Erie is another activity of note since the lake is relatively shallow, being deeper at the eastern end of the lake around Port Colborne. Obviously, the Welland Canal is a very popular location to visit and see the large ships travelling down the canal with just a few feet of clearance to the canal walls. The current plan is to construct a welcome center for tourist boats on the west side of the canal. Courting cruise ships to dock in Port Colborne is an economic avenue the city plans to pursue aggressively in the coming years.

To protect the tourist base and the region's most precious assets, the beaches, any form of pollution emanating from climate generated storms that affect the nearby waters and beaches, could prove to be disastrous. Water pollution and algae growth could doom the beaches as well as Gravelly Bay. Clearly this will have adverse effects on the tourism industry and local business community. There will be little incentive for tourists coming to the Niagara region to make Port Colborne a destination spot. The trade-off is the cost of preventive measures now versus loss of tourism in later years.

There is another factor to consider and that is the increasing migration of city people to the Port city and its surrounds. Property values have increased and this region is growing for the reasons cited above. Any inaction at this time to protect this region from climate change impacts will mitigate this influx of new residents, the business they bring and of course the tax base. Again, this is a trade-off that needs to be considered.

The Economy and Tax Base

The current city tax base is predicated on many factors such as resident population, tourism, business growth and industry, to name a few.

If in fact tourism were to decline due to polluted water and loss of beach properties, it is predicted that many local businesses will close (not all of course) and there would be a decline in population growth. What effect would that have on the city tax base? The proposed Committee on Climate Change can address the anticipated impacts and recommend solutions. It is a study that needs to be undertaken soon. Preservation of water quality is critical to the survival of Port Colborne as a destination port.

The Impending Crisis: Effects of Climate Change

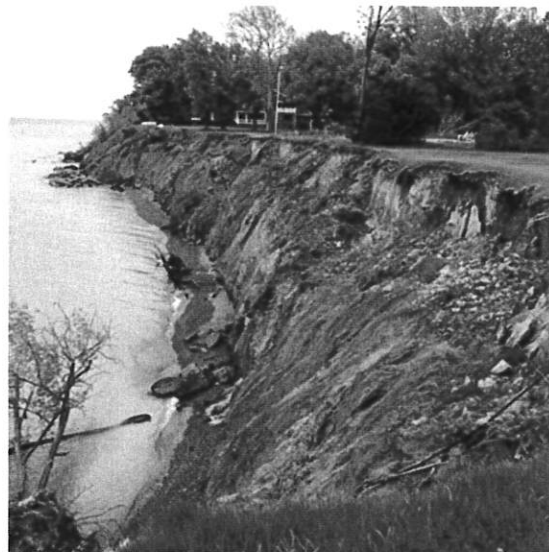
It is widely accepted that climate changes are here to stay and it is up to governments, national and local, to anticipate what impacts these changes will have on the environment and well being of the population they serve. Small cities are no exception, especially ones that border the Great Lakes.

Why is this so? Recent scientific studies have found that the Great Lakes are warming faster than the land mass which will lead to more extreme storms. These storms can erode beach areas and shoreline properties. They can also cause lake sediments to increase in the water, possibly increasing algae growth and water toxicity especially around Port Colborne.

Aquatic life in the lakes depend on a stable temperature of the water. Changes in water temperature can have adverse effects on fish life and their survival. The warmer surface area water leads to increased evaporation and lower lake levels. As a port city, this can cause problems in the canal for ships, which can affect dock infrastructure and shoreline ecosystems.



Ice storm on Lake Erie



Shore erosion along Lake Erie



Storm waves in Lake Erie

Port Colborne is exposed to extreme weather events in the form of winds from the south west which cause lake levels to rise; higher lake levels resulting from normal lake level cycles and extreme rainfall events. Recent events illustrate what may happen. The Eagle Marsh and Wignal municipal drains drain into Lake Erie. Both drains have outlet controls intended to limit

inland flooding when Lake levels rise. Further Port Colborne has storm water outlets into the Eagle Marsh drain, the Welland Canal and Gravelly Bay. The two drains and storm water outlets may be compromised and cause flooding within Port Colborne's residential uses.

Committee on Climate Change: Proposed Projects

Municipal and Storm Water Drainage Systems

This investigation will describe potential risks on the existing municipal and storm water drainage systems and low-lying areas immediately north of the Lake Erie shore; begin to define the extent of such risks; assess how various stakeholders may be involved in addressing these risks; and serve as an organizing effort to craft effective responses.

Port Colborne's Environmental Advisory Committee will hold a public information meeting to discuss the findings with members of the public. The results will be shared with representatives of adjoining municipalities.

Action Items:

- EAC and Public Works to draft a proposal
- Identify other parties who may wish some level of involvement e.g., the Niagara Peninsula Conservation Authority, the coalition
- Identify which stakeholders are to be interviewed
- Interview potential stakeholders to determine if, in addition to being interviewed, they wish to be involved in resourcing this effort
- Establish the work plan
- Identify critical Public Works staff to coordinate the project
- Identify volunteer EAC members with expertise to be involved
- Establish the required budget
- Draft the proposal for submission

Mitigate Beach Erosion

Beach grass grows in sandy beaches and has deep roots that intertwine with other grass roots to provide a stable network that traps the sand and mitigates erosion in the face of storms, wind and surf waves.

The CCC can establish working relationships with the experts who grow a specific grass that has been shown to work on Port Colborne beaches. The groups of interest include researchers at Niagara College and members of the Coastal Collaborative Group.

Action Items:

- establish a meeting with these groups and develop a protocol on how the EAC can participate in the growth of this grass and its massive planting along our prime beaches.
- make the grass clumps available for public purchase for their own property protection along the shore of Lake Erie
- the CCC can draft grant proposals in collaboration with the EAC and Council (need to have them back the grant application) to finance this beach erosion project using beach grass

- work with Public Works to establish a massive tree planting effort along the beach front area on both public and private property to create wind barriers and root systems to mitigate erosion of the shoreline. Initiate a massive public participation program among Port Colborne residents.

Monitoring Water Quality

Monitoring water quality along the beaches and extending along the shoreline of residential houses will be essential to determine if remedial action is required to decontaminate the water. Clean water is essential to a viable tourist industry.

Action Items

- determine if researchers at Niagara College can, or have developed a low-cost test kit to measure temperature and toxic chemicals (such as algae) in water samples taken from the beachfront areas.
- set up a network of civilian volunteers along the beachfront areas to provide monthly data on their measurements to a central monitoring site located within the CCC, assuming lake water is still accessible. Undertake this project with the Coastal Collaborative Group. The CCC will provide an annual report on data interpretation and recommendations to the EAC.
- assess effects of temperature changes and evidence of toxic elements in the water on the aquatic life. Undertake this review with researchers at Brock University and the University of Windsor. Propose remediation solutions to improve the vitality of the aquatic life in Lake Erie.

Recommendations

- The EAC review the proposal and establish the CCC with 5 members
- The VP of the EAC serve as chair of the CCC
- A council member of the EAC who serves on the committee and will act as an advocate for the recommendations emanating from the CCC and the EAC should be a member
- Council be asked to approve a full time paid position for an environment officer to head the CCC projects, with back up secretarial services included. These projects are essential to undertake now and cannot be done by volunteers alone. Pay now or suffer the consequences later!

Port Colborne Public Library Board

MINUTES of the Third Regular Meeting of 2022

Date: Wednesday, March 2, 2022
Time: 6:15 p.m.
Location: Virtual Meeting held via Microsoft Teams

Members Present: M. Cooper, Chair
B. Ingram, Vice-Chair
M. Bagu, Councillor
B. Beck
V. Catton
H. Cooper
J. Frenette
A. Kennerly
C. MacMillan

Regrets: S. Luey, Chief Executive Officer

Staff Present: B. Boles, Board Treasurer
S. Therrien, Director of Library Services (Board Secretary)

1. Call to Order

The Chair called the meeting to order at approximately 6:15 p.m.

2. Declaration of Conflict of Interest

3. Adoption of the Agenda

C. Macmillan requested to add an item for discussion under Other Business.

Moved by A. Kennerly
Seconded by J. Frenette

That the agenda dated March 2, 2022 be adopted, as amended.

Carried

Port Colborne Public Library Board

4. Approval of Minutes

Moved by H. Cooper

Seconded by C. MacMillan

That the minutes of the regular meeting dated February 2, 2022 be approved, as circulated.

Carried

5. Business Arising from the Minutes

6. Consent Items

6.1. Circulation Reports

- January 2022 Transits Report

6.2. Financial Statement

- February 21, 2022

6.3. Media Items

- Port Colborne Public Library Digital Newsletter, March 2022
- City Hall News, March 2022

Moved by A. Kennerly

Seconded by C. MacMillan

That consent items 6.1 to 6.3 be received for information purposes.

Carried

7. Discussion Items

7.1. Building Condition Assessment Report (M. Thomas)

Mason Thomas, Facilities Supervisor, presented a report on the Building Condition Assessment (BCA) that was completed by McIntosh Perry in 2021.

Port Colborne Public Library Board

The library is the first City facility to undergo a full condition assessment, which includes both the building and grounds. The BCA is a standard industry practice and serves as a guideline for the maintenance of a facility. It serves as a general overview of the condition of the library and can be utilized as a 20-year capital roadmap. The library is in very good condition. Councillor Bagu commended M. Thomas on his excellent report to the Board.

7.2. Director's Report (S. Therrien)

7.2.1. COVID-19 Update

Effective February 28, 2022, the City moved from its internal Orange to Yellow precautions. In-person browsing and public computer access is now available for the public. Curbside pickup will be available for patrons who prefer this service. Masks are required for both staff and the public. Staff will actively screen before entering the building; all other visitors will use passive screening. Capacity limits are lifted, but physical distancing is required. The staff vaccination policy remains in effect for staff only, and the Safety Plan is posted at the entrance to the library.

7.2.2. Re-Connecting

The Director reported on the positive response from patrons who are returning to in-person browsing and activities.

7.2.3. Community Engagement

- Top Hat Ceremony, March 24, 2022

The library will participate in the Top Hat Ceremony event and will provide buttons for participants.

- Community Partners

New partnerships are being set up with Community Living, Niagara Parents, and the Ontario Caregivers Association.

Port Colborne Public Library Board

7.2.4. Land Acknowledgment Statement

As discussed at the special meeting of Board on October 5, 2021, and as per the Board's motion, the Board updated its Land Acknowledgement Statement (FN: 05 implemented in 2019) to the Statement used by the City of Port Colborne.

7.2.5. Facilities Maintenance and Capital Projects

The Board reviewed the status of the 2022 capital projects.

7.2.6. OTF Resilient Communities Fund Projects

The Board reviewed the progress of the Ontario Trillium Foundation Resilient Communities Fund grant project. A recognition event is being organized for March 25, 2022.

8. Decision Items

8.1. Policy Review

- 8.1.1.** HR-01: Human Resources Policy and Management
- 8.1.2.** HR-02: Health and Safety of Staff
- 8.1.3.** HR-03: Prevention of Workplace Violence
- 8.1.4.** HR-04: Employee Conduct
- 8.1.5.** HR-07: Covid-19
- 8.1.6.** HR-08: Health and Safety Policy Statement
- 8.1.7.** HR-09: Vaccination Policy

Moved by C. MacMillan

Seconded by B. Ingram

That policies 8.1.1 to 8.1.7 be approved, as presented.

Carried

9. Other Business

C. MacMillan announced the next Ontario Library Services (OLS) trustee meeting

Port Colborne Public Library Board

will be held April 12, 2022, at 4:00 p.m. She asked about programming and suggested a “Read-Along for Seniors” that would partner seniors with young people. The Director will consult with the Librarian for opportunities.

10. Notices of Motion

11. Date of the Next Meeting

Wednesday, April 6, 2022 at 6:15 p.m. via Microsoft Teams

Upcoming Board Events:

- **OTF Recognition Event** on Friday, March 25, 2022, 2:00 to 3:00 p.m.
- **Strategic Planning Session** on Saturday, April 9, 2022 at 9:00 a.m. to 1:00 p.m. (location to be determined)

12. Adjournment

Moved by J. Frenette

Seconded by C. MacMillan

That the meeting be adjourned at approximately 7:08 p.m.

Carried.

Michael Cooper
Board Chair
March 2, 2022

Susan Therrien
Director of Library Services
Board Secretary
March 2, 2022

The Corporation of the City of Port Colborne

By-Law No. _____

Being a By-law to Amend the Assessment Schedule to
Levy the Actual Costs Incurred in Constructing a Drainage Works
Known as the Schihl Municipal Drain

Whereas Section 61 Chapter D.17 of the *Drainage Act* R.S.O. 1990 authorizes a municipality, upon the completion of the drainage works, to levy the final cost thereof to the lands and roads liable, as stated in the engineer's report; and

Whereas By-law 6708/72/19, Being a By-law to Provide for Drainage Works in the City of Port Colborne in the Regional Municipality of Niagara, known as the Schihl Municipal Drain, was enacted the 15th day of October, 2019, and provided for the construction of the Schihl Municipal Drain based on the estimates contained in the drainage report dated March 28, 2019, as submitted by Neal Morris P. Eng, from the firm of K. Smart Associates Ltd.; and

Whereas the Drainage Works was completed as per the Engineer's Report, as amended, and the total actual costs incurred were \$363,000.71 compared to an original estimated cost of \$390,980. Actual costs for constructing the drain were 7.16% under the Engineer's estimate.

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. That the Treasurer invoice the Town of Fort Erie the amount of \$176,680.81 in accordance with the amended assessment schedule as set out in Schedule 'A', attached hereto, and being the amounts to be charged for completing the construction of the drainage works known as the Schihl Drain for the portions of work within the Town of Fort Erie, with the invoice being due within 30 days of the invoice date.
2. That the Treasurer levy the remaining amount of \$186,319.90 against the lands and roads in the City of Port Colborne in accordance with the amended assessment schedule as set out in Schedule 'A', attached hereto, and being the amounts to be charged for completing the construction of the drainage works known as the Schihl Drain.
3. That the owners of a property within the City of Port Colborne have the option of submitting full payment of the net cost or make yearly payments over a period of 5 years at 5% interest per annum. The full payments not received by September 1, 2022 shall be added to the final tax bill beginning in the year 2023 and ending in the year 2027.
4. That in the event of nonpayment, the City of Port Colborne's penalty and interest charges on outstanding accounts receivable, By-law 6841/91/20 shall be followed.
5. That By-law 6708/72/19 is hereby amended by replacing the assessment schedule with Schedule 'A' appended hereto.
6. This by-law shall come into force and take effect on the day of its final passing.

Enacted and passed this 26th day of April, 2022.

William C. Steele
Mayor

Nicole Rubli
Acting City Clerk

Schedule A to By-law

March 28, 2019
Actual : December 9, 2020

SCHEDULE C - ASSESSMENTS FOR ACTUAL COST BY-LAW
SCHIHL DRAIN
City of Port Colborne

Page 2
File No. 02-210

						Actual						Optional Yearly Payment 5% / 5 YRS 0.230929174
Farm Tax Rated	Con	Lot	Roll No.	Owner/Address	Report Gross Total	Actual Gross Total	Special	1/3 Grant	Allowances	Net Assessments		
	14NR	Pt 14	(27-03-020-0)	R. Singleton	5,338	4,169.03		0.00	4,200	-30.97		
	14NR	Pt 14	31-087-00	J. Robertson & S. Cavey	5347	4,176.06		0.00	4,200	-23.94		
	14NR	Pt 14	31-088-00	D. Merritt	3343	2,610.92	4,223.04	0.00	2,600	4,233.96	\$977.74	
	14NR	Pt 14	31-089-00	D. Merritt	3,243	2,532.82	4,223.04	0.00	2,500	4,255.86	\$982.80	
	14NR	Pt 13	31-093-00	C. Wegelin	37	28.90		0	-	28.90	\$6.67	
F	14NR	Pt 14	31-094-00	R. Charron	9,521	7,436.00		2,478.67	8,400	-3,442.67		
	14NR	Pt 14	31-096-00	R. & D. Willick	52	40.61		0.00	-	40.61	\$9.38	
F	15NR	Pt 12	31-137-01	J. Mymryk	104	81.23		27.08	-	54.15	\$12.50	
F	15NR	Pts 13&14	31-140-00	Willoyd Ltd.	22,211	17,347.03		5,782.34	14,300	-2,735.31		
F	15NR	Pt 14	31-141-00	H. Van Der Meer	22,395	17,490.73	1,788.98	6,426.57	14,000	-1,146.86		
	15NR	Pt 14	31-142-00	K. & S. Sider	313	244.46		0.00	-	244.46	\$56.45	
F	15NR	Pt 14	31-143-00	W. & S. Kikkert	313	244.46		81.49	-	162.97	\$37.63	
	15NR	Pt 14	31-144-00	D. Dagesse & D. Holloway	313	244.46		0.00	-	244.46	\$56.45	
	15NR	Pt 14	31-145-00	L. & A. Smith	313	244.46		0.00	-	244.46	\$56.45	
	15NR	Pt 14	31-146-00	W. Yuan & G. Li	4,343	3,391.93		0.00	1,600	1,791.93	\$413.81	
	15NR	Pt 14	31-147-00	C. Stackwood	5,900	4,607.96		0.00	1,900	2,707.96	\$625.35	
F	15NR	Pt 14	31-148-00	R. & A. Swinson	6,999	5,466.29		1,822.10	1,900	1,744.19	\$402.78	
	16NR	Pt 11	31-160-04	P. Potts	183	142.92		0.00	-	142.92	\$33.00	
F	16NR	Pts 11&12	31-162-00	R. Brost & T. Chute	2,570	2,007.20		669.07	-	1,338.13	\$309.01	
F	16NR	Pt 13	31-162-01	P. & A. Brunet	1,515	1,183.23		394.41	-	788.82	\$182.16	
F	16NR	Pt 13	31-163-00	D. Cregheur	659	514.69		171.56	-	343.13	\$79.24	
	16NR	Pt 13	31-164-00	C. Mugas & K. Beardwood	176	137.46		0.00	-	137.46	\$31.74	
	16NR	Pt 13	31-165-00	W. & K. Hawkins	5,930	4,631.39		0.00	4,600	31.39	\$7.25	
	16NR	Pt 14	31-165-10	D. & T. Brewster	15,725	12,281.39	1,831.68	0.00	12,700	1,413.07	\$326.32	
	16NR	Pt 14	31-165-15	A. & J. Natale	198	154.64		0.00	-	154.64	\$35.71	
	16NR	Pt 14	31-165-17	A. & J. Natale	352	274.92		0.00	-	274.92	\$63.49	
	16NR	Pt 14	31-166-00	H. & S. Dyck	373	291.32		0.00	-	291.32	\$67.27	
	16NR	Pt 14	31-166-02	J. Brooks	88	68.73		0.00	-	68.73	\$15.87	
M	16NR	Pt 14	31-172-22	Town of Fort Erie	285	222.59		0.00	-	222.59		
	16NR	Pt 14	31-172-24	A. & J. Natale	439	342.86		0.00	-	342.86	\$79.18	
	15&16NR	Pts 13&14	31-996-00	C P Rail - Caso	17,085	13,343.57	2,633.04	0.00	300	15,676.61		
x	Total Assessments on Lands:				135,663	105,954	14,699.78	17,853	73,200	29,600.75		
x												
M	Point Abino Road			Town of Fort Erie	16,123	12,592.23		0		12,592.23		
M	Burger Road			Town of Fort Erie	16,463	12,857.78		0		12,857.78		
S	Special Assess. to Burger Road				25,235		23,809.31	0		23,809.31		
M	1/2 Holloway Bay Road			Town of Fort Erie	8,176	6,385.54		0		6,385.54		
M	Fox Road			Town of Fort Erie	489	381.91		0		381.91		
x	Total Assessments on Roads:				66,486	32,217.46	23,809	0	0	56,026.77		
x	TOTAL TOWNSHIP OF FORT ERIE				202,149	138,171.72	38,509.09	17,853.29	73,200	85,627.52		
x	(2711-040-00) City of Port Colborne											
F	4	Pts 1&2	6-072-15	776542 Ont. Ltd.	2,424	1,893.17		631.06	0	1,262.11	\$291.46	
F	4	Pt 3	6-075-00	776542 Ont. Ltd.	3,754	2,931.91		977.30	200	1,754.61	\$405.19	
	4	Pt 4	6-078-00	D. & S. Anderson	1,267	989.54		0.00	0	989.54	\$228.51	
F	5	Pts 1&2	6-113-00	776542 Ont. Ltd.	50,008	39,056.77		13,018.92	31,100	-5,062.15		
F	5	Pts 1&2	6-114-00	S. & J. Hwang	2,596	2,027.50		675.83	0	1,351.67	\$312.14	
F	5	Pts 3&4	6-119-00	Loeffen Farms Ltd.	155	121.06		40.35	0	80.71	\$18.64	
F	5	Pts 3&4	6-120-00	2144894 Ont Ltd	144	112.47		37.49	0	74.98	\$17.32	
F	5	Pts 3&4	6-121-00	776542 Ontario Ltd	10,060	7,856.97		2,618.99	300	4,937.98	\$1,140.32	
	5	Pt 4	6-122-00	P. Aiello	490	382.69		0.00	0	382.69	\$88.37	
	5	Pts 1 to 4	6-996-00	C.P.Rail-Caso	865	675.57		0.00	0	675.57		
x	Total Assessments on Lands:					56,047.65	0.00	17,999.94	31,600	6,447.71		
x												
M	Reg. Rd. 98 (Schihl Rd. & Forkes Rd)			Region of Niagara	44,777	34,971.32		0		34,971.33		
S	Special Assess. to Reg. Rd 98 (Schihl Rd & Forkes Rd)				63,335		88,306.20	0		88,306.20		
M	1/2 Holloway Bay Road			City of Port Colborne	8,265	6,455.05		0		6,455.05		
M	Forkes Road			City of Port Colborne	550	429.56		0		429.56		
M	Zavitz Road			City of Port Colborne	141	110.12		0		110.12		
x	Total Assessments on Roads:				117,068	41,966.05	88,306.20	0.00	0.00	130,272.26		
x	TOTAL CITY OF PORT COLBORNE				188,831	98,013.70	88,306.20	17,999.94	31,600.00	136,719.97		
x	TOTAL ASSESSMENTS FOR SCHIHL DRAIN:				390,980	236,185.42	126,815.29	35,853.23	104,800.00	222,347.49		

Notes:

- All of the above lands noted with an "F" are classified as agricultural and currently have the Farm Property Class Tax Rate (F.P.C.T.R.).
- Section 21 of the Drainage Act, RSO 1990 requires that assessments be shown opposite each parcel of land and road affected. The affected parcels of land have been identified using the roll number from the last revised assessment roll for the Municipality. For convenience only, the owners' names as shown by the last revised assessment roll, has also been included.
- The lands noted above in the City of Port Colborne and Town of Fort Erie are in the geographic Township of Bertie and Humberstone.
- The value of the assessments identified in this schedule are estimates only and should not be considered final.

\\server\data\2002\02-210\Engineering\Final Cost\Schihl Drain Final Cost Schedules 02-210

The Corporation of the City of Port Colborne

By-Law No.

Being a By-Law to Set and Levy the Rates of Taxation
for City Purposes for the Year 2022

Whereas at its meeting of November 8, 2021 the Council of The Corporation of the City of Port Colborne ("Council") approved the recommendations of Corporate Services Department Report No. 2021-275, Subject: 2022 Levy Budget; and

Whereas at its meeting of December 13 26, 2021, Council approved the recommendations of Corporate Services Department Report No. 2021-312, Subject: 2022 Rate Setting; and

Whereas the City of Port Colborne (the "City") shall in each year prepare and adopt a budget including estimates of all sums required during the year for the purposes of the City pursuant to Section 290(1) of the *Municipal Act*, 2001, S.O. 2001, C. 25 as amended, (hereinafter referred to as the "*Municipal Act*"); and

Whereas the City shall in each year levy a separate tax rate on the assessment in each property class pursuant to Section 312 of the *Municipal Act*, as amended; and

Whereas the Regional Municipality of Niagara (the "Niagara Region") through by-law sets the tax ratios and the tax rate reductions for prescribed property classes for the 2022 taxation year; and

Whereas the Niagara Region through by-law sets the tax rates for the Niagara Region, including Niagara Region Waste Management and the Province of Ontario sets the tax rates for Education purposes; and

Whereas the City shall annually raise the amount required for the purposes of a Board of Management (Business Improvement Areas) pursuant to subsection 208(1) of the *Municipal Act*, 2001, as amended.

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. That the rates of taxation be based on the levy amount of \$21,873,989.
2. That in accordance with Section 312 and Subsection 208(1) of the *Municipal Act*, the City shall levy upon the property tax classes the property tax rates set out in Schedule "A" attached hereto.
3. That the City shall levy upon the assessment of such property classes set out in Schedule "A" attached hereto, the rate of taxation pursuant to current value assessment as returned on the assessment roll from the Municipal Property Assessment Corporation.
4. That the levy provided for in Schedule "A" attached hereto shall be reduced by the amount of the interim levy for 2022 that was requisitioned in accordance with By-Law No. 6954/100/21.
5. That payments-in-lieu of taxes due to the City, the actual amount due to the City shall be based upon the assessment roll and the tax rates for the year 2022.
6. That railway rights-of-way taxes due to the City in accordance with the regulations as established by the Minister of Finance, pursuant to the *Municipal Act*, the actual amount due to the City shall be based on the

assessment roll and the tax rates for the year 2022.

7. The City will levy on behalf of the Port Colborne Downtown Business Improvement Area an amount of \$46,045. The Commercial occupied rate will be 0.00133693.
8. The City will levy on behalf of the Port Colborne Gateway Business Improvement Area an amount of \$10,000. The Commercial occupied rate will be 0.00100386, with no property having an assessment of more than \$5,000 being billed less than \$125.00 or more than \$250.00.
9. That the City shall charge the Storm Sewer fees by property class set out in Schedule "B" attached hereto.
10. That in accordance with Section 343 of the *Municipal Act*, the demand date shall be June 24, 2022, effective for the Residential, Commercial, Industrial, Multi-Residential, Pipelines, Farmlands, Managed Forests and Farmland Awaiting Development property classes.
11. That in accordance with Section 343 of the *Municipal Act*, the Treasurer shall send a bill to the taxpayer's residence or place of business, or to the premises in respect of which the taxes are payable unless the taxpayer directs the Treasurer, in writing, to send the bill to another address.
12. That in accordance with Section 342 and 346 of the *Municipal Act*:
 - a. The payment of taxes, including local improvement assessments and other rates as taxes, to be made to the office of the Treasurer in one amount or by installments on the dates of July 15, 2022 and September 29, 2022, on which the taxes or installments are due, and provide for the immediate payment of any installments if earlier installments are not paid on time. The due dates for installments, as mentioned, are effective for the Residential, Commercial, Industrial, Multi-Residential, Pipelines, Farmlands, Managed Forests and Farmland Awaiting Development property classes.
 - b. The payment of taxes to the Municipality may also be paid by any person to any financial institution within the City of Port Colborne.
 - c. The payment of taxes be made according to the established preauthorized payment plan on either a due date or monthly plan in the year for which the taxes are imposed to allow taxpayers to spread the payment of taxes more evenly over the year and that monthly payments be made on the 1st of the month from January to December, inclusive.
13. That in accordance with Section 347 of the *Municipal Act*, the Treasurer may accept part payment on account and allocate such payments in accordance with this Section.
14. That in accordance with By-Law No. 6841/91/20, a penalty and interest charge for late or non-payment of taxes shall be imposed.
15. That in accordance with Section 355 of the *Municipal Act*, where the sum of such taxes would be less than \$5.00, the amount of actual taxes payable shall be zero.

16. Where the sum of taxes would be \$150.00 or less, the amount shall be due and payable in one installment on the same date as the first installment.
17. All monies raised, levied or collected under authority of this by-law shall be paid into the hands of the City.

Enacted and passed this 26th day of April, 2022.

William C. Steele
Mayor

Nicole Rubli
Acting City Clerk

Schedule A - 2022 Property Tax Rates

**City of Port Colborne
General 2022 Tax Rates**

Property Class	RTC Code	2022 Current Value Assessment	Tax Ratio	Discount Factor
Residential	RT	1,659,891,635	1.000000	1.00
Multi-Residential	MT	39,175,000	1.970000	1.00
New Multi-Residential	NT	913,000	1.000000	1.00
Commercial	CT	112,494,680	1.734900	1.00
Excess Land	CU	126,300	1.734900	0.85
Vacant Land	CX	2,723,100	1.734900	0.85
Commercial Other	GT	317,500	1.734900	1.00
Commercial Other	ST	11,949,227	1.734900	1.00
Comm - New Construction	XT	10,244,600	1.734900	1.00
Comm - New Const. Excess	XU	230,900	1.734900	0.85
Industrial	IT	22,755,500	2.630000	1.00
Excess Land	IU	393,900	2.630000	0.85
Vacant Land	IX	7,723,400	2.630000	0.85
Ind - New Construction	JT	11,844,900	2.630000	1.00
Ind - New Const. Excess	JU	75,700	2.630000	0.85
Large Industrial	LT	40,345,338	2.630000	1.00
Excess Land	LU	2,266,166	2.630000	0.85
Pipelines	PT	10,736,000	1.702100	1.00
Farmlands	FT	56,711,638	0.250000	1.00
FAD I	R1	1,407,700	1.000000	0.75
Managed Forests	TT	912,352	0.250000	1.00
		<u>1,993,238,536</u>		

Payments-In-Lieu

Property Class	RTC Code	2022 Current Value Assessment	Tax Ratio	Discount Factor
Residential - Full	RF	1,108,000	1.000000	1.00
Residential - Gen	RG	383,400	1.000000	1.00
Commercial - Full	CF	11,105,500	1.734900	1.00
Commercial - Gen	CG	500,000	1.734900	1.00
Industrial - Hydro	IH	110,000	2.630000	1.00
		<u>13,206,900</u>		

Schedule A - 2022 Property Tax Rates

**City of Port Colborne
General 2022 Tax Rates (Continued)**

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential	RT	0.00980471	0.00603552	0.00095899	0.00153000	0.01832922
Multi-Residential	MT	0.01931528	0.01188997	0.00188921	0.00153000	0.03462446
New Multi-Residential	NT	0.00980471	0.00603552	0.00095899	0.00153000	0.01832922
Commercial	CT	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Excess Land	CU	0.01445866	0.00890037	0.00141419	0.00880000	0.03357322
Vacant Land	CX	0.01445866	0.00890037	0.00141419	0.00880000	0.03357322
Commercial Other	GT	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Commercial Other	ST	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Comm - New Construction	XT	0.01701019	0.01047102	0.00166375	0.00880000	0.03794496
Comm - New Const. Excess	XU	0.01445866	0.00890037	0.00141419	0.00880000	0.03357322
Industrial	IT	0.02578639	0.01587342	0.00252214	0.00880000	0.05298195
Excess Land	IU	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Vacant Land	IX	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Ind - New Construction	JT	0.02578639	0.01587342	0.00252214	0.00880000	0.05298195
Ind - New Const. Excess	JU	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Large Industrial	LT	0.02578639	0.01587342	0.00252214	0.00880000	0.05298195
Excess Land	LU	0.02191843	0.01349240	0.00214382	0.00880000	0.04635465
Pipelines	PT	0.01668860	0.01027306	0.00163230	0.00880000	0.03739396
Farmlands	FT	0.00245118	0.00150888	0.00023975	0.00038250	0.00458231
FAD I	R1	0.00735353	0.00452664	0.00071924	0.00114750	0.01374691
Managed Forests	TT	0.00245118	0.00150888	0.00023975	0.00038250	0.00458231

Payments-In-Lieu

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential - Full	RF	0.00980471	0.00603552	0.00095899	0.00153000	0.01832922
Residential - Gen	RG	0.00980471	0.00603552	0.00095899	-	0.01679922
Commercial - Full	CF	0.01701019	0.01047102	0.00166375	0.00980000	0.03894496
Commercial - Gen	CG	0.01701019	0.01047102	0.00166375	-	0.02914496
Industrial - Hydro	IH	0.02578639	0.01587342	0.00252214	0.01250000	0.05668195

Schedule A - 2022 Property Tax Rates

**City of Port Colborne
General 2022 Tax Rates (Continued)**

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential	RT	16,274,751	10,018,309	1,591,819	2,539,634	30,424,514
Multi-Residential	MT	756,676	465,790	74,010	59,938	1,356,413
New Multi-Residential	NT	8,952	5,510	876	1,397	16,735
Commercial	CT	1,913,556	1,177,934	187,163	989,953	4,268,606
Excess Land	CU	1,826	1,124	179	1,111	4,240
Vacant Land	CX	39,372	24,237	3,851	23,963	91,423
Commercial Other	GT	5,401	3,325	528	2,794	12,048
Commercial Other	ST	203,259	125,121	19,881	105,153	453,413
Comm - New Construction	XT	174,263	107,271	17,044	90,152	388,731
Comm - New Const. Excess	XU	3,339	2,055	327	2,032	7,752
Industrial	IT	586,782	361,208	57,393	200,248	1,205,631
Excess Land	IU	8,634	5,315	844	3,466	18,259
Vacant Land	IX	169,285	104,207	16,558	67,966	358,016
Ind - New Construction	JT	305,437	188,019	29,874	104,235	627,566
Ind - New Const. Excess	JU	1,659	1,021	162	666	3,509
Large Industrial	LT	1,040,361	640,418	101,757	355,039	2,137,575
Excess Land	LU	49,671	30,576	4,858	19,942	105,047
Pipelines	PT	179,169	110,292	17,524	94,477	401,462
Farmlands	FT	139,010	85,571	13,597	21,692	259,870
FAD I	R1	10,352	6,372	1,012	1,615	19,352
Managed Forests	TT	2,236	1,377	219	349	4,181
		21,873,989	13,465,051	2,139,476	4,685,825	42,164,341

Payments-In-Lieu

Property Class	RTC Code	Tax Rates				Total
		City	Region	Region: Waste Mgmt	Education	
Residential - Full	RF	10,864	6,687	1,063	1,695	20,309
Residential - Gen	RG	3,759	2,314	368	-	6,441
Commercial - Full	CF	188,907	116,286	18,477	108,834	432,503
Commercial - Gen	CG	8,505	5,236	832	-	14,572
Industrial - Hydro	IH	2,837	1,746	277	1,375	6,235
		214,871	132,269	21,016	111,904	480,060

Schedule B - 2022 Storm Sewer Rates

By-Law Code	Property Type	Flat Fee (\$) Per Year 2022
SS01	Single Family Properties	127.05
SS02	Multi-Residential 2 to 5 Units	381.15
SS03	Multi-Residential 6 to 10 Units	1,270.50
SS05	Institutional/Multi-Residential > 10 Units	2,541.00
SS05A	112 Charlotte St Condo 23 Units	114.35
SS05B	112 Sugarloaf St Condo 22 Units	114.35
SS05C	72 Main St E Condo 31 Units	114.35
SS06	Small Commercial	635.25
SS07	Medium Commercial	1,270.50
SS08	Large Commercial	2,541.00
SS09	Light Industrial	1,270.50
SS10	Heavy Industrial	5,082.00
SS12	CNPI Owned	2,541.00
SS13	Hydro One Owned	2,541.00
SS15	Niagara Region	2,541.00

The Corporation of the City of Port Colborne

By-law No. 89-2000

A by-law regulating parking and traffic on City Roads

Part I	Interpretation
Part II	Stopping, Standing, and Parking
Part III	Special Zones
Part IV	Traffic Movement
Part V	Speed Regulations
Part VI	Load Related Restrictions
Part VII	Driving and Related Rules
Part VIII	Pedestrians
Part IX	Erection of Signs
Part X	Offences and Penalties
Part XI	Application, Administration and Enforcement
Schedules	

A by-law regulating parking and traffic on City Roads

Whereas it is necessary and advisable to repeal By-law 89-2000, as amended, and to enact as a re-enactment By-law 89-2000 with the text and schedules herein provided;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as re-enacted By-law 89-2000 as follows:

<u>Part I</u>	<u>Interpretation</u>
	<u>General</u>
101.01	In this by-law:
101.01.02	“Bicycle” has the same meaning as in the Highway Traffic Act;
101.01.03	“Boulevard” means all parts of the highway save and except any roadway, shoulder, driveway, or sidewalk and <ol style="list-style-type: none">“outer boulevard” means such portions of the highway lying between any sidewalk and the roadway or the shoulder where such exists;“inner boulevard” means such portion of the highway lying between the lateral boundary and the sidewalk and where there is no sidewalk it means that portion of the highway lying between the lateral boundary and the roadway or the shoulder where such exists;
101.01.04	“Bus” has the same meaning as in the Highway Traffic Act;
101.01.05	“Bus stop” means a portion of a highway designated as an area at which buses will stop to receive or discharge passengers;
101.01.06	“Chief of Police” means the Chief of the Niagara Regional Police Force or District Commander for the jurisdiction of Port Colborne;
101.01.07	“City Engineer” shall mean the person filling the Office of the Director of Engineering/Public Works of The City of Port Colborne or their properly appointed representative;
101.01.08	“Commercial motor vehicle” has the same meaning as the Highway Traffic Act;
101.01.09	“Corner” with reference to a highway intersection means the point of intersection of the prolongation of the lateral curb lines or in the absence of curbs the prolongation of edges of the roadways;

101.01.10	"Crosswalk" has the same meaning as in the Highway Traffic Act;
101.01.11	"Cul-de-sac" means a highway which is closed at one end where a turning circle or basin is constructed to allow a vehicle to turn around and egress at the open end;
101.01.12	"Driveway" means the improved land on a highway which provides vehicular access from the roadway to a laneway or parking area on adjacent land;
101.01.13	"Emergency vehicle" has the same meaning as in the Highway Traffic Act;
101.01.14	"Farm tractor" has the same meaning as in the Highway Traffic Act;
101.01.15	"Gross weight" has the same meaning as in the Highway Traffic Act;
101.01.16	"The H.T.A." or the "Highway Traffic Act" means the Highway Traffic Act, R.S.O. 1980, c. 198, as amended;
101.01.17	"Highway" has the same meaning as in the Highway Traffic Act;
101.01.18	"Holiday" includes Sunday, New Year's Day, Good Friday, Easter Monday, Victoria Day, Canada Day, the day proclaimed as a Civic Holiday, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day, Boxing Day, the day proclaimed as the monarch's birthday or the day fixed by proclamation of the Governor General or Lieutenant-Governor-in-Council as a public holiday or for a general feast or thanksgiving and the next following day when any such holiday falls on a Sunday;
101.01.19	"Intersection" has the same meaning as in the Highway Traffic Act;
101.01.20	"Island" means a portion of a highway so constructed as to separate or direct vehicular traffic onto specific portions of the roadway, or provided for the use or protection of pedestrians;
101.01.21	"Large Motor Vehicles" shall mean a commercial motor vehicle, bus, school bus, boat, boat trailer, or mobile home.
101.01.22	"Loading zone" means the portion of a roadway set apart for the exclusive purpose of parking a commercial motor vehicle to load or unload the same;

- 101.01.23 "Median strip" has the same meaning as in the Highway Traffic Act;
- 101.01.24 "Ministry" means the Ministry of Transportation of Ontario;
- 101.01.25 "Mobile canteen" includes any vehicle in or from which any food or other edible substance or any beverage is offered for retail sale or sold direct to the consumer;
- 101.01.26 "Motor assisted bicycle" has the same meaning as in the Highway Traffic Act;
- 101.01.27 "Motorcycle" has the same meaning as in the Highway Traffic Act;
- 101.01.28 "Motor vehicle" has the same meaning as in the Highway Traffic Act;
- 101.01.29 "Official sign" has the same meaning as in the Highway Traffic Act or means any sign or other device placed or erected on a highway under the authority of this by-law for the purpose of regulating, warning, or guiding traffic;
- 101.01.30 "One-way roadway" means a roadway or part of a roadway designated as such by by-law of the City of Port Colborne;
- 101.01.31 "Park" or "parking" has the same meaning as in the Highway Traffic Act;
- 101.01.32 "Parking meter" means a device that shall indicate thereon the length of time during which a vehicle may be parked which shall have as a part thereof a receptacle for receiving and storing coins, a slot or place in which such coins may be deposited, a timing mechanism to indicate the passage of the interval of time during which the parking is permissible and which shall also display a signal when said interval of time shall have elapsed.
- 101.01.33 "Parking meter zone" means the highways or parts of highways designated by this by-law as constituting a parking meter zone.
- 101.01.34 "Parking space" means a portion of the surface of a highway designated by suitable markings, the use of which is controlled and regulated by a parking meter.
- 101.01.35 "Pedestrian" means a person on foot, or in a wheelchair, baby carriage, or on a child's play vehicle propelled by muscular power;

- 101.01.36 "Pedestrian barrier" means a rail, fence, or a device installed on a sidewalk or at any location within a highway at where pedestrian is prevented from crossing the roadway or entering a barricaded area;
- 101.01.37 "Pedestrian crossover" has the same meaning as in the Highway Traffic Act;
- 101.01.38 "Police force" means the Niagara Regional Police Force;
- 101.01.39 "Police officer" means a constable, any municipal by-law enforcement officer, or any person appointed for enforcing or carrying out the provisions of this by-law;
- 101.01.40 "Public vehicle" has the same meaning as in the Public Vehicle Act, R.S.O. 1980, c. 425 as amended;
- 101.01.41 "Regional municipality" or "Region" means the Corporation of the Regional Municipality of Niagara;
- 101.01.42 "Regional Council" has the same meaning as in the Regional Municipality of Niagara Act, R.S.O. 1980, c. 438 as amended;
- 101.01.43 "Roadway" has the same meaning as in the Highway Traffic Act;
- 101.01.44 "School bus" has the same meaning as in the Highway Traffic Act;
- 101.01.45 "Shoulder" means that portion of the highway lying adjacent to the roadway where there is no barrier curb, and which is improved or maintained to support a stopped vehicle;
- 101.01.46 "Side, approach" means that side closest to lawfully approaching vehicular traffic;
- 101.01.47 "Side, remote" means that side most distant from lawfully approaching vehicular traffic;
- 101.01.48 "Sidewalk" means a foot path or any portion of highway set aside or improved for the use of pedestrians;
- 101.01.49 "Stand" or "standing" has the same meaning as in the Highway Traffic Act;
- 101.01.50 "Stop" or "stopping" has the same meaning as in the Highway Traffic Act;

- 101.01.51 "Taxi cab" has the same meaning as in the Public Vehicle Act, R.S.O. 1980, c. 425 as amended;
- 101.01.52 "Through highway" has the same meaning as in the Highway Traffic Act;
- 101.01.53 "Traffic" includes pedestrians, ridden, led or herded animals, vehicles, motorized snow vehicles and other conveyances, either singly or together while using any portion of a highway for the purposes of travel or movement of goods;
- 101.01.54 "Traffic control device" means any sign, traffic signal or other roadway, curb or sidewalk marking, or any other device erected or placed under the authority of this by-law for the purpose of regulating, warning, or guiding traffic;
- 101.01.55 "Traffic signal" means any device operated manually, electrically, or mechanically for the regulation of traffic;
- 101.01.56 "Trailer" has the same meaning in the Highway Traffic Act;
- 101.01.57 "Transit Commission" means any local board of an area municipality operating a public passenger transportation system, or any private body operating a public passenger transportation system under franchise from or agreement with an area municipality;
- 101.01.58 "U-Turn" means to turn a vehicle within a roadway in order to proceed in the opposite direction from the direction the vehicle was previously travelling;
- 101.01.59 "Vehicle" has the same meaning as in the Highway Traffic Act;
- 101.01.60 "Wheelchair" has the same meaning as in the Highway Traffic Act;
- 101.01.61 "Public Park" designated as a public park by the City of Port Colborne
- 101.01.62 "Public Park Roadway" shall be the portion of the park set out for vehicular traffic.
- 101.01.63 "Commercial Motor Vehicle" has the same meaning as the Truck Transportation Act.

- 101.01.64 "School Bus" has the same meaning as in the Highway Traffic Act.
- 101.01.65 "Boat" a water going vehicle.
- 101.01.66 "Boat Trailer" a vehicle designed to transport a boat to/from land and/or water.
- 101.01.67 "Mobile Home" has the same meaning as in the Highway Traffic Act.
- 101.01.68 "Residential Area" shall mean a highway located in a residential zone pursuant to Zoning By-law 1150/97/81, as amended, for the City of Port Colborne.
- 101.01.69 "Parking Ticket Dispensing Machine" means a device that shall have a receptacle for receiving and storing coins, a space or place in which coins may be deposited, an indicator which shows the amount of deposit and the time paid for, have the capability of dispensing a parking ticket that shall indicate thereon the location, amount paid and valid time purchased when either a ticket button is pressed or automatically upon the deposit of a predesignated fee;
- 101.01.70 "Tow Away Zone" shall mean signage depicting an area designated by this by-law where a vehicle may be towed away forthwith;
- 101.01.71 "City Emergency Representative" shall mean the Chief Administrative Officer, Fire Chief, Mayor, or the City Engineer or the appointed designate.
- 101.02 In this by-law:
- 101.02.01 Words importing the singular number of the masculine gender only, include more persons, parties or things of the same kind than one, and females as well as males.
- 101.02.02 A word interpreted in the singular number has a corresponding meaning when used in plural.
- 102.01 Abbreviations
- In the schedules to this by-law, the following abbreviations, definitions, and symbols stand for the words respectively set forth opposite thereto as follows:

Ave.	-	Avenue
Blvd.	-	Boulevard
Cir.	-	Circle
Ct.	-	Court
Cres.	-	Crescent
Dr.	-	Drive
Hwy.	-	Highway
Pkwy.	-	Parkway
Pl.	-	Place
Regn.	-	Regional
Rd.	-	Road
St.	-	Street
Sq.	-	Square
No.	-	Number
Cm	-	Centimetre
Km	-	Kilometre
Km/h	-	Kilometre per hour
M	-	Metre
N	-	North
S	-	South
W	-	West
E	-	East
a.m.	-	Ante Meridian
p.m.	-	Post Meridian

Distance

- 102.02 Where a distance is used in this by-law as from, to or within a specified distance of an object, structure, land, intersection, or part of highway, such distance shall be measured along the curb or edge of the roadway, from a point in such curb or edge or roadway opposite such object, structure, land, or corner, unless the context otherwise requires.

Cumulative Effect

- 102.03 The various restrictions of this by-law are cumulative and not mutually self-exclusive.

Severability

- 102.04 It is declared that if any section, subsection, schedule, or part thereof this by-law be declared by a court of law to be bad, illegal, or ultra vires, such part or parts shall be deemed to be severable and all parts hereof are declared to be separate and independent and enacted as such.

Standard Time and Daylight Saving Time

- 103.01 Whenever in this by-law a time of day or hour is referred to, the same shall be construed in accordance with Stand Time or Daylight Saving Time, as may be current official use in the Region.

Part II

Stopping, Standing, and Parking

Two-way Roadway and Right Side of One-way Roadway

- 201.01 Where stopping, standing, or parking is permitted, except as provided in Subsection 201.04 and 201.07, no person shall stop, stand, or park any vehicle on any roadway where there is a barrier curb or no shoulder on the right side of the roadway, having regard to the direction in which such vehicle wa travelling, unless the right front and rear wheelers parallel to the right curb or edge of the roadway.
- 201.02 Where stopping, standing, or parking is permitted, except as provided in Subsections 201.05 and 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is a barrier curb or no shoulder on the right side of the roadway, having regard to the direction in which such vehicle was travelling, unless the right front and rear wheels are not more than thirty centimetres (30cm) from the right curb or edge of the roadway.
- 201.03 Where stopping, standing, or parking is permitted, except as provided in Subsections 201.06 and 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is shoulder on the right side of the roadway having regard to the direction in which such vehicle was travelling, unless the right and front wheels parallel to and as near as is practicable to the right edge of the shoulder.

One-Way Roadway, Left Side

- 201.04 Where stopping, standing, or parking is permitted on the left side of a highway designated for one-way traffic, except as provided in subsection 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is a barrier curb or no shoulder on the left side of the roadway, having regard to the direction in

which the vehicle was travelling, unless the left front and rear wheels parallel to the left curb or edge of the roadway.

201.05 Where stopping, standing, or parking is permitted on the left side of a highway designated for one-way traffic, except as provided in subsection 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is a barrier curb or no shoulder on the left side of the roadway, having regard to the direction in which the vehicle was travelling, unless the left front and rear wheels are not more than thirty centimetres (30cm) away from the left curb or edge of the roadway.

201.06 Where stopping, standing, or parking is permitted on the left side of a highway designated for one-way traffic, except as provided in subsection 201.07, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked on any roadway where there is a shoulder on the left side of the roadway, having regard to the direction in which the vehicle was travelling, unless the left front and rear wheels parallel to and as near as is practicable to the left curb or edge of the roadway.

Angle Parking Zone

201.07 Where angle parking is permitted, no person shall stop, stand, or park any vehicle or permit a vehicle to remain stopped, standing, or parked except at the angle designated by signs or markings, and with the front end of the vehicle at the curb or the edge of the designated space which is remote from the centre of the roadway.

Signed or Marked Areas

201.08 No person shall permit a vehicle to remain stopped, standing, or parked on any portion of any highway designated by signs or markings on the highway for stopping, standing, or parking except when the said vehicle is entirely within the space or area so designated.

Double Parking Prohibited

201.09 No person shall stop, stand, or park a vehicle or permit a vehicle to remain stopped, standing, or parking on any highway on the roadway side of any stopped, standing, or parked vehicle.

Shoulder and Boulevard Restrictions

- 202.01 Unless otherwise provided in this by-law, no person shall stop, stand, or park a vehicle or permit a vehicle to remain stopped, standing, or parked on any shoulder and boulevard contrary to the prohibition or restriction applicable to the adjacent roadway as herein provided by this by-law.

Parking Limitation Within the Same Zone

- 202.02 No person shall stop, stand, or park a vehicle or permit a vehicle to remain stopped, standing, or parked on a portion of the highway within thirty meters (30m) of or within one hour from the time of its removal from such portion of a highway where such portion is referred to in Part II to this by-law.

Large Motor Vehicles

- 202.03 No person shall stop, stand, or park a large motor vehicle or the trailer portion of the tractor trailer on any street in any residential area unless it is at the time being used to make a delivery or to provide a service.

Parking of Bicycles

- 202.04 No person shall stop, stand, or park a bicycle on a highway except in an upright position and in such a manner as to cause the least obstruction to pedestrian and vehicular traffic and no bicycle shall be laid on its side along any highway or sidewalk.

Stopping Prohibited – Specified Places, Without Signs

- 203.01 No person shall stop any vehicle or permit any vehicle to remain stopped on any highway:
- 203.01.01 On or partly on or over a sidewalk;
- 203.01.02 Within an intersection or crosswalk;
- 203.01.03 Adjacent to or across the roadway from any obstruction in the roadway when such action would impede the free flow of traffic;
- 203.01.04 Upon any bridge or elevated structure and within any tunnel or underpass, or within thirty meters (30m) of either end of any such structure, except where stopping in these locations is otherwise permitted by this by-law;

203.01.05 On any median strip or adjacent to either side or the ends of any median strip separating two roadways, except when stopping in these locations is otherwise permitted by this by-law;

203.01.06 On any outer boulevard.

Stopping Prohibited – Specified Places, With Signs

203.02 When official signs are on display, no person shall stop a vehicle or permit a vehicle to remain stopped on a highway:

203.02.01 Within thirty meters (30m) of the approach side of a crosswalk at a school crossing designated by official signs or of pedestrian crossover, or within ten meters (10m) of the remote side of a school crosswalk or a pedestrian crossover;

203.02.02 Within thirty meters (30m) of the approach side of the nearest rail of any level crossing of a railway, or within sixteen meters (16m) of the remote side of the nearest rail of any such level crossing;

203.02.03 On either side or both sides of such highway adjacent to a school or playground at such times as displayed on the signs;

203.02.04 Within fifteen meters (15m) of an intersection;

203.02.05 Within sixty meters (60m) of an intersection controlled by a traffic signal.

Stopping Prohibited – Schedule “A”

203.03 When official signs are on display, no person shall stop a vehicle or permit a vehicle to remain stopped on a highway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “A” of this by-law.

203.04 The provisions of Subsection 203.02.01, 203.02.03 or 203.03, shall not apply to a school bus within a School Bus Loading Zone designated by official signs.

Standing Prohibited – Specified Places, With Signs

204.01 Subject to Section 203, when official signs are on display, no person shall stand a vehicle or permit a vehicle to remain standing on a highway:

204.01.01 Within twelve meters (12m) of the remote side of a designated Transit Commission bus stop or within twenty-eight meters (28m) of the approach side of such bus stop, provided such vehicle does not interfere with a bus waiting to enter or about to enter or exit from such bus stop.

Standing Prohibited – Schedule “B”

204.02 Subject to Section 203, when official signs are on display, no person shall stand a vehicle for the purpose of standing or permit a vehicle to remain standing on a highway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “B” of this by-law.

Parking Prohibited – Specified Places, Without Signs

205.01 Subject to Sections 203 and 204, no person shall park a vehicle or permit a vehicle to remain parked on any highway:

205.01.01 Within ten meters (10m) of an intersection;

205.01.02 Within three meters (3m) of a fire hydrant;

205.01.03 On an inner boulevard;

205.01.04 On a driveway within thirty centimeters (30cm) of a sidewalk, between the sidewalk and the roadway, or where there is no sidewalk within three meters (3m) of the edge of a roadway or on meter (1m) of shoulder;

205.01.05 In front of or within on and one-half meters (1.5m) of a laneway or driveway or a curb-cut or depressed curb thereto;

205.01.06 On either side of a roadway so as to obstruct a vehicle in the use of any laneway or driveway;

205.01.07 In such a position that will prevent the convenient removal of any other vehicle previously stopped, standing, or parked;

205.01.08 For the purpose of displaying such vehicle for sale or lease;

205.01.09 For the purpose of servicing or repairing such vehicle except for repairs as have been necessitated by an emergency;

205.01.10 For a longer period than 24 hours at any one time;

- 205.01.11 Not applicable.
- 205.01.12 In such a manner as to interfere with the movement of traffic, street cleaning measures or the clearing of snow from the highway.
- Parking Prohibited – Specified Places, With Signs
- 205.02 Subject to Sections 203 and 204, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on any highway:
- 205.02.01 In front of within eight metres (8m) of the property limits on which an active fire hall is located, or on the opposite side of the said highway, within thirty metres (30m) of the prolonged lot limits of the said property; and fifteen metres (15m) from the ramp of a secondary (back-up) or inactive fire hall
- 205.02.02 Within sixteen meters (16m) of an intersection;
- 205.02.03 Within forty-five meters (45m) of an intersection controlled by a traffic signal;
- 205.02.04 In front of or within three meters (3m) of the main entrance to or any emergency exit from any public house, hotel, motel, hospital, nursing home, theatre, auditorium or other building or enclosed space in which persons may be expected to congregate in large numbers;
- 205.02.05 Within three meters (3m) of a laneway or driveway or a curb cut or depressed curb thereto;
- 205.02.06 Having a roadway width of eight meters (8m) or less;
- 205.02.07 Within thirty meters (30m) of the approach side and within fifteen meters (15m) of the remote side of a crosswalk controlled by a traffic signal and not located at an intersection;
- 205.02.08 So as to interfere with the formation of a funeral procession;
- 205.02.09 Within the turning circle of a basin of a cul-de-sac;
- 205.02.10 Within fifteen meters (15m) of the termination of a dead end roadway;

205.02.11 Where the Chief of Police, City Engineer or City Emergency Representative is of the opinion that, for some temporary period, the safety of the public, the proper movement of traffic, or the proper and safe performance of some vital function of The City of Port Colborne requires the prohibition or limitation of parking.

Parking Prohibited – Schedule “C”

205.03 Subject to Sections 203 and 204, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on a highway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “C” of this by-law.

Parking Prohibition Tow Away Zone

205.03.01 Subject to Sections 203 and 204, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on a highway, at the sides, and between the limits, set out in Columns 1, 2, 3, and 4 of Schedule “C-2” of this By-law.

Trailer and Commercial Motor Vehicle Parking Prohibition – Schedule “D”

205.04 Subject to Sections 203 and 204, when official signs are on display, no person shall park a trailer or commercial motor vehicle, or permit a trailer or commercial motor vehicle to remain parked on a highway, at the side, between the limits, and during the times.

Parking Restrictions Exemptions – Funeral Corteges

206.01 If the Chief of Police is of the opinion or deems it desirable, he may declare that Subsections 205.02.03, 205.02.04, 205.02.07, and 205.03 do not apply for a temporary period to prevent the parking of vehicles forming part of any funeral cortege, provided that all such vehicles are parked on only one side of the highway at one time.

Limited Parking – Schedule “E”

207.01 Subject to the previous sections of Part II, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on a highway, at the side, between the limits, for a longer period of time and during the times and days set out

respectively in columns 1, 2, 3, 4, and 5 of Schedule “E” of this by-law.

Angle Parking – Schedule “F”

- 208.01 Subject to the previous sections of Part II, angle parking is permitted on the roadways, at the sides, and between the limits set forth respectively in columns 1, 2, and 3 of Schedule “F” of this by-law.

Parking Meters – General Regulations

- 209.01 Where parking meters have been installed under the authority of this by-law, no person shall park a vehicle or permit a vehicle to remain parked in a parking meter space unless:
- 209.01.01 Where parallel parking is permitted, the front wheels of such vehicle are adjacent to the single parking meter provided for such parking meter space;
- 209.01.02 Where parallel parking is permitted and two meters are mounted on the same standard, the rear wheels of the remote vehicles shall be adjacent to or as close as is practicable to such parking meters and the front wheels of the approach vehicle shall be adjacent to or as close as is practicable to such parking meters;
- 209.01.03 Where angle parking is permitted, the front wheels of the vehicle shall be adjacent to or as close as is practicable to the parking meter provided for such parking meter space.
- 209.02 No person shall park a vehicle or permit a vehicle to remain parked in such a manner that it is not wholly within the area designated as a parking space unless the vehicle is of such length as to render it impossible to park it in one parking space, in which case the adjoining parking space or spaces may, in addition, be used if the required coin deposits are made in the parking meters provided for all such parking spaces so used.
- 209.03 No person shall park a vehicle or permit a vehicle to remain parked in a parking meter space if:
- 209.03.01 The parking meter has been covered by a parking meter cover or parking prohibition sign, or
- 209.03.02 Such parking meter space is presently occupied by another vehicle.

Parking Metered Space Subject to Other Provisions

- 209.04 The stopping, standing, and parking of vehicles in metered spaces shall be subject to all prohibitions, restrictions, limitations and provisions of this by-law, other City of Port Colborne by-laws and the Highway Traffic Act

Use of Parking Meter

- 209.05 No person shall deposit or cause to be deposited in any parking meter:
- 209.05.01 Any slug, device, or other substitute for a coin of Dominion of Canada or of the United States of America, or
- 209.05.02 Any coin except for five cent coin commonly referred to as a “nickel”, a ten cent coin commonly referred to as a “dime”, a twenty-five cent coin commonly referred to as a “quarter”, or a dollar coin commonly referred to as a “dollar”, of the Dominion of Canada or of the United States of America.

Parking Meter Zones – Schedule “G”

- 209.06 The highways or portions of the highways described in Schedule “G” of this by-law are hereby designated as parking meter zones.
- 209.06.01 Subject to the provisions in Subsection 209.06.02, when parking meters have been erected on the highway, at the side, and between the limits set out respectively in Column 1, 2, and 3 of Schedule “G” of this by-law, no person shall park a vehicle or permit a vehicle to remain parked for a longer period of time and during the times and days set out respectively in Columns 5 and 6 of the said schedule.
- 209.06.02 Subject to the maximum parking time period and the hours and days of operation set out in Schedule "G" of this by-law, no person shall park any vehicle or permit a vehicle to remain parked in a parking meter space unless the fee set out in Column 4 of the said schedule is deposited in the meter controlling such parking meter space and the said meter is in operation and the said time limit on the meter for which the appropriate fee has been paid has not expired and that the receipt issued by the parking ticket dispenser shall be placed inside the windshield of the vehicle while the vehicle is parked in or on the parking space in a position so that the writing and markings on the receipt face outward so as to be easily seen from outside the vehicle.

Unexpired Parking Meter

- 209.07 The driver of a vehicle shall not be prevented from using the unexpired time remaining on a parking meter from its previous user without depositing a coin therefor.

Vehicle at Expired Parking Meter

- 209.08 The fact that a parking meter governing a parking meter space indicates that a vehicle is unlawfully parked is prima facie evidence that such vehicle is unlawfully parked.

Parking Permits

- 209.09.01 The City of Port Colborne may issue:

- (i) Commercial Loading Permits to the owner of any commercial vehicle and any commercial vehicle for which such permit has been issued may be parked in any parking space while actually engaged in loading or unloading goods, wares, or merchandise, without making use of the parking meter adjacent to such parking space for a period not exceeding 30 minutes;
- (ii) Temporary Parking Permit of daily or weekly duration to the owner of any vehicle for a parking meter space and such parking meter space which has been designated for a daily or weekly parking permit shall be covered by a parking meter cover;
- (iii) Courtesy Parking Permits of daily duration to the owner of any vehicle and any vehicle for which such permit has been issued may be parked in any metered parking space without making use of the parking meter adjacent to such parking space.

- 209.09.02 Every commercial vehicle for which a commercial loading permit or any vehicle for which courtesy parking permit has been issued shall be identified by having displayed on the windshield an official parking permit issued by the City of Port Colborne.

- 209.09.03 The fee for every commercial loading permit and temporary parking permit shall be in accordance with the tariff contained in Schedule "G1" to this by-law. Every commercial loading permit shall expire on the 31st day of December of the year for which it

was issued. Every courtesy parking permit shall be stamped with an expiry date at the time of issue.

209.09.04 Commercial vehicle loading permits or parking permits issued by the area municipality shall be deemed to be permits to be permits issued under this Section.

209.10 Notwithstanding anything hereinbefore contained, drivers of the following classes of vehicles shall not be required to deposit coins in the parking meter provided for a parking space occupied by vehicles:

- (i) Fire Department vehicles of the City of Port Colborne,
- (ii) Regional Police Force vehicles,
- (iii) Ambulances,
- (iv) Hearses,
- (v) Privately owned vehicles in use by employees of the City of Port Colborne or the Region of Niagara, on municipal business, provided that such vehicles are identified by having affixed to the windshield thereof an official parking sticker issued by the City of Port Colborne or the Region of Niagara.
- (vi) Vehicles of an area municipal public Utilities Commission while such vehicles are being used in connection with the construction, maintenance, or repair of any plant or equipment of such Commissions.
- (vii) A privately owned vehicle provided that such vehicle is identified by a valid handicapped permit displayed on the windshield.
- (viii) A commercial vehicle provided that such vehicle is identified by a valid commercial parking permit displaying in the windshield.
- (ix) A privately owned vehicle provided that such vehicle is identified by a valid courtesy parking permit displayed on the windshield.
- (x) Vehicles owned by the City of Port Colborne or the Region of Niagara on municipal business.

- (xi) A privately owned vehicle provided that such vehicle is identified by a valid City of Port Colborne Veteran's Parking Permit displayed on the windshield, and the Veteran is a passenger, being picked up or transported in the vehicle and further that such exemption shall apply for a maximum of three continuous hours at or in any one parking meter zone.

Part III

Special Zones

Bus Stops –

- 301.01 The establishment of a bus stop for local Transit Commission buses on roadways is hereby authorized and shall be conclusively deemed to have been established when official signs are on display.

Public Vehicle (Inter-City) Parking Zone Schedule "H"

- 301.02 Subject to Part II, when official signs are on display, no person shall park a vehicle or permit a vehicle to remain parked on the highway, at the side, between the limits and during the times and days set out respectively in Columns 1, 2, 3, and 4 of Schedule "H" of this by-law, except a public vehicle.

Public Vehicle (Inter-City) Bus Stop Schedule "I"

- 301.03 Subject to Part II, when official signs are on display, no person shall stand a vehicle or permit a vehicle to remain standing on a highway, at the side, between the limits, and during the times and days set out respectively in Columns 1, 2, 3, and 4 of Schedule "I" to this by-law, other than a public vehicle taking on or discharging passengers except that the driver of a vehicle may temporarily stop in a bus stop for the purpose of and while actually engaged in loading or unloading passengers when such stopping does not interfere with a public vehicle waiting to enter or about to enter or exit such bus stop.

School Bus Loading Zones

- 302.01 When official signs have been erected in accordance with the Highway Traffic Act, the portion of highway designated by such signs is hereby established as a "School Bus Loading Zone" and subject to the regulation under the said Act.

Vending Stops – Schedule “J”

- 303.01 No person who sells or offers for sale or takes orders for goods, wares, merchandise, or produce from a vehicle shall, for the purpose of carrying on their business, stop the vehicle, or permit the vehicle to remain stopped on any part of the highway in such a manner as to interfere with the movement of traffic.
- 303.02 No person shall offer for sale or take orders for goods, wares, merchandise, or produce from a vehicle on a highway except from the side of such vehicle facing the closest boulevard.
- 303.03 Subject to Part II, no person shall stop a mobile canteen on a roadway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “J” of this by-law.

Taxi Cab Stands – Schedule “K”

- 304.01 Subject to Part II, when official signs are on display, no person shall stand a vehicle or permit a vehicle to remain standing on the highway, at the side, between the limits, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “K” of this by-law, except a taxi cab.

Loading Prohibited – Schedule “L”

- 305.01 Subject to Part II, when official signs are on display, no person shall stop a vehicle to load or unload freight or merchandise, or permit a vehicle to stop to load or unload freight or merchandise on a highway, between the limits, at the side, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “L” of this by-law.

Loading Zones – Schedule “M”

- 305.02 Subject to Part II and previous sections of Part III, when official signs are on display, no person shall stop a vehicle to permit a vehicle to remain stopped on a highway, between the limits, at the side, and during the times and days set out respectively in columns 1, 2, 3, and 4 of Schedule “M” of this by-law, except a commercial motor vehicle when parked temporarily for the purpose of and while actually engaged in loading or unloading freight or merchandise, and such parking shall not exceed a period of thirty (30) minutes.

Part IV

Traffic Movement – Through Highways – Stops – Yields – Turns –
One-way Highways- Traffic Circles – Designated Lanes

Through Highways – Schedule “N”

401.01 The highways between the limits set out in columns 1 and 2 of Schedule “N” of this by-law, are, except as provided in Subsection 401.02 hereby designated as through highways.

401.02 The designation in Subsection 401.01 of a highway or part of a highway as a through highway shall not include any intersection thereon where the highway intersected is a King’s Highway or Regional Road, where traffic signals are installed or where the roadway passes over land owned by the Crown or the Region.

Stop Signs at Intersections – Schedule “P”

402.01 The City of Port Colborne shall erect stop signs on the highways, at the intersections set out in columns 1 and 2 of Schedule “P” of this by-law, facing traffic proceeding in the direction set out in column 3 of the said schedule.

Yield Signs at Intersections – Schedule “Q”

403.01 The City of Port Colborne shall erect yield signs on the highways, at the intersections set out in columns 1 and 2 of Schedule “Q” of this by-law, facing traffic proceeding in the direction set out in column 3 of the said schedule.

Prohibited Turns – Schedule “R”

404.01 When official signs are on display, no vehicle on the highways, at the intersections, or locations set out in columns 1 and 2 of Schedule “R” of this by-law, and proceeding in the direction set out in column 3 of the said schedule, shall be turned in the manner or the direction, during the times and days set out in columns 4 and 5 of the said schedule.

404.02 Where a U-turn is not otherwise prohibited under this by-law or the Highway Traffic Act, such a turn shall be made only where it can be made in safety and without interfering with other traffic.

One Way Highways – Schedule “T”

405.01 When official signs are on display, the highways between the limits set out in columns 1 and 2 of Schedule “T” of this by-law,

are hereby designated as one-way roadways for the passage of vehicles only in the direction set out in column 3 of the said schedule.

Traffic Circles

- 406.01 No person shall drive any animal or vehicle otherwise than in a counter clockwise direction in any traffic circle or turning circle of a cul-de-sac.

Designated Lanes – Schedule “U”

- 407.01 When official signs are on display, the portion of a highway between the limits set out in columns 1 and 2 of Schedule “U” of this by-law, in the lane during the times set out in columns 3 and 4 of the said schedule, shall be designated for the traffic movement set out in column 5 of the said schedule.
- 407.02 The City of Port Colborne shall divide roadways between the limits set out in columns 1 and 2 of the Schedule “U”, into clearly marked lands for traffic movements in the particular direction set out in column 5 of the said schedule.

Part V

Speed Regulations

Speed Limits on Bridges – Schedule “V”

- 501.01 When any structure on a highway set out in columns 1 and 2 of Schedule “V” of this by-law, is marked in compliance with the regulations under the Highway Traffic Act, the maximum rate of speed on such structure shall be the rate of speed set out in column 3 of the said schedule.

Speed Limits on Highways – Schedule “W”

- 501.02 Subject to Subsection 501.01, when any highway or part of a highway between the limits set out in columns 1 and 2 of Schedule “W” of this by-law is marked in compliance with the regulations under the Highway Traffic Act, the maximum rate of speed on such highway or part of highway shall be the rate of speed set out in column 3 of the said schedule.

Speed Limits in School Zones – Schedule “X”

- 501.03.01 Subject to Subsections 501.01 and 501.02, when official signs and the flashing amber beacons are on display in compliance with

the H.T.A., the maximum rate of speed on the highway or part of a highway between the limits set out in columns 1, 2, and 3 of Schedule "X", shall be 40 kilometers per hour during the days and hours set out in columns 4 and 5 of the said schedule.

501.03.02 Subject to Subsection 501.03.01 and where required on any school day to accommodate variations from normal school hours or a school emergency, the flashing amber beacons may be actuated and the speed limit reduced to 40 km/h for any period, between 8:00 a.m. and 5:00 p.m., and not provided under Subsection 501.03.01.

501.04 Subject to Subsection 501.01, 501.02, 501.03.01, and 501.03.02 when any public park as designated as such by the City of Port Colborne is marked in compliance with the regulations under the Highway Traffic Act, the maximum rate of speed in any such public park shall be 20km/h.

Part VI Load Related Restrictions

Reduced Load on Highways (5 Tonnes per axle) During March and April – Schedule "Y"

601.01 When official signs are on display, the reduced load restriction provisions of the Highway Traffic Act are declared to be in force with respect to the highways and between the limits set out in Columns 1 and 2 of Schedule "Y" of this by-law, during the period from the 1st day of March to the 30th day of April inclusive in each and every year.

Reduced Load on Highways (5 Tonnes per axle) During Entire Year – Schedule "Z"

601.02 When official signs are on display, the reduced load restriction provisions of the Highway Traffic Act are declared to be in force with respect to the highways and between the limits set out respectively in columns 1 and 2 of Schedule "Z" of this by-law, during the period from the 1st day of January to the 31st of December inclusive in each and every year.

Oversize and Overweight Load Permits

602.01 The City Engineer or any person authorized by him is hereby authorized to grant or refuse permits for the moving of heavy vehicles, loads, objects, or structures in excess of the otherwise lawful limits, pursuant to the Highway Traffic Act.

Part VII

Driving and Related Rules

701.01 The driver or operator of a vehicle emerging from a driveway, laneway, building, or lot onto a highway shall bring the vehicle to a full stop immediately before driving onto a sidewalk, and upon proceeding shall yield the right-of-way to pedestrians upon the sidewalk.

702.01 Barricaded Highways

No person shall drive, operate, or park a vehicle or permit a vehicle to remain parked on any part of any highway barricaded and marked by signs showing that its use is prohibited or restricted.

703.01 Vehicle Crossing Sidewalks, Boulevards, and Curbs

In this section a vehicle shall not include a bicycle.

703.02 No person shall drive a vehicle upon a sidewalk on a highway, except for the purposes of directly crossing the sidewalk.

703.03 No person shall drive any motor vehicle over a raised curb or a wheelchair ramp at a crosswalk or sidewalk except at a place where there is a driveway ramp, mountable curb, or depressed curb intended for vehicular access.

703.04 No person shall drive any motor vehicle on any boulevard except for the purpose of directly crossing the boulevard at a driveway or other designated vehicular crossing.

Boarding or Alighting from Moving Vehicle

704.01 No person shall board or alight from any vehicle while such vehicle is in motion.

705.01 In this section a bicycle shall mean a light weight vehicle consisting of a frame, wheels, seat, pedals and a steering device, but shall not include baby carriages, wheelchairs, children's tricycles, or similar children devices appropriate to sidewalks.

705.02 Wherever there is a reasonable usable bicycle path alongside a roadway, no person shall ride a bicycle along the roadway.

705.03 A person operating a bicycle upon a roadway shall ride as near to the right hand side of the roadway as practicable and shall

exercise due care when passing a standing vehicle or one proceeding in the same direction.

705.04 No person shall operate a bicycle along a roadway abreast of another bicycle.

705.05 No person operating a bicycle on a roadway shall carry any package or other article in such a way as to prevent him from keeping at least one hand on the handle bars, or otherwise prevent him from keeping proper control.

705.06 No person shall operate a bicycle, over or upon a sidewalk in designated areas set out in Schedule BB of this by-law save at a properly constructed crossing.

705.07 No person shall park a bicycle on a highway except in such a way as to cause the least possible obstruction to pedestrian and vehicular traffic.

Part VIII Pedestrians

Pedestrian Barriers

801.01 No pedestrians shall proceed over or under a pedestrian barrier, or within a barricaded area, installed on a sidewalk or at any other location within a highway.

Playing on Roadway Prohibited

802.01 No person shall play or take part in any game or sport upon a roadway.

802.02 No person upon roller skates, or riding in or by means of any coaster or similar device shall go upon a roadway except for the purpose of crossing the roadway, and when so crossing such person shall have the rights and be subject to the obligations of a pedestrian.

Pedestrian Crossing Prohibited – Schedule “AA”

803.01 Where official signs are on display, no pedestrian on the highways at the locations set out in columns 1 and 2 of Schedule “AA” of this by-law shall enter onto or cross the roadway approach set out in column 3 of the said by-law.

Pedestrian Crossovers – Schedule “AB”

- 804.01 When official signs are on display in compliance with the Highway Traffic Act, the highways at locations set out in Column 1 and 2 of Schedule “AB” of this by-law are thereby designated as pedestrian crossovers.

Part IX Erection of Signs

- 901.01 The City Engineer is hereby authorized to apply, erect, and maintain such traffic control devices and other structure, plant, and equipment as required to give effect to this by-law.

Conflicting Private Signs

- 902.01 Subject to the provisions of other by-laws controlling signs, no unauthorized person shall place, maintain or display upon any sign, signal, marking, or device visible from any highway which:

- 902.01.01 Conceals a traffic control device or parking meter from view;

- 902.01.02 Interferes with the effectiveness of a traffic control device or parking meter; or

- 901.01.03 Purports to be, is an imitation of, or resembles any official sign or any regulatory or traffic control device.

Damage to Traffic Control Devices

- 903.01 No person shall move, deface, damage, remove, or in any manner interfere with any traffic control device place, erected, or maintained by the City of Port Colborne.

- 903.02 No person shall drive any vehicle on or over any pavement marking, line, or strip on the roadway where markers are in place, or signs are on display to indicate that the marking material has been freshly applied, nor shall any person drive any vehicle into or over any such marker so placed, or move or remove such marker unless authorized to do so.

Part X Offences and Penalties

Subject to Provincial Offences Act

- 1001.01 Offences Created:

Subject to subsection 1001.02, each person who contravenes a provision of this By-law is guilty of an offence and upon conviction, is liable to the penalties provided for in the *Provincial Offences Act*.

Designation re: Administrative Penalties:

- 1001.02 Subsection 1001.03 and Schedule “AC” and the parts of this By-law to which that Schedule relates are designated as parts of this By-law to which the City’s system established by the City’s Administrative Penalty By-law applies.

Penalties Created:

- 1001.03 Any person who permits a vehicle to be parked, stopped or standing contrary to a part of this By-law that is designated pursuant to subsection 1001.02 and each owner of that vehicle are, when given a Penalty Notice in accordance with the City’s Administrative Penalty By-law, liable to pay to the City an Administrative Penalty in the amount specified in Schedule “AC” to this By-law for each day or part of a day on which the contravention continues.

Voluntary Payment of Parking Penalties

- 1002.01 Not applicable in Port Colborne.

Exemptions – Municipal Vehicles

- 1003.01 The provisions of Parts II and III of this by-law, except Section 209 thereof, do not apply to:
- 1003.01.01 Vehicles operated by or on behalf of the City of Port Colborne or the Region, any area municipality or any municipality utility while engaged in the performance of cleaning, clearing, maintenance, repair, construction or other work on any highway;
- 1003.01.02 Vehicles operated by or on behalf of the City of Port Colborne or the Region while on official business.
- 1003.02 Parts II and III of this by-law shall not, in the case of emergency, apply to an emergency vehicle.

Part XI

Application, Administration, and Enforcement

- 1101.01 This by-law shall be enforced by the Police Force and by any officer appointed for the enforcing or carrying out of the provisions of this by-law.

Removal of Vehicles

- 1102.01 A Police Officer, upon discovery of any vehicle parked or standing in contravention of this by-law, of any vehicle apparently abandoned or of any vehicle without proper number plates on a highway, may cause such vehicle to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof, if any, are a lien upon such vehicle, which may be enforced in the same manner provided in the Mechanics' Lien Act.

Application of By-law

- 1103.01 This by-law applies to all highways and parts of highways under the jurisdiction of the City of Port Colborne.

By-law Subject to the Highway Traffic Act

- 1104.01 The provisions of this by-law are subject to the provisions of the Highway Traffic Act.

Schedules Adopted

- 1105.01 The Schedules referred to in this by-law shall form part of this by-law, and each entry in a column of such a schedule shall be read in conjunction with the entry or entries across therefrom and not otherwise.

Former By-laws Repealed

- 1106.01 The following by-laws of the City of Port Colborne are hereby repealed:

2320/122/89, 2334/125/89, 2507/123/90, 2576/78/91, 2611/83/91, 2612/84/91, 2626/98/91, 2636/108/91, 2752/69/92, 2808/127/92, 2850/31/93, 2856/35/93, 2857/36/93, 2933/113/93, 3012/46/94, 3018/52/94, 3039/74/94, 3073/108/94, 3074/109/94, 3100/135/94, 3162/33/95, 3168/39/95, 3210/82/95, 3233/105/95, 3234/106/95, 3246/119/95, 3284/13/96, 3293/22/96, 3299/29/96, 3304/34/96, 3332/63/96, 3334/65/96, 3360/91/96, 3377/108/96, 3384/115/96, 3428/10/97, 3435/17/97, 3441/23/97, 3460/42/97, 3467/48/97, 3491/72/97, 3567/148/97, 3594/20/98, 3595/21/98, 3605/31/98,

3619/45/98, 3620/46/98, 3634/60/98, 3667/93/98, 3669/95/98, 3691/117/98, 3701/127/98, 3707/133/98, 3718/03/99, 3801/87/99, 3807/93/99, 3831/117/99, 3849/135/99, 3902/47/00, 3910/55/00, 3947/92/00, 3989/134/00, 3992/137/00, 4020/15/01, 4075/70/01, 4139/134/01, 4156/151/01, 4157/152/01, 4247/83/02, 4254/90/02, 4275/111/02, 4277/113/02, 4290/126/02, 4307/143/02, 4374/47/03, 4379/52/03, 4437/110/03, 4449/122/03, 4496/27/04, 4497/28/04, 4529/60/04, 4580/111/04, 4591/122/04, 4653/35/05, 4696/78/05, 4705/87/05, 4743/125/05, 4956/12/07, 4965/21/07, 4982/37/07, 4995/51/07, 4996/52/07, 5055/110/07, 5102/08/08, 5103/09/08, 5147/53/08, 5231/137/08, 5280/35/09, 5290/45/09, 5291/46/09, 5292/47/09, 5434/31/10, 5436/33/10, 5455/52/10, 5480/77/10, 5542/142/10, 5543/143/10, 5591/21/11, 5592/22/11, 5615/45/11, 5616/46/11, 5628/59/11, 5631/62/11, 5698/129/11, 5706/137/11, 5717/148/11, 5763/198/12, 5793/48/12, 5796/51/12, 5859/113/12, 5860/114/12, 5873/127/12, 6028/134/13, 6036/02/14, 6045/11/14, 6101/67/14, 6176/02/15, 6183/09/15, 6189/15/15, 6198/24/15, 6267/93/15, 6396/76/16, 6274/100 15, 6348/28/16, 6356/36/16, 6394/74/16, 6395/75/16, 6396/76/16, 6447/14/17, 6507/74/17, 6508/75/17, 6523/90/17, 6563/18/18, 6614/69/18, 6615/70/18, 6639/03/19, 6724/88/19, 6787/36/20, 6804/54/20, 6910/06/20, 6816/66/20, 6824/74/20, 6837/87/20, 6843/93/20, 6844/94/20, 6882/30/21, 6878/26/21, and 6943/89/21.

And any other by-law or provision thereof that is found to be inconsistent with this by-law is repealed in whole or in part with respect to such inconsistent provision or provisions upon the passing of this by-law.

Approval by the Region of Niagara

1107.01 The provisions of this by-law shall take effect on September 1, 1989 after approval of this by-law, save and except Parts II and III thereof, by the Regional Municipality of Niagara.

Enacted and passed this 26th day of April, 2022.

William C. Steele
Mayor

Nicole Rubli
Acting City Clerk

Schedule "A"

Stopping Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Bell Street	North	Fares Street	26 metres east therefrom	Anytime
Bell Street	South	Fares Street	26 metres east therefrom	Anytime
Bell Street	North	Fares Street	22 metres west therefrom	Anytime
	South	Fares Street	22 metres west therefrom	Anytime
Elgin St.	North	Fielden Ave.	63m west of Fielden Ave.	Any time
Fares St.	East	Bell St.	38.2m north therefrom	Any time
Highland Ave.	North	The west limit of Oakwood Ave.	44m west thereto	8:00 a.m. to 9:00 a.m. 3:00 p.m. to 4:00 p.m. Mon. to Fri.
Highland Ave.	South	The west limit of Oakwood Ave.	44m west thereto	8:00 a.m. to 9:00 a.m. 3:00 p.m. to 4:00 p.m. Mon. to Fri.
Invertose Dr.	North	Elm St.	Dead end termination of Invertose Dr.	Any time
Killaly St. E.	South	39m west of Elizabeth St.	10m east of Elizabeth St.	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Killaly St. E.	North	10m west of Hwy. #140	30m west of Hwy. #140	Any time
King St.	West	22m north of Kent St.	16m south of Kent St.	Any time
King St.	West	22m north of Victoria St.	16m south of Victoria St.	Any time
King St.	East	Charlotte St.	18.5m south therefrom	Anytime
King St.	West	20m north of Adelaide St.	14m south of Adelaide St.	Any time
King St.	West	28m north of Sugarloaf St.	30m south of Sugarloaf St.	Any time

Schedule "B"

Standing Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Davis St.	West	52m north of the north limit of Fraser St.	6m north therefrom	Any time
Elizabeth St.	Both	105m south of the south limit of Main St. E.	684m south thereto	Any time
Fares St.	East	44m north of Bell St.	144m north of Bell St.	8:00 a.m. to 6:00 p.m. Mon. to Fri.
Fielden Ave.	West	18m south of Killaly St. W.	61.5m south of Killaly St. W.	8:00 a.m. to 6:00 p.m. Mon. to Fri.
Omer Ave.	North	65m west of Oakwood St.	48m west therefrom	8:00 a.m. to 6:00 p.m. Mon. to Fri.
Rosemount Ave.	West	10m south of Clarence St.	30m south of Clarence St.	8:00 a.m. to 6:00 p.m. Mon. to Fri.

Schedule “C1”

Parking Prohibitions – 2:00 a.m. to 6:00 a.m.

All City Streets and road allowances within the Corporate Limits of the City of Port Colborne

Schedule "C2"

Parking Prohibition Tow Away Zone

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Day
Beach Road	Both	Pleasant Beach Road	Empire Road	Anytime
Michener Road	Both	Pleasant Beach Road	Holloway Bay Road	Anytime
Pleasant Beach Rd.	East	Lakeshore	A point approx. 150m north therefrom	Anytime
Pleasant Beach Rd.	West	Lakeshore	A point approx. 169m north therefrom	Anytime
Pleasant Beach Rd.	East	The centre line of Michener Rd.	A point approx. 990m south of the centre line of Michener Rd.	Anytime
Pleasant Beach Rd.	West	The centre line of Michener Rd.	A point approx. 965m south of the centre line of Michener Rd.	Anytime
Vimy Ridge Road	North	Pinecrest Road	Cedar Bay Road	Anytime
Vimy Ridge Road	South	Pinecrest Road	Cedar Bay Road	Anytime
Wyldeewood Road	West	Termination of the dead end of Wyldeewood Road at Lake Erie	180m north therefrom	Anytime
Wyldeewood Road	West	192m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	528m north therefrom	Anytime
Wyldeewood Road	East	Termination of the dead end of Wyldeewood Road at Lake Erie	186m north therefrom	Anytime
Wyldeewood Road	East	211m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	48m north therefrom	Anytime

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Day
Wyldeewood Road	East	305m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	415m north therefrom	Anytime

Schedule "C"

Parking Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Ash St.	South	69m east of Fielden Ave.	7m east therefrom	Any time
Beach Rd.	Both	Empire Rd.	Pleasant Beach Rd.	Any time
Bell St.	South	West limit of Davis St.	A point 20.5m westerly therefrom	Any time
Berkley Ave.	South	Termination of dead end of Berkley Ave.	166m west therefrom	Any time
Canal Bank Rd.	West	Main St.	Southern extremity of Canal Bank Road	Any time
Catharine St.	West	Charlotte St.	A point 40m north therefrom	Any time
Catherine St.	East	Kent St.	Adelaide St.	Any time
Cedar Bay Rd.	West	Lakeshore	609.5m North of Lakeshore	Any time
Charlotte St.	North	East limit of Catharine St.	35m east therefrom	Any time
Charlotte St.	North	Catharine St.	19m westerly	Any time
Charlotte St.	North	Elm St.	15m easterly	Any time
Charlotte St.	South	Catharine St.	24m easterly	Any time
Charlotte St.	South	Elm St.	19m easterly	Any time
Church St.	Both sides	Main St.	Welland Canal	Any time
Clarence St.	North	Fielden Ave.	60m easterly	Any time
Clarence St.	North	100m east of Fielden Ave.	18m easterly	Any time
Clarence St.	North	24m west of Elm St.	20m westerly	Any time
Clarence St.	North	Elm St.	40m easterly	Any time
Clarence St.	North	King St.	46m easterly	Any time
Clarence St.	Both	West St.	Welland St.	Any time
Clarence St.	South	Steele St.	48m east of Fielden Ave.	Any time
Clarence St.	South	98m east of Fielden Ave.	20m easterly	Any time
Clarence St.	North	Steele St.	40m westerly	Any time
Clarence St.	South	Steele St.	30.5m westerly	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Clarke St.	West	Killaly St. E.	21.5m north	Any time
Davis St.	West	South limit of Nickel St.	A point 29m south from south limit of Nickel St.	Any time
Davis St.	West	97.5m south of Killaly St. E.	38.2m south therefrom	Any time
Davis St.	East	Nickel St.	Durham St.	Any time
Davis St.	East	Nickel St.	Rodney St.	Any time
Delhi St.	South	24m east of Catharine St.	26.5m east of Catharine St.	Any time
Delhi St.	North	West limit of King St.	15m west therefrom	Any time
Delhi St.	North	East limit of Catharine St.	15m east therefrom	Any time
Dolphin St.	West	Main St.	Page St.	Any time
Dolphin St.	East	Main St. E.	39m north therefrom	Any time
Durham St.	North	A point 28m south of the centre line of the CN tracks at the west curblin of the traffic island	A point 58m southwesterly along the west curblin of the traffic island	Any time
Durham St.	South	10m west of the east limit of Lot 3, Public Works Survey	Davis St.	Any time
Elgin St.	North	King St.	15m westerly	Any time
Elgin St.	North	Catharine St.	8m easterly	Any time
Elgin St.	North	36m east of Steele St.	49m east of Steele St.	Any time
Elgin St.	South	King St.	15m westerly	Any time
Elgin St.	South	Catharine St.	8m easterly	Any time
Elgin St.	North	West limit of Steele St.	55m west of the west limit of Steele St.	Any time
Elgin St.	South	West limit of Steele St.	150m west of the west limit of Steele St.	Any time
Elm St.	East	Main St. W.	Neff St.	Any time
Elm St.	East	Sugarloaf St.	Kent St.	Any time
Elm St.	East	Charlotte St.	Canadian National Railway	Any time
Elm St.	East	Sugarloaf St.	58.7m South	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Elm St.	West	Charlotte St.	8m southerly	Any time
Elm St.	West	Kent St.	8m northerly	Any time
Elm St.	East	Charlotte St.	8m southerly	Any time
Elm St.	East	Kent St.	8m northerly	Any time
Elm St.	West	Reg. Rd. #3 (Main St. W.)	46m north therefrom	Any time
Elm St.	East	Reg. Rd. #3 (Main St. W.)	66m north therefrom	Any time
Elm St.	West	Barrick Rd.	58m south therefrom	Any time
Elm St.	East	Barrick Rd.	80m south therefrom	Any time
Elm St.	West	42m north of Delhi St.	80m north therefrom	Any time
Empire Beach Rd.	Both	Lakeshore	Beach Rd.	Any time
Empire Rd.	Both	Hwy. #3	Beach Rd.	Any time
Erie St.	West	26m north of Killaly St. West	47.5m north of Killaly St. West	Any time
Fielden Ave.	East	Killaly St. W.	83m southerly	Any time
Fielden Ave.	East	Pine St.	Beech St.	Any time
Fielden Ave.	West	Clarence St.	Charlotte St.	Any time
Fielden Ave.	West	Killaly St. W.	18m south of Killaly St. W.	Any time
Fielden Ave.	West	Wallace Ave.	22m South of Wallace Ave.	Any time
Fraser St.	Both sides	Welland St.	A point 15m east of Welland St.	Any time
Fraser St.	North	15m east of Welland St.	To the west limit of Davis St.	Any time
Hampton Ave.	West	North limit of Sugarloaf St.	South limit of Ash St.	Any time
Janet St.	East	Killaly St. E.	Southern limit of lands owned by the Board of Education	Any time
John St.	North	Clarke St.	36.5m west of Clarke St.	Any time
John St.	Both sides	Wellington St.	37m east of Wellington St.	Any time
Kent St.	North	West St.	Catharine St.	Any time
Kent St.	North	Catharine St.	Elm St.	10:00 p.m. – 8:00 a.m. each day
Kent St.	North	Elm St.	Fielden Ave.	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Killaly St. E.	North	The east limit of Wellington St.	13m east therefrom	Any time
Killaly St. E.	North	West limit of White Rd.	20m west of the west limit of White Rd.	Any time
King St.	East	Valley Camp Limited	Victoria St.	Any time
King St.	East	711m south of Sugarloaf St.	43m south therefrom	Any time
King St.	West	Killaly St. W.	59m south therefrom	Any time
King St.	West	Killaly St. W.	54m north therefrom	Any time
King St.	East	Killaly St. W.	54m north therefrom	Any time
King St.	East	Reg. Rd. #3	Neff St.	Any time
King St.	East	Killaly St. W.	Princess St.	Any time
King St.	East	Kent St.	36m northerly	Any time
King St.	East	Victoria St.	Sugarloaf St.	Any time
King St.	West	731m south of Sugarloaf St.	23m south therefrom	Any time
King St.	West	Neff St.	28m southerly	Any time
King St.	West	Delhi St.	17m north of Delhi St.	Any time
King St.	West	Minto St.	56m northerly	Any time
King St.	West	Princess St.	Park St.	Any time
King St.	West	30m south of Clarence St.	18m southerly	Any time
Lake Rd. E.	Both sides	Welland St.	Easterly termination of Lake St.	Any time
Lakeshore Rd. E.	Both sides	Reuter Rd.	Wignell Drain Bridge	Any time
Lakeshore Rd. E.	North side	Wignell Drain Bridge	Lorraine Rd.	Any time
Lakeshore Rd. W.	Both sides	Rosemount Ave.	Oakridge Cres.	Any time
Laneway	East	Stanley St.	North Crescent	Any time
Lorraine Rd.	West	Lakeshore	609.5m north of lakeshore	Any time
Mapleview Cres.	Both sides	Empire Rd.	Empire Rd.	Any time
McCain St.	North	79m west of the west limit of Elm St.	20m west thereto	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Mellanby Ave. N.	Both sides	Main St. (Niagara Rd. No. 3)	A point 30m northerly of Main St. (Niagara Rd. No. 3)	Any time
Nickel St.	North	East curbline of Welland St.	A point 27.5m east therefrom	Any time
Nickel Street	North	The east limit of Fares Street	8m east therefrom	Anytime
Nickel St.	South	East curbline of Welland St.	16.8 east of the east curbline of Welland St.	Any time
Nickel St.	South	West curbline of Fares St.	16.0m west of the west curbline of Fares St.	Any time
Nickel St.	South	West limit of Davis St.	A point 29.5m west therefrom	Any time
Oakridge Cres	Both sides	Lakeshore Rd. W.	Lakewood Cres.	Any time
Park St.	Both sides	Catharine St.	Elm St.	Any time
Petersburg Circle	East	Stonebirdge Dr.	South limit	Any time
Petersburg Circle	West	Stonebirdge Dr.	South limit	Any time
Pinecrest Point Rd.	West	Lakeshore	609.5m north of Lakeshore	Any time
Pinecrest Road	East	15m north of Fire Lane 3	58m south therefrom	Any time
Pleasant Beach Rd.	Both	Beach Rd.	Michener Rd.	Any time
Pleasant Beach Road	East	150m north of the lakeshore	25m north therefrom	9:00 p.m. to 6:00 a.m. daily
Pleasant Beach Road	West	138m north of the lakeshore	55m north therefrom	9:00 p.m. to 6:00 a.m. daily
Princess St.	North	Catharine St.	King St.	Any time
Reuter Rd.	Both sides	Lakeshore Rd. E.	128m north of Lakeshore Rd. E.	Any time
Rosemount Ave.	West	Clarence St.	10m south of Clarence St.	Any time
Rosemount Ave.	Both	Clarence St.	42m north therefrom	Any time
Saturn Rd.	West	Apollo Dr.	North limit	Any time
2 nd Concession Rd.	Both	300m east of the east limit of Miller Rd.	375m east therefrom	Any time
Sherwood Forest Lane	South	Elm St.	Easterly termination of Sherwood Forest Lane	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Sherwood Forest Lane	North	Elm St.	Easterly termination of Sherwood Forest Lane	Any time
Silver Bay Rd.	West	Lakeshore	609.5m north of Lakeshore	Any time
Steele St.	West	Sugarloaf St.	15.5m south	Any time
Steele St.	East	Sugarloaf St.	South end of Steele St.	Any time
Steele St.	West	56m south of Sugarloaf St.	South end of Steele St.	Any time
Steele St.	East	Killaly St. W.	Main St. W.	Any time
Steele St.	East	Main St. W. Intersection	A point approx. 53.5m northerly	Any time
Steele St.	West	Main St. W. Intersection	A point 15.5m north	Any time
Steele St.	Both	Killaly St. W.	Clarence St.	Any time
Steele St.	West	Charlotte St.	60m north	8:00 a.m. to 6:00 p.m. Mon. to Fri.
Steele St.	West	Division St.	23m north	Any time
Steele St.	East	Clarence St.	Sugarloaf St.	Any time
Steele St.	West	28m north of the north limit of Shamrock Ave.	A point 13.5m north therefrom	Any time
Stonebridge Dr.	North	Elm St.	Hwy. #58	Any time
Stonebridge Dr.	South	Elm St.	Hwy. #58	Any time
Sugarloaf St.	North	56m east of Fielden Ave.	22m easterly	Any time
Sugarloaf St.	North	58m west of Elm St.	David St.	Any time
Sugarloaf St.	South	70m east of Steele St.	8m easterly	Any time
Sugarloaf St.	South	28m east of Isabel St.	Catharine St.	Any time
Union St.	South	King St.	Elm St.	Any time
Victoria St.	North	West St.	9m westerly	Any time
Victoria St.	North	King St.	16m easterly	Any time
Victoria St.	South	West St.	8m westerly	Any time
Victoria St.	South	King St.	16m easterly	Any time
Victoria St.	South	King St.	Elm St.	Any time
Weaver Rd.	West	Lakeshore	609.5m north of Lakeshore	Any time

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Welland St.	West	Regn. Rd. 68	Lake Rd.	Any time
Welland St.	West	Reg. Rd. #3	60m south of Mellanby Ave.	Any time
Welland St.	West	Bell St.	Clarence St.	Any time
Welland St.	East	Bell St.	Alma St.	Any time
Wellington St.	East	Main St. E.	Berkley Ave.	Any time
Wellington St.	West	Main St. E.	15m north therefrom	Any time
Wellington St.	East	The north limit of Killaly St. E.	10m north therefrom	Any time
West St.	West	Adelaide St.	Sugarloaf St.	Any time
West St.	East	Victoria St.	Sugarloaf St.	Any time
West St.	East	92.5m south of Charlotte St.	7.5m south therefrom	Any time
West St.	East	113m south of Charlotte St.	22m south therefrom	Any time
West St.	West	Clarence St.	Charlotte St.	Any time
West St.	West	Clarence St.	CNR Lands	Any time
West Side Rd.	Both	Reg. Rd. #3	Sheba Cres.	Any time
White Rd.	East	North limit of Hwy. #3	73m north of the north limit of Hwy. #3	Any time
White Rd.	West	North limit of Hwy. #3	70m north of the north limit of Hwy. #3	Any time
White Rd.	East	South limit of Hwy. #3	34m south of the south limit of Hwy. #3	Any time
White Rd.	West	North limit of Killaly St. E.	45m north of the north limit of Killaly St. E.	Any time
Wyldeewood Rd.	West	180m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	12m north therefrom	9:00 p.m. to 6:00 a.m. daily
Wyldeewood Rd.	East	186m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	25m north therefrom	9:00 p.m. to 6:00 a.m. daily

Schedule “D”

Trailer and Commercial Motor Vehicle Parking Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days

Schedule "E"

Limited Parking Restrictions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Carter Street	North	82m east of the east limit of Steele St.	7.5m east therefrom	Any time	15 min.
Catharine St.	Both sides	Kent St.	Charlotte St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	East	A point approx. 27m north of the north limit of Clarence St.	North limit of Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	East	South limit of Clarence St.	North limit of Charlotte St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	West	South limit of Park St.	North limit of Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	East	South limit of Park St.	North limit of Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	West	South limit of Clarence St.	North limit of Charlotte St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Catharine St.	East	A point approx. 19.5m north of the north limit of Clarence St.	16m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	North	19m west of Catharine St.	5.8m west there from	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	North	41.5m west of Catharine St.	15m east of Elm St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	North	36.2m east of CN Spur	Elm St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Charlotte St.	North	11.3m east of CN Spur	6.7m east therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Charlotte St.	South	CN Spur	Elm St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Charlotte St.	South	24m west of Catharine St.	19m east of Elm St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	56.9m west of King St.	14.1m west therefrom	Anytime	15 min.
Charlotte St.	South	15.66m east of Catharine St.	6m east therefrom	Any time	15 min.
Charlotte St.	North	A point approx. 31m west of the west limit of King St.	West limit of King St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	North	East limit of King St.	West limit of West St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	East limit of Catharine St.	West limit of King St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	East limit of King St.	West limit of West St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	14.7m west of King St.	32m west therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sa.t.	2 hour
Charlotte St.	North	West limit of King St.	76m west therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	South	16m west of King St.	42m west therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Charlotte St.	East	South limit of Clarence St.	North limit of Charlotte St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Clarence St.	South	Hampton St.	Rosemount Ave.	8:00 a.m. to 6:00 p.m. Mon. to Fri.	15 min.
Clarence St.	North	16m west of the west limit Clarence St.	15m west thereto	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Clarence St.	Both	Canadian National Railway Spurline (Crossing #06801)	West St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Clarence St.	North	16m west of the west limit of Elm St.	15m west thereto	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Elgin St.	North	Steele St.	Fielden Ave.	9:00 a.m. to 5:00 p.m. Mon. to Fri.	1 hour
Elm St.	West	8m south of Charlotte St.	8m north of Kent St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Elm St.	West	A point approx. 9m north of the north curblineline of Charlotte St.	A point approx. 28m north of the curblineline of Charlotte St.	Any time	15 min.
Elm St.	East	8m south of Charlotte St.	8m north of Kent St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Elm St.	West	A point Approx. 39m north of the north limit of Clarence St.	North limit of Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Elm St.	West	South limit of Clarence St.	A point approx. 50m south	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Fraser St.	North	A point 15.5m easterly of Welland St.	Fares St.	All times	30 min.
Fraser St.	North	For a distance of 15.5m in front of Municipal Bldg. 140, Lot 17, Plan 283		All times	30 min.
Fielden Ave.	West	18m south of Killaly St. W.	26m south therefrom	8:00 a.m. to 6:00 p.m. Mon. to Fri.	15 min.
Fielden Ave.	West	57.8m south of Killaly St. W.	42m south therefrom	8:00 a.m. to 6:00 p.m. Mon. to Fri.	15 min.
Killaly St. E.	North	26m east of the east limit of Wellington St.	20m east therefrom	7:00 a.m. to 5:00 p.m. Mon. to Fri.	30 min.
King St.	Both	Park St.	Kent St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
King St.	West	Reg. Rd. #3	Neff St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
King St.	West	Union St.	Minto St.	Any time	1 hour
King St.	West	15m south of Minto St.	25.5m south therefrom	9:00 a.m. to 6:00 p.m. Mon. to Fri.	2 hour
King St.	West	Kent St.	Victoria St.	Any time	2 hour
King St.	East	Union St.	Minto St.	Any time	2 hour
King St.	West	15m north of Clarence St.	32m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
King St.	East	31m north of Clarence St.	17.5m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
King St.	West	28m north of Charlotte St.	60m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
King St.	East	10m north of Charlotte St.	7m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
King St.	East	30m north of Charlotte St.	42m north therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Nickel St.	North	20.2m west of curblineline of Fares St.	10m west of the west curblineline of Fares St.	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Nickel St.	North	9m east of the east curblineline of Fares St.	19.5m east of the east curblineline of Fares St.	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Nickel St.	North	27m west of the west curblineline of Mitchell St.	10.0m west of the west curblineline of Mitchell St.	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Nickel St.	North	23.5m west of the west curblineline of Davis St.	10.0m west of the west curblineline of Davis St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Nickel Street	North	8m east of the east limit of Fares Street	5.5m east therefrom	7:30 a.m. to 10:00 p.m. Mon to Sun	2 hours
Nickel St.	South	10m east of the east curblineline of Mitchell St.	29m west of the west curblineline Davis St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Park St.	South	King St.	West St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Pleasant Beach Rd	West	152m north of the lakeshore	14m north therefrom	May 1 to October 31 inclusive 12 p.m. to 9 p.m. daily	1 hour
Rosemount Ave.	West	30m south of Clarence St.	60m south of Clarence St.	8:00 a.m. to 6:00 p.m. Mon. to Fri.	1 hour

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>
Highway	Side	From	To	Times/Days	Maximum
Steele St.	West	A point 15.5m south of Sugarloaf St.	A distance of 61m south of Sugarloaf St.	Any time	2 hour
Steele St.	West	23m north of Division St.	29m north therefrom	8:00 a.m. to 6:00 p.m. Mon. to Fri.	15 min.
Victoria St.	North	9m west of West St.	16m east of King St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
Victoria St.	South	34m west of West St.	16m east of King St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
West St.	East	CN Spur	Clarence St.	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour
West St.	East	Clarence St.	Charlotte St.	8:00 a.m. to 10:00 p.m. Mon. to Sun.	2 hours
West St.	Both	Charlotte St.	Victoria St.	8:00 a.m. to 6:00 p.m. Mon. to Sun.	2 hour
West St.	East	22.5m south of Clarence St.	50m south therefrom	9:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hour

Schedule "F"

Angle Parking

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	
Highway	Side	From	To
Carter St.	North	A point 6m west of the west limit of Fielden Ave.	A point 71m west of the West limit of Fielden Ave.
Catharine St.	East	Clarence St.	Charlotte St.
Delhi St.	South	King St.	Catharine St.
Durham St.	South	A point 3.5m easterly of the east limit of Welland St.	A point 40.8m north-easterly therefrom
Fraser St.	South	Welland St.	McRae Ave.
George St.	North	Elm St.	Erie St.
Pleasant Beach Rd.	East	150m north of Lakeshore	25m north therefrom
Pleasant Beach Rd.	West	169m north of Lakeshore	24m north therefrom
Princess St.	South	Catharine St.	King St.
Sugarloaf St.	South	Steele St.	129m east therefrom
West St.	East	Clarence St.	Charlotte St.
West St.	East	15m north of the north limit of Clarence St.	A point 20.5m northerly therefrom
Wyldeewood Rd.	West	180m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	12m north therefrom
Wyldeewood Rd.	East	186m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	25m north therefrom
Wyldeewood Rd.	East	259m north of the Termination of the dead end of Wyldeewood Road at Lake Erie	46m north therefrom

Schedule “G”

Parking Meter Zones

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>	<u>Column 5</u>	<u>Column 6</u>
Highway	Side	From	To	Fee	Maximum	Times/Days

Schedule "G1"

Fee for Parking Permits

1) Commercial Loading Permits

Permits for temporary parking loading zones shall be issued at a charge of \$50.00 per year.

2) Temporary Parking Permits

Permits for temporary parking in parking meter spaces shall be issued at a charge of:

\$3.00 per day;

\$15.00 per week.

With a deposit of \$4.00/ per bag – refundable upon the return of such bag in reusable condition.

3) Courtesy Parking Permits

Courtesy Parking Permits shall be issued at no charge at the discretion of the City Administrator and Clerk or his properly authorized representative.

Schedule "H"

Public Vehicle Parking Zones

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
King St.	West	26m north of Clarence St.	51m north of Clarence St.	Any time

Schedule "I"

Public Vehicle Bus Stops

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Charlotte St.	South	33m East of Catharine St.	18m east therefrom	Any time

Schedule “J”

Vending Stops

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days

Schedule "K"

Taxi Cab Stands

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Welland St.	East	7.6m north of Louis St.	21.0m north of Louis St.	Anytime

Schedule “L”

Loading Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days

Schedule "M"

Loading Zones

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>		<u>Column 4</u>
Highway	Side	From	To	Times/Days
Catharine St.	West	A point 15.4m south of the south curbline of Clarence St.	A point 22.4m south of the south curbline of Clarence St.	Any time
Louis St.	North	10.6m east of the east curbline of Welland St.	19.0m east of the east curbline of Welland St.	Any time
King St.	East	18.5m south of Charlotte St.	10m south therefrom	Any time
Victoria St.	South	8m west of West St.	34m west of West St.	Any time
Welland St.	East	22m north of Louis St.	32m north of Louis St.	Any time
West St.	West	7.5m south of the south curbline of Kent St.	31.9m south of the south curbline of Kent St.	Any time

Schedule "N"

Through Highways

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Adelaide St.	East limit of Elm St.	West limit of King St.
Alexandra St.	East of Steele St.	East limit of Alexandra St.
Ash St.	East limit of Steele St.	West limit of Elm St.
Apollo Dr.	North limit of Apollo Dr.	North limit of Barrick Rd.
Barrick Rd.	West limit of Barrick Rd.	West limit of West Side Rd. (Hwy. #58)
Barrick Rd.	East limit of West Side Rd. (Hwy. #58)	West limit of Elm St. (Regn. Rd. 80)
Barrick Rd.	East limit of Elm St.	East limit of Barrick Rd.
Beach Rd.	Empire Rd.	Pleasant Beach Rd.
Bell St.	East limit of Welland St.	West limit of Elizabeth St. <u>excepting McRae Ave.</u>
Berkley Ave.	East limit of Chippawa Rd.	East limit of Berkley Ave.
Borden Ave.	East limit of Elm St.	East limit of Borden Ave.
Brookfield Rd.	North limit of City	North limit of Hwy. #3
Catharine St.	South limit of Killaly St. W.	North limit of Clarence St. <u>excepting Elgin St.</u>
Cedar Bay Rd.	South limit of Hwy. #3	North limit of Vimy Ridge Rd.
Charlotte St.	East limit of Steele St.	West limit of King St. <u>excepting Elm St.</u>
Chestnut St.	West limit of Chestnut St.	West limit of Wellington St.
Chippawa Rd.	North limit of Main St. E.	West limit of Hwy. #140
Chippawa Rd.	North limit of 2 nd Concession Rd.	West limit of Yager Rd.
Clarence St.	West limit of Clarence St.	West limit of Rosemount Ave. <u>excepting Hampton Ave.</u>
Clarence St.	East limit of Rosemount Ave.	West limit of Steele St.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Clarke St.	South limit of Chestnut St.	North limit of Killaly St. E. <u>excepting Crescent Ave.</u>
Colborne St.	East limit of McRae Ave.	West limit of Elizabeth St.
Davis St.	South limit of Durham St.	North limit of Rodney St. <u>excepting Nickel St.</u>
Dolphin St.	South limit of Berkley Ave.	North limit of Main St. E. (Hwy. #3)
Durham St.	East limit of Mitchell St.	South limit of Reuter Rd.
Elizabeth St.	South limit of Killaly St. E.	North limit of Bell St.
Elizabeth St.	North limit of Bell St.	North limit of Colborne St.
Elm St.	South limit of Main St. W. (Hwy. #3)	North limit of Killaly St. W.
Elm St.	South limit of Killaly St. W.	North limit of Clarence St.
Elm St.	South limit of Charlotte St.	North limit of Sugarloaf St.
Elm St.	North limit of City of Port Colborne	Main St. W.
Empire Rd.	Hwy. #3	Sherkston Rd.
Empire Rd.	Sherkston Rd.	Beach Rd.
Erie St.	South limit of George St.	North limit of Killaly St. W. <u>excepting Union St.</u>
Fares St.	South limit of Killaly St. E.	North limit of Fraser St. <u>excepting Bell St.</u>
Fares St.	South limit of Durham St.	North limit of Lake St. <u>excepting Nickel St.</u>
Fielden Ave.	South limit of Royal Rd.	North limit of Main St. W. <u>excepting Borden Ave.</u>
Fielden Ave.	South limit of Main St. W. (Hwy. #3)	North limit of Killaly St. W.
Fielden Ave.	South limit of Killaly St. W.	North limit of Clarence St.
Forest Ave.	South limit of Clarence St.	North limit of Sugarloaf St. <u>excepting Stanley St.</u>
Forks Rd. E.	East limit of Hwy. #140	West limit of Miller Rd. (Regn. Rd. No. 84)
Forks Rd. E.	East limit of Miller Rd. (Regn. Rd. No. 84)	West limit of Brookfield Rd.
Forks Rd. E.	East limit of Brookfield Rd.	West limit of Wilhelm Rd. (Regn. Rd. No. 98)
Fraser St.	East limit of Mitchell St.	West limit of McRae Ave.
Hampton Ave.	South limit of Clarence St.	North limit of Ash St.
Hampton Ave.	South limit of Sugarloaf St.	East limit of Scholfield Ave.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Homewood Ave.	South limit of Clarence St.	North limit of Sugarloaf St. <u>excepting Stanley St.</u>
Humboldt Pkwy.	South limit of Chestnut St.	North limit of Killaly St. E. <u>excepting Crescent Ave.</u>
Invertose Dr.	East limit of Elm St. (Regn. Rd. 68)	East limit of Invertose Dr.
James St.	South limit of Killaly St. E.	Southern limit of James St.
Kent St.	East limit of Steele St.	West limit of King St. <u>excepting Elm St.</u>
Killaly St. E.	Welland St.	Hwy. #3
King St.	Reg. Rd. #3	Charlotte St.
King St.	Charlotte St.	Sugarloaf St.
Knoll St.	South limit of Northland Ave.	North limit of Main St. W. <u>excepting Omer Ave.</u>
Knoll St.	South limit of Main St. W.	North limit of Killaly St. W. <u>excepting Brady St.</u>
Lake St.	East limit of Welland St.	East limit of Lake St.
Lakeshore Rd. E.	East limit of Reuter Rd.	West limit of Lorraine Rd.
Lakeshore Rd. W.	West limit of City	South limit of Rosemount.
Linwood Ave.	South limit of Clarence St.	North limit of Sugarloaf St. W. <u>excepting Stanley St.</u>
Lorraine Rd.	South limit of Killaly St. E. (Regn. Rd. No. 5)	South limit of Lorraine Rd.
McRae Ave.	South limit of Killaly St. E.	North limit of Fraser St. <u>excepting Bell St.</u>
Mellanby Ave.	Reg. Rd. #3	Welland St.
Mercury Ave.	South limit of Killaly St. E.	Southern limit of Mercury Ave.
Michael Rd.	South limit of Sherkston Rd.	South limit of Michael Rd.
Michener Rd.	Pleasant Beach Rd.	Sherkston Rd.
Michener Road, Farr Road	Sherkston Rd.	Ridgeway Rd.
Mitchell S.	South limit of Louis St.	North limit of Rodney St. <u>excepting Nickel St.</u>

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Neff Rd.	South limit of Forks Rd.	North limit of Hwy. #3 <u>excepting 2nd Concession Rd.</u>
Neff St.	East limit of Elm St.	West limit of King St.
Nickel St.	East limit of Welland St.	East limit of Nickel St.
Northland Ave.	East limit of West Side Rd. (Hwy. #58)	West limit of Steele St.
Olga Dr.	South limit of Sugarloaf St.	North limit of Lena Cres.
Omer Ave.	East limit of West Side Rd. (Hwy. #58)	West limit of Steele St.
Pinecrest Point Rd.	South limit of Killaly St. E. (Regn. Rd. No. 5)	South limit of Pinecrest Point Rd.
Reuter Rd.	East limit of Durham St.	West limit of Lakeshore Rd. E.
Rodney St.	East limit of Fares St.	West limit of Davis St.
Rosemount Ave.	South limit of Clarence St.	East limit of Lakeshore Rd. W. <u>excepting Sugarloaf St.</u>
Royal Rd.	East limit of Steele St.	East limit of Royal Rd.
Scholfield Ave.	South limit of Stanley St.	North limit of Lena Cres.
2 nd Concession Rd.	East limit of Barber Dr.	West limit of Hwy. #140
2 nd Concession Rd.	East limit of Hwy. #140	West side of Miller Rd (Regn. Rd. 84) <u>excepting Chippawa Rd.</u>
2 nd Concession Rd.	East limit of Miller Rd. (Regn. Rd. 84)	West limit of Brookfield Rd.
2 nd Concession Rd.	East limit of Brookfield Rd.	Holloway Bay Rd. <u>excepting Wilhelm Rd. (Regn. Rd. 98)</u>
Silver St.	South limit of McCain St.	North limit of Killaly St. W.
Silver Bay Rd.	South limit of Hwy. #3	South limit of Silver Bay Rd.
Stanley St.	West limit of Stanley St.	West limit of Hampton Ave.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Stanley St.	East limit of Rosemount Ave.	West limit of Steele St. <u>excepting Linwood Ave.</u>
Steele St.	South limit of Barrick Rd.	North limit of Omer Ave.
Steele St.	South limit of Omer Ave.	North limit of Killaly St. W. <u>excepting Main St. W.</u>
Steele St.	Killaly St. W.	Sugarloaf St.
Stonebridge Dr.	East limit of Hwy. #58	West limit of Elm St.
Sugarloaf St.	West limit of Sugarloaf St.	West limit of Rosemount Ave. <u>excepting Scholfield Ave.</u>
Sugarloaf St.	Steele St.	Elm St.
Sugarloaf St.	Elm St.	King St.
Sugarloaf St.	East limit of Rosemount Ave.	West limit of Steele St.
3 rd Concession Rd.	West limit of Ramey Rd.	West limit of Hwy. #140
3 rd Concession Rd.	East limit of Hwy. #140	West limit of Yager Rd.
3 rd Concession Rd.	East limit of Miller Rd. (Regn. Rd. 84)	West limit of Brookfield Rd.
Victoria St.	East limit of Elm St.	West limit of King St.
Weaver Rd.	South limit of Killaly St. E. (Regn. Rd. No. 5)	South limit of Weaver Rd.
Weir Rd.	North limit of Main St. W.	North limit of Main St. W.
Welland St.	South limit of Regn. Rd. 68	West limit of Lake St. <u>excepting Nickel St.</u>
Welland St., Clarence St.	Reg. Rd. #3	Steele St.
Wellington St.	South limit of Main St. E	North limit of Killaly St E <u>excepting Crescent Ave.</u>
West St.	South limit of Clarence St.	Southern limit of West St.
West Side Rd.	Reg. Rd. #3	Killaly St. W.
Wyldeewood Rd.	South limit of Hwy. #3	South limit of Wyldeewood Rd.
Yager Rd.	South limit of Forks Rd. E.	North limit of Chippawa Rd.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Zavitz Rd.	South limit of Forks Rd. E.	North limit of Learn Rd.

Schedule "P"

Stop Sign Locations

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
Highway	At	Facing Traffic
Amelia St.	Canal Bank Rd.	West Bound
Ash St.	Hampton Ave.	East and West Bound
Ash St.	Clare Ave.	East and West Bound
Athoe St.	Christmas St.	North and South Bound
Barber Dr.	Second Concession Rd.	North and South Bound
Beach Rd.	Empire Rd.	West Bound
Beach Rd.	Pleasant Beach Rd.	East Bound
Bell St.	McRae Ave.	East and West Bound
Bell St.	Elizabeth St.	East and West Bound
Brady St.	Knoll St.	East and West Bound
Canal Bank Rd.	Amelia St.	North Bound
Carl Rd.	Chippawa Rd.	North Bound
Catharine St.	Elgin St.	North and South Bound
Cedar Bay Rd.	Vimy Ridge Rd.	North Bound
Cement Plant Rd.	Clarence St.	North Bound
Charlotte St.	Elm St.	East and West Bound
Chippawa Rd.	Hubbard Dr.	North and South Bound
Chippawa Rd.	Ramey Rd.	North Bound
Chippawa Rd	Second Concession Rd.	South Bound
Christian Stoner Street	Mellanby Ave.	West Bound
Christian Stoner Street	Ramey Ave.	East Bound
Christmas St.	Lincoln St.	East and West Bound
Clare Ave.	Division St.	North and South Bound
Clarence St.	Cement Plant Rd.	West Bound
Clarence St.	Hampton Ave.	East Bound
Clarence St.	Hampton Ave.	West Bound
Clarence St.	Rosemount Ave.	East and West Bound
Clarke St.	Crescent Ave.	North and South Bound
Crescent Ave.	Clarke St.	East Bound
Crescent Ave.	Wellington St.	East Bound
Cross St.	Athoe St.	East and West Bound
Division St.	Ridgewood Ave.	East and West Bound
Durham St.	Fares St.	East and West Bound
Durham St.	Mitchell St.	East and West Bound
Elizabeth St.	Bell St.	North and South Bound
Elm St.	Charlotte St.	North and South Bound
Empire Rd.	Sherkston Rd.	North, South, West, and East Bound
Erie St.	George St.	North and South Bound
Erie St.	Union St.	North and South Bound

Fares St.	Fraser St.	South Bound
Fares St.	Durham St.	North Bound
Fielden Ave.	Borden Ave.	North and South Bound
First Ave.	Sheba Cres.	South Bound
First Ave.	Third Ave.	North Bound
Forks Rd.	Holloway Bay Rd.	East Bound
Fraser St.	Fares St.	East and West Bound
Fraser St.	Mitchell St.	East and West Bound
Glenwood Ave.	Division St.	North and South Bound
Hampton Ave.	Ash St.	North and South Bound
Harbour Lane	Fielden Ave.	East Bound
Highland Ave.	Oakwood St.	East and West Bound
Holloway Bay Rd.	Lever Rd.	North and South Bound
Holloway Bay Rd.	Garrison Rd.	South Bound
Holloway Bay Rd.	Sherkston Rd.	North and South Bound
Humboldt Pkwy.	Crescent Ave.	North and South Bound
Johnston St.	Athoe St.	East and West Bound
King St.	Charlotte St.	North, South, West, and East Bound
Knoll St.	Brady St.	North and South Bound
Lake St.	Welland St.	West Bound
Lakewood Cres.	Oakridge Cres.	West Bound
Lockmaster Lane	Fielden Ave.	East Bound
Learn Rd.	Holloway Bay Rd.	East Bound
Lincoln St.	Johnston St.	North and South Bound
Lincoln St.	Bell St.	North and South Bound
Lincoln St.	Cross St.	North and South Bound
Linwood Ave.	Stanley St.	North and South Bound
Louis St.	Mitchell St.	East and West Bound
Mapleview Cres.	Empire Rd.	East Bound
McRae Ave.	Bell St.	North and South Bound
Michael Rd.	Sherkston Rd.	North and South Bound
Michener Rd.	Pleasant Beach Rd.	West Bound
Michener Rd.	Sherkston Rd.	Southeast Bound and East Bound
Mitchell St.	Fraser St.	South Bound
Mitchell St.	Durham St.	North Bound

Mitchell St.	Louis St.	North and South Bound
Niagara St.	Port Colborne Dr.	West Bound
Nickel St.	Welland St.	West Bound
Oak St.	Omer Ave.	North Bound
Oakwood St.	Highland Ave.	North and South Bound
Oakwood St.	Helen St.	North and South Bound
Old Brookfield Rd.	Brookfield Rd.	South Bound
Olga Dr.	Lena Cres.	South Bound
Oxford Blvd.	Windsor Terrace	South Bound
Paul St.	Queen St.	East Bound
Petersburg Circle	Stonebridge Dr.	North Bound
Pleasant Beach Rd.	Sherkston Rd.	North and South Bound
Port Colborne Dr.	Amelia St.	North Bound
Ramey Rd.	3 rd Concession	North Bound
Rosemount Ave.	Clarence St.	North and South Bound
Rosemount Ave.	Sugarloaf St.	North and South Bound
Russell Ave.	Janet St.	West Bound
Scholfield Ave.	Lena Cres.	South Bound
Second Ave.	Third Ave.	North Bound
Second Ave.	Sheba Cres.	South Bound
2 nd Concession Rd.	Chippawa Rd.	West Bound
2 nd Concession Rd.	Holloway Bay Rd.	East Bound
Sheba Cres.	Third Ave.	West Bound
Sherkston Rd.	Holloway Bay Rd.	East Bound
Sherkston Rd.	Michael Rd.	East Bound
Sherkston Rd.	Pleasant Beach Rd.	East and West Bound
Silver St.	McCain St.	North Bound
Stanley St.	Scholfield Ave.	East Bound
Stanley St.	Lindwood Ave.	East and West Bound
Steele St.	Sugarloaf St.	East and West Bound
Steele St.	Omer Ave.	North and South Bound
Sugarloaf St.	Rosemount Ave.	East and West Bound
Sugarloaf St.	King St.	East and West Bound
Sugarloaf St.	Elm St.	East and West Bound

Third Ave.	First Ave.	North Bound
Top Hat Lane	North Cres.	South Bound
3 rd Concession Rd.	Holloway Bay Rd.	East Bound
Wallace Ave.	Oak St.	East Bound
Welland St.	Nickel St.	North Bound
Welland St.	Nickel St.	South Bound
Wellington Ave.	Crescent Ave.	North and South Bound
Willard Ave.	Wellington Ave.	East Bound
Woodside Dr.	Franklin Ave.	North Bound
Zavitz Rd.	Forks Rd.	North Bound
Zavitz Rd.	Learn Rd.	North and South Bound

Schedule "Q"

Yield Sign Locations

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
Highway	At	Facing Traffic
Ash St.	Jefferson Ave.	West Bound
Ash St.	South Crescent	East Bound
Cedar St.	Orchard Ave.	South Bound
Corvette St.	Cornation Dr. South	North Bound
Corvette St.	Merritt Pkwy. North	South Bound
Lakeside Place East	Laketown Drive	West Bound
Lakeside Place West	Laketown Drive	East Bound
Orchard Dr.	Cedar St.	East Bound
Park Lane	Thorncrest Rd.	West Bound
Park Lane	Runnymede Rd.	East Bound
Saturn Cres.	Saturn Rd.	West Bound
South Crescent	Jefferson Ave.	East Bound
Walnut St.	Lakewood Cres	South Bound

Schedule "R"

Prohibited Turns

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>	<u>Column 5</u>
Highway	At	Traffic Proceeding	Prohibited Turn	Times/Days

Schedule "T"

One Way Highways

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>
Highway	From	To	Traffic Direction
Canal Bank Rd.	Reg. Rd. #3 (Main St. W.)	Amelia St.	Southerly
Catharine St.	Clarence St.	Charlotte St.	Southerly
Elgin St.	Fielden Ave.	Steele St.	Westerly
Princess St.	Catharine St.	King St.	Easterly
Top Hat Lane	Stanley St.	North Cres.	Southerly
Welland St. cut-off from Clarence St.	Clarence St.	Welland St.	Curving South-easterly
West St.	Sugarloaf St.	Victoria St.	Northerly

Schedule “U”

Designated Lanes

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>	<u>Column 4</u>	<u>Column 5</u>
Highway	From	To	Lane	Times/Days	Movement

Schedule "V"

Speed Limits on Bridges

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
Highway	Bridge	Maximum Speed

Schedule "W"
Speed Limits

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>
Highway	From	To	Maximum Speed (km/h)
Beach Rd.	Empire Rd.	Pleasant Beach Rd.	60
Bell St.	Athoe St.	Welland St.	40
Bollard Lane	Total Length		40
Breakwater Lane	Total Length		40
Carl Rd.	Hwy. #3	Chippawa Rd.	60
Cedar Bay Rd.	Hwy. #3	South to Lake Erie	60
Chandler Lane	Total Length		40
Chippawa Rd.	Hwy. #140	500m south-west of the intersection with Yager Rd.	60
Chippawa Rd.	Reg. Rd. #3	Hwy. #140	40
Chippawa Rd.	500m south-west of the intersection with Yager Rd.	Yager Rd.	40
Clarence Street	Ridgewood Ave.	Hampton Ave.	40
Clark Rd.	Hwy. #3	2 nd Concession Rd.	60
Davis St.	Killaly St. E.	Bell St.	40
Elizabeth St.	Hwy. #3	300m north of Killaly St. E.	50
Elizabeth St.	Killaly St. E.	300m north	40
Elm St.	1200m south of Forks Rd.	Barrick Rd.	60
Empire Rd.	Intersection with Beach Rd. (Regn. Rd. No. 1)	South to Lake Erie	60
Empire Rd.	Hwy. #3	Beach Rd.	60
Fielden Ave.	Killaly St. W.	Princess St.	40
Foghorn Lane	Total Length		40
Harbour Lane	Total Length		40
Holloway Bay Rd.	Hwy. #3	South to Lake Erie	50
Killaly St. E.	James St.	Snider Rd.	40 when flashing
Killaly St. E.	Snider Rd.	Weaver Rd.	60
Killaly St. E.	Weaver Rd.	50m west of Pinecrest Rd.	80
Killaly St. E.	50m west of Pinecrest Rd.	Hwy. #3	60
Lake Rd.	Rodney St.	South end of Lake Rd.	30

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>
Highway	From	To	Maximum Speed (km/h)
Lakeshore Rd. E.	Reuter Rd.	Lorraine Rd.	40
Lakeshore Rd. W.	Tennessee Ave.	Cement Plant Rd.	40
Lighthouse Lane	Total Length		40
Lockmaster Lane	Total Length		40
Lorraine Rd.	Hwy. #3	South to Lake Erie	60
Michener Rd.	Pleasant Beach Rd.	600m east	60
Michener Rd.	600m east of Pleasant Beach Rd.	Point Abino Rd.	80
Michener Rd.	Point Abino Rd.	700m east	60
Michener Rd.	700m east of Point Abino Rd.	Elmwood Ave.	80
Minor Rd.	Reg. Rd. #3	Barrick Rd.	60
Mooring Lane	Total Length		40
Oakridge Cres.	Lakeshore Rd. W.	Orchard Dr.	40
Omer Ave.	Hwy. #58	Knoll St.	40
Pinecrest Rd.	Killaly St. E.	South to Lake Erie	60
Pleasant Beach Road	Michener Road	South to Lake Erie	40
Pleasant Beach Road	Hwy. #3	South to Michener Road	60
Pleasant Beach Rd.	Beach Rd.	Michener Rd.	60
Rosemount Ave.	Clarence St.	Tennessee Ave.	40
Schooner Lane	Total Length		40
Second Concession	Hwy. #140	Barber Drive	50
Sherkston Rd.	Holloway Bay Rd.	Hwy. #3	40
Silver Bay Rd.	1390m south of Hwy. #3	South to Lake Erie	40
Steele St.	Main St. W.	Barrick Rd.	40
Steele St.	Clarence St.	Ash St.	40
Sugarloaf St.	Jefferson Ave.	Hampton Ave.	40
Sugarloaf St.	Steele St.	West St.	40

<u>Column 1</u>	<u>Column 2</u>		<u>Column 3</u>
Highway	From	To	Maximum Speed (km/h)
Tennessee Ave.	Sugarloaf St.	Rosemount Ave.	40
Top Hat Lane	Total Length		40
Tugboat Lane	Total Length		40
2 nd Concession	Chippawa Rd.	Babion Rd.	60
2 nd Concession	Hwy. #140	Barber Dr.	50
3 rd Concession Rd.	Yager Rd.	Miller Rd.	60
3 rd Concession Rd.	Hwy. #140	Yager Rd.	60
Vimy Ridge Rd.	Pinecrest Point Rd.	Cedar Bay Rd.	40
Weaver Rd.	Hwy. #3	South to Lake Erie	60
Welland St.	Hwy. #3	Killaly St. E.	60
White Rd.	Hwy. #3	2 nd Concession Rd.	60
Wyldeewood Road	Hwy. #3	720m north of the Termination of the dead end of Wyldeewood Road at Lake Erie (Centre line of Michael Drain)	60
Wyldeewood Road	Termination of the dead end of Wyldeewood Road at Lake Erie	720m north therefrom (Centre line of Michael Drain)	40
Yager Rd.	Chippawa Rd.	3 rd Concession Rd.	40
Yager Rd.	3 rd Concession Rd.	Forks Rd. E.	60

Schedule “X”

Speed Limits – 40km/h in School Zones

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>	<u>Column 4</u>	<u>Column 5</u>
Highway	From	To	Days	Times

Schedule "Y"

Reduced Load Restrictions

March 1 to April 30 inclusive each and every year

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Babion Rd.	Total Length	
Barrick Rd.	Hwy. #58	West end
Beach Rd.	Empire Rd.	Pleasant Beach Rd.
Borden Ave.	Elm St.	Omer Ave.
Carl Rd.	Total Length	
Cement Rd.	Total Length	
Chippawa Rd.	2 nd Concession	Yager Rd.
Clark Rd.	Total Length	
Elizabeth St.	Hwy. #3	Killaly St. E.
Elm St.	Forks Rd.	Invertose Dr.
Empire Rd.	Beach Rd.	South end
Empire Rd.	Hwy. #3	Beach Rd.
Forks Rd.	Hwy. #140	West end of Forks Rd.
Forks Rd.	Hwy. #140	Miller Rd.
Forks Rd.	Schill Rd.	City Limits
Green Rd.	Total Length	
Holloway Bay Rd.	Total Length	
Invertose Dr.	Total Length	
June Rd.	Total Length	
Koabel Rd.	Total Length	
Lakeshore Rd. E.	Total Length	
Learn Rd.	Total Length	
Lever Rd.	Total Length	
Lorraine Rd.	Total Length	
Mapleview Cres.	Total Length	
Merkel Rd.	Total Length	
Michael Rd.	Total Length	
Michener Rd.	Pleasant Beach Rd.	Reg. Rd. #116
Miller Rd.	Killaly St. E.	South end
Miller Rd.	Hwy. #3	Killaly St. E.
Neff Rd.	Total Length	
Minor Rd.	Total Length	
Nugent Rd.	3562 Nugent Road	Welland City Limits
Pinecrest Rd.	Total Length	
Pleasant Beach Rd	Michener Rd.	South end
Pleasant Beach Rd.	Beach Rd.	Highway No. 8
Pleasant Beach Rd.	Beach Rd.	Michener Rd.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Reuter Rd.	837 Reuter Road	Lakeshore Rd. E.
2 nd Concession Rd.	Total Length	
Sherk Rd.	Total Length	
Sherkston Rd.	Total Length	
Silver Bay Rd.	Total Length	
Snider Rd.	Total Length	
Stauth Rd.	Total Length	
3 rd Concession Rd.	Total Length	
Troup Rd.	Total Length	
Vimy Ridge Rd.	Total Length	
Weaver Rd.	Total Length	
White Rd.	Total Length	
Wyldeewood Rd.	Total Length	
Yager Rd.	Total Length	
Zavitz Rd.	Total Length	

Schedule "Z"

Reduced Load Restrictions

January 1 to December 31 inclusive each and every year

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Adelaide St.	Elm St.	King St.
Alexandra St.	Steele St.	Fielden Ave.
Alma St.	Welland St.	Fares St.
Amelia St.	Mellanby Ave.	Port Colborne Dr.
Ash St.	Steele St.	Forest Ave.
Ash St.	Steele St.	Elm St.
Athoe St.	Killaly St. E.	Christmas St.
Barrick Rd.	Hwy. #58	Elm St.
Barrick Rd.	Elm St.	East end
Bell St.	Welland St.	Fares St.
Berkley Ave.	Main St. E.	Wellington St.
Borden Ave.	Elm St.	Fielden Ave.
Brookfield Road	Total Length	
Canal Bank Rd.	Main St. W.	South end
Catharine St.	Sugarloaf St.	South end
Catharine St.	Sugarloaf St.	Clarence St.
Catharine St.	Clarence St.	Killaly St. W.
Charles St.	King St.	Elm St.
Charlotte St.	Steele St.	Elm St.
Chippawa Rd.	Main St. E.	Hwy. #140
Church St.	Main St. W.	Weir Rd.
Clarence St.	Steele St.	Forest Ave.
Clarke St.	Killaly St. E.	Chestnut St.
Coronation Dr. N.	Hwy. #58	Coronation Dr. S
Coronation Dr. S.	Hwy. #58	Coronation Dr. N.
Davis St.	Durham St.	Nickel St.
Davis St.	Kinnear St.	Nickel St.
Davis St.	Killaly St.	Bell St.
Delhi St.	King St.	Elm St.
Delhi St.	Elm St.	Fielden Ave.
Division St.	Steele St.	Forest Ave.
Dolphin St.	Main St. E.	Page St.
Elgin St.	Steele St.	Elm St.
Elgin St.	Elm St.	King St.
Elizabeth St.	Killaly St. E.	Christmas St.
Elm St.	Sugarloaf St.	Clarence St.
Erie St.	Killaly St. W.	Minto St.
Fares St.	Lake Rd.	Nickel St.

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Fares St.	Durham St.	Nickel St.
Fares St.	Durham St.	Killaly St. E.
Fielden Ave.	Clarence St.	Sugarloaf St.
Fielden Ave.	Clarence St.	Killaly St. W.
Fielden Ave.	Killaly St. W.	Main St. W.
Fielden Ave.	Main St. W.	Omer Ave.
First Ave.	Main St. W.	Third Ave.
Fraser St.	Welland St.	West end
Fraser St.	Welland St.	Fares St.
George St.	King St.	Elm St.
Grassie Ave.	Killaly St. E.	Bell St.
Humboldt Pkwy.	Killaly St. E.	Crescent Ave.
Isabel St.	Sugarloaf St.	Ash St.
James St.	Killaly St. E.	Christmas St.
Janet St.	Killaly St. E.	Crescent Ave.
Kent St.	Steele St.	King St.
Kent St.	Elm St.	King St.
Kent St.	King St.	West St.
Knoll St.	Killaly St.	Main St. W.
Knoll St.	Main St. W.	Omer Ave.
Lakeshore Rd. W.	Cement Rd.	Rose Ave.
Lincoln Ave.	Killaly St. E.	Christmas St.
Louis St.	Welland St.	Fares St.
McCain St.	Elm St.	Steele St.
McRae Ave.	Killaly St. E.	Christmas St.
Mellanby Ave.	Main St. W.	Weir Rd.
Mercury Ave.	Killaly St. E.	Christmas St.
Merritt Pkwy N.	Hwy. #58	Merritt Pkwy S.
Merritt Pkwy S.	Hwy. #58	Merritt Pkwy N.
Minor Rd.	Hwy. #3	Barrick Rd.
Minto St.	King St.	Elm St.
Mitchell St.	Durham St.	Nickel St.
Mitchell St.	Kinnear St.	Nickel St.
Mitchell St.	Durham St.	Bell St.
Neff St.	King St.	East end

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
Neff St.	King St.	Elm St.
Neff St.	Elm St.	Steele St.
Niagara St.	Mellanby Ave.	Port Colborne Dr.
Northland Ave.	Hwy. #58	Knoll St.
Oak St.	Main St. W.	Omer Ave.
Oakwood St.	Killaly St. W.	Main St. W.
Oakwood St.	Main St. W.	Omer Ave.
Omer Ave.	Hwy. #58	Elm St.
Omer Ave.	Elm St.	East end
Page St.	Main St. E.	Dolphin St.
Paul St.	Hwy. #58	Queen St.
Pine St.	Elm St.	Fielden Ave.
Queen St.	Main St. W.	Omer Ave.
Ramey Rd.	Main St. W.	Weir Rd.
Ramey Rd.	2 nd Concession Rd.	North end
Ramey Rd.	Hwy. #140	Railroad tracks
Rodney St.	Welland St.	Fares St.
St. Arnaud St.	Welland St.	Fares St.
Sheba Cres.	West Side Rd.	First Ave.
Silver St.	Killaly St. W.	McCain St.
Snider St.	Elm St.	Fielden Ave.
Stanley St.	Steele St.	Forest Ave.
Steele St.	Killaly St. W.	Main St. W.
Steele St.	Main St. W.	Omer Ave.
Sugarloaf St.	Steele St.	Tennessee Ave.
Third Ave.	Killaly St. W.	Sheba Cres.
Union St.	King St.	Elm St.
Victoria St.	Elm St.	King St.
Wellington St.	Killaly St. E.	Main St. E.
Wellington St.	Main St. E.	Willard Ave.
West St.	Charlotte St.	Victoria St.
West St.	Charlotte St.	Clarence St.
Windsor Terrace.	Hwy. #58	Oxford Blvd.

Schedule "AA"

Pedestrian Crossing Prohibitions

<u>Column 1</u>	<u>Column 2</u>	<u>Column 3</u>
Highway	At	Roadway Approach

Schedule "AB"

Pedestrian Cross Over

<u>Column 1</u>	<u>Column 2</u>
Highway	Location

Schedule "BB"

Bicycle Prohibitions

<u>Column 1</u>	<u>Column 2</u>	
Highway	From	To
West St.	Victoria St.	Park St.
Catherine St.	Charlotte St.	Park St.
Elm St.	Charlotte St.	Clarence St.
Charlotte St.	Catherine St.	West St.
Clarence St.	Fielden Ave.	West St.
King St.	Kent St.	Park St.
Main St. W.	Elm St.	Mellanby Ave.
Fraser St.	Welland St.	Davis St.
Durham St.	Welland St.	Davis St.
Nickel St.	Welland St.	Davis St.

Schedule "AC"

Administrative Penalties

1. Column 1 in the following table lists the provisions in By-law No. 89-2000, as amended that are hereby designated for the purposes of 3(1)(b) of the Regulation.
2. Column 2 in the following table sets out the short form wording to be used in a Penalty Notice for the contravention of the designated provisions listed in Column 1.
3. Column 3 in the following table sets out the Administrative Penalty amounts that are payable for contraventions of the designated provisions listed in Column 1.

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
1.	201.01	(Stop/stand/park) facing wrong way	\$30.00
2.	201.02	(Stop/stand/park) too far from edge of road	\$30.00
3.	201.03	(Stop/stand/park) too far from edge of shoulder	\$30.00
4.	201.04	(Stop/stand/park) facing wrong way on left side of one-way highway	\$30.00
5.	201.05	(Stop/stand/park) too far from left edge of a one-way highway	\$30.00
6.	201.06	(Stop/stand/park) too far from the left shoulder edge of one-way highway	\$30.00
7.	201.07	(Stop/stand/park) contrary to designated angle	\$30.00
8.	201.08	(Stop/stand/park) not within designated space	\$30.00
9.	201.09	Double (stopping/standing/parking)	\$40.00
10.	202.01	Park on (shoulder/boulevard) where prohibited	\$30.00

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
11.	202.02	Park repeatedly (at/near) one location	\$30.00
12.	202.03	Park/Stop/Stand Large Motor vehicle	\$75.00
13.	203.01.01	Stop on sidewalk	\$50.00
14.	203.01.02	Stop in intersection or crosswalk	\$50.00
15.	203.01.03	Stop so as to impede traffic	\$50.00
16.	203.01.04	Stop in/near tunnel or bridge	\$50.00
17.	203.01.05	Stop on/adjacent to median	\$50.00
18.	203.01.06	Stop on outer boulevard	\$50.00
19.	203.02.01	Stop near/at school crossing or crosswalk where prohibited by sign	\$50.00
20.	203.02.02	Stop near/at railway crossing where prohibited by sign.	\$50.00
21.	203.02.03	Stop near school or playground where prohibited by sign.	\$50.00
22.	203.02.04	Stop within 15m of intersection where prohibited by sign	\$50.00
23.	203.02.05	Stop within 60m of intersection controlled by traffic signal where prohibited by sign	\$50.00
24.	203.03	Stop where prohibited by sign	\$50.00
25.	204.01	Stand near designated bus stop	\$40.00
26.	204.02	Stand where prohibited by sign	\$40.00
27.	205.01.01	Park within 10m of intersection	\$30.00
28.	205.01.02	Park within 3m of fire hydrant	\$60.00
29.	205.01.03	Park on an inner boulevard	\$25.00

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
30.	205.01.04	Park on driveway too close to roadway	\$25.00
31.	205.01.05	Park within 1.5m of driveway	\$25.00
32.	205.01.06	Park obstructing driveway	\$25.00
33.	205.01.07	Park so as to block vehicle	\$25.00
34.	205.01.08	Park for sale/display	\$25.00
35.	205.01.09	Park for servicing	\$25.00
36.	205.01.10	Park for longer than 12 hours	\$25.00
37.	205.01.11	Park at location prohibited by City Engineer where prohibited by sign	\$50.00
38.	205.01.12	Park as to interfere with snow removal from highway	\$75.00
39.	205.01.12	Park as to interfere with street cleaning measures	\$50.00
40.	205.01.12	Park as to interfere with the movement of traffic	\$50.00
41.	205.02.01	Park near fire hall where prohibited by sign	\$40.00
42.	205.02.02	Park near intersection where prohibited by sign	\$25.00
43.	205.02.03	Park near signaled intersection where prohibited by sign	\$25.00
44.	205.02.04	Park near entrance of public building where prohibited by sign	\$25.00
45.	205.02.05	Park near driveway where prohibited by sign	\$25.00

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
46.	205.02.06	Park on narrow roadway where prohibited by sign	\$25.00
47.	205.02.07	Park near cross-walk where prohibited by sign	\$25.00
48.	205.02.08	Park so as to interfere with funeral procession where prohibited by sign	\$25.00
49.	205.02.09	Park within turning circle or basin of cul- de-sac where prohibited by sign	\$25.00
50.	205.02. 10	Park within 15m of the termination of dead end roadway where prohibited by sign	\$25.00
51.	205.02. 11	Park where parking temporarily prohibited	\$40.00
52.	205.03	Park where prohibited by sign	\$30.00
53.	205.04	Park (trailer/commercial vehicle) where prohibited by sign	\$30.00
54.	207.01	Park over time limit where prohibited by sign	\$25.00
55.	209.01.01	Park not adjacent to meter	\$20.00
56.	209.01.02	Park at meter - wrong wheels adjacent	\$20.00
57.	209.01.03	Angle park at meter - wrong direction	\$20.00
58.	209.02	Park outside metered space	\$20.00
59.	209.03	Park (at covered meter/in occupied meter space)	\$20.00
60.	209.06.01	Park over time limit - metered zone	\$20.00

Item	<u>Column 1</u> Designated Provisions	<u>Column 2</u> Short Form Wording	<u>Column 3</u> Administrative Penalty
61.	209.06.02	Park at expired meter	\$20.00
62.	301.02	Park where prohibited - public vehicle parking zone	\$20.00
63.	301.03	Stand where prohibited - public vehicle bus stop	\$30.00
64.	301.01	Stop vending vehicle - obstructing traffic	\$40.00
65.	303.03	Stop a mobile canteen where prohibited	\$40.00
66.	304.01	Stand at taxi stand	\$30.00
67.	305.01	Stop to (load/unload) where prohibited	\$40.00
68.	305.02	Stop in loading zone	\$50.00

The Corporation of the City of Port Colborne

By-Law No. _____

Being a by-law to adopt, ratify and confirm
the proceedings of the Council of The
Corporation of the City of Port Colborne at
its Regular Meeting of April 26, 2022

Whereas Section 5(1) of the *Municipal Act, 2001*, provides that the powers of a municipality shall be exercised by its council; and

Whereas Section 5(3) of the *Municipal Act, 2001*, provides that a municipal power, including a municipality's capacity rights, powers and privileges under section 9, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise; and

Whereas it is deemed expedient that the proceedings of the Council of The Corporation of the City of Port Colborne be confirmed and adopted by by-law;

Now therefore the Council of The Corporation of the City of Port Colborne enacts as follows:

1. Every action of the Council of The Corporation of the City of Port Colborne taken at its Regular Meeting of April 26, 2022 upon which a vote was taken and passed whether a resolution, recommendations, adoption by reference, or other means, is hereby enacted as a by-law of the City to take effect upon the passing hereof; and further
2. That the Mayor and Clerk are authorized to execute any documents required on behalf of the City and affix the corporate seal of the City and the Mayor and Clerk, and such other persons as the action directs, are authorized and directed to take the necessary steps to implement the action.

Enacted and passed this 26th day of April, 2022.

William C. Steele
Mayor

Nicole Rubli
Acting City Clerk