

City of Port Colborne Council Meeting Agenda

Date:Tuesday, June 24, 2025Time:6:30 pmLocation:Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Pages

- 1. Call to Order
- 2. National Anthem

3. Land Acknowledgement

The Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit people from across Turtle Island that live and work in Niagara today. The City of Port Colborne stands with all Indigenous people, past and present, in promoting the wise stewardship of the lands on which we live.

- 4. Adoption of Agenda
- 5. Disclosures of Interest
- 6. Closed Session
 - 6.1 Approval of Closed Session Minutes
 - a. Regular Council Meeting (Closed Session) May 13, 2025
 - b. Regular Council Meeting (Closed Session) May 27, 2025
 - c. Special Council Meeting (Closed Session) June 17, 2025
 - 6.2 Staff Reports

a. Confidential Development and Government Relations Report - 2025-138

Confidential Development and Government Relations Report 2025-138 pursuant to the *Municipal Act, 2001,* section 239 (e), where a closed meeting is held if the subject matter being considered is litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board.

7. Back to Open Session

8. Proclamations

8.1 June is Seniors Month 2025

9. Presentations

9.1 Fair Trade Committee

10. 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 905-228-8118.

11. Mayor's Report

12. Regional Councillor's Report

13. Consent Agenda

All items listed in the Consent Agenda are subject to a single motion that is not debatable. A Member may make a brief comment or ask a question regarding a Consent Item prior to the consideration of the motion, however, if an item requires further discussion, debate, or an amendment it must be removed from the Consent Agenda and dealt with under Items Requiring Separate Discussion.

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	b.	Port Colborne Historical and Marine Museum Board Meeting Minutes - April 15, 2025	51
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13.3	Staff R	eports	
	a.	Lease Agreement – ADM Agri-Industries Company, 2025-128	79
	b.	Noise Variance Request 250 Pleasant Beach Rd, Capri Restaurant, 2025-135	101
	C.	Heritage Permit Application Recommendation Report - 293 King Street (Shickluna Garage), 2025-86	128
	d.	2026 Municipal Election - Voting Systems and Alternative Voting Methods, 2025-136	138
13.4	Receip	ot of Correspondence Items	
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		b.	Niagara Region - Combined Sewer Overflow Control Program - 2025 Funding Recommendations	144
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		d.	Niagara Region - 2024 Reserve Water and Wastewater Treatment Capacities	239
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	14.2	Counc 137	il Composition and Ward Boundary Review – Final Report, 2025-	370
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15.	Staff R	emarks		

- 16. Councillors' Remarks
- 17. Motions
- 18. Notice of Motions
- 19. Procedural Motions
- 20. By-laws

20.1	By-law No. 7358/49/25	432
	Being a By-Law to Amend By-Law No. 89-2000, as amended, Being a By-Law regulating Traffic and Parking on City Roads (Parking Prohibition Tow Away Locations)	
20.2	By-law No. 7359/50/25	434
	Being a By-law to Authorize Entering into a Lease Agreement with ADM Agri-Industries Company ("ADM") regarding the scales and weigh station at the Port Colborne Grain Terminal	
20.3	By-law No. 7360/51/25	454
	Being a By-law to Authorize Alternative Methods of Voting for the 2026 Municipal Election.	
20.4	By-law No. 7361/52/25	455
	Being a by-law to Adopt Amendment No. 19 to the Official Plan for the City of Port Colborne	
20.5	By-law No. 7362/53/25	461
	Being a by-law to amend Zoning By-law 6575/30/18, as amended, respecting lands legally described as Lots 36 to 40, Registered Plan 826 and known as 242 to 246 West Side Road, City of Port Colborne, Regional Municipality of Niagara.	
20.6	By-law No. 7363/54/25	464
	Being a By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne	
Adiour	mont	

21. Adjournment



June 24, 2025

Moved by Councillor Seconded by Councillor

WHEREAS June is Seniors Month in Ontario. It's a time to acknowledge and honour the amazing seniors in our lives across the province; and

WHEREAS seniors have contributed and continue to contribute immensely to the life and vibrancy of this community; and

WHEREAS seniors continue to serve as leaders, mentors, volunteers and important and active members of this community; and

WHEREAS their contributions past and present warrant appreciation and recognition and their stories deserve to be told; and

WHEREAS the health and well-being of seniors is in the interest of all and further adds to the health and well-being of the community; and

WHEREAS the knowledge and experience seniors pass on to us continues to benefit all.

NOW THEREFORE I, Mayor William C. Steele, do hereby proclaim June 1st to June 30th, 2025 as **Seniors Month** in the City of Port Colborne.

> William C. Steele Mayor

June is **Seniors Month**

Fit, Active and Healthy Seniors

Tips on how you can support Seniors Month 2025

Thank the seniors in your life for all their hard work and show them just how much they are appreciated:

- Send a "Thank You" message, either in person, over the phone, by mail or email, or on social media.
- Nominate a senior in June for an Ontario Senior Achievement Award.
- Post a message on your social media channels and tag us • on X (Twitter): @SeniorsON or Facebook: @SeniorsOntario.

Tell us what you are doing during Seniors Month

- Join our Seniors Month conversation on X and Facebook by using #SeniorsMonth2025.
- Post photos or videos of your Seniors Month celebrations and tag us on X (Twitter): <u>@SeniorsON</u>, and Facebook: <u>@SeniorsOntario</u>.
- Seniors volunteering and helping in their neighbourhood? Tell us about it! Tag us on X (Twitter): @SeniorsON, and Facebook: @SeniorsOntario.

Promote Seniors Month to your friends and family

- Share health and fitness tips for seniors.
- Post info about seniors' events taking place during Seniors Month (via link • to community centres/municipalities).
- Feature topics of interest to seniors (retirement, financial scams and fraud, elder abuse, housing, driving, health and well-being) in your posts.
- Provide Seniors Month resources to celebrate the month: poster, factsheet or ideas to celebrate Seniors Month.

Ministry for Seniors and Accessibility Page 2 of 464



June is Seniors Month

Fit, Active and Healthy Seniors

Information for Seniors in Ontario

The Ministry for Seniors and

Accessibility works with community organizations to offer supports and services to help seniors stay active, safe and socially connected. Seniors and their families can find the information they need to connect to government services and community supports at ontario.ca/Seniors.

Seniors Community Grant Program

This program funds local not-for-profit community groups and organizations to deliver projects, supports and resources for seniors that provide opportunities for greater social inclusion, volunteerism and community engagement. Find information about the <u>program online</u>.

Seniors Active Living Fairs

Seniors can find information about government programs and services as well as information about healthy aging and active lifestyles to keep them active and engaged. Learn more about <u>seniors</u> <u>fairs in your community</u>.

Seniors Active Living Centre programs

Seniors Active Living Centre programs help local seniors stay active, become more involved in their community, and meet new friends in person or online.

These programs include:

- unique social activities
- learning and educational opportunities
- recreational programming
- online/remote programming.

The government is expanding the number of programs in 2025, so more seniors across the province can get the services that meet their needs close to home. This year, there are more than 400 programs across the province.

To find a Seniors Active Living Centre program, please:

- visit the <u>Seniors Active Living</u>
 <u>Centre locator map</u>
- contact your municipality
- call 2-1-1.



Ministry for Seniors and Accessibility ontario.ca/SeniorsMonth

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June is Seniors Month

Fit, Active and Healthy Seniors

Age-friendly communities

Age-Friendly Communities are inclusive, accessible environments with programs and services that help seniors stay connected. These communities can include improved transit and housing, as well as apportunities for civic and social participation.

Learn more at ontario.ca/AgeFriendly.

Health 811

Health 811 is a free, secure and confidential service Ontarians can call or access online 24 hours a day, 7 days a week to receive health advice from qualified health professionals, such as a registered nurse, locate local health services and find trusted health information.

This service is available in both English and French, with translation support offered in other languages.

- Call: 811
- Toll-free TTY: 1-866-797-0007
- Chat live online
- Visit <u>ontario.ca/Health811</u>

Seniors Safety Line

Seniors Safety Line is a 24/7, confidential and free resource. It provides counselling, information, safety planning and referrals in 240 languages for seniors in Ontario who are experiencing, or are at risk of, any type of abuse or neglect.

Call Toll-free: 1-866-299-1011. or TTY 1-866-299-0008

More information

Learn more about:

- Seniors Month at ontario.ca/SeniorsMonth.
- ministry programs and services at <u>ontario.ca/msaa</u>.
- resources for seniors with the updated <u>Guide to Programs and</u> <u>Services for Seniors in Ontario</u>.
- for other programs and services available in your area visit: <u>211ontario.ca</u>.
- Seniors' INFOline
 Call: 416-326-7076
 Toll-free: 1-888-910-1999
 TTY: 1-800-387-5559

Follow us on social 💥 @SeniorsON 🚱 @SeniorsOntario in @Seniors and Accessibility

Ministry for Seniors and Accessibility ontario.ca/SeniorsMonth

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Fair Trade Town Committee Port Colborne

Presentation to Port Colborne City Council June 24, 2025

Councilor Dave Elliot Jane Nigh Nancy Salvage Kellen Spence

What is Fairtrade?



Equity in Trade

Fairtrade promotes equity by ensuring that producers receive fair prices for their goods, enabling them to sustain their livelihoods.

Labor Rights and Fair Wages

Respect for labor rights is fundamental in Fairtrade, ensuring safe working conditions and fair wages for all workers involved.

Environmental Sustainability

Fairtrade emphasizes environmental sustainability, encouraging practices that protect ecosystems and promote sustainable agriculture.

How Fairtrade Helps Producers and Consumers

FAIRTRADE FACTS



Fair Wages for Producers

Fairtrade ensures that producers receive fair wages, allowing them to support themselves and their families adequately. Fair Trade Market Price differs from Market Price.

Better Working Conditions

Fairtrade promotes better working conditions for producers, ensuring a safer and healthier environment.

Ethical Consumer Choices

For consumers, Fairtrade offers the chance to make ethical purchasing decisions that support sustainable and responsible practices.

Community Development

Fairtrade supports community development, empowering local communities and improving their quality of life through sustainable practices.



Challenges Faced by the Fairtrade Movement

Market Competition

The Fairtrade movement faces intense competition from conventional products, making it challenging to maintain market share.

Consumer Awareness

Low consumer awareness about Fairtrade products hinders growth and acceptance in the market.

Need for Education

Continuous education about the benefits of Fairtrade is necessary for increasing consumer interest and support.

Mr. Beast Impact: Top YouTube Influencer

Introducing Fairtrade Certified Feastables



Fairtrade Sales Trend Upwards



Fair Trade Town Port Colborne A Reason to Recognize at Canal Days

- Port Colborne was the first city in Ontario to be achieve a Fair Trade Town designation (2009)
- Celebrated 15 years as a Fair Trade Town in 2024
- Many Fairtrade products for sale at multiple establishments in Port Colborne. Now, more than ever, Advocacy, Awareness, and Education of Fairtrade are at the utmost importance.
- Canal Days provides opportunities for many Port Colborne businesses to showcase what they do in a festival environment Let's showcase that we are a Fair Trade Town and proud of it!
- The Fair Trade Town Committee would like to ask city council to recognize this committee as an honorary sponsor/partner of the Canal Days festival.

Questions?



City of Port Colborne

Meeting to Consider Minutes

Date: Time: Location:	Tuesday, May 6, 2025 6:30 pm Council Chambers, 3rd Floor, City Hall 66 Charlotte Street, Port Colborne
Members Present:	M. Aquilina, Councillor M. Bagu, Councillor E. Beauregard, Councillor R. Bodner, Councillor G. Bruno, Councillor T. Hoyle, Councillor W. Steele, Mayor (presiding officer)
Member(s) Absent:	F. Danch, Councillor D. Elliott, Councillor
Staff Present:	C. Madden, City ClerkB. Boles, Chief Administrative OfficerA. VanderVeen, Drainage Superintendent
Others Present:	Paul C. Marsh, P. Eng., EWA Engineering Inc.

1. Call to Order

Mayor Steele called the meeting to order 6:30 p.m.

2. Adoption of Agenda

Moved By Councillor T. Hoyle Seconded By Councillor R. Bodner

That the Meeting to Consider agenda dated May 6, 2025, be confirmed, as amended.

Carried

3. Disclosures of Interest

There were no disclosures of interest.

4. Municipal Drain

4.1 Presentation

Paul C. Marsh, P.Eng., EWA Engineering Inc., presented to Council on the Oil Mill Creek Drain.

4.2 Delegations

- a. Christine Allen 2591 Firelane 3
- b. John McAdam 519 Pinecrest Road
- c. Cathy Kalynuik 851 Pinecrest Road
- d. Jim Vance 6 Northgate Dr., Hamilton
- e. Sonia Sawdon 568 Pinecrest Road
- f. Dee Sawdon 568 Pinecrest Road

4.3 Meeting to Consider the Oil Mill Creek Municipal Drain Report – Second Sitting, 2025-90

Moved By Councillor M. Aquilina Seconded By Councillor R. Bodner

That Public Works Department Report 2025-90 be received; and

That the Mayor and Clerk be directed to execute a by-law to provisionally adopt the Oil Mill Creek Engineer's Report, dated February 27, 2025, prepared by Paul Marsh, P. Eng of EWA Engineering Inc. under Section 78, Chapter D. 17 of the *Drainage Act* R.S.O. 1990; and

That Councillor E. Beauregard, Councillor T. Hoyle, and Councillor M. Aquilina be appointed to sit on the Court of Revision and that Councillor M. Bagu be appointed as alternate.

Carried

5. **Procedural Motions**

There were no procedural motions.

6. By-laws

6.1 By-law No. 7346/37/25 - Being a By-law to Provide for a Section 78 Engineer's Report for Drainage Works in the City of Port Colborne, in the Regional Municipality of Niagara Known as the Oil Mill Creek Municipal Drain

Moved By Councillor G. Bruno Seconded By Councillor M. Bagu

Resolved that the Oil Mill Creek Drain By-law be provisionally adopted this 6th day of May, 2025.

Carried

6.2 By-law No. 7347/38/25 - By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne at its Meeting to Consider

Moved By Councillor G. Bruno Seconded By Councillor M. Bagu

That the By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne at its Meeting to Consider of May 6, 2025, be enacted and passed.

Carried

7. Adjournment

Mayor Steele adjourned the meeting at 8:07 p.m.

William C. Steele, Mayor

Charlotte Madden, City Clerk



City of Port Colborne

Council Meeting Minutes

Date: Time: Location:	Tuesday, May 13, 2025 6:30 pm Council Chambers, 3rd Floor, City Hall 66 Charlotte Street, Port Colborne
Members Present:	M. Aquilina, Councillor M. Bagu, Councillor G. Bruno, Councillor F. Danch, Councillor D. Elliott, Councillor T. Hoyle, Councillor
Member(s) Absent:	E. Beauregard, Councillor R. Bodner, Councillor W. Steele, Mayor (presiding officer)
Staff Present:	 E. Acs, Chief Planner J. Beaupre, Deputy Clerk B. Boles, Chief Administrative Officer S. Double, Fire Chief G. Long, Director of Development and Government Relations C. Madden, City Clerk J. Peazel-Graham, Manager of Communications S. Powell-Baswick, Director of Museum and Culture S. Shypowskyj, Director of Public Works
Others Present:	M. Speck, Commander for POCOMAR

1. Call to Order

Deputy Mayor Elliott called the meeting to order at 6:54 p.m.

2. National Anthem

Everyone stood for the National Anthem.

3. Land Acknowledgement

The Land Acknowledgement was read:

The Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit people from across Turtle Island that live and work in Niagara today. The City of Port Colborne stands with all Indigenous people, past and present, in promoting the wise stewardship of the lands on which we live.

4. Adoption of Agenda

C-25- 102

Moved by Councillor M. Aquilina Seconded by Councillor T. Hoyle

That the Council agenda dated May 13, 2025, be confirmed, as circulated.

Carried

5. Disclosures of Interest

5.1 Councillor G. Bruno - Declaration of City Land to be Surplus – Invertose A and B, 2025-56

I wish to declare a pecuniary conflict of interest on item 10.3 (c) as my company, and I provides consulting services on Invertose A.

6. Proclamations

There were no proclamations.

7. Presentations

7.1 Port Colborne Marine Auxiliary Rescue (POCOMAR)

Commander Michael Speck of POCOMAR presented to Council on the statistics over the past 5 years.

8. Delegations

There were no delegations.

9. Mayor's Report

There was no Mayor's report.

10. Consent Agenda

Items 10.3 b, 10.3 c, and 10.3 g were lifted from the consent agenda and considered under Item 11, Items Requiring Separate Discussion.

C-25- 103

Moved by Councillor G. Bruno Seconded by Councillor T. Hoyle

That Council hereby approves the listed consent items on the May 13, 2025, Council agenda; and

That the consent items be approved on the recommendations as contained therein.

Carried

10.1 Approval of Minutes

- a. Special Council Meeting April 15, 2025
- b. Regular Council Meeting April 22, 2025
- c. Special Council Meeting May 5, 2025
- **10.2 Receipt of Minutes of Boards & Committees**
 - a. Port Colborne Senior Citizens Advisory Committee Meeting Minutes - March 18, 2025
 - b. Port Colborne Public Library Board Meeting Minutes March 5, 2025
 - c. Port Colborne Historical and Marine Museum Board Meeting Minutes - March 18, 2025
- 10.3 Staff Reports
 - a. Lighthouse Festival Theatre Agreement, 2025-108
 - c. Declaration of City Land to be Surplus Barber Drive, 2025-81
 - e. Storm Sewer Boundary and Inclusion of New Developments, 2025-51
 - f. Point Abino Drain, 2025-91
- **10.4** Receipt of Correspondence Items

- a. Niagara Region Diversity, Equity, and Inclusion Action Plan 2024 Progress Report
- b. Niagara Region Debt Information Report 2025 Debenture Issuance
- c. Niagara Region Development Applications Monitoring Report - 2024 Year End
- d. Niagara Transit General Manager's Annual Report 2024
- e. Township of Champlain Surveillance and Monitoring of Heavy Vehicles in Ontario
- f. Town of Georgina Resolution regarding Salt Management
- g. Town of Parry Sound Inclusive Research

11. Items Requiring Separate Discussion

11.1 Museum Annual Report, 2025-109

Stephanie Powell-Baswick, Director of Museum and Culture, presented to Council on the 2024 Annual Report.

C-25- 104

Moved by Councillor M. Aquilina Seconded by Councillor G. Bruno

That Museum and Culture Department Report 2025-109 be received.

Carried

11.2 Community Engagement on Proposed Short-Term Rental Accommodations Licensing By-law, 2025-112

Bryan Boles, Chief Administrative Officer, presented to Council on the proposed short-term rental accommodations licensing by-law.

C-25- 105

Moved by Councillor T. Hoyle Seconded by Councillor F. Danch

That Chief Administrative Officer Report 2025-112 be received; and

That Council direct staff to implement the proposed comprehensive public engagement plan related to short-term rental accommodations in Port Colborne, as outlined in this report.

Carried

11.3 Wastewater Lateral CIPP Lining Program, 2025-77

C-25- 106

Moved by Councillor T. Hoyle Seconded by Councillor G. Bruno

That Public Works Department Report 2025-77 be received; and

That Council authorize staff to complete the Wastewater Cured-in-Place-Pipe Lateral Lining Program, including works on private laterals, in designated priority areas identified in this report; and

That Council direct staff to obtain written authorization from property owners prior to completing work on their private laterals.

Carried

11.4 Housing Accelerator Fund – Contribution Agreement and Project Updates, 2025-95

C-25- 107

Moved by Councillor M. Bagu Seconded by Councillor T. Hoyle

That Development and Government Relations Department Report 2025-95 be received; and

That Council reconfirms their approval of the Contribution Agreement between the Canada Mortgage and Housing Corporation (CMHC) and the City for the Housing Accelerator Fund (HAF) approval in the amount of \$4.3 million and authorizes the Mayor and City Clerk to sign the by-law for the agreement; and

That Council approves the list of housing-related projects that staff are recommending, in addition to the CMHC approved initiatives, to be funded from the City's HAF allocation.

11.5 Engineering & Planning Agreements with Niagara Region, 2025-33

C-25- 108

Moved by Councillor G. Bruno Seconded by Councillor T. Hoyle

That Development and Government Relations Department – Planning Division Report 2025-33 be received; and

That the Chief Administrative Officer be authorized to sign the 2024 Memorandum of Understanding (Engineering Function and Services in Niagara) attached as Appendix A of Planning Division Report 2025-33; and

That the Chief Administrative Officer be authorized to sign the 2024 Planning Services Agreement attached as Appendix B of Planning Division Report 2025-33.

That the 2024 Planning Services Agreement be referred back to Planning staff for further review, as amended.

Carried

Amendment:

Moved by Councillor G. Bruno Seconded by Councillor T. Hoyle

That paragraph 3 be struck out and replaced with the following:

"That the the 2024 Planning Services Agreement be referred back to Planning staff for further review."

Carried

11.6 Council Policies - Vacancy and Leave of Absence, 2025-52

C-25-109

Moved by Councillor M. Aquilina Seconded by Councillor G. Bruno

That Legislative Services Department Report 2025-52 be received; and

That the Council Vacancy Policy attached hereto as Appendix A, be approved; and

That the Leave of Absence by Member of Council Policy attached hereto as Appendix B, be approved.

Carried

11.7 Declaration of City Land to be Surplus – Invertose A and B, 2025-56

Councillor Bruno declared a conflict on Report 2025-56, and did not participate in the discussion or the vote on the motion.

C-25- 110

That Development and Government Relations Department Report 2025-56 be received; and

That the two City-owned properties on Invertose Drive legally described as part of Lots 27 & 28 Concession 3, being Part 1 on Plan 59R-18323, geographic township of Humberstone now in the City of Port Colborne; and Part of Lot 27 Concession 3 Part of the Road Allowance Between Lots 26 & 27 (closed by By-Law No.567 as described in Inst. BB53056) Geographic Township of Humberstone, now in the City of Port Colborne, being Part 1 on Plan 59R-18344 depicted in Appendix B and Appendix C attached hereto, be declared as surplus.

Carried

12. Staff Remarks

Charlotte Madden, City Clerk, explained that there will be Open Houses for the Ward Boundary Review on May 14 and May 15, 2025.

Chief Double thanked everyone for their help and participation on Community Safety Day (May 10, 2025).

Steve Shypowskyj, Director of Public Works, explained there is construction on West Street due to the installation of the new streetlights. He also noted there will be further construction on West Street to install pergolas on the promenade. The watermain lining project is continuing on Clarence Street, and he noted there will be other watermain projects that will be completed by the end of June. Lastly, he noted Lockview Park playground will be closed from May 20 to May 30, 2025. **Gary Long, Director of Development and Government Relations,** mentioned that Mayor Steele and City Staff will be meeting with the newly elected Member of Parliament, Fred Davies. He also explained that Mayor Steele spoke to provincial ministers recently about infrastructure funding for the City. He noted that there may be changes to development charges coming from the province. Lastly, he noted that there will be an open house coming up for Asahi Kasei, and the company's planned start of operations in 2027 remains unchanged.

Bryan Boles, Chief Administrative Officer, spoke about a radio broadcast City staff took part in. He also noted Clean Community Day is coming up on May 24. He reminded the public that all City Buildings, except for the Museum and the Vale Health and Wellness Centre will be closed on May 19, 2025. Lastly, he mentioned that the Arabella's Pie Social is set for Sunday, May 25, 2025.

13. Councillors' Remarks

Councillor Hoyle discussed the Mayor's Youth Advisory Committee Spring Fling, which provided a donation to Port Cares. He mentioned that there are a variety of events coming up in the next few months, which can all be found on the Port Colborne-Wainfleet Chamber of Commerce website. He reminded residents that the Italian Canadian Culture Centre is celebrating its 90th anniversary.

Councillor Danch thanked staff for taking care of the items he has spoken to them about. He also congratulated Grant's Gift for celebrating 22 years in business on West Street.

Councillor Bruno inquired to Gary Long, Director of Development and Government Relations, about the demolition of a vacant home that the City owns. He also inquired to Steve Shypowskyj, Director of Public Works, about canal days sign.

Councillor Bagu spoke about the Library's My Dream Borrow contest. He also inquired to the City Clerk about when the names of the healthcare advisory committee members will be announced.

Councillor Aquilina thanked Gary Long for discussing the Asahi Kasei open house. She thanked Public Works staff for considering her requests related to speeding. She said she was notified that a section of Miller Road would be upgraded.

Acting Deputy Mayor Elliott thanked City gardeners for their work in local parks. He also discussed the Clarence Street and West Street intersection and inquired to Steve Shypowskyj about when the project there would be completed.

14. Motions

There were no motions.

15. Notice of Motions

There were no notices of motions.

16. By-laws

C-25- 111

Moved by Councillor M. Aquilina Seconded by Councillor G. Bruno

That the following by-law(s) be passed and enacted, as presented:

- By-law No. 7349/40/25
- By-law No. 7350/41/25

Carried

16.1 By-law No. 7349/40/25

16.2 By-law No. 7350/41/25

17. Closed Session

C-25- 112

Moved by Councillor F. Danch Seconded by Councillor T. Hoyle

That Council do now proceed to meet in Closed Session at 9:21 p.m. under the *Municipal Act, 2001*, subsection 239(2)(c) where a closed meeting is held if the subject matter being considered is a proposed or pending acquisition or disposition of land by the municipality or local board.

Carried

17.1 Approval of Closed Session Minutes

- a. Regular Council Meeting (Closed Session) April 8, 2025
- b. Special Council Meeting (Closed Session) April 15, 2025
- c. Regular Council Meeting (Closed Session) April 22, 2025
- 17.2 Staff Reports

- a. Confidential Development and Government Relations Report, 2025-70
- b. Confidential Development and Government Relations Report, 2025-105
- c. Confidential Development and Government Relations Report, 2025-102

18. Back to Open Session

C-25- 113

Moved by Councillor G. Bruno Seconded by Councillor M. Bagu

That Council does now rise and reconvene from Closed Session at 10:10 p.m. with report:

- Approval of Closed Session Minutes 17.1
 - That the following Closed Session Meeting minutes be approved, as presented.
 - a. Regular Council Meeting (Closed Session) April 8, 2025
 - b. Special Council Meeting (Closed Session) April 15, 2025
 - c. Regular Council Meeting (Closed Session) April 22, 2025
- Staff Reports 17.2
 - a. 2025-70
 - That confidential Development and Government Relations Department Report 2025-70 be received; and
 - That Staff follow the direction provided by Council in Closed Session.
 - b. 2025-105
 - That confidential Development and Government Relations Department Report 2025-105 be referred back to the Economic Development Officer as directed in Closed Session.
 - c. 2025-102
 - That confidential Development and Government Relations Department Report 2025-102 be received; and

 That Staff follow the direction provided by Council in Closed Session.

Carried

19. Procedural Motions

There were no procedural motions.

20. By-laws

C-25- 114

Moved by Councillor T. Hoyle Seconded by Councillor M. Aquilina

That the following by-laws be passed and enacted, as presented:

- By-law No. 7351/42/25
- By-law No. 7352/43/25

Carried

20.1 By-law No. 7351/42/25

20.2 By-law No. 7352/43/25

21. Adjournment

Mayor Steele adjourned the meeting at 10:11 p.m.

William C. Steele, Mayor

Charlotte Madden, City Clerk



City of Port Colborne

Council Meeting Minutes

Date: Time: Location:	Tuesday, May 27, 2025 6:30 pm Council Chambers, 3rd Floor, City Hall 66 Charlotte Street, Port Colborne
Members Present:	M. Aquilina, Councillor M. Bagu, Councillor E. Beauregard, Councillor R. Bodner, Councillor G. Bruno, Councillor F. Danch, Councillor D. Elliott, Councillor W. Steele, Mayor (presiding officer)
Member(s) Absent:	T. Hoyle, Councillor
Staff Present:	 B. Boles, Chief Administrative Officer (virtual) J. Beaupre, Deputy Clerk J. Colasurdo, Manager of Strategic Projects S. Double, Fire Chief B. Holinaty, Marina Supervisor G. Long, Director of Development and Government Relations, Acting CAO C. Madden, City Clerk A. Rotundo, Supervisor of Asset Management E. Rzeczyca, Clerk Student S. Shypowskyj, Director of Public Works (virtual) G. Zwiepp, Manager of Recreation and Tourism
Others Present:	J. Gross, Senior Project Manager, GEI Consultants

1. Call to Order

Mayor Steele called the meeting to order at 6:30 p.m.

2. National Anthem

Everyone stood for the National Anthem.

3. Land Acknowledgement

The Land Acknowledgement was read:

The Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit people from across Turtle Island that live and work in Niagara today. The City of Port Colborne stands with all Indigenous people, past and present, in promoting the wise stewardship of the lands on which we live.

4. Adoption of Agenda

C-25- 115

Item 12.4 c, Niagara Region - Vacant Regional Council Seat, was added to the agenda under item 12.4, Correspondence. Item 18.4, being a by-law to amend by-law 89-2000, as amended, being a by-law regulating traffic and parking on city roads (parking prohibition tow away locations) was removed from the agenda at staff's request and will come forward at a later date.

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

That the agenda dated May 27, 2025, be confirmed, as amended.

Carried

5. Disclosures of Interest

5.1 Councillor E. Beauregard - Agreement of Purchase and Sale (Barber Drive Part 1), 2025-85

I, Eric Beauregard, declare an indirect pecuniary interest as my employer is an agent of the buyer.

5.2 Councillor E. Beauregard - By-law No. 7355/46/25

I, Eric Beauregard, declare an indirect pecuniary interest as my employer is an agent of the buyer.

6. Proclamations

There were no proclamations.

7. Presentations

There were no presentations.

8. Delegations

There were no delegations.

9. Mayor's Report

A copy of the Mayor's report is attached.

10. Regional Councillor's Report

There was no regional councillor's report.

11. Motions Arising from Committees and Boards

11.1 Environmental Advisory Committee - May 14, 2025

C-25- 116

Moved by Councillor M. Bagu Seconded by Councillor E. Beauregard

That the correspondence be referred back to Public Works staff for further review and investigation; and

That Public Works staff be directed provide a presentation regarding this correspondence at the July or August council meeting.

Carried

12. Consent Agenda

Items 12.3 b, 12.3 c, 12.3 e, and 12.3 f were removed from the Consent Agenda and considered under item 13, Items Requiring Separate Discussion.

C-25- 117

Moved by Councillor D. Elliott Seconded by Councillor G. Bruno

That Council hereby approves the listed consent items on the May 27, 2025, Council agenda; and

That the consent items be approved on the recommendations as contained therein.

Carried

- **12.1** Approval of Minutes
 - a. Special Council Meeting May 13, 2025
- 12.2 Receipt of Minutes of Boards & Committees
 - a. Environmental Advisory Committee Meeting Minutes January 16, 2025
 - b. Heritage Sub Committee Meeting Minutes March 17, 2025
- 12.3 Staff Reports
 - a. 2024 Development Charges Summary Treasurer's Statement, 2025-115
 - d. Recommendation Report for 3077 Highway 3 Zoning By-law Amendment Application File No. D14-07-24, 2025-111
- 12.4 Receipt of Correspondence Items
 - a. Town of Richmond Hill Provincial Regulations needed to Restrict Keeping of Non-Native Exotic Wild Animals
 - b. Niagara-on-the-Lake Niagara's International Agricultural Workers (IAW)
 - c. Niagara Region Vacant Regional Council Seat

13. Items Requiring Separate Discussion

13.1 2025 Asset Management Plan, 2025-113

Jenn Gross from GEI Consultants presented to Council on the 2025 asset management plan.

C-25- 118

Moved by Councillor F. Danch Seconded by Councillor M. Aquilina

That Public Works Department Report 2025-113 be received; and

That the Asset Management Plan in Appendix B of Public Works Report 2025-113 be approved.

Carried

13.2 Niagara Regional Councillor Vacancy, 2025-122

C-25- 119

Moved by Councillor E. Beauregard Seconded by Councillor R. Bodner

That Legislative Services Department Report 2025-122 be received; and

That pursuant to the Council Vacancy Policy, Council follow the method of appointment to make a recommendation to fill the vacancy of the Niagara Regional Councillor.

Carried

13.3 Agreement of Purchase and Sale (Barber Drive Part 1), 2025-85

Councillor Beauregard declared a conflict on this item and did not participate in the discussion or vote on the motion.

C-25- 120

Moved by Councillor M. Aquilina Seconded by Councillor M. Bagu

That Development and Government Relations Department Report 2025-85 be received; and

That Council approve entering into the Agreement of Purchase and Sale with Port Colborne Quarries Inc., for City land legally described as Barber Drive Part 1 on Plan 59R-16975 Part of Lot 26 Concession 2; and

That the Mayor and City Clerk be authorized to sign the by-law for the Agreement of Purchase and Sale and any and all documents respecting the sale of these lands.

Carried

13.4 Noise Variance Request 250 Pleasant Beach Rd, Capri Restaurant, 2025-121

C-25- 121

Moved by Councillor R. Bodner Seconded by Councillor M. Aquilina That Community Safety & Enforcement Department Report 2025-121 be received; and

That Council approve a permit to exempt 250 Pleasant Beach Road, Capri Restaurant from Section 4(3) of By-law 4588/119/04 with the following terms and conditions:

- That a noise variance with modifications be approved for the period starting from May 1, 2025, to October 31, 2025 from noon to 10:00 p.m. Sunday through Thursday and ending at 11:00 p.m. on Fridays and Saturdays for a variety of amplified noise, including Karaoke and live bands being able to amplify music.
- The permit is applicable only to the production, reproduction, and amplification of sound in connection with events at this property with the modifications by the City of Port Colborne.

Amendment:

Moved by Councillor R. Bodner Seconded by Councillor M. Aquilina

That staff be directed to discuss the noise variance and potential ramifications with the applicant.

Carried

C-25- 122

Moved by Councillor R. Bodner Seconded by Councillor M. Aquilina

That the noise variance application from Capri Restaurant, located at 250 Pleasant Beach Road, be deferred until notice is given to the neighbors stating the time and dates for the noise variance; and

That this application be brought back to the regularly scheduled Council meeting on June 24, 2025.

Carried

13.5 Recommendation Report for a Proposed Communication Tower at 611 Main Street West, File D27-12, 2025-97

C-25- 123
Moved by Councillor G. Bruno Seconded by Councillor F. Danch

That Development and Government Relations Department Report 2025-97 be received; and

That all comments received on the proposed communication tower at 611 Main Street West be provided to the applicant, SLI Towers, and the approval authority, Innovation, Science and Economic Development Canada (ISED).

Carried

13.6 Regulations for Marine Contractors at Sugarloaf Marina, 2025-60

C-25- 124

Moved by Councillor G. Bruno Seconded by Councillor F. Danch

That Recreation and Tourism Department Report 2025-60 be received; and

That the Recreation and Tourism Department Report 2025-60 recommendations be approved; and

That the regulations for marine contractors at Sugarloaf Marina take effect on the day of passing; and

That the Manager of Recreation and Tourism, and appointed division staff, be delegated the authority to implement and administer the regulations, and to take all actions and make all decisions, including all enforcement measures, required under the regulations.

Carried

14. Staff Remarks

Joe Colasurdo, Manager of Strategic Projects, shared an update and provided an estimated timeline regarding street light installations and concrete restoration on West Street, as well as an update on the timeline for the Clarence Street watermain project. He discussed a notification from the Niagara Region regarding a road resurfacing program from Rankin Construction that will begin in July. **Greg Zwiep, Manager of Recreation and Tourism,** mentioned the Para Hockey Championships, hosted by the Ontario Para-Games at the Vale Centre from May 30th to June 1st.

Erik Acs, Chief Planner, noted that a file regarding a potential development on Westside Road will be discussed again at the Council Meeting on June 24th. He stated that he will reach out to members of public that raised concerns at previous Council Meetings to alert them.

Gary Long, Director of Development and Government Relations and Acting Chief Administrative Officer, stated that he will be working with Public Works to address a property standards issue on 725 King Street previously mentioned by Councillor Bagu. He mentioned that City finance staff have initiated the 2026 budget process with key staff. He discussed the collaboration opportunity between City staff and the budget committee and thanked the Public Works department for their work on previous projects. He noted that Mayor Steele and Chief Administrative Officer Boles will be attending the Federation of Canadian Municipalities Annual Conference and wished the delegation well. He also stated that City staff are submitting ministerial meeting requests for the Associate of Municipalities of Ontario Annual Conference in August.

Charlotte Madden, City Clerk, highlighted the celebration of Legislative Assistant Brenda Heidebrecht's 25th year anniversary with the City of Port Colborne.

15. Councillors' Remarks

Councillor Aquilina thanked Public Works staff for responding to inquiries regarding speeding concerns. She also expressed her appreciation for Stephanie Powell-Baswick, Director of Museum and Culture, for her demonstration of the future location of the new accessibility ramp.

Councillor Bagu mentioned the Canal Days kick off event on June 19th, where the list of headliners will be announced.

Councillor Bruno inquired to Gary Long, Director of Development and Government Relations, about information regarding funding and organizations. He inquired to Joe Colasurdo, Manager of Strategic Projects, about a method of documenting properties with overgrown grass and weeds. He asked Erik Acs, Chief Planner, if the residents of Westside Road would be notified regarding the potential development.

Councillor Elliott thanked Public Works staff for informing property owners on West Street and Clarence Street about road disruptions. He also noted that

Public Works staff agreed to attend the next Downtown Business Improvement Area meeting to discuss the timeline of infrastructure projects. He inquired to Jessica Beaupre, Deputy Clerk, regarding Council Meeting addendums.

Councillor Danch thanked City staff for resolving his problems this week.

Coucillor Bodner inquired to Joe Colasurdo, Manager of Strategic Projects, if the road resurfacing project would temporarily close Millar Road. He noted that he discussed the Ward boundary review with residents who were unaware it was occurring and inquired about the method of advertising the event.

16. Motions

There were no motions.

17. Notice of Motions

There were no notices of motions.

18. By-laws

C-25- 125

Moved by Councillor E. Beauregard Seconded by Councillor M. Aquilina

That the following by-law(s) be passed and enacted, as presented:

- By-law No. 7353/44/25
- By-law No. 7354/45/25

Carried

Councillor Beauregard declared a conflict on item 18.3 and did not participate in the vote on the motion.

C-25-126

Moved by Councillor D. Elliott Seconded by Councillor F. Danch

That By-law No. 7355/46/25 be enacted and passed, as presented.

Carried

- 18.1 By-law No. 7353/44/25
- 18.2 By-law No. 7354/45/25
- 18.3 By-law No. 7355/46/25

18.4 By-law No. 7355/46/25

19. Closed Session

C-25-127

Moved by Councillor E. Beauregard Seconded by Councillor M. Bagu

That Council do now proceed to meet in Closed Session at 9:04 p.m. under the *Municipal Act, 2001:*

- Subsection 239(2)(a) where a closed meeting is held if the subject matter being considered is concerning the security of the property of the municipality or local board;
- Subsection 239(2)(e) where a closed meeting is held if the subject matter being considered is litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;
- Subsection 239(2)(f) where a closed meeting is held if the subject matter being considered is advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

Carried

19.1 Approval of Closed Session Minutes

- a. Special Council Meeting May 5, 2025
- b. Special Council Meeting (Closed Session) May 13, 2025
- 19.2 Staff Reports
 - a. Confidential Recreation and Tourism Report, 2025-123

20. Back to Open Session

C-25- 128

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

That Council does now rise and reconvene with report at 9:15 p.m.:

19.1 Approval of Closed Session Minutes

- That the following closed session minutes be approved:
 - Special Council Meeting (Closed Session) May 5, 2025
 - \circ Special Council Meeting (Closed Session) May 13, 2025

19.2 Staff Reports

- That confidential Recreation and Tourism Department Report 2025-123 be received; and
- That recreation and tourism staff proceed with the direction provided by Council in closed session.

Carried

21. Procedural Motions

There were no procedural motions.

22. Confirmatory By-law

22.1 By-law No. 7356/47/25

C-25- 129

Moved by Councillor E. Beauregard Seconded by Councillor M. Aquilina

That the By-law to Adopt, Ratify and Confirm the Proceedings of the Council of the Corporation of the City of Port Colborne, dated May 27, 2025, be enacted and passed, as presented.

Carried

23. Adjournment

Mayor Steele adjourned the meeting at 9:16 p.m.

William C. Steele, Mayor

Charlotte Madden, City Clerk



MAYOR'S REPORT TO COUNCIL

TUESDAY, MAY 27, 2025

GREAT LAKES ST. LAWRENCE CITIES CONFERENCE 2025 THE FUTURE OF FRESH WATER

I was one of 325 mayors from Canada and the United States who attended the Great Lakes St. Lawrence Cities Initiative annual conference in Milwaukee, Wisconsin last week. The theme of the conference, attended by more than 500 delegates from all levels of government and private industry, was *The Future of Fresh Water*. We attended morning, afternoon, and evening sessions for three days, united by a declaration **"to preserve the U.S.-Canada relationship to protect our prosperous regional economy and precious freshwater resources."**

Speakers included the Consul General of Canada in Chicago, mayors and provincial ministers from cities and towns along the St. Lawrence and around the Great Lakes, First Nations chiefs and leaders, environmental Protection Agency administrators, corporate executives, and conservation directors. The Initiative is committed to enhancing stewardship through public-private partnerships, including the future of freshwater shipping. The United States and Canada have worked together for decades to foster mutually beneficial cross-border trade and advance effective management of the Great Lakes and St. Lawrence River.

This binational cooperation – supported by the efforts of municipalities, First Nations and Tribes and states and provinces – has helped create the third largest economy in the world, which generates \$6 trillion USD / \$8 trillion CAD in annual economic output and 50 per cent of U.S.-Canada annual bilateral trade.

Strong diplomatic ties have also helped improve the health of our lakes and rivers, which comprise about 84 per cent of North America's surface fresh water. The declaration we signed last week at our conference demonstrates that Cities Initiative members remain united in supporting good relations between the United States and Canada. It was a Great Lakes-St. Lawrence-Strong response to the current tensions which have been exacerbated by a trade war that is impacting communities, jobs and consumers on both sides of the border.

In addition to adopting the declaration, Cities Initiative members in Milwaukee approved a series of resolutions on various economic and environmental issues affecting our region, including the need to end the U.S.-Canada trade war, continue to support the treaty rights of First Nations and Tribes, and uphold important binational agreements and interstate compacts that preserve our water quality and supply, including the Boundary Waters Treaty, the Great Lakes Water Quality Agreement and the Great Lakes-St. Lawrence River Basin Water Resources Compact.

Session topics included lake levels, water management and climate resilience, flooding and erosion, legacy pollution, brownfields, industry, fish populations, invading species – the things that affect us here at the southern terminus of the Welland Canal are things with similar impact on hundreds of other communities.

To quote Milwaukee Mayor Cavalier Johnson: "We are two countries, but one region – united by highly integrated supply chains and an abundant supply of fresh water that is the envy of the world. As local government leaders, we will continue to do everything in our power to renew the U.S.-Canada relationship that has been integral to the economic prosperity and environmental progress of our region."

ANIMAL SHELTER GRAND REOPENING

On behalf of council, I have some wonderful news to share about our animal shelter on Elm Street. The City of Port Colborne, the Niagara SPCA, and the Humane Society invite all animal lovers to join us for the grand re-opening of the Port Colborne Animal Shelter, at 1080 Elm St. north, Saturday, May 31 between 11am and 1pm. Sherry Hanson, our manager of bylaw services, has worked with partners over the past many months to improve the shelter inside and out, and it's time to celebrate with a special event.

Upgrades to the Meet-and-Greet Playground include a Grand Gazebo, picnic tables, and more trees – making it a much bigger and better area for volunteers who care for our four-legged friends, and for prospective families to adopt a forever friend.

Every month, 18 to 20 animals cared for at the shelter. Over the course of a year, however, there have been as many as 500 animals through the shelter. The average stay varies from a few days to a few months. Pet owners contact the shelter if they've lost their dog or cat, and those animals go home. Others wait to be adopted. Many thanks to Pet Valu, where photos of cats needing homes are featured in the store. That's been a big help and great partnership.

A dedicated group of Animal Care Attendants provide daily care, medications, and enrichment to the animals in shelter. The Niagara SPCA & Humane Society has been providing care to the animals at the Port Colborne shelter for 20 years, since July 2005, when they became the Animal Services provider for the City of Port Colborne. The Animal Shelter is open from 10am to 4pm Monday to Saturday.

If you are able to help, the shelter is always in need of **towels**, **blankets**, **leashes and collars**, **toys**, **poop bags**, **and dog treats**. We hope to see you Saturday May 31 from 11am to 1pm for the grand reopening. Come out to celebrate the new features and meet the animals up for adoption!

CONGRATULATIONS TO ARABELLA'S VOLUNTEERS

Congratulations to the Museum Auxiliary, and the 60 volunteers who run Arabella's Tea Room, for the great success of their annual Pie Social Sunday afternoon. Three shifts of volunteers served 270 slices of pie (that's six slices of pie from each of 45 pies!) to more than 250 guests between noon and 4pm. It was a non-stop afternoon. My wife Debby and I waited in line with guests from Port Colborne and from across Niagara. It is so gratifying to be part of this unique experience, and to know how much others enjoy it, too. Well done, ladies.

The Tea Room opens for the season June 1, from 2 to 4pm, serving freshly baked biscuits, with homemade jam, and tea, of course. In addition to the Pie Social on Sunday, people took in the History Fair of heritage displays and demonstrations, games and activities, and the 50th anniversary exhibits in the museum.

NRPS TRAFFIC HOTLINE

I ask every driver watching, listening, or reading this to PLEASE SLOW DOWN.

The Niagara Regional Police Service now has a Traffic Enforcement Unit with a specific mandate to conduct increased enforcement throughout the Niagara Region. People have asked for it. People are angry, frustrated, and deadly serious about wanting speeding stopped. My office, and every mayor's office in Ontario is called on this issue.

The police are serious, too. They're out there in marked and unmarked cars with a mandate to conduct enforcement and reduce the number of fatalities and collisions in Niagara. If you see someone speeding in your neighbourhood, or if you are aware of any traffic safety issue, call the Niagara Police traffic hotline: <u>289-248-1060</u>. There is also an email address to which you can write to record complaints. You can email directly to <u>trafficcomplaints@niagarapolice.ca</u>.

With the public and police working together, the Niagara Region becomes a safer place for everyone. That concludes my report this evening.



City of Port Colborne

Special Meeting of Council Minutes

Date: Time: Location:	Tuesday, June 17, 2025 5:00 pm Council Chambers, 3rd Floor, City Hall 66 Charlotte Street, Port Colborne
Members Present:	M. Aquilina, Councillor M. Bagu, Councillor R. Bodner, Councillor G. Bruno, Councillor F. Danch, Councillor D. Elliott, Councillor T. Hoyle, Councillor W. Steele, Mayor (presiding officer)
Member(s) Absent:	E. Beauregard, Councillor
Staff Present:	J. Beaupre, Deputy Clerk C. Madden, City ClerkB. Boles, Chief Administrative OfficerG. Long, Director of Development and Government RelationsC. Madden, City Clerk

J. Peazel-Graham, Manger of Communications

1. Call to Order

Mayor Steele called the meeting to order at 5:02 p.m.

2. Adoption of Agenda

C-25-130

Moved by Councillor F. Danch Seconded by Councillor T. Hoyle

That the Special Council agenda, dated June 17, 2025, be confirmed, as circulated.

Carried

3. Disclosures of Interest

There were no disclosures of interest.

4. Closed Session (Beginning at 5:00 p.m.)

C-25- 131

Moved by Councillor D. Elliott Seconded by Councillor R. Bodner

That Council do now proceed to meet in Closed Session at 5:01 p.m. under the *Municipal Act, 2001* subsection 239(2)(b), where a closed meeting is held if the subject matter being considered is regarding personal matters about an identifiable individual, including municipal or local board employees.

Carried

4.1 Staff Reports

a. Consideration of Applications for the Niagara Regional Councillor Vacancy, 2025-129

5. Back to Open Session (Beginning at 6:30 p.m.)

C-25- 132

Moved by Councillor T. Hoyle Seconded by Councillor F. Danch

That Council rise with report at 6:30 p.m. with report:

- 4.1 Staff Reports
 - That confidential Legislative Services Department Report 2025-129 be received.

Carried

6. Consideration of Applications for Regional Council Vacancy

C-25- 133

Moved by Councillor G. Bruno Seconded by Councillor R. Bodner

That Council of the City of Port Colborne recommends that Vance Badawey be appointed to fill the vacant seat of Councillor, Regional Municipality of Niagara as the City of Port Colborne's representative for the remainder of the 2022-2026 term with a start date to be determined in consultation with the Clerk for the Niagara Region; and

That the City Clerk be directed to advise the Clerk for the Niagara Region of this recommendation.

Carried

7. Staff Reports

7.1 Community Engagement on Backyard Chickens in the Urban Boundary, 2025-110

a. Delegation - Julie Cule

Julie Cule delegated to Council on the keeping of chickens in the urban boundary.

C-25-134

Moved by Councillor M. Aquilina Seconded by Councillor M. Bagu

That Council temporarily suspend the rules of procedure, in accordance with provision 2.3 of the procedural by-law, to permit delegation(s) on report 2025-110.

Carried

C-25- 135

Moved by Councillor R. Bodner Seconded by Councillor M. Aquilina

That Chief Administrative Officer Report 2025-110 be received; and

That Council direct staff to take no further action on permitting backyard chickens within the urban boundary.

Carried

8. **Procedural Motions**

There were no procedural motions.

9. By-laws

9.1 By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne

C-25- 136

Moved by Councillor T. Hoyle Seconded by Councillor F. Danch

That the By-law to Adopt, Ratify and Confirm the Proceedings of the Council of the Corporation of the City of Port Colborne, dated June 17, 2025, be enacted and passed, as presented.

Carried

10. Adjournment

Mayor Steele adjourned the meeting at 6:51 p.m.

William C. Steele, Mayor

Charlotte Madden, City Clerk



City of Port Colborne

Port Colborne Senior Advisory Committee Meeting Minutes

Date: Time: Location:	Tuesday, April 15, 2025 10:00 am Committee Room 3-City Hall 66 Charlotte Street, Port Colborne, Ontario, L3K 3C8
Members Present:	S. Brown M. Cooper D. Santarella D. Rudyk N. Salvage T. McDowell
Member(s) Absent:	R. Carter
Staff Present:	M. Aquilina, Councillor M. Chamberlain, Community Engagement Officer
Others Present:	 A. Hawkins, Customer Service and Revenue Manager, Corporate Services & Recreation O. Loeffen, Business Community & Events Ambassador, Corporate Services & Recreation L. Rowe, Recreation Supervisor, Corporate Services & Recreation U. Hudson, CARP Representative Jim Murray, Friends Over 55 Club Representative

1. Call to Order

The Chair called the meeting to order at 10:00a.m.

2. Adoption of the Agenda

Moved By Deanna Rudyk Seconded By Tammy McDowell That the Seniors Advisory Committee agenda, dated April 15th, 2025, be approved.

Carried

3. Disclosures of Interest

No disclosures of interest.

4. Approval of Minutes

Moved By Tammy McDowell Seconded By Nancy Salvage

That the Seniors Advisory Committee minutes, dated March 18th, 2025, be approved.

Carried

5. Order of Business

5.1 Seniors Expo

a. Updates

- J. Murray reported the Friends Over 55 facility has a capacity of 100 people.
- S. Brown reported that the set maximum vendor capacity is 24.
 - S. Brown has currently reached out to 25 possible vendors and confirmed 13 thus far.
 - J. Murray confirmed there are more than enough tables and chairs for vendors and more can be sourced if needed.
- The committee has decided there will be no keynote speaker or presentations due to space.
- A separate area of the facility will be used for food and beverages
- b. Sponsors

- Boggio Family of Pharmacies has agreed to donate \$100.00 for the event.
- O. Loeffen has secured sponsorship from Pie Guys Bakery for the donation of coffee and tea for the event. The carafes will need to be picked up and dropped off. O. Loeffen has also confirmed Sobeys will be sponsoring food trays for the event.
- S. Brown has been in contact with someone from the Needy Not the Greedy about another possible donation.

c. Transportation

A. Hawkins provided the option of NRT to ensure accessible transportation for the event. Rides can be booked through the NRT app and online. A. Hawkins offered that a city customer service rep could be available during the event to help patrons book rides.

S. Brown suggested reaching out to NRT as a possible vendor so they could help patrons download the app and teach them how to book their own transportation.

U. Hudson asked if there may be a different options to service local apartment buildings with large senior demographics.

O. Loeffen offered that the City has used Regional Limousine in the past to book a minibus, that can be rented for \$125.00/hour. O. Loeffen suggested making a list with the main hubs or locations the committee would like the bus to service.

L. Rowe reported that a larger bus could also be obtained to work as a service shuttle, similar to Canal Days, and operate on a looped route during the event times. O. Loeffen will try to secure this as a sponsored resource.

It is up to the committee to secure a route/destinations. Let O. Loeffen and L. Rowe know the logistics and they will assist.

Committee would like a shuttle to circulate all apartment buildings and possibly a common meeting space.

U. Hudson suggested a volunteer within the bus to assist people travelling back and forth.

d. Marketing Poster

The committee approved the draft poster and would like to start distributing them around town. Given the space of the venue they would like to primarily focus on promoting locally.

O. Loeffen will assist Sloane with logos for the poster.

U. Hudson would like a digital copy provided to be included in the CARP newsletter.

5.2 Library Outreach

M. Chamberlain asked for volunteers to run the outreach table at the library this month.

May 15th - M. Cooper volunteered

June 19th - D. Santarella volunteered

S. McDowell will send out calendar invites.

5.3 June Farmer's Market Table

M. Chamberlain reported that S. McDowell contact the farmer's market organizers inquiring about getting a table for the committee. Unfortunately there is little opportunity for vacancies and a large waitlist. The committees best option is to join with the City of Port Colborne's table for June.

U. Hudson suggested a member of Friends Over 55 be invited to share the table.

Moved By Tammy McDowell Seconded By Michael Cooper

That the committee will have a shared table/tent with the City of Port Colborne at the farmer's market every Friday in June for Senior's month.

Carried

6. New Business

6.1 Upcoming Speaker Series and Learning Cafe

M. Chamberlain reported that S. McDowell has created a list of all Learning Café guest speakers in the past two years. Keeping this list on hand will ensure we avoid overlap for the committee's speaker series in the fall.

6.2 HOPE

N. Salvage reported on a new community initiative group starting in Port Colborne called HOPE, that is tackling the issue of homelessness in Port Colborne. The group had their first meeting and is hoping to find government funding to support housing opportunities and resource disbursement.

D. Santarella raised that this is an issue the committee should be involved in.

Staff suggested the opportunity of integrating the initiative into a possible speaker series.

S. Brown suggested offering the group an outreach table at the June 12th event for exposure. N. Salvage will reach out to ask.

6.3 NOAA Meeting

A Niagara Older Adult Alliance meeting is being held in Fonthill on April 24th from 12:30-4:30pm. M. Aquilina will forward the invitation to committee members.

6.4 Niagara Region Public Health Resources

U. Hudson provided resources to the committee from Niagara Regional Public Health. A. Hawkins will be contacting NRPH to have resources/materials delivered to City Hall on a regular basis for all to access.

6.5 Stop Gap Update

T. McDowell asked M. Aquilina for an update on the Stop Gap program.

M. Aquilina will check with staff members for a status update and report back.

7. Adjournment

The Chair adjourned the meeting at approximately 11:00a.m.

Chair

M

Staff Liaison



Port Colborne Historical and Marine Museum Board Meeting Minutes

Date: Time: Location:	Tuesday, April 15, 2025 7:00 pm Roselawn Centre 296 Fielden Ave, Port Colborne, ON L3K 4T6
Members Present:	 B. Heaslip C. MacMillan T. Huffman C. Brema G. Hoyle L. Brazeau J. van Dillen M. Hili A. Lessard B. Schneider M. Heaslip
Member(s) Absent:	J. Piniak E. Beauregard, Councillor
Staff Present:	M. Mason, Museum Curator Tami Nail S. Powell Baswick, Director of Museum and Culture

1. Call to Order

The Chair called the meeting to order at 6:55pm.

2. Disclosures of Interest

Nothing to report.

3. Adoption of Agenda

Moved by C. MacMillan Seconded by C. Brema

That the agenda dated April 15, 2025, be confirmed as circulated or as amended.

4. Approval of Minutes

Moved by G. Hoyle Seconded by B. Heaslip

That the minutes from the previous meeting dated March 18, 2025, be confirmed as circulated or amended.

Carried

5. Business Arising from the Minutes

Stephanie reported that she had received an update from Steve Shypowskyj, Director of Public Works, on the ramp at Roselawn. A high level summary was completed, and a design proposal from a consultant is to be received next week. The design proposal will be reviewed by staff and the Chief Building Officer to ensure accuracy before awarding the design. The following timeline was provided:

- Consultant proposal submission: 1 week
- Review and approve proposal: 2 weeks
- Design: 8-12 weeks (Stephanie to present to the Board in late July)
- Tendering: 6 weeks
- Construction: 4-6 weeks (completion: September 19th)

Stephanie to look into if it is possible to have some concepts for the May meeting.

Stephanie has applied for a grant to help with costs of ramp.

6. Correspondence

Nothing to report.

7. Council Report

Nothing to report.

8. Curator's Report

Michelle reported that all Corporate Drive donors who donated \$50 or more will receive a "Propel us Forward" pin. All Life Patrons will get 50th Anniversary pins.

Two part-time Visitor Services Assistants have been hired. Garry Turner for the Museum and Christine Nicholson for Roselawn.

The Museum and Archives have been approved for two Young Canada Works grants. The Archives' student will continue to digitize the photo collection and document collection. The Museum's student will be editing and translating the Francophone oral histories and having them printed and made into booklets. Interview were conducted for both positions and the candidates will start May 5.

The Museum was approved for a Museum Assistant Program grant. It is a ten month contract to design and create a travelling bilingual exhibit, pop-up exhibit, and online exhibit from the oral histories of the Francophone community. Artifacts from the Museum's collection will connect with the stories. The travelling exhibit is set to go to Le Centre Polyvalent des Ainees de Port Colborne, the Welland Museum, the Lighthouse Theatre, and French schools. Interviews to be held shortly. The start date is May 26.

Still waiting for a Summer Employment Opportunities grant for a Community Engagement Officer, and a Canada Summer Jobs grant for an Ecotourism Officer.

The Tea Room Students, Nicole Berry and Jasmaya Echlin, have been hired.

The newsletter, along with 2025 Navigator and Members' Reception invite, will be mailed out tomorrow.

Michelle also reported that new Port Colborne High School digitized collection of yearbooks on ourontario.ca was made available to the public in time for Archives Awareness week. Even before the official announcement, there were more than 3 dozen views of the new materials online. Many thanks to Meghan Chamberlain for her work on promoting the Archives during Archives Awareness Week on social media.

A student from Mohawk College in the Library and Information Sciences Technician program requested to complete a 105 hour unpaid placement at the Archives. It is anticipated that she will start in early May.

On May 12, the Archivist will be speaking to the Port Colborne Historical Society, presenting the lecture on the debate regarding the Lake Erie Terminus of the Canal in the late 1820s and early 1830s.

We are in discussions with CAA Niagara to be included on the itinerary for a new day tour of South Niagara they are organizing. Archives staff will be providing a brief Welland Canal history walking tour along West St. and tour of the museum grounds. Lezlie Harper of Niagara Bound Tours Inc. has been into the archives

to discuss and research a bus tour which includes areas of interest for Black history in the local area.

The Archivist has completed the new scripts and training for the guides for the Historic walking Tours offered to the cruise ship passengers in 2025. There will be 60 cruise ship visits to Port Colborne this year. We are anticipating much larger participation this year. Viking and Victory will have approximately 15-20 passengers per tour, while Pearl Seas tours will have about 40 passengers per tour - divided between two tour guides. All the tours will include the museum grounds.

On April 26 and May 3, the Archives will be offering our Walking Through History Cemetery Tours - Overholt Part 1 and 2 on April 26, and Oakwood on May 3. The Friday morning Urban History Walking Tours will begin in June and run to the end of August.

9. Auxiliary Report

Marianne reported that the Annual General Meeting was held on April 2024. Reported number show that The Tea Room had a very good 2024 season. Elections were held and all positions remain the same. 500 mint tins with Arabella's Tea Room on lid will be donated to the 50th Anniversary picnic and the leftovers will be sold at the Tea Room. A thorough cleaning of the Tea Room will take place May 20-22.

10. Friends of Roselawn Centre Liaison Report

Arlene reported that the Friends of Roselawn have an upcoming meeting on on April 30. The Annual General Meeting will be held on June 2.

11. Committee Report

11.1 Finance Committee

Bonnie reported that to date this year the following has been received:

\$1035 in memberships

\$530 from the Membership Drive

\$580 in donations from Canada Helps

11.2 Membership Committee

Claudia reported that to date the membership for 2025 stands at:

17 Student/Seniors

- 6 Individuals
- 11 Families
- 10 Life Patrons

11.3 Building and Property Committee

Brian reported that the committee have been building displays for the Step Right Up exhibit opening in May. Weather pending, they will do a walk through of the grounds on Thursday at 3:30 with Michelle. The fencing quote updates have been provided to the Auxiliary for comments.

11.4 **Programme Committee**

Cheryl reported that Sloane ran a PD Day program on April 4 with 8 participants.

Sloane also judged the Garrison Road Public School and McKay Public School History Fairs.

Katelynn attended McKay's 100th Anniversary event with a display of yearbooks and artifacts.

Coming up on May 23, Dewitt Carter Public School will be coming for their annual visit to the museum for the Scavenger Hunt activity. On June will be a free PD Day ship craft program from 10:30am-12:30pm.

Cheryl also reminded the Board Members that Sunday, April 27 is the Members' Reception and Exhibit Preview from 2-4pm, and to bring goodies for the refreshments table. Also, to start thinking about pies for the Pie Social on May 25, 45 pies are needed.

a. 50th Anniversary Committee

Cheryl reported that everything is ready for the July 6 event, including the pins and banners.

11.5 Fundraising Committee

Claudia reported that the first Music on the Lawn concert is on June 8. The Marty Allen Band will be performing from 1pm-3pm.

11.6 Policy Committee

Cheryl reported that the committee reviewed the recommended revisions for the Collections Policy and that they will next be reviewing the Digitization Policy and will bring it back to the next board meeting. Moved by C. MacMillan

The Policy Committee recommends the Board to accept the Collections Policy as revised in 2025.

Carried

11.7 Accession Committee

Luke reported that the next quarterly meeting is to be determined.

11.8 Heritage Committee

Luke reported that no meeting was held this month.

Luke also reported that Council has approved the proposal to expand Old Humberstone Hall for daycare services provided by the YMCA. The Heritage committee will approve any changes made to designated features and will comment on the design which will be brought back to Council.

12. Confidential Items

Nothing to report.

13. New Business

Stephanie reported that she met with Gary Long and Paul Faris (ambassador for Port Colborne with Japan) regarding opportunities with funding with Ashai Kasei. Paul Faris will further explore ideas, such as Japanese reading room/ reflection room at Roselawn, exchange of travelling exhibits, celebrating the 100th anniversary of Canadian - Japanese relationship in 2028, there is already a Japanese Sugi tree and a piece of marble at the entrance of Roselawn to Japanese which are significant within the Japanese culture.

14. Adjournment

The Chair adjourned the meeting at approximately 7:45pm.

Chair

Staff Liaison



Port Colborne Public Library Board Meeting Minutes

Date: Time: Location:	Wednesday, April 2, 2025 6:00 pm Library Auditorium, Port Colborne Public Library 310 King St, Port Colborne
Members Present:	M. Bagu, Councillor H. Cooper (attended virtually) B. Ingram, Chair (attended virtually) C. MacMillan M. Booth E. Tanini
Member(s) Absent:	A. Desmarais, Vice Chair B. Beck A. Smits
Staff Present:	R. Tkachuk, Chief Executive Officer (Board Secretary-Treasurer) L. MacDonald, Library Services Manager

1. Call to Order

The Chair called the meeting to order at 6:11 p.m.

2. Land Acknowledgement

The Chair recited the Land Acknowledgement.

3. Disclosures of Interest

There were no disclosures of interest.

4. Adoption of Agenda

A Confidential Human Resources Matter was added to closed session of the meeting under item 9.2.

Moved by E. Tanini Seconded by C. MacMillan That the agenda dated April 2, 2025, be confirmed, as amended.

Carried

5. Approval of Minutes

Moved by Councillor M. Bagu Seconded by M. Booth

That the minutes dated March 5, 2025, be approved as circulated.

Carried

6. Consent Items

Moved by E. Tanini Seconded by C. MacMillan

That the Board approves items 7.1 to 7.5, as presented.

Carried

6.1 Staff Reports

- a. Librarian's Report, March 2025
- b. March Break 2025
- 6.2 Financial Reports
 - a. 2025 Operating Budget (as of March 28, 2025)
- 6.3 Circulation Reports
 - a. February 2025 Circulation Report
 - a. February 2025 Circulation Snapshot
- 6.4 Correspondence
 - a. OLITA Micro-Grant Application
- 6.5 Media Items
 - a. Port Colborne Children's Book Now Available to the Community
- 7. Discussion Item

7.1 CEO's Report (R. Tkachuk)

The CEO provided an informational update to Board.

8. Policy

Moved by C. MacMillan Seconded by M. Booth

That the Board approve the policy listed in 9.1 to 9.2, as presented.

Carried

8.1 GOV-06: Financial Control/Oversight

8.2 **OP-02: Tangible Capital Asset Policy**

9. Confidential Items

Moved by E. Tanini Seconded by Councillor M. Bagu

That the Board do now proceed into closed session in order to address the following matters at 6:24 p.m.

Carried

9.1 Confidential Human Resources Matter

9.2 Confidential Human Resources Matter

Moved by H. Cooper Seconded by C. MacMillan

That the Board do now rise from closed session at approximately 6:47 p.m.

Carried

10. Roundtable

Trustee Booth shared a promotional opportunity for the library. Trustee MacMillan provided an update for the Ontario Library Service's spring Board Assembly on May 2, 2025.

Councillor Bagu commended library staff for their programming efforts.

11. Next Meeting Date and Adjournment

The next meeting of the Port Colborne Public Library Board will be Wednesday, May 7, 2025, 6 p.m. The Chair adjourned the meeting at approximately 7:02 p.m.

Bryan Ingram, Chair

R. Tkachuk, Chief Executive Officer (Board Secretary-Treasurer)

Jan 8,2025



Mayor's Youth Advisory Committee meeting minutes Wednesday, Jan. 8 at 4:30pm in Committee Room 3, City Hall Minutes recorded by Sophia Seca

Members in attendance

Peyton Fletcher Quynn Fraipont Emma Laur Skylar Lilley Sophia Seca Grace Tonnies Rose Tonnies Mayor Steele Councillor Tim Hoyle Gail Todd, staff liaison

1. Call to order

Meeting called to order by Emma at 4:40 Moved by Sophia, seconded by Quynn

2. Adoption of agenda

Moved by Sophia, seconded by Peyton

3. Disclosures of interest

None

4. Approval of minutes from last meeting

Moved by Sophia, seconded by Peyton

5. Business arising from the minutes Social media update:

- Jenna isn't here for update
- Skylar is going to be the second social media person

Sportsfest Update:

- Cornhole tournament
- YMCA is available from 2:30 to 8:30
- Info will be on PC website

- We are all in charge of coordinating the event
- 16 teams (\$40 per team)
- Double knock-out style
- All ages
- Point of contact for teams is Gail
- Teams of 4
- 3:30-4:30 set up
- Tournament is 4:30-7:30
- Chairs come with rentals
- Friday, Feb. 7, 2024
- We need to know who can be there
- · Prize: Contact Luke and Jaz about what they have ordered for prizes
- Emma is going to tell Lilly about us fundraising for her
- · Mayor will show his face at some point
- · Mayor is working on prize
- Emma is making bracket/schedule
- · Give sheets of rules to each team and have another posted by the schedule
- Quynn and Sophia are score keepers (Post & keep track of scores)
- Points determined by winners score subtracted by losers' score
- · Gail is making score sheets and bringing sticky notes, markers, and paper
- Donations table run by Grace and Rose
- · Emma is asking Luke about tap box for donations
- · Quynn is making high school announcement
- Grace and Rose making elementary school announcement
- •

6. New business

- · Emma is making snapchat group chat
- Meetings are staying on Wednesdays
- Mr. Mayor left at 5:30

Emma's Proposal

- Agree on type of swag for MYAC members
- MYAC Branded
- Port Colborne blue with white writing
- Need sizes and quantity

7. Action items

Availability for Sportsfest

8. Next meeting

Wednesday, Feb. 12, 2025 at 4:30pm

9. Adjournment

Emma Adjourned meeting at 5:52om Moved by Quynn, seconded by Peyton

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City of Port Colborne

Mayor's Youth Advisory Committee Meeting Minutes

Date: Time: Location:	Wednesday, February 12, 2025 4:30 pm Virtual Meeting
Members Present:	E. Wachel E. Laur J. Kountouris S. Seca D. Graham G. Tonnies P. Fletcher Q. Fraipont R. Tonnies S. Lilley
Staff Present:	W. Steele, Mayor G. Todd, Executive Assistant to CAO and Mayor

1. Call to Order

The Chair called the meeting to order at 4:38pm.

Councillor Hoyle

2. Adoption of the Agenda

That the agenda dated Feb. 12, be confirmed, as amended.

3. Disclosures of Interest

None.

4. Approval of Minutes

That the minutes of Jan. 9 be approved with name spelling error Liner corrected to Lilley.

4.1 MYAC Minutes - January 9, 2025

5. Staff Updates

Gail suggested MYAC attend a meeting of city council, to learn legislative process and the role of council, and when applicable, special guests attend MYAC meetings, for example city clerk, and District Commander Niagara Regional Police. Emma suggested MYAC engage in community outreach and engagement.

6. Order of Business

6.1 Sportsfest Cornhole event update

Despite no teams registered for the event, MYAC members, with Sophia as on-site lead, raised \$158 by inviting people in the Vale Centre to participate, and to make donations. The cornhole tournament was to raise money to help with Lilly Grabovac's expenses to Australia this summer as a member of Canada's national Junior Roller Derby team.

7. New Business

7.1 Workplan 2025

Emma asked Jenna for a social media update, which was missed at previous meeting due to absence. Skylar will help Jenna with posts to ease the workload, increase frequency of posts, and maintain continuity to help gain exposure and followers. They will meet to set a plan and a schedule for posts. Jenna suggested adding a Facebook page, linked to the Instagram page, which can be shared more widely. Posts to include shout-outs, follows, and shares of other pages including schools, local businesses and organizations. Jenna, Emma, and Coun.Tim to have log-in details.

Emma will set up a Google calendar to which all members are requested to submit ideas for events and activities for the coming year.

As the next scheduled meeting, March 12, will be during March Break, members agreed to meet March 5 for the next regular MYAC meeting. Gail will invite the city clerk or deputy clerk to attend.

7.2 Healthcare Engagement Discussion

a. Set date to meet with Comms and CAO

Members chose March 19 for a special meeting with the CAO and communications manager to learn about current proposals for healthcare delivery, and how MYAC can engage.

8. Adjournment

The Chair adjourned the meeting at 5:33pm.

Here Chair

Staff Liaison



City of Port Colborne

Mayor's Youth Advisory Committee Meeting Minutes

Date: Time: Location:	Wednesday, March 5, 2025 4:30 pm Committee Room 3-City Hall 66 Charlotte Street, Port Colborne, Ontario, L3K 3C8		
Members Present:	E. Wachel E. Laur S. Seca G. Tonnies P. Fletcher R. Tonnies S. Lilley		
Member(s) Absent:	J. Kountouris W. Steele, Mayor D. Graham Q. Fraipont		
Staff Present:	G. Todd, Executive Assistant to CAO and Mayor		
1. Call to Order			
The Chair calle	The Chair called the meeting to order at 4:35pm.		
2. Adoption of t	Adoption of the Agenda		
That the agend	That the agenda dated Wednesday, March 5, be confirmed.		
3. Disclosures o	Disclosures of Interest		
4. Approval of N	Approval of Minutes		
That the minut	That the minutes of Wednesday, Feb. 12 be approved.		
5. Staff Updates	Staff Updates		
6. Order of Busi	Order of Business		

1
6.1 Social media update

Jenna provided password to Emma.

Three businesses reached out responding to posts; number of followers is increasing as we share and follow other pages. Schedule of posts is a work in progess.

6.2 Workplan for 2025

Google calendar accessible by almost everyone. Defer workplan and sceduling to next meeting.

As it is already March, MYAC agreed to plan a Spring Fling dance for Grade 6 to 8 students Friday, May. 9 from 6 to 9pm, doors open at 5:30pm. Preferred location is Guild Hall. Gail will follow up with St. James and St. Brendan Church about availability and fees.

Admission fee to be \$5 per person or \$2 per person with non-perishable food donation. Sign-in sheet at door for names and emergency contact numbers. Hands marked; no in-out privileges, to be indicated with signs at door. No back-packs, will have volunteers at bag check.

Committee to follow same order of food available: pizza (\$2/slice), pop/water (\$1,50), chips (\$1) sour keys (50 cents).

Announcements to be written and delivered to all eight elementary schools in Port: DeWitt Carter, McKay, Steele Street, Oakwood, St. Patrick, St. John Bosco, St. Therese, Ecole St. Joseph. Posters and postcards (420) to be designed, printed, and distributed.

Borrow two cash boxes and speaker from city hall. Sophia will provide playlists. Instead of photographer, set up photo-op area. Use lights and tissue paper/decor from last year.

6.3 City hall 101

Deferred.

7. New Business

None.

8. Adjournment

The Chair adjourned the meeting at 5.45pm.

IL Chair 0

Staff Liaison



City of Port Colborne

Mayor's Youth Advisory Committee Meeting Minutes

Date: Time: Location:	Wednesday, April 9, 2025 4:30 pm Committee Room 3-City Hall 66 Charlotte Street, Port Colborne, Ontario, L3K 3C8
Members Present:	E. Laur J. Kountouris S. Seca G. Tonnies R. Tonnies S. Lilley
Member(s) Absent:	E. Wachel D. Graham P. Fletcher Q. Fraipont Mayor Steele
Staff Present:	G. Todd, Executive Assistant to CAO and Mayor Councillor Hoyle

1. Call to Order

The Chair called the meeting to order at 4:36pm

2. Adoption of the Agenda

That the agenda dated April 9, 2024, be confirmed, as amended.

Moved by Skylar, seconded by Sophia. Carried

3. Disclosures of Interest

None

4. Approval of Minutes

1

That the minutes of March 5 be approved as presented.

Moved by Sophia, seconded by Skylar. Carried.

5. Staff Updates

Communications staff will attend meeting of May 14 to take individual and group photos of all members.

6. **Order of Business**

6.1 Spring Fling planning

7. **New Business**

7.1 Meet during summer months

Members agreed unanimously to continue to meet during June, July and August, to maintain focus and momentum, and to plan fall and winter events.

8. Adjournment

The Chair adjourned the meeting at 5:36pm.

Motion to adjourn moved by Sophia, seconded by Jenna.

Carried.

Next meeting: Wednesday, May 14.

Hours Chair

Staff Liaison



City of Port Colborne

Mayor's Youth Advisory Committee Meeting Minutes

Date: Time: Location:	Wednesday, May 14, 2025 4:30 pm Committee Room 3-City Hall 66 Charlotte Street, Port Colborne, Ontario, L3K 3C8
Members Present:	Eva Wachel Emma Laur Jenna Kountouris Sophia Seca Grace Tonnies Peyton Fletcher Quynn Fraipont Rose Tonnies Skylar Lilley
Member(s) Absent:	Dylan Graham
Staff Present:	G. Todd Coun. Tim Hoyle Mayor Steele (absent)
1. Call to Order	
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The Chair called the meeting to order at 4:30pm.

2. Adoption of the Agenda

Moved by E. Wachel, seconded by R. Tonnies

That the agenda dated May 14, 2025, be confirmed as presented.

3. Disclosures of Interest

None

4. Approval of Minutes

Moved by R. Tonnies, seconded by S. Seca

That the minutes of April 9 be approved as amended. (Unanimous vote to continue to meet during summer months was missed. Amended and now included in minutes.)

5. Staff Updates

Photos taken by Communications staff before today's meeting. To be forwarded to Emma.

6. Order of Business

6.1 Spring Fling debrief

Chair E. Laur reported attendance of 102 guests at Spring Fling dance Friday, May 9; fewer guests than last year's event (130) but more people paid admission than brought non-perishable donations. Food donations collected to be delivered to Port Cares Reach Out Centre by D. Graham.

Expenses (pizza, chips, sour keys) totalled \$272 with profit of \$617.40. Seven party tray pizzas were ordered; six would have been sufficient. Next time, more sour keys. Pop, iced tea, and water was donated by Jenna's father, owner of Joe Feta's Greek Restaurant. Chair said committee is grateful for his sponsorship.

Chair requested comments from all members, positive and negative.

Emma said L.R. Wilson Archives a good central location. Committee grateful municipal rental fees were waived. Many thanks to museum registrar Katelynn Best for being on-site staffer. Quynn said decorating with streamers, plastic tablecloths over windows, and party light made a good atmosphere. Peyton suggested more food donations be encouraged. Eva said a non-carpeted venue was preferable. Beverage spills were cleaned with carpet cleaner provided by Skylar. Grace found colourful beaded necklaces in the decor box to use as prizes for a dance competition, which was a big hit. Rose suggested guests write down requests, rather than shout them out. Sophia said the kitchenette was perfect for food and drink sales. Skylar suggested rules be posted more prominently at entrance. Rose advised stricter security. With no in-out privileges, and no air conditioning, need to bring fans next time. Emma said parents as happy with location as committee: good central location with easy drop-off and pick-up. Next time need posters and mini-flyers earlier to promote event at least one month before, with more exposure on social media. Arrange door prize for next event.

Guests remained inside from 5:30 to 8:15 when things started to wind down by 8:45pm. Emma said committee members did amazing work pulling it all together and cleaning up after. All was done by 9:30pm.

Thank you cards to be issued to all who supported MYAC: Jenna's father Pierre for providing beverages, LR Wilson Archives for providing location, Katelynn Best for serving as on-site staff, Blair Holinaty for loan of sound system from marina, Luke Rowe for delivery and pick up of sound system, Skylar's dad for carpet cleaner. Any others, please inform chair Emma.

6.2 Donation to Lilly Grabovac

MYAC pledged to donate proceeds from the cornhole tournament held during Sportsfest in February to Lilly Grabovac, who qualified for Canada's national roller derby team which competes in Australia later this summer. Proceeds (\$158) fell short of expectations. Chair Emma polled members of the committee if they agreed to contribute funds from the Spring Fling to bring the donation to a total of \$250. All MYAC members agreed. Unanimous.

Presentation to be made at next MYAC meeting Wednesday, June 11. Gail will arrange big cheque for photo, and cash from MYAC finds to give to Lilly.

7. New Business

7.1 Reminder meetings to run through summer months

7.2 Increase social media presence with ice cream gift certificates as incentives to like, share, follow, post. Awarded randomly. Emma to write letter requesting donations. Members to distribute letters and follow-up.

8. Adjournment

Moved by E. Wachel, seconded by R. Tonnies, the Chair adjourned the meeting at 5:29pm.

Next meeting Wednesday, June 11.

Chair



City of Port Colborne

Social Determinants of Health Advisory Committee – Meeting Minutes

Date: Time: Location:	Thursday, April 3, 2025 1:00 pm Committee Room 3-City Hall 66 Charlotte Street, Port Colborne, Ontario, L3K 3C8
Members Present:	Lori Kleinsmith, Bridges Community Health Centre Phil Licskai, Niagara Regional Police Vicki Doidge, Staff Lawyer, Niagara Community Legal Clinic Joanna Mataya, CEO, Community Living PCW Adrienne Harper, Health Promoter, Region Public Health
Member(s) Absent:	Christine Clark-Lafleur, Chief Executive Officer, Port Cares Jeffrey Sinclair, Manager, Housing and Homelessness, Niagara Region Kim Simons, Director, Anchors Away
Guests (non-voting)	Taralea McLean, Bridges CEO Judy Cassan, Bridges
Staff	G. Todd, Staff Liaison William Steele, Mayor Bryan Boles Port Colborne CAO Tim Hoyle, Councillor (absent) Rachel Tkachuk, Library CEO (absent)

1. Call to Order

The Chair called the meeting to order at 1:03pm

2. Adoption of the Agenda

Moved By A. Harper, vice chair Seconded By J. Mataya

That the Agenda of the April 3, 2025 meeting of the Social Determinants of Health Advisory Committee, be approved.

Carried

3. Disclosures of Interest

None.

4. Approval of Minutes

Moved By P. Licskai Seconded By V. Doidge

That the minutes of February 6, 2025 meeting of the Social Determinants of Healthy Advisory Committee, be approved.

Carried

5. Business Arising from the Minutes

5.1 Healthcare engagement follow-up

Chair thanked CAO Boles for leading the special meeting of the committee March 19 during which he summarized the timeline of the Niagara Health plan to vacate the former Port Colborne hospital site, including the Urgent Care Centre, by 2028. He encouraged members to respond to the call for five citizen members to serve on City Council's new Healthcare Advisory Committee.

B. Boles and Port Colborne delegates met with the Minister of Health chief of staff during the Good Roads provincial conference March 29 to April 2. Many provincial ministers did not attend the conference, as they were settling in to new cabinet posts following the general election Feb. 27. Boles said the Port delegation was well-received, and the Ministry was aware of the local situation. Boles said there was to be a round of funding directed to Family Health Teams to be announced in the near future. (Canadian Press April 10: Ontario is looking for up to 80 new or expanded primary care teams to serve 300,000 patients)

A second call for proposals is expected in September.

T. McLean noted last time there was a funding announcement it was a free-for-all, with numerous applications coming from everywhere. She said there may be an invitation-only approach to applying to subsequent rounds of funding. She also noted transitionary funding needs to be addressed.

5.2 Lodging House Licencing Bylaw

S. Hanson was unable to attend but forwarded a brief report bylaw was working with owner of the lodging house toward compliance.

Chair asked if other municipalities were aware and watching the new bylaw. CAO said all municipal CAOs are aware. Mayor said all 12 mayors were also aware and on board.

6. New Business

6.1 Affordable housing

CAO Boles provided update of affordable housing project at Haney and King Streets. He said Niagara Regional Housing has financing complexities but will allow the city to establish a separate housing corporation, with its own board, to establish not-for-profit housing with rents at market price as well as subsidized/geared to income. The board decides the tenants.

6.2 Niagara Transit

CAO Boles noted a transformational movement in some cities and towns where school buses are being cancelled and students ride public transit only. A monitor rides to and from school with the youngest children.

Committee will wait for results of public engagement (in each Niagara municipality Jan and Feb) are published before addressing local transit concerns.

7. Community Updates, Roundtable Discussion

P. Licskai was impressed to see so many engaged people, of all ages, in the Vale Centre while he attended a Niagara Regional Police Services public engagement session regarding body-worn camera. He said every area was busy with people who looked "pretty darned happy" on the walking track, in the gym, and some "older gentlemen" playing hockey.

A. Harper reported Public Health will hold a free Rabies Vaccine Clinic June 3 in St. Catharines. Details to be announced asap.

8. Action Items

Further to discussions of housing and homelessness the Chair presented an article "Protecting Tenants from Renovictions." She asked members to do any information gathering, so it can be discussed at next meeting. V. Doidge said the haw clinic deals with renovictions frequently.

9. Next Meeting

Thursday, June 5 at 1pm

10. Adjournment

The Chair adjourned the meeting at 2:30pm

Lou Kleintont Chair

iaison



Subject: Lease Agreement – ADM Agri-Industries Company

To: Council

From: Development and Government Relations Department

Report Number: 2025-128

Meeting Date: June 24, 2025

Recommendation:

That Development and Government Relations report 2025-128 be received; and

That Council approve an agreement between ADM Agri-Industries Company and the City of Port Colborne regarding the leasing of the scales and truck weigh station at the Port Colborne Grain Terminal; and

That the Mayor and City Clerk be authorized to sign the lease agreement and by-law.

Purpose:

The purpose of this report is to seek Council support for a short-term agreement between the City and ADM Agri-Industries Company regarding the leasing of the scales and truck weigh station at the Port Colborne Grain Terminal for the purposes of probing and weighing trucks.

Background:

ADM Agri-Industries Company ("ADM") representatives approached City staff earlier this year regarding their interest in utilizing the scales at the City's grain terminal during the busy harvest season which typically runs from the early part of the summer to late fall.

ADM, located at 1 King Street and adjacent to the grain terminal, is one of the City's oldest and largest employers. The scales at the grain terminal are not being used as it is currently vacant while the City explores options regarding its future.

Discussion:

According to ADM, utilizing the City's grain terminal scales would better support local agricultural producers by efficiently weighing, grading, and unloading trucks. It would also allow ADM to handle additional grain to benefit sustainable wheat farmers in the Niagara Region. The efficiencies of the scale lease would reduce dwell time for the trucks and thus reduce the number of staged trucks waiting to unload. Earlier this month, City staff arranged to have the truck scales at the grain terminal tested and recertified.

The proposed lease term is July 1, 2025, to December 31, 2025, with ADM having an option to extend the lease for an additional six months from July 1, 2026, to December 31, 2026. The City Solicitor and the City's insurer reviewed the draft lease agreement and provided comments that were shared with ADM, and these were addressed during the lease review process. City staff are continuing to review potential options and proposals regarding the grain terminal and are planning to provide an update to Council this fall.

Internal Consultations:

The proposed lease arrangement has been reviewed by Facilities staff at Public Works who are assisting with day-to-day issues at the grain terminal.

Financial Implications:

As per the terms of the lease, ADM will pay the City \$12,000 in rent plus a portion of the hydro and taxes. This lease revenue will help offset some of the monthly operating costs of the grain terminal, estimated to be approximately \$4000-\$5000 per month.

Public Engagement:

This is not applicable to this lease agreement. Earlier this year, there was public engagement, including open houses and a survey, regarding the future of the City's grain terminal property.

Strategic Plan Alignment:

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

• Economic Prosperity

Conclusion:

ADM would like to lease the scales at the City's grain terminal property on a short-term basis from July to December. A lease agreement, which has been drafted to formalize this arrangement, has been reviewed by the City Solicitor and insurer.

With the grain terminal currently vacant while the City explores options and proposals, there is an opportunity to lease the scales and weighing station to ADM to improve efficiencies and reduce truck staging for the delivery of commodities during the busy harvest season.

Staff are recommending that Council approve the lease agreement between ADM and the City and that the Mayor and City Clerk be authorized to sign the agreement and bylaw.

Appendices:

- a. Lease Agreement
- b. By-law

Respectfully submitted,

Gary Long Director of Development and Government Relations 905-228-8062 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.

LEASE AGREEMENT

This LEASE AGREEMENT (this "Lease") is made and entered into as of the [____] day of [____], 2025 (the "Effective Date") by and between ADM Agri-Industries Company, ("Lessee"), and The Corporation of the City of Port Colborne ("Lessor"). The parties hereto may be referred to herein, each as a "Party" and collectively, as the "Parties."

RECITALS:

WHEREAS, Lessor holds fee title to certain real property located in Port Colborne, Ontario, Canada, commonly known as 1 King St., Port Colborne, ON, Canada, and as more particularly described on <u>Exhibit A</u> attached hereto (together with any easements, rights-of-way, and other rights and benefits relating or appurtenant to such real property, the "**Property**").

WHEREAS, Lessor desires to lease to Lessee, and Lessee desires to lease from Lessor, a portion of the Property as depicted on Exhibit A-2 (the "Leased Premises") for the purpose of probing and weighing trucks and any other lawful business operation connected thereto (collectively, the "Purpose"), upon the terms and conditions set forth herein.

NOW, THEREFORE, for valuable consideration, the receipt and adequacy of which are hereby acknowledged, Lessor and Lessee agree as follows:

1. Lease Grant.

1.1. <u>Leased Premises.</u> In connection with the foregoing, Lessor hereby leases to Lessee, and Lessee hereby leases from Lessor, the Leased Premises for the Lease Term, for and in consideration of the rents hereinafter reserved, subject to all of the terms and provisions hereinafter provided.

1.2. <u>Truck Turn-Around.</u> In addition to the leasehold rights granted by Lessor to Lessee pursuant to this Section, throughout the Lease Term and in consideration of the terms and conditions of this Lease, Lessor hereby grants to Lessee, and Lessee hereby accepts the right of to utilize the area depicted on Exhibit A-3 for truck turn around with the specific understanding that Lessee shall be responsible for any damages and maintenance of the Property as a result of Lessee's (or any Lessee Party's) use of such turn around.

1.2.1 <u>No Interference; Risk of Loss</u>. Lessee, in the exercise of the rights granted to Lessee hereunder, shall not hinder nor interfere with the business and activities of Lessor on the remainder of the Property or the owners or tenants of proximate land, or the tenants, subtenants and other Lessees in the Property, or damage or interfere with any utilities or other facilities located on such proximate land. Lessee shall avoid any damage or interference with any installations, structures or improvements located upon the Property. Except for Lessor's negligence or willful misconduct, Lessor shall have no responsibility, liability or obligation with respect to any property of Lessee, it being acknowledged and understood by Lessee that the safety and security of any such property is the sole responsibility and risk of Lessee. Subject to the immediately prior sentence, at its sole cost and expense, Lessee shall make adequate provisions

for, and shall have sole responsibility for, the safety and convenience of all persons using, any vehicles located upon the Ingress and Egress Route.

2. <u>Lease Term</u>. The "Initial Term" of this Agreement shall begin on July 1, 2025 and continue for six (6) months thereafter expiring on December 31, 2025 (the "**Lease Term**"). Lessee shall have the option to extend the Lease Term for an additional six months that shall commence on January 1, 2026 and end on June 30, 2026 by giving Lessor at least 30 days written notice prior to the end of the Initial Term.

3. <u>Rent</u>. Commencing on the Effective Date and throughout the entirety of the Lease Term, Lessee shall pay, without any notice, demand, offset or reduction whatsoever, to Lessor, in monthly installments in advance on the first day of each month, the rent ("**Rent**"), which shall consist of the following:

3.1. <u>Base Rent</u>. The Base Rent ("**Base Rent**") which shall be Twelve Thousand (\$12,000.00) for the Lease Term, paid by Lessee in advance on the Effective Date and shall increase by two (2) percent per annum; and

4. <u>Use of Property.</u>

4.1. <u>Permitted Use</u>. Lessee shall occupy and use the Leased Premises solely for purposes of probing and weighing trucks and assisting grain handling operations; *provided* that any such use shall be subject in all respects to the other terms and provisions of this Lease, and subject to any and all legal requirements (collectively, the "**Permitted Use**"). Lessee shall not use the Leased Premises (and shall not permit the Leased Premises to be used) for any use or purpose other than the Permitted Use.

4.2. <u>Permits; Compliance with Legal Requirements</u>. Lessee shall, at its sole cost and expense, procure and continuously maintain any and all licenses and permits required by any applicable laws or regulations for any use made of the Leased Premises. Lessee shall comply with all legal requirements applicable to its use of the Leased Premises and operation of Lessee's business thereupon.

4.3. <u>Quiet Possession</u>. Lessor covenants that Lessee shall have the peaceable and quiet possession of the Leased Premises for the Lease Term in accordance with the terms of this Lease without disturbance by Lessor any Persons claiming by or through Lessor, subject to the terms of this Lease and Persons with preexisting rights of record.

4.4. Lessor's Rights. During the Lease Term, Lessor and its designees and representatives shall have the right to enter upon the Leased Premises, or any part thereof, in any emergency at any time, and, at other reasonable intervals and at reasonable times and upon reasonable advance written notice to Lessee for the purposes of inspecting the Leased Premises, ascertaining the condition of the Leased Premises or whether Lessee is observing and performing its obligations under this Lease, and/or making such repairs and/or replacements as Lessor may perform pursuant to the terms of this Lease, all without hindrance or molestation from Lessee or any Person claiming by, through or under Lessee. Lessor shall (and shall cause its representatives and designees to) use reasonable efforts to minimize interference with Lessee's use and occupancy of the Leased Premises and activities and/or business operations conducted thereon.

5. <u>Ownership of Personal Property.</u>

5.1. <u>Ownership of Personal Property</u>. All alterations constructed or installed on the Leased Premises in accordance with the terms of this Lease and all of the personal property now or hereafter located on the Leased Premises are, and shall remain, the sole property of Lessee, and Lessor shall have no right, title or interest therein. Upon termination of this Lease or at any prior time, Lessee may, if it desires to do so, be permitted to remove any and all of such equipment.

5.2. <u>Encumbrances; Construction Liens</u>. Without Lessor's prior consent, which may be withheld in Lessor's sole and absolute discretion, Lessee shall not create or permit to be created or to remain, and shall discharge or bond over, any lien, encumbrance or charge which might be or become a lien, encumbrance or charge upon the Leased Premises, the estate, rights and interest of Lessor therein, any part thereof or any income therefrom. Lessee shall keep the Leased Premises free and clear of all vendor's, construction, laborer's or materialman's statutory or other similar lien affecting the Leased Premises or any part thereof resulting from construction done by or on behalf of Lessee.

6. <u>Transfers.</u>

6.1. <u>Transfer of Lessee's Interest</u>.

6.1.1 The Lessee shall not assign this Lease in whole or in part, nor sublet all or any part of the Leased Premises, nor mortgage or encumber this Lease or the Leased Premises or any part thereof, nor grant any licence or franchise in respect thereof, nor suffer or permit the occupation of, or part with or share possession of all or any part of the Leased Premises by any person (all of the foregoing being hereinafter collectively referred to as a "**Transfer**"), without the prior written consent of the Lessor in each instance, which consent may be unreasonably or arbitrarily withheld at the Lessor's sole option and discretion, notwithstanding any statutory provision to the contrary. The consent by the Lessor to any Transfer, if granted, shall not constitute a waiver of the necessity for such consent to any subsequent Transfer. This prohibition against a Transfer is construed so as to include a prohibition against any Transfer by operation of law and no Transfer shall take place by reason of a failure by the Lessor to reply to a request by the Tenant for consent to a Transfer.

6.2. <u>Transfer of Lessor's Interest</u>.

6.2.1 <u>Transfer of Lessor's Interest</u>. Lessor may Transfer all or any part of its interest in the Leased Premises or this Lease to one or more persons without restriction or limitation.

6.2.2 <u>Release of Lessor</u>. The term "Lessor," as used in this Lease so far as covenants or obligations on the part of Lessor are concerned, shall be limited to mean and include only the entity Lessor at the time in question of the Leased Premises, and in the event of any transfer or transfers of the fee interest in the Leased Premises, Lessor herein named shall be automatically freed and relieved from and after the date of such transfer of all liability with respect to the performance of any covenants or obligations on the part of Lessor contained in this Lease thereafter to be performed; *provided, however*, that no Lessor shall be freed or relieved from any

of its obligations or liabilities hereunder which first arise or accrue prior to the transfer of such Lessor's interest in the Leased Premises.

7. <u>Indemnity.</u>

7.1. <u>Indemnification</u>. To the fullest extent permitted by law, Lessee shall indemnify, defend and hold harmless Lessor and its mortgagees, affiliates, direct and indirect owners, and their respective officers, directors, partners, shareholders, lenders, principals, managers, members, employees, contractors and agents (each, an "**Indemnified Party**") against any and all losses, damages, expenses and other liabilities, including, without limitation, reasonable legal fees and any third-party claims, which may be imposed upon or incurred by or asserted against any Indemnified Party. by reason of the Lessee's use or occupancy of the Leased Premises. This indemnification shall not apply to losses, damages, expenses and other liabilities to the extent caused by willful misconduct on the part of any Indemnified Party.

7.2. <u>Notice of Claim</u>. Subject to the terms of this Lease and upon obtaining knowledge of a claim for which it is entitled to indemnity under this Section, the Indemnified Party shall, within thirty (30) days of obtaining such knowledge, deliver a notice of such claim ("**Notice of Claim**") to Lessee. The failure to provide (or timely provide) a Notice of Claim will not affect the Indemnified Party's rights to indemnification.

- 8. <u>Insurance.</u>
 - 8.1. <u>By Lessee</u>.

8.1.1 Lessee, at its sole cost and expense, shall obtain and maintain (or cause to be obtained and maintained) at all times during the Lease Term the following coverage:

(a) All-risks, also known as all-perils (including sewer back-up, flood and earthquake) property insurance in an amount equal to the full replacement cost of Property of every description and kind owned by the Lessee or for which the Lessee is legally responsible, and which is located on or about the Leased Premises, including, without limitation, anything in the nature of a leasehold improvement;

(b) The Lessee shall at its expense, obtain and keep in force during the term of the Lease, Commercial General Liability Insurance satisfactory to the Lessor and underwritten by an insurer licensed to conduct business in the Province of Ontario. The policy shall provide coverage for Bodily Injury, Property Damage and Personal Injury and shall include but not be limited to:

(a) A limit of liability of not less than \$5,000,000.00 occurrence with no aggregate limit;

(b) Add the Lessee as an Additional Insured with respect to the operations of the Named Insured (the Lessee);

(c) The policy shall contain a provision for cross-liability and severability of interest in respect of the Named Insured;

(d) Non-owned automobile coverage with a limit approved by the Landlord and shall include contractual non-owned coverage (SEF 96);

- (e) Products and Completed Operations coverage;
- (f) Contractual Liability;
- (g) Hostile fire; and
- (h) The policy shall provide 30 days prior notice of cancellation.
- (i) The policy shall name the Lessee as additional insured.

(c) tenant's legal liability insurance for the actual cash value of the building and structures on/within the Leased Premises, including loss of use thereof;

(d) workers' compensation (including occupational disease) and employer's liability insurance, in an amount equal to the greater of (i) \$[____], or (ii) such amounts as are usually carried by prudent persons of similar financial condition operating similar properties in the same general locality, or as otherwise required by applicable Legal Requirements;

(e) automobile insurance for its fleet to the extent it may relate to operations under this Lease for such policy amounts as may be reasonably approved by the Lessee; and

(f) environmental impairment liability insurance policy covering claims arising out of the Lessee's operations pursuant to this Lease for such policy amounts as may be reasonably approved by the Lessee.

8.1.2 The Lessee's insurance shall be primary coverage and not additional to and shall not seek contribution from any other insurance policies available to the Lessee.

8.1.3 The Lessee shall provide a Certificate of Insurance to the Lessor evidencing coverage in force at least 10 days prior to contract commencement

8.1.4 The foregoing coverage required under this Section shall, in each case, (i) be maintained without gap or lapse in coverage and with insurers authorized to issue insurance in the Province of Ontario, (ii) contain no exclusions, other than standard exclusions specifically disclosed to, and reasonably approved in advance by, Lessor in writing, and (iii) include a waiver of subrogation in favor of the Lessor.

8.1.5 Lessee shall have the right to insure and maintain the insurance coverages set forth in this Section under blanket or umbrella insurance policies provided that such blanket policies (x) provide the amount of insurance allocable to the Leased Premises shall at all times be not less than the amounts set forth above, and that such amounts will not be reduced by any loss at any other location, and (y) shall comply with the provisions of this Section. All insurance required to be maintained by Lessee hereunder, including primary and umbrella and/or excess insurance, shall be primary and non-contributory as to any other insurance (including

primary and umbrella and/or excess insurance) or self-insurance programs afforded to or maintained by Lessor or any other Insured Parties.

8.1.6 Upon failure of Lessee to procure, maintain and place such insurance required pursuant to this Section and pay all premiums and charges therefor, Lessor may (but shall not be obligated to) do so; *provided* that Lessor and Lessee shall each notify the other promptly upon learning of any such failure and provided further that Lessor shall afford Lessee three (3) business days within which to cure any such failure unless such cure period would expose Lessor to any liability, penalty or other burden. If Lessor elects to procure such insurance as aforesaid, Lessee shall pay the amount thereof to Lessor as Additional Rent within ten (10) days after demand therefor.

9. <u>Taxes.</u>

9.1. <u>Taxes Payable</u>. From and after the Effective Date, subject to terms and conditions of this <u>Section 9.1</u>, Lessee shall be solely responsible for and shall pay, as and when due, any and all taxes, general and special assessments, and other similar charges levied upon (a) any personal property and (b) any gross or net receipts of or sales by Lessee. Lessee shall also pay to the appropriate federal, provincial, regional, local or municipal governmental authority, agency or subdivision, before any penalties or fines are assessed, any use and occupancy tax that may be imposed upon Lessee in connection with the Leased Premises. Lessor agrees to exercise commercially reasonable efforts to submit to Lessee a copy of all notices, tax bills and other correspondence Lessor receives from any taxing authorities regarding any taxes Lessee is required to pay hereunder within thirty (30) days after Lessor receives same, and it is a condition to Lessee's obligations to timely make payment or reimbursement of taxes that Lessee is obligated to pay hereunder that Lessee receives the real property tax bill no later than twenty (20) business days prior to the delinquency date for such taxes.

10. <u>Additional Rent</u>.

10.1. Lessee shall pay to Lessor monthly as additional rent: (i) the actual cost of any utility, including without limiting the generality of the foregoing, any electricity and water, based on Lessee's actual usage determined on their pro rata share of such utilities for the property if not submetered; (ii) the cost of any realty taxes attributable to the Leased Premises: (iii) the cost of the Lessor's insurance for the Leased Premises; and (iv) such other items which are owing by the Lessee to the Lessor and may be added to the Rent pursuant to the terms of this Lease (collectively, "Additional Rent")

11. <u>Maintenance and Repair</u>.

11.1. <u>By Lessor</u>. Notwithstanding anything contained herein to the contrary, Lessor shall have no obligation to perform, inspect, incur any costs with respect to, and/or monitor any maintenance and repair, and the making of replacements to the Leased Premises.

11.2. <u>By Lessee</u>. At all times during the Lease Term, Lessee shall, at no cost or expense to Lessor, keep and maintain the Leased Premises in good condition and repair and in a

safe and sanitary condition and in compliance with all laws. In no event shall Lessor be required to repair any injury or damage to or to make any repairs or replacements of the Leased Premises. If Lessee fails to make any repairs and/or replacement required of Lessee hereunder within ten (10) days after notice thereof from Lessor, Lessor may (but does not have the obligation to) make such repairs and/or replacement and Lessee shall pay to Lessor as Additional Rent promptly upon receipt of Lessor's statement therefor an amount equal to the sum of (i) all of the costs and expenses incurred by Lessor in effectuating such repair and/or replacement. Lessee shall permit no waste or nuisance upon or damage or injury to the Leased Premises.

12. <u>Alterations</u>

12.1. Lessee may not, without Lessor's prior written consent, make any alterations to the Leased Premises. Any request by Lessee for Lessor's consent to an alteration hereunder shall be accompanied by a copy of the proposed plans and specifications and budget therefor, each of which shall be reasonably detailed and shall be subject to Lessor's approval prior to commencement of the work. Any alteration shall be performed by Lessee, at its sole cost and expense.

12.2. In the event that Lessee commences construction of any alteration, the following requirements shall apply (except to the extent Lessor reasonably determines that, because of the nature or extent of the Alteration, any such requirement is not applicable) and, upon Lessor's written request, Lessee shall deliver to Lessor a certificate from an officer of Lessee certifying that:

12.2.1 Lessee shall give Lessor no less than thirty (30) days' written notice prior to commencing construction of any Alteration;

12.2.2 such construction shall, when completed, be of such a character as not to decrease the value of the Leased Premises as it was immediately before such construction;

12.2.3 all work done in connection with such construction shall be done in a good and workmanlike manner and in compliance with all laws

13. <u>Security</u>. Subject to any applicable laws and in accordance with the terms of <u>this</u> Agreement, Lessee may, at its sole expense, construct and maintain such security systems and security devices on the Leased Premises which Lessee deems appropriate and necessary for the protection of the Leased Premises.

14. <u>Condemnation.</u>

14.1. <u>Substantial Taking</u>. If, at any time during the Lease Term, all or any portion of the Leased Premises is taken by exercise of the power of condemnation, expropriation or similar right (or conveyed by Lessor in lieu of such exercise) (other than for any Temporary Taking), Lessee will have the right to cancel this Lease by written notice to Lessor given within twenty (20) days after the occurrence of such taking. If Lessee does not so elect to cancel this Lease pursuant to this Section, then this Lease shall continue without diminution of any of the obligations of Lessee hereunder. In the event of any such taking pursuant to this Section, the entirety of any award will be paid to Lessor and Lessee will have no right or claim to any part of such award.

15. <u>Casualty.</u>

15.1. <u>Casualty</u>. If, at any time during the Lease Term, all or any part of the Leased Premises shall be destroyed or damaged in whole or in part by fire or other casualty (including any casualty for which insurance was not obtained or obtainable) of any kind or nature, ordinary or extraordinary or foreseen or unforeseen (each, a "**Casualty**"), Lessee may cancel this Lease as of the date of such Casualty by written notice given to Lessor within sixty (60) days after the occurrence of such Casualty.

15.2. <u>Negligence</u>. If any such Casualty is the result of the gross negligence or willful misconduct of Lessee, there will be no abatement of Base Rent or Additional Rent. Lessee will have no rights to terminate this Lease on account of any damage to the Leased Premises except as set forth in this Lease.

16. <u>Default</u>.

16.1. <u>Events of Default</u>. Each of the following events shall constitute an "**Event** of **Default**":

16.1.1 <u>Failure to Pay</u>. Lessee shall fail to pay within five (5) business days after the date the same is due any Base Rent or any Additional Rent or other amount Lessee may be required to pay hereunder;

16.1.2 <u>Failure to Perform</u>. Lessee shall fail to observe, keep or perform any of the other terms, agreements or conditions set forth in this Lease on Lessee's part to be observed, performed or complied with, and such failure or omission has continued for ten (10) days (or such longer period as may reasonably be required to cure such failure or omission; *provided* that cure has commenced and Lessee is diligently proceeding to complete such cure) after written notice from Lessor;

16.2. <u>Remedies for Event of Default</u>. Upon the occurrence and during the continuation of an Event of Default, Lessor may, at its option, and in addition to and cumulatively of any other rights Lessor may have at law or in equity or under this Lease, (a) cure the Event of Default on Lessee's behalf, in which event Lessee shall pay to Lessor, as Additional Rent, on demand for all sums so paid, expended or incurred by Lessor; (b) terminate this Lease by notice to Lessee and in conformity with procedures required hereby and by Legal Requirements; or (c) enforce, by all proper and legal suits and other means, its rights hereunder, including the collection of sums due hereunder, in which event Lessor shall have all remedies available at law or in equity. In any event, Lessee will pay, in addition to the rentals and other sums agreed to be paid hereunder, reasonable and actual legal fees, costs and expenses in any suit or action instituted by Lessor to enforce the provisions of this Lease or the collection of the rentals due Lessor hereunder, and all costs, expenses and damages incurred by Lessor as a result of the Event of Default.

17. <u>Termination.</u>

17.1. <u>Expiration</u>. Unless earlier terminated pursuant to and in accordance with the terms hereof, this Lease shall continue until the end of the then current Lease Term.

Surrender and Removal. Upon the termination or expiration of this Lease, 17.2. Lessee shall vacate and surrender to Lessor the Leased Premises, subject to ordinary wear and tear, and excepting any damage for which Lessee is not responsible. Lessee, on or before the termination or expiration of this Lease, shall remove all of the personal property from the Leased Premises. Upon the expiration of the Lease Term or upon the termination of Lessee's right of possession hereunder, whether by lapse of time or otherwise, any alterations not so removed shall become the property of Lessor unless Lessor notifies Lessee in writing prior to the expiration of the Lease Term or upon termination of the Lessee's right of possession, in which case Lessee shall remove such alterations and repair any damage to the Leased Premises caused by such removal. If Lessee does not remove personal property from the Leased Premises prior to the expiration or earlier termination of the Lease Term, Lessor may, at its sole option: (a) require Lessee to remove the same after the Lease Term; (b) remove the same and deliver the same to any other place of business of Lessee or warehouse the same, and Lessee shall pay the cost of such removal (including the repair of any injury or damage to the Leased Premises resulting from such removal), delivery, and warehousing to Lessor on demand; or (c) treat such Personal Property as having been conveyed to Lessor with this Lease as a bill of sale, without further payment or credit by Lessor or Lessee.

18. <u>Force Majeure</u>. If either Party's performance under this Lease is prevented or delayed, despite such Party's best efforts to perform, by causes beyond such Party's reasonable control, including strikes, riots, fires, floods, lightning, rain, earthquake, extraordinary wind or other weather events, war, invasion, insurrection, civil commotion, unavailability of resources due to national defense priorities, any act of God, binding orders, actions or inactions of any Governmental Authority, Legal Requirements, technological impossibility, changes in law or applicable regulations subsequent to the date hereof or any other similar or dissimilar cause beyond its reasonable control and not attributable to its neglect (each, a "Force Majeure Event"), upon such claiming Party providing notice in reasonable detail to the other Party the requirement of performing such obligation shall be postponed by a period equal to the period of time such Party's performance under this Lease is prevented or delayed by such Force Majeure Event.

19. <u>Representations and Warranties of Lessor and Lessee.</u>

19.1. <u>Representations and Warranties of Lessor</u>. Lessor hereby makes the following representations and warranties to Lessee effective as of the Effective Date:

19.1.1 <u>Formation</u>. Lessor is a municipal corporation duly incorporated, validly existing and in good standing under the laws of the Province of Ontario, has full power and authority to conduct its business as presently conducted and to enter into this Lease and perform all obligations thereunder, and is duly authorized to conduct business in Ontario.

19.1.2 <u>Authority</u>. Lessor has the power and authority to enter into, deliver and perform this Lease.

19.1.3 <u>No Violations or Defaults</u>. Neither the execution and delivery of the Lease by Lessor nor the consummation by Lessor of the transactions contemplated in the Lease, nor compliance by Lessor with the terms and provisions of any one or more of the Lease will: (i) violate or conflict with any provision of the instruments or agreements by which the Lessor is formed and/or governed, (ii) violate or conflict with any laws or any judgment, decree or order of

any court applicable to or affecting Lessor, (iii) breach the provisions of, or constitute a default under, any contract, agreement, instrument or obligation encumbering the Leased Premises and/or by which Lessor or any Affiliate of Lessor (or their respective assets) is bound.

19.1.4 <u>Consents and Approvals</u>. Except for consents and approvals already obtained in writing and delivered to Lessee, no consents or approvals of, or filings or registrations with any governmental authority or with any other third party by Lessor are necessary in connection with the execution, delivery and performance of this Lease by Lessor.

19.1.5 <u>Broker</u>. Neither Lessor nor any affiliate of Lessor nor any of their respective officers, directors or employees has employed any broker or finder or incurred any liability for any brokers' fees, commissions or finders' fees as a result of the execution of this Lease.

19.2. <u>Representations and Warranties of Lessee</u>. Lessee hereby makes the following representations and warranties to Lessor effective as of the Effective Date:

19.2.1 <u>Formation</u>. Lessee is a corporation duly formed, validly existing and in good standing under the laws of the Province of Ontario, has full power and authority to conduct its business as presently conducted and to enter into this Lease and perform all obligations thereunder, and is duly authorized to conduct business in Ontario.

19.2.2 <u>Authority</u>. Lessee has the power and authority to enter into, deliver and perform the Lease.

19.2.3 <u>No Violations or Defaults</u>. Neither the execution and delivery of the Lease by Lessor nor the consummation by Lessee of the transactions contemplated in the Lease, nor compliance by Lessee with the terms and provisions of any one or more of the Lease Documents will: (i) violate or conflict with any provision of the instruments or agreements by which the Lessor is formed and/or governed, (ii) violate or conflict with any laws or any judgment, decree or order of any court applicable to or affecting Lessee, (iii) breach the provisions of, or constitute a default under, any contract, agreement, instrument or obligation encumbering the Leased Premises and/or by which Lessee or any Affiliate of Lessee (or their respective assets) is bound.

19.2.4 <u>Consents and Approvals</u>. Except for consents and approvals already obtained in writing and delivered to Lessor, no consents or approvals of, or filings or registrations with any Governmental Authority or with any other third party by Lessee are necessary in connection with the execution, delivery and performance of this Lease by Lessee.

19.2.5 <u>Broker</u>. Neither Lessee nor any affiliate of Lessee nor any of their respective officers, directors or employees has employed any broker or finder or incurred any liability for any brokers' fees, commissions or finders' fees as a result of the execution of this Lease.

19.3. <u>No Other Representations and Warranties; As-Is, Where-Is</u>. Except for the representations expressly contained in this <u>Section 21</u>, each of the Parties acknowledges and agrees that (i) there are no other representations, statements or warranties, express or implied, have been

made by, or on behalf of, the other Party hereto; and the Parties have relied on no such other representations, statements or warranties, (ii) it has undertaken and is relying upon its own due diligence evaluation of the Leased Premises, and (iii) it is entering into this Lease with the understanding and agreement that it is assuming the risk of any adverse conditions or matters relating to the Property and the Leased Premises that might exist or arise in the future.

20. <u>General Provisions</u>.

20.1. <u>Notices: Payments</u>. The address of each Party for all notices required or permitted to be given hereunder shall be as follows, or such other address of which the other Party has received notice:

If to Lessee:

Archer-Daniels-Midland Company 4666 E. Faries Parkway Decatur, IL 62526 Attention: Justin Onken Email: Justin.Onken@adm.com

If to Lessor:

The Corporation of the City of Port Colborne 66 Charlotte Street Port Colborne L3K 3C8 Attention: City Clerk

20.1.1 Delivery. All notices shall be in writing, and may be delivered by any of the following methods, with all delivery charges and/or postage pre-paid: personal delivery (including delivery by private courier services), reputable overnight courier service (i.e., Federal Express, UPS, DHL), United States first class certified mail with return-receipt requested, registered mail from Canada Post, or facsimile transmission with receipt confirmed. Any notice personally delivered shall be deemed to have been validly and effectively given on the date of such delivery, unless such date shall not be a business day, in which case such delivery shall be deemed to have been validly and effectively given on the next succeeding business day. Any notice transmitted by facsimile shall be deemed to have been validly and effectively given on the date on which it is transmitted and receipt is confirmed; *provided* that it is received during normal business hours (i.e., between 9:00 a.m. and 5:00 p.m. local time of the recipient), and otherwise on the next succeeding business day. Any notice sent by reputable overnight courier or by United States first class certified mail or Canada Post registered mail shall be deemed to have been validly and effectively given on the date of the receipt for delivery thereof.

20.1.2 <u>Payments</u>. Payments shall be made to Lessor, at Lessor's election, either (a) by wire transfer to an account designated by Lessor, or (b) by check delivered to Lessor's address as set forth in this Section, or such other address specified by Lessor. Payments to Lessor shall not be deemed made until delivered to Lessor in accordance with the foregoing.

20.2. <u>Approvals and Consents Generally</u>. Whenever in this Lease the approval or consent of either Party is required or contemplated, unless otherwise specified such approval or consent shall in the sole discretion of such Party.

20.3. <u>Amendments</u>. This Lease may not be amended or terminated, in whole or in part, nor may any of the provisions be waived, except by a written instrument executed by the Party against whom enforcement of such amendment, termination or waiver is sought.

20.4. <u>Time is of the Essence</u>. Time is of the essence with respect to the performance of every provision of this Lease.

20.5. <u>Further Documents</u>. Each Party agrees to perform such further acts and execute such further documents as may be necessary or appropriate to carry out the expressed intents and purposes of this Lease.

20.6. <u>Severance Clause</u>. If any term or provision of the Lease, or the application thereof to any Person or circumstance shall, to any extent, be determined by judicial order or decision to be invalid or unenforceable, the remainder of this Lease or the application of such term or provision to persons or circumstances other than those as to which it is held to be invalid or unenforceable shall not be affected thereby, and each term and provision of this Lease shall be valid and shall be enforced to the fullest extent permitted by law.

20.7. <u>Interest on Past-Due Obligations</u>. Except as otherwise expressly provided in this Lease, whenever this Lease requires the payment of interest on any amount due from either Party to the other, such interest shall be at the rate of two percent (2%) per annum plus the prime rate announced from time to time by the Bank of America, or the maximum rate permitted under Legal Requirements, whichever is less, from the date due (the "**Overdue Rate**"). Payment of such interest (in and of itself) shall not excuse or cure any default by Lessee under this Lease.

20.8. <u>Entire Agreement</u>. This Lease contains all agreements of the Parties with respect to the subject matter hereof. No prior agreement or understanding pertaining to any such matter shall be effective. This Lease may be modified only by a writing signed by all Parties.

20.9. <u>Waiver</u>. No waiver by Lessor or Lessee of any provision hereof shall be deemed a waiver of any other provision hereof or of any subsequent breach of the same or any other provision. A Party's consent to or approval of any act shall not be deemed to render unnecessary the obtaining of such Party's consent to or approval of any subsequent act.

20.10. <u>Binding Effect; Successors and Assigns</u>. This Lease shall bind the Parties, their personal representatives, successors and assigns.

20.11. <u>Execution in Counterparts</u>. This Lease may be executed in any number of counterparts, each of which shall be deemed to be an original and all of which shall be deemed to be one and the same instrument. PDF or facsimile counterparts shall be deemed originals.

20.12. <u>Resolution of Drafting Ambiguities</u>. Each Party acknowledges that it was represented by counsel in connection with the preparation, execution and delivery of this Lease and that such Party's counsel reviewed and participated in the revision of this Lease and all exhibits

and schedules hereto and that any rule of construction under the laws of Ontario to the effect that ambiguities are to be resolved against the drafting Party shall not be employed in the interpretation of any of the provisions of this Lease.

20.13. <u>Exhibits</u>. All exhibits attached to this Lease are incorporated in this Lease by this reference as though set forth in full in this Lease.

20.14. <u>Captions</u>. The headings to the Sections of this Lease have been inserted solely for convenience of reference and shall not modify, define or limit the express provisions of this Lease.

20.15. <u>No Joint-Venture or Partnership</u>. Nothing contained in this Lease shall be deemed or construed to create or constitute a partnership, joint venture, or other co-ownership by and between the Parties as to the rights, duties and obligations of the Parties hereunder. The respective obligations of each Party shall be construed as separate and independent obligations of each respective Party, and shall not be deemed joint or several.

20.16. <u>Governing Law</u>. This Lease shall be construed and enforced in accordance with and governed by the laws of the Province of Ontario.

20.17. <u>No Consequential Damages</u>. Notwithstanding anything to the contrary in this Lease, no Party shall be liable for any indirect, consequential, punitive, special or exemplary damages.

20.18. Confidentiality. Each of Lessor and Lessee shall keep the terms of this Lease confidential for the benefit of the other Party, and shall not to disclose such terms to anyone, by any manner or means, directly or indirectly, without the prior written consent of the other Party; however, Lessor and Lessee may each disclose the terms and conditions of this Lease to its lawyers, accountants, contractors, employees, affiliates and direct or indirect investors, and existing or prospective financial partners, lenders or purchasers (collectively, such Party's "Representatives"), and/or if required by Law or court order, provided all persons to whom either Party is permitted hereunder to disclose such terms and conditions are advised of the confidential nature of such terms and conditions and agree to maintain the confidentiality thereof (in each case, prior to disclosure). The consent by Lessor or Lessee to any disclosures shall not be deemed to be a waiver on the part of Lessor or Lessee of any prohibition against any future disclosure. Notwithstanding the foregoing, the Lessee understands that the Lessor is a municipal corporation and that: (i) this Lease may require the approval of its Council; and (ii) the Lessor subject to Freedom of Information legislation and may be required to disclose certain confidential information in accordance with the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA). This Section shall survive the termination or expiry of this Agreement.

[Remainder of This Page is Intentionally Left Blank]

IN WITNESS WHEREOF, Lessor and Lessee have executed this Lease as of the Effective Date.

LESSOR:

The Corporation of the City of Port Colborne

By:

Name: Title:

By:___

Name: Title:

We have authority to bind the City.

LESSEE:

ADM Agri-Industries Company, a Canadian corporation

By: _____

Name: Title:

I have authority to bind the Corporation.

EXHIBIT A-1 Description of the Property

The Demised Premises are part of PIN 64457-0164 (LT) which PIN is legally described as:

LOT 1 S/S SUGAR LOAF ST, 2 S/S SUGAR LOAF ST, 3 S/S SUGAR LOAF ST, 4 S/S SUGAR LOAF ST, 5 S/S SUGAR LOAF ST, 6 S/S SUGAR LOAF ST, 7 S/S SUGAR LOAF ST, 8 S/S SUGAR LOAF ST, 9 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 1 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 2 S/S SUGAR LOAF ST PLAN 845: WATER LOT IN FRONT OF LOT 3 S/S SUGAR LOAF ST PLAN 845: WATER LOT IN FRONT OF LOT 4 S/S SUGAR LOAF ST PLAN 845: WATER LOT IN FRONT OF LOT 5 S/S SUGAR LOAF ST PLAN 845: WATER LOT IN FRONT OF LOT 6 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 7 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 8 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 9 S/S SUGAR LOAF ST PLAN 845: PT WATER LT IN FRONT OF LT 10 S/S SUGAR LOAF ST PL 845; PT LT 10 S/S SUGAR LOAF ST PL 845; PT WATER LT IN FRONT OF LT 29 CON 1 HUMBERSTONE: PT LAND UNDER THE WATERS OF LAKE ERIE IN FRONT OF THE TOWNSHIPS OF WAINFLEET, HUMBERSTONE AND BERTIE; PT LT 13 S/S SUGAR LOAF ST PL 987, 988 & 989; PT GRAVEYARD ON LAKESHORE IN REAR OF LOTS 11, 12 AND 13 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF LT 28 CON 1 HUMBERSTONE: PT WATER LT IN FRONT OF STRIP FRONTING LT 1 LAKESHORE, IN REAR OF LT 3 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF STRIP FRONTING LT 2 LAKESHORE, IN REAR OF LT 4 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF STRIP FRONTING LT 3 LAKESHORE, IN REAR OF LT 5 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF LT 4 ON THE LAKESHORE, IN REAR OF LT 6 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF LT 5 ON THE LAKESHORE, IN REAR OF LT 7 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF LT 6 ON THE LAKESHORE, IN REAR OF LT 8 S/S SUGAR LOAF ST PL 987, 988 & 989; PT SAND LT ON LAKESHORE, W OF KING ST IN REAR OF LT 1 & 2 S/S SUGAR LOAF ST PL 987. 988 & 989 AS IN PC14715 & PT 1, 2, 5, 7, 8, 9, 59R7889, PT 2, 3, 4, 5, 6, 59R10446, PT 1, 30R11708, EXCEPT PARTS 1, 2 & 3 PLAN 30R11870 AND PART 2 PLAN 59R17855; CITY OF PORT COLBORNE

EXHIBIT A-2 Depiction of Leased Premises



17 Page 98 of 464 Classification: Internal

EXHIBIT A-3 Depiction of Truck Turn Around



The Corporation of the City of Port Colborne

By-law No._____

Being a By-law to Authorize Entering into a Lease Agreement with ADM Agri-Industries Company ("ADM") regarding the scales and weigh station at the Port Colborne Grain Terminal

Whereas at its meeting of June 24, 2025, the Council of The Corporation of the City of Port Colborne (Council) approved the recommendations of Report No. 2025-128, Subject: Lease Agreement – ADM Agri-Industries Company("ADM"); and

Whereas Council is desirous of entering into a Lease Agreement with ADM; and

Whereas the *Municipal Act*, 2001 S.O. 2001, c.25, as amended, confers broad authority on municipalities to enter into such agreements;

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

- 1. That The Corporation of the City of Port Colborne enters into a Lease Agreement with ADM Agri-Industries Company regarding the leasing of the scales and weigh station at the Port Colborne Grain Terminal.
- 2. That the Mayor and the City Clerk be and they are hereby authorized and directed to sign the said agreement, attached hereto as Schedule "A", together with any documents necessary to complete the said agreement, and the City Clerk is hereby authorized to affix the Corporate Seal thereto.

Enacted and passed this 24th day of June, 2025.

William C. Steele Mayor

Charlotte Madden City Clerk



Subject: Noise Variance Request 250 Pleasant Beach Rd, Capri Restaurant

To: Council

From: Community Safety & Enforcement Department

Report Number: 2025-135

Meeting Date: June 24, 2025

Recommendation:

That Community Safety & Enforcement Department Report 2025-135 be received; and

That Council approve a permit to exempt 250 Pleasant Beach Road, Capri Restaurant from Section 4(3) of By-law 4588/119/04 with the following terms and conditions:

- That a noise variance with modifications be approved for the period starting from May 1, 2025, to October 31, 2025 from noon to 10:00 p.m. Sunday through Thursday and ending at 11:00 p.m. on Fridays and Saturdays for a variety of amplified noise, including Karaoke and live bands being able to amplify music.
- The permit is applicable only to the production, reproduction, and amplification of sound in connection with events at this property with the modifications by the City of Port Colborne.

Purpose:

The purpose of this report is to allow the applicant to send their Noise Variance request to Council. The applicant, 250 Pleasant Beach Rd Capri Restaurant, is requesting numerous variances from the Noise By-law to allow for a variety of activities with amplification of noise including music at their facility.

Background:

The City of Port Colborne's (the City) Noise By-law 4588/119/04 Section 4(3) Schedule 2 (2) states:

"No person shall emit or cause to permit the emission of sound resulting: From any act listed in Schedule 2 – Prohibitions Time and Place if clearly audible at a point of reception; the operation of any electronic device or group of connected electronic devices incorporating one or more loudspeakers or other electromechanical transducers, and intended for the production, reproduction or amplification of sound in a residential area at any time."

Section 8.

"(1) The Clerk may, upon written application by any person, issue a "permit" of a temporary nature to exempt the applicant from any such provisions and requirements of this by-law as the Clerk deems appropriate."

"(2) The Council may, upon written application by any person, issue a "permit" of a permanent nature to exempt the applicant from any such provisions and requirements of this by-law, as the Council deems appropriate."

"(3) Any "permit" issued in accordance with the provisions of Section 8. (1) or Section 8. (2) of this by-law, by the Clerk or Council, shall specify the terms and conditions under which the permit is issued.

Staff are aware that some residents who are near the restaurant have brought noise complaints forward to individual Councillors in the past, therefore By-law Services staff are providing this report for Council's consideration. Of the two types of variances permitted under the by-law – temporary and permanent – staff consider this request to be of a permanent nature, therefore Council consideration is required.

Discussion:

Staff submitted Report 2025-121 to council on May 27, 2025. That Report was deferred back to staff, and to have the applicant provide additional information including.

- 1) A new letter to neighbouring property owners with correct times for the commencement and cessation of all music produced through loudspeakers.
- 2) A comprehensive list of all dates and times that events would be taking place at the establishment.

A copy of the original Report 2025-121 has been attached for council to review.

An email was received from the applicant of 250 Pleasant Beach Rd., Capri Restaurant providing a new letter to neighbouring properties that on Sunday through Thursday music would commence at 1pm and cease at 10pm and on Friday and Saturday commence at 1pm and cease at 11pm. The applicant also provided a calendar with all dates and times of events along with a legend providing what type of noise they are looking to be exempt from.

Staff are suggesting the following two options for Council's consideration:

Option One

Council grant approval of the noise variance for 2025 with the newly obtained information as requested by 250 Pleasant Beach Rd., Capri Restaurant.

Option two

Council grant approval of the noise variance for 2025, with modifications to the received application:

- 1. Limit the noise to 11:00 p.m. or earlier
- 2. Establish times, dates and restrictions that events can occur.

Staff are recommending Option Two, which is outlined in the recommendation of this report. This would allow the City of Port Colborne to enforce the variance through penalty notices or rescind the noise variance should adjustments not be complied with to the satisfaction of the City.

Council may choose to implement any or all the options below to control the noise at the applicant's property of 250 Pleasant Beach Rd, Port Colborne ON:

- 1. Noise within buildings with doors remaining closed throughout the duration of the music may occur until 11:59 p.m.
- 2. Noise created in the open air must conclude by 10:00 p.m.
- 3. Outdoor open-air noise may only occur three of the four weekends per month.
- 4. Outdoor open-air noise may only occur four of the seven days of the week.

Staff's recommendations are included in the recommendation to this report.

Internal Consultations:

No internal consultation was obtained.

Financial Implications:

There are no financial implications for the municipality or the public, as By-law Services uses a user fee system.
Public Engagement:

Staff placed the variance application on the City's website for comments prior to the original Report 2025-121 on May 27, 2025. The comments from the original application are supplied in Appendix C; there have been no further comments from residents in the area since the new letter from the applicant was distributed.

Strategic Plan Alignment:

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

• Welcoming, Livable, Healthy Community

Conclusion:

Staff have minor objections to the proposed noise variance and recommend revoking the variance permit, should Capri Restaurant fail to mitigate any noise that has disturbed the neighbouring area and/or vary from the dates and times approved by Council.

Appendices:

- a. Noise Variance Application 250 Pleasant Beach Rd
- b. Event Calendar, and letter to neighbouring properties
- c. Report 2025-121

Respectfully submitted,

Travis Morden Senior Municipal Law Enforcement Officer 905-228-8076 Travis.Morden@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.

Request for Relief from Noise By-law

comments in regards to the relief from By-law request. By-law Services will review comments and make a final decision on the request within 45 days of submission. In order for By-law Services to proceed with a request for a relief from a By-law, it is requesting the relief from such By-law will be posted on the City's website. Citizens can review the request and submit This form represents a request for Relief from Noise By-law within the City of Port Colborne. The property in question required that you complete this form in FULL including your signature and date.

Requestor Information:

Would you like to pay for this application online? *

G No (Payments must be made in person at City Hall upon submission before application will be reviewed by City staff) C Yes (CI

First name * carole	Last name * jukowski
Address * 250 pleasant beach rd	
city * port colborne	Postal Code * I0r1r0
ls the property address in question the same as above? * ・ Y _{es} ・ No	e ? *
Where is the private function taking place? * Private function taking place on private property - \$200.00	
Email *	Phone Number *

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Please upload a file of your Site Plan *

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preview.jpg 102.1 KB (J

Please upload a file of your Neighbour(s) notification: *

File Name



preview-micro.jpg 1.3 KB

Date(s) of Exemption Request: *

2025-05-01 thru 2025-10-31, SEE ATTACHED LIST PROVIDED

Hours of Exemption Request: *

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ALL AMPLIFIED MUSIC WILL CEASE AT 12;00, OUTDOOR AMPLIFIED MUSIC

Type of Noise Exemption (music, fireworks, etc..) *

MUSIC

Registered Charitable Organization? * て Yes oN و

Comments:

Specify equipment being used: *

SPEAKERS AND AMPLIFIERS

و No Note: Application must be completed and submitted with payment, if applicable, 60 days prior to the event. Registered Charitable Organizations and Not for Profit Organizations are exempt from the Variance Fee.

action. Collection of personal information is governed, authorized, and protected by the Freedom of Information and Protection Enforcement investigation and may be shared with the applicable departments and agencies for the purpose of initiating Disclaimer: The personal information requested on this form is being collected for the purpose of conducting a By-law of Privacy Act. By providing this information, you consent to its use for the above purposes.

Signature *



4/2/2025

Date

∄

Request for Relief From Noise By-law Payment Page

Application Fee (due upon submission):

Private function taking place on private property - \$200.00 Private function taking place on City property - \$135.00 *Please be advised that a 2.40% convenience fee applies to all online credit card payments st

The property in question requesting the relief from such By-law will be posted on the City's website. Citizens can review the request and submit comments in regards to the relief from By-law request. By-law Services will review comments and make a final decision on the request within 45 days of submission.

Thank You.

Your request for Relief from Noise By-law Form has been submitted.

City staff will now review your application and be in contact with you with-in 45 days to provide you with a response.

Please note: If making payment in person, the application will not be reviewed until payment is recieved.

If you have any questions, call 905-835-2900 or email bylawenforcement@portcolborne.ca.

March 27 2025

Hello Neighbors

First off, we would like to thank all our neighbors who have supported us this year of operation. We strive to make Capri Pizza and beach bar an enjoyable place for all to visit,(whether it be for an excellent meal, coffee and dessert or just a drink on the patio).

During the months when the weather is wonderful and warm, we will be incorporating some live music entertainment into the mix of pleasant atmosphere and a great dining experience.

We will be have live acoustic music that is appropriate for a family friendly environment.

Mondays we will have Karaoke for all ages to enjoy. Come on out and show off your skills and just do it for fun

Tuesdays, Thursdays, Friday and Saturday will be live solo and or duo artists playing acoustic base music.

Hours of our live accoutic bands will run from 7-10pm

Again we thank you for your support from the bottom of hearts and hope to see you all soon.

Sincerely

Team Capri

2025-121 Appendix A



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Re: attachments for Sound permit

	5 PM
	/29/2025 9:35
	i/29/20
	Tue 4
From	Date

To Dillon Parnell <Dillon.Parnell@portcolborne.ca>

Good morning

We had posted our notice to the neighbors and our neighbors are requesting that our cut off time for music be switched to 11pm instead of midnight. Could we please revise this on our permit?

Hope to hear for you

Thanks Dee <mark>ಅ</mark> On Thu, Apr 10, 2025 at 3:24 PM Dillon Parnell < <u>Dillon.Parnell@portcolborne.ca</u> > wrote:

"To provide an exceptional small-town experience in a big way" Email Dillon.Parnell@portcolborne.ca Temporary By-law Intake Officer Port Colborne, ON L3K 6H1 **City of Port Colborne** Phone 905-228-8096 **Dillon Parnell** 3 Killaly St W Facebook Unstagram City of Port Colborne www.portcolborne.ca Twitter LinkedIn Received. Thanks.

This message, including any attachments, is privileged and intended only for the person(s) named above. This material may contain confidential or personal information which may be subject to the and Protection of Privacy Act. Any other distribution, copying or disclosure is strictly prohibited. If you are not the intended recipient or have received this message in error, please notify us immediately by telephone, fax or e-mail and permanently delete the original transmission from us, including any attachments, without making a provisions of the Municipal Freedom of Information copy.

May 2025	Iran Milein					
Outdoor Patio Speaker Music Live amplified music from 7p Live amplified music from 7p	Outdoor Patio Speaker Music Live amplified music from 7pm to 10pm Live amplified music from 7pm to 11pm					
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				Speaker Music from	Speaker Music from	Speaker Music from
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		ł		Live (amplified)	Live (amplified)	Live (amplified)
				10pm	11pm	music from /pm to 11pm
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Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio
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11	12	13	14	15	16	17
Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio
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	Live (amplified)	live (amplified)		live (amplified)	live (amplified)	live (amplified)
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18	19	20	21	22	23	24
Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio
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	10pm	10pm			11pm	11pm
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Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio	Outdoor Patio
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Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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1pm to 10pm	1pm to 7pm	1pm to 7pm	1pm to 10pm	1pm to 7pm	1pm to 7pm	1pm to 7pm
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∞	9	10	11	12	13	14
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	music from 7pm to	music from 7pm to		music from 7pm to	music from 7pm to	music from 7pm to
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June 2025

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March 27, 2025 – Updated June 6, 2025

Hi Neighbors,

First and foremost, we want to extend our heartfelt thanks to all of you who have supported us throughout this past year. At Capri, our goal is to create a warm and inviting space for everyone—whether you're joining us for a delicious meal, a coffee and dessert, or simply a drink on the patio.

From May 1 to October 31, 2025, as we enjoy the beautiful warm weather, we'll be featuring live amplified music on our patio, along with background music through our patio speakers.

Here's what you can expect during this period:

Monday, Tuesday, Thursday:

- Patio speaker music: 1 PM 7 PM
- Live amplified music: 7 PM 10 PM

Friday & Saturday:

- Patio speaker music: 1 PM 7 PM
- Live amplified music: 7 PM 11 PM

Wednesday, Sunday - Patio speaker music only: 1 PM – 10 PM

We truly appreciate your continued support and look forward to welcoming you back soon.

Warm regards, The Capri Pizza and Beach Bar Team



Subject: Noise Variance Request 250 Pleasant Beach Road, Capri Restaurant

To: Council

From: Community Safety & Enforcement Department

Report Number: 2025-121

Meeting Date: May 27, 2025

Recommendation:

That Community Safety & Enforcement Department Report 2025-121 be received; and

That Council approve a permit to exempt 250 Pleasant Beach Rd Capri Restaurant from Section 4(3) of By-law 4588/119/04 with the following terms and conditions:

- That a noise variance with modifications be approved for the period starting from May 1, 2025, to October 31, 2025 from noon to 10:00 p.m. Sunday through Thursday and ending at 11:00 p.m. on Fridays and Saturdays for a variety of amplified noise, including Karaoke and live bands being able to amplify music.
- The permit is applicable only to the production, reproduction, and amplification of sound in connection with events at this property with the modifications by the City of Port Colborne.

Purpose:

The purpose of this report is to allow the applicant to send their Noise Variance request to Council. The applicant, 250 Pleasant Beach Rd Capri Restaurant is requesting numerous variances from the Noise By-law to allow for a variety of activities with amplification of noise including music at their facility.

Background:

The City's Noise By-law 4588/119/04 Section 4(3) Schedule 2 (2) states:

"No person shall emit or cause to permit the emission of sound resulting: From any act listed in Schedule 2 – Prohibitions Time and Place if clearly audible at a point of reception; the operation of any electronic device or group of connected electronic devices incorporating one or more loudspeakers or other electromechanical transducers, and intended for the production, reproduction or amplification of sound in a residential area at any time."

Section 8.

"(1) The Clerk may, upon written application by any person, issue a "permit" of a temporary nature to exempt the applicant from any such provisions and requirements of this by-law as the Clerk deems appropriate."

"(2) The Council may, upon written application by any person, issue a "permit" of a permanent nature to exempt the applicant from any such provisions and requirements of this by-law, as the Council deems appropriate."

"(3) Any "permit" issued in accordance with the provisions of Section 8. (1) or Section 8. (2) of this by-law, by the Clerk or Council, shall specify the terms and conditions under which the permit is issued."

Staff are aware that some residents who are near the restaurant have brought noise complaints forward to individual Councillors in the past, therefore By-law Services staff are providing this report for Council consideration. Of the two types of variances permitted under the by-law – temporary and permanent – staff consider this request to be of a permanent nature, therefore Council consideration is required.

Discussion:

Staff posted the variance application on the City of Port Colborne website. Application closed for comments on April 25, 2025. Staff received 6 comments/responses from the public.

When considering the variance request, the City of Port has an obligation to balance the commerce of the business and the peace and enjoyment of the residents in this area.

At the time of writing this report, no website, no information on bands through Facebook or Instagram beyond May 11, 2025. Band list not included with Variance package.

Application Summary of request – Amplified music to cease by 12:00 a.m. (midnight)

An email was received from 250 Pleasant Beach Rd Capri Restaurant requesting that the cut off time in the application be switched from 12:00 a.m. to 11:00 p.m. after engagement from the community.

The variance comments received request that:

- The noise not last until midnight.
- There is a discrepancy of Midnight on the application and the letter to the community has 10:00 p.m.
- The music end at 9:00 p.m. during the week and 10:00 p.m. on weekends.
- 11:00 p.m. is a reasonable cut off time as the people in the area are elderly and retire early, or young families with children.
- Too many vehicles parked illegally or on vacant lots.

Staff suggest two options for Council's consideration.

Option One

Council grant approval of the noise variance for 2025 as requested by 150 Pleasant Beach Rd, Capri Restaurant.

Option two

Council grant approval of the noise variance for 2025, with modifications to the received application.

- 1. Reduce times limiting the noise to 11:00 p.m. or earlier
- 2. Establish times, dates and restrictions that events can occur.
- Staff recommend Option Two which is outlined in the recommendation of this report, thus allowing the City of Port Colborne to enforce the variance through penalty notices or rescind the noise variance should adjustments not be complied with to the satisfaction of the City.

Council may choose to implement one, two or all the options to control the noise at the applicants property of 250 Pleasant Beach Rd, Port Colborne ON.

- 1. Noise within buildings with doors remaining closed throughout the duration of the music may occur until 11:59 p.m.
- 2. Noise created in the open air must conclude by 10:00 p.m.
- 3. Outdoor open-air noise may only occur three of the four weekends per month.
- 4. Outdoor open-air noise may only occur four of the seven days of the week.

Internal Consultations:

No internal consultation was obtained.

Financial Implications:

There are no financial implications for the municipality or the public, as By-law Services uses a user fee system.

Public Engagement:

Staff placed the variance application on the City's website on ***. Communications staff place a Public Notice on the City of Port Colborne's Facebook

By-law Compliance Applications, Appeals, and Variances - City of Port Colborne

Screening Package redacted.pdf

By-law services did receive some comments from the public, for and against the proposed variance application and some requesting modifications to the request, while other comments also included other activities at 250 Pleasant Beach Rd and the surrounding properties.

Strategic Plan Alignment:

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

• Welcoming, Livable, Healthy Community

Conclusion:

Staff have minor objections to the proposed noise variance and would like to revoke the variance permit, should Capri Restaurant fail to mitigate any noise that has disturbed the neighbouring area and/or vary from the dates and times approved by council.

Appendices:

a. 2025-121 App. A-Noise Variance Application

Respectfully submitted,

Travis Morden

Senior Municipal Law Enforcement Officer 905-228-8076 Travis.Morden@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.

Page 127 of 464



Subject: Heritage Permit Application Recommendation Report - 293 King Street (Shickluna Garage)

To: Council

From: Development and Government Relations Department

Report Number: 2025-86

Meeting Date: June 24, 2025

Recommendation:

That Development and Government Relations Department Report 2025-86 be received; and

That the Heritage Permit Application for the alteration of 293 King Street be approved, subject to the following condition:

The alterations are completed in accordance with the Heritage Permit Application attached as Appendices A and B.

Purpose:

The purpose of this report is to provide information and a recommendation on the Heritage Permit Application for the proposed renovation to restore 293 King Street, a designated heritage property.

Background:

A Heritage Permit Application was received on June 9, 2025, which proposes to restore 293 King Street as detailed in Appendix A. The application was reviewed by the Heritage Committee on June 16, 2025.

293 King Street is designated under Part IV of the *Ontario Heritage Act* (OHA). Section 33 of the OHA requires Council to approve of any alterations proposed to a designated heritage property.

Discussion:

This application for a Heritage Permit has been presented to Council for a decision. Once a decision has been made, notice of the decision will be issued in accordance with the OHA, which will be followed by a 30-day appeal period. The decision of Council is final if no appeal is received.

The application for a Heritage Permit has been reviewed with consideration of City policies such as the City of Port Colborne Official Plan (OP). Section 7 of the OP permits the alteration of a protected heritage property where the heritage attributes of the property will be conserved. In consultation with M.R. Letourneau and Associates (heritage consultant), the proposed alterations shown in Appendix B have been determined to conserve the protected heritage features of the property.

Internal Consultations:

Planning staff reviewed the Heritage Permit Application with Economic Development staff, as this Heritage Permit has been required as part of an application for Community Improvement Plan (CIP) funding, which was conditionally approved, subject to the applicants receiving this Heritage Permit.

Financial Implications:

The approval of this Heritage Permit satisfies the conditional approval of the abovementioned CIP application, which will mean the applicant will be eligible to receive up to \$25,000 in CIP funding after the project is complete.

Public Engagement:

The Heritage Committee reviewed this Heritage Permit Application at their meeting on June 16, 2025. In accordance with the City's Procedural By-law, notice of this meeting was posted to the City's website on June 11, 2025.

Strategic Plan Alignment:

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

- Welcoming, Livable, Healthy Community
- Increased Housing Options

Conclusion:

The Heritage Permit Application for the restoration of 293 King Street has been recommended for approval to facilitate the restoration of the property, as the proposed alteration conforms to established best practices for heritage conservation and is consistent with the Official Plan.

Appendices:

- a. Heritage Permit Application
- b. Proposed Alterations to 293 King Street

Respectfully submitted,

Diana Vasu Planner 905-228-8120 diana.vasu@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.

2025-86 Appendix A



HERITAGE PERMIT

THE CITY OF PORT COLBORNE

For Office Use Only	AL.							
Date Received:	The U	, 2029)	A	pplicatio	n Complet	e: 🗆 Yes	🗆 No
Date of Completion:								

SUBMISSION OF APPLICATION

Completed applications can be sent to:

City of Port Colborne City Hall c/o Diana Vasu, Planner 66 Charlotte Street Port Colborne, Ontario L3K 3C8 Telephone: 905-228-8120 Fax: 905-835-2939 Email: diana.vasu@portcolborne.ca

PROCESS FOR SUBMISSION

Heritage Permit Applications Part IV and Part V Designated Heritage Properties

Applicants <u>must</u> consult with City of Port Colborne Planning staff prior to submitting a Heritage Permit Application.

The process for submission of a complete Heritage Permit Application is below:

- 1. Meet with Planning staff prior to submitting a Heritage Permit Application. The purpose of this meeting is for the applicant to provide an overview of the application and for Planning staff to identify any required plans and information for a complete application.
- Submit a complete Heritage Permit Application, signed by the property owner(s) in both digital and hard copy format, including all required supporting information as identified in the meeting with Planning staff, to the satisfaction of Planning staff.

Heritage Permit Applications are to be filed with the City of Port Colborne, to the attention of Planning staff.

Applications will not be processed until they are complete.

For further information and to arrange for a meeting with Planning staff, please contact City of Port Colborne Planning staff.

1

SECTION 1: CONTACT INFORMATION

1.1 Registered Owner (s):	
Name: 642253 Ont	tario Inc.
Mailing Address:	
City: Port Colborne	Province: Ontario
Postal Code:	Email:
Phone Number	Alternate Phone Number:

1.2 Owner's Authorized AGENT	(if applicable)
Name: Marco Arn	nenti
Mailing Address:	
City: Welland	Province: Ontario
Postal Code:	Email:
Phone Number:	Alternate Phone Number:

1.3 Date of submission (yyyy/mm/dd):	
2025/06/03	• • • • • • • • • • • • • • • • • • •

SECTION 2: LOCATION OF SUBJECT LAND

	Assessment Roll Number
Legal Description Lot 3 PT Lot 2 NP863	

SECTION 3: PROPOSED ALTERATIONS

3.1 Specify all proposed alterations to the property and structures on the property.	
Attach additional pages as necessary:	· · ·
Replacement of Windows & doors, on front of Buildera.	
Replacement of Garage door on trant of building	
New soffits, tascia à eaves trangh.	
New electrical lighting under caropy	
Leplace roofing tiles on conopy	
Painting the Facade on sides.	
	2

3.2 Explain the reasons for the proposed alteration: the Building to a presentable State To restore





SECTION 4: HERITAGE ATTRIBUTES TO BE IMPACTED

Heritage Attribute	Existing Material	Proposed Materials and Colours Same.		
Exterior Treatment	Stucco / Masonry			
Roof	Metal tile	Metal tile, Blue		
Trim	Wood tasia	Alummun/Metal White		
Doors	Connercial steel	Aluninum Commercial		
Windows	1 ~			
Porch/Verandah	N/A			
Fencing	N/A			
Interior Features	N/A			
Other				

SECTION 5: OTHER REQUIRED PERMITS/APPLICATIONS

Indicate which, if any, additional applications are required:					
Building	Permit(s):	Planning Application(s):		Other (specify):	
Has the application been submitted?		Has the application been submitted?		Has the application been submitted?	
□ Yes	🗆 No	□ Yes	🗆 No	🗆 Yes	🗆 No
If yes to any	of the above, p	provide the appl	licable file number(s):	

SECTION 6: ADDITIONAL REQUIRED INFORMATION

Additional information required for a complete Heritage Permit Application

The following information is required with a Heritage Permit Application. Additional submission requirements will be identified by staff. Please indicate whether the required information has been submitted by checking off the applicable information below:

 $\mathbf{v}_{\mathbf{r}}^{\prime}$ Site plan or sketch that illustrates the location of the proposed alteration

Photographs, taken within 60 days of the date this application is submitted, that depict the existing buildings, structures and heritage attributes that are affected by the application and their condition and context

Drawings and written specifications of the proposed alteration, such as proposed materials, paint colours, and specifications for materials

- Cultural Heritage Evaluation Report / Heritage Impact Assessment
- Conservation Plan / Temporary Protection Plan
- Arborist Report / Tree Inventory
- □ Landscape Plans
- □ Other (specify):

SECTION 7: OWNER DECLARATION AND AUTHORIZATION

I have reviewed the submission requirements and understand that incomplete applications may not be accepted.

I acknowledge that any change to the approved drawings, however small, may require an amendment to the permit and may require resubmission for approval.

Failure to reveal these changes to Planning staff may result in work stoppage and charges and/or fines under the *Ontario Heritage Act*.

I/We the Owner(s) of the subject property, and the applicant(s) of this subject application, by signing this application agree to allow City of Port Colborne Planning Staff, Members of the Port Colborne Heritage Committee, and Port Colborne City Council Members the right to enter onto my property, as necessary, to view & photograph the property for the proposal. Failure to allow access onto the property may result in the application being considered incomplete.

The applicant acknowledges that the City of Port Colborne considers the application forms and all supporting materials including studies, drawings and photos, filed with any application to be public information and to form part of the public record. With the filing of an application, the applicant consents and hereby confirms that the consent of the authors of all supporting reports have been obtained, to permit the City of Port Colborne and Region of Niagara to release the application and any supporting materials either for its own use in processing the application, or at the request of a third party, without further notification to, or permission from, the applicant.

I understand that, pursuant to the Municipal Freedom of Information and Protection of Privacy Act, personal information collected in this application will become part of a public record, and that any questions regarding this collection should be directed to the City Clerk at 66 Charlotte Street, Port Colborne, Ontario L3K 3C8. Marco Armenti I. of the taun of fortenie of _____ , in the <u>Negran of</u> Ningara of <u>solemnly declare that all the information required under section 6 (1) of Ontario Regulation</u> 385/21 that I have provided is accurate. I make this sworn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act. Signature of Applicant Sworn (or declared) before me at: NA The of in the of this 20 19 day of Commissioner of Oaths, etc. Signature: Commissioner of Oaths, etc. Stamp: Diana Vasu, a Commissioner, etc., Province of Ontario, for the Corporation of the City of Port Colborne. Expires July 3, 2026. The applicant is the: Ľ Authorized Agent **Owner of the Property**

5

If the applicant is not the owner of the land that is subject to this application, the authorization set out below must be completed by the owner(s). All registered owners must complete the authorization form for it to be valid.

Please Note: If the registered owner is a corporation, in addition to the signatures of the authorized signing officers, the corporate seal must be affixed. Where the Owner is without a spouse, common-law or legally married, the Owner is required to sign only once. Where the spouse of the Owner is not an owner, the spouse is required to sign. Spouse shall include a common-law spouse as defined within the *Family Law Reform Act*.

By signing below, the Property Owner(s) confirm their ownership of the land subject to this Heritage Permit Application and duly authorize the Authorized Agent(s) to act as their agent for the purposes of submitting this Heritage Permit Application.

Ralph Rotella Marco Armenti Property Owner(s) Name(s): Authorized Agent(s) Name(s): re 09-25 Х Signature of Owner Х Х Signature of Owner Date



293 King Street Facade Renovation

Scale $\frac{3}{5}$ "= 1'

2025-86 Appendix B

Scope of work to eventually be completed ε heritage property 293 king st :

- Remove old window and door frames existing openings, clean up and repair rotten wood from openings.
- Install new Commercial insulated alun windows and Doors in the existing opt
- Repair the wall facade as needed and t stucco work and make good all finishe
- Remove the existing rotten garage doc facade of building and replace with ne insulated door
- repair the existing stucco around the g door, cap the garage door frame, and p exising stucco as needed
- Repair the existing stucco on the north south sides of the building and paint th sides of the building to clean up and m front facade of the building.
- Repair the concrete sills at the door op where needed.
- Remove current roofing material from and replace with new steel tile roofing approved by council
- install new electrical pot lighting unde canopy.
- install new metal soffits, fascia, and eavestrough
- grade the property, compact and place asphalt parking lot
- replace garage door on the north side (



Subject: 2026 Municipal Election - Voting Systems and Alternative Voting Methods

To: Council

From: Legislative Services Department

Report Number: 2025-136

Meeting Date: June 24, 2025

Recommendation:

That the Legislative Services Department Report 2025-136 be received; and

That Council approve the use of vote tabulators as the voting system in the 2026 municipal election; and

That Council approve the use of vote by mail on demand as an alternative voting method in the 2026 municipal election; and

That staff be directed to join the Joint Request for Proposal for the purpose of sourcing the most appropriate vendor(s); and

That the Mayor and Clerk be authorized to execute any agreements necessary to secure voting equipment for the 2026 Municipal Election; and

That the by-law to authorize voting methods and alternative voting methods for the 2026 municipal election be brought forward for Council approval.

Purpose:

The purpose of this report is to provide Council with information on the proposed voting method and alternative voting method for the 2026 municipal election, to gain Council approval on those proposed methods, and to seek approval to proceed with sourcing vendors through the request for proposal (RFP) process.

Background:

The City of Port Colborne (the City) has traditionally used paper ballots for municipal elections, and in recent elections, voting tabulators to count ballots. Counting ballots via tabulator is efficient and accurate. It also ensures reporting of unofficial election results can be provided on election night.

The *Municipal Elections Act, 1996*, (MEA) sets out the responsibility of conducting municipal elections to the City Clerk, but there are several items that require Council approval, including the setting of the voting methods. Section 42(1) of the MEA states that Council may pass by-laws authorizing the use of voting and vote-counting equipment such as voting machines, recorders, or scanning vote tabulators, and to authorize the use of an alternative voting method for the electors, including vote by mail or vote by telephone. These decisions are required to be made by May 1 of the election year. The draft by-law regarding voting tabulators and the alternative voting method is attached as **Appendix A**.

Discussion:

Staff are proposing that Council approve the use of vote by mail on demand as an alternative voting method for electors in the 2026 election and approve the use of voting tabulators. These methods have been successfully used by the City in past elections and serve as familiar methods for the electorate. Tabulators can enhance accessibility to electors who are casting a ballot and decrease counting errors. Alternative voting methods like vote by mail on demand allow flexibility for electors who may not be able to attend a physical polling location, and this offers a supplementary solution to the traditional in-person voting. Elections Canada and Elections Ontario both offer mail-in ballots and have reported success in providing the option.

Should this report be passed, the City Clerk in accordance with the MEA would build off the previously established procedures regarding the process for requesting, delivering, and submitting ballots through the mail. Any ballot used by this alternative voting method would need to be submitted by the end of the voting period. Staff recognize that any remote voting method is unsupervised and presents additional considerations associated with maintaining the integrity and security of the election process. This risk is present to different degrees with all voting methods, including in-person voting. Maintaining security and preventing fraudulent voting requires carefully developed and audited processes as well as voter responsibility which is addressed in the MEA and will form part of the Clerk's procedures. At this time, staff are not recommending internet voting be used as an alternative voting method.
Internal Consultations:

As the key access point for residents, Customer Service staff will work with Legislative Services staff to assist in facilitating the vote by mail on demand process.

Financial Implications:

As of December 31, 2024, the City has \$79,583.27 in the election reserves fund for the 2026 election. The 2022 election cost \$160,505.29. The City is looking to participate in a joint RFP with 11 other municipalities in the Niagara Region to rent voting tabulators and to procure the ballots. This process is being led by the Town of Lincoln and the Niagara Region, and the City's Senior Procurement Officer has been looped into the preliminary discussions. If approved by Council, the City Clerk will proceed to add the City of Port Colborne to this joint RFP. This RFP is an opportunity to collaborate with the other municipalities and will ease some of the logistics and costs associated with securing vendors for voting tabulators and ballots.

Vote by mail on demand is expected to have a cost of approximately \$5 plus staff time per ballot cast via this method. With an estimate of 200 people requesting this service, a total cost of \$1,000 will be absorbed through the current election budget. The rental fee for vote counting equipment has previously been included in the election reserve budgeting process.

Public Engagement:

If approved, the City Clerk would work with Communications staff to advertise the voting options to the public. In addition, all eligible voters receive a voter notification card that outlines voting options and provides necessary information.

Strategic Plan Alignment:

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

• Welcoming, Livable, Healthy Community

Conclusion:

Staff are recommending Council approve the use of voting tabulators to count ballots, and the vote by mail on demand method to provide increased accessibility and

convenience for the electorate. Staff are also recommending Council approve the City's participation in the joint RFP process for the tabulators and ballots. Participation in this process would demonstrate cross municipal cooperation and assist in alleviating challenges associated with securing voting tabulators and ballots.

Appendices:

a. Draft By-law - Alternative Voting Methods for the 2026 Election

Respectfully submitted,

Jessica Beaupre Deputy Clerk 905-228-8118 Jessica.beaupre@portcolborne.ca

Charlotte Madden City Clerk 905-228-8031 Charlotte.madden@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.

The Corporation of the City of Port Colborne

By-law No. _____

Being a By-law to Authorize Alternative Methods of Voting for the 2026 Municipal Election.

Whereas at its meeting of June 24, 2025, the Council of The Corporation of the City of Port Colborne (Council) approved the recommendations of the Legislative Services Department, Report No. 2025-136, Subject: 2026 Municipal Election - Voting Systems and Alternative Voting Methods; and

Whereas Section 42 of the *Municipal Elections Act, S.O. 1996* provides that a municipal council may on or before May 1 in the year of the election, pass a by-law authorizing the use of vote-counting equipment at Municipal Elections, such as vote tabulators, and authorizing the use of alternative voting methods that do not require electors to attend at a voting place in order to vote;

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

- 1. The use of vote tabulators is hereby authorized in respect of the 2026 Municipal Election.
- 2. The use of vote by mail is hereby authorized, at the discretion of the City Clerk, in respect of the 2026 Municipal Election.

Enacted and passed this 24th day of June 2025.

William C. Steele Mayor

Charlotte Madden City Clerk From: Ann Bacher <abacher@karis.org> Sent: June 9, 2025 12:18 PM To: Mayor <mayor@portcolborne.ca> Cc: Lisa Tritton <ltritton@karis.org> Subject: Belongathon

Dear Mayor Bill Steele

On behalf of Karis Disability Services, we would like to extend our sincere thanks for your presence and support during the opening ceremonies of our **Belongathon** fundraiser on Saturday.

Your participation added a meaningful touch to the event, and we were honoured to have you join us in recognizing the importance of inclusion, community, and care for others. Your words and presence helped set a positive tone for the day and along with the beautiful weather, the day was a success!

Thanks to the efforts of our community — and with your support — funds raised through Belongathon will help local families attend **Family Camp** and contribute to the creation of a much-needed **physiotherapy room in Kenya**.

Thank you again for being part of this special day and for standing with us as we work to build communities where everyone belongs.

Warm regards,

Lisa Tritton and Ann Bacher, Area Managers

Karis Disability Services

Ann Bacher (She/Her)

Area Manager

West District



C: 905-541-5895

abacher@karis.org

26 Peppler St, Waterloo, ON N2J 3C4

www.karis.org 🗘 🛈 😣



Administration Office of the Regional Clerk 1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7 Telephone: 905-980-6000 Toll-free: 1-800-263-7215 Fax: 905-687-4977 www.niagararegion.ca

May 26, 2025

CL 8-2025, May 22, 2025 PWC 5-2025, May 6, 2025 PW 19-2025, May 6, 2025

Local Area Municipalities

SENT ELECTRONICALLY

<u>Combined Sewer Overflow Control Program – 2025 Funding Recommendations</u> PW 19-2025

Regional Council, at its meeting held on May 22, 2025, passed the following recommendation of its Public Works Committee:

That Report PW 19-2025, dated May 6, 2025, respecting Combined Sewer Overflow Control Program – 2025 Funding Recommendations, **BE RECEIVED** and the following recommendations **BE APPROVED**:

- That staff **BE AUTHORIZED** to issue letters to award funding to Local Area Municipalities for qualifying projects as outlined in Appendix 1 of Report PW 19-2025 for funding options as set out in Appendix 2 of Report PW 19-2025 and subject to the terms and conditions outlined in Appendix 3 to Report PW 19-2025; and
- 2. That Local Area Municipalities **BE ADVISED** of the results of Regional funding support, as outlined in Appendix 1 to PW 19-2025.

A copy of Report PW 19-2025 is enclosed for your reference.

Yours truly,

limin

Ann-Marie Norio Regional Clerk js CLK-C 2025-050

CC:

- I. Stetic, Manager, W-WW Infrastructure Planning
 - T. Ricketts, Commissioner, Public Works
 - N. Coffer, Executive Assistant to the Chief Administrative Officer



Subject: Combined Sewer Overflow Control Program – 2025 Funding Recommendations

Report to: Public Works Committee

Report date: Tuesday, May 6, 2025

Recommendations

- That staff **BE AUTHORIZED** to issue letters to award funding to Local Area Municipalities for qualifying projects as outlined in Appendix 1 of Report PW 19-2025 for funding options as set out in Appendix 2 of Report PW 19-2025 and subject to the terms and conditions outlined in Appendix 3 to Report PW 19-2025; and
- 2. That Local Area Municipalities **BE ADVISED** of the results of Regional funding support, as outlined in Appendix 1 to PW 19-2025.

Key Facts

- The purpose of this report is to provide recommendations and background information for the 2025 Local Area Municipality (LAM) projects proposed for funding pursuant to the Combined Sewer Overflow (CSO) Control Program and Public Works Policy PW4.S06.0.
- The CSO Control Cost Share Program has been in place since 2007 and shares funding with the LAMs for capital projects that help to mitigate the impacts of wet weather events on the region-wide sanitary system and the environment. The Region benefits from this program by gaining capacity at regionally owned sanitary trunk sewers, sewage pump stations, and wastewater treatment plants, which in return, could be used for growth without oversizing Regional infrastructure.
- Representatives of the CSO Working Group, including representatives from all Municipalities, developed administrative procedures and criteria to evaluate project submissions by LAMs in accordance with the guiding principles.
- The Region includes funding in annual budgets to support these projects. For 2025, \$4,000,000 was budgeted in the Region's Wastewater Operating Budget.
- Twenty-three (23) eligible applications representing a total of 28 eligible projects were submitted by LAMs for 2025; however, the total requested funding is more than the approved program budget of \$4,000,000 by \$3,297,081 for 2025 and

demonstrates high demand to address wet weather issues in sanitary collection systems.

 Twelve (12) municipal projects are recommended for funding in full, four (4) municipal projects are recommended for partial funding and 12 projects are declined for funding as outlined in Appendix 1 to Report PW 19-2025; however, they can be reconsidered, in accordance with the CSO Program Policy, following approval of the Region's 2026 budget.

Financial Considerations

A gross budget of \$4,000,000 has been approved as part of the 2025 Wastewater Operating Budget for the CSO Control Cost Share program. Funding for this program is partially provided through Development Charges (DC) at 50%.

Twenty-eight (28) projects from LAMs are eligible for funding under the 2025 CSO Control Program at a total value of \$7,297,081. As the total requested amount is more than the approved program budget of \$4,000,000 by \$3,297,081, 12 projects will not be able to be funded by the Region's CSO Control Program.

In summary, Appendix 1 to Report PW 19-2025 presents 12 municipal projects recommended for funding in full, four (4) municipal projects recommended for partial funding and 12 unfunded projects. Prior to awarding the 2025 budget, the Region had \$6.0 million in outstanding commitments to eight (8) municipalities for approved, but unspent, CSO projects at 2024 year-end as illustrated in Appendix 4 to Report PW 19-2025.

As an update to PDS-C 1-2024 (Combined Sewer Overflow Control Program Update), staff closed 75 projects equating to \$3,357,554 during 2024. This resulted in \$1,707,331 of the encumbrances being returned to the wastewater reserve and \$1,650,223 of the DC portion being returned to the DC reserve in accordance with reserve policy.

Analysis

The CSO Program was Oversubscribed to in 2025

The CSO Control Working Group collaboratively reviews the funding structure and evaluates eligible CSO cost share projects, adjusting if needed, based on present-day needs and funding priorities for different types of work. Appendix 2 to Report PW 19-2025 shows the Funding Options.

A number of local area municipalities (LAMs) submitted eligible applications for the CSO Program, including four (4) from Fort Erie, one (1) from Grimsby, two (2) from Lincoln, four (4) from Niagara Falls, one (1) from Niagara-on-the-Lake (NOTL), one (1) from Pelham, three (3) from Port Colborne, one (1) from St. Catharines, five (5) from Welland, and one (1) from West Lincoln.

The 23 eligible applications were separated into 28 individual projects eligible for funding, as per the program policy PW4.S06.0.

Regional staff reviewed the 28 eligible projects for cost-share funding. 12 projects were incorporated for full funding and four (4) projects for partial funding into the final recommendation list presented in Appendix 1 to Report PW 19-2025. Projects were awarded based on the program evaluation matrix following the CSO Control and Wet Weather Management Policy as approved by Council.

Wet Weather Flows Continue to Negatively Impact Infrastructure

Like other jurisdictions across Ontario, wet weather flows continue to negatively impact sanitary infrastructure resulting in potential basement flooding, overflows to the environment, and reduce capacity for future growth. The removal of wet weather flow and inflow and infiltration reduction is important work that needs on-going focus and support over the long term to be successful. Success of this program reduces the pressure on the capital program and reduce sanitary infrastructure expansions.

Alternatives Reviewed

No alternatives were reviewed as the approved budget was fully utilized.

Relationship to Council Strategic Priorities

This report and more specifically, the CSO program supports the Council Strategic Priority of Effective Region through innovative service delivery and collaboration with Municipal partners.

It also assists in establishing objectives of Green and Resilient Region to adopt to climate change impacts to help the current and future infrastructure be more resilient by reducing wet weather flow to gain capacity at regionally owned wastewater infrastructure and provide for growth.

Other Pertinent Reports

- Public Works Policy PW4.S06.0, September 2, 2014 Combined Sewer Overflow Control & Wet Weather Management Policy (Please contact Niagara Region for copy of this document.)
- PDS-C 1-2024, January 10, 2024 Combined Sewer Overflow Control Program Update

(https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=524e81b7e788- 4788-b364-

48a291e6c28b&Agenda=Merged&lang=English&Item=15&Tab=attachments)

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Appendices

Appendix 1	Recommended 2025 CSO Control Program Funding Requests
Appendix 2	Funding Options
Appendix 3	CSO Control Policy Funding Conditions
Appendix 4	Summary of CSO Project Remaining Budget Encumbrances by Municipality at 2024 Year-End

Appendix 1: Recommended 2025 CSO Control Program Funding Requests

Eligible Recommended Projects with Funding

Municipality	Project Description	Category	% 1	Ρ	roject Cost	I	Regional Share	commended Regional Funding
Projects Recei	ving Full Funding:							
Fort Erie	Wastewater Trenchless Repair (WWTR25) - Sewer Separation Portion	1	50%	\$	550,000	\$	275,000	\$ 275,000
Fort Erie	Wastewater Trenchless Repair (WWTR25) - Source Control Portion	3	60%	\$	250,000	\$	150,000	\$ 150,000
Fort Erie	Wastewater Trenchless Repair (WWTR25) - Study Portion	2	60%	\$	200,000	\$	120,000	\$ 120,000
Grimsby	Wastewater I&I Reduction - Drainage Area 5&7 2025	5	30%	\$	1,900,000	\$	570,000	\$ 570,000
Lincoln	Ontario Street Study - Lateral Assessment & Rehab, Phase 1	2	50%	\$	725,000	\$	362,500	\$ 362,500
Niagara Falls	Homewood Avenue Sewer Separation	1	40%	\$	449,100	\$	179,640	\$ 179,600
NOTL	St. David's I&I Study	2	50%	\$	150,000	\$	75,000	\$ 75,000
Pelham	Quaker Road Reconstruction	5	30%	\$	564,550	\$	169,365	\$ 169,400
Port Colborne	Arena Sewershed Lateral Lining	5	30%	\$	500,000	\$	150,000	\$ 150,000
St. Catharines	Gale Crescent Sewer Separation	1	50%	\$	1,487,400	\$	743,700	\$ 743,700
Welland	Sanitary Sewer Lining & Spot Repair	5	30%	\$	1,000,000	\$	300,000	\$ 300,000
West Lincoln	Sanitary Assessment, Repair & Capacity Management Strategy - Study Portion	2	50%	\$	399,000	\$	199,500	\$ 199,500
Projects Recei	ving Partial Funding:							
Fort Erie	Wastewater Trenchless Repair (WWTR25) - R/R/R Portion ²	5	30%	\$	1,500,000	\$	450,000	\$ 106,400
Niagara Falls	Drummond Rd Reconstruction ²	1	50%	\$	720,000	\$	360,000	\$ 309,000
Niagara Falls	Maple Street Sewer Separation ³	1	40%	\$	659,250	\$	250,200	\$ 250,200
Port Colborne	Downtown Cross-Connection Investigation ²	2	50%	\$	175,000	\$	87,500	\$ 39,700
	Recommended Eligib	le Projects	Total	\$	11,229,300	\$	4,442,405	\$ 4,000,000
		2025 Re	giona	I CS	O Control P	rogi	ram Budget	\$ 4,000,000

Eligible Unfunded Projects

Municipality	Project Description	Category	% 1	Pr	oject Cost	I	Regional Share	Re	mmended egional unding
Fort Erie	Flow Monitoring Program 2025 (FLOMON25)	2	60%	\$	425,000	\$	255,000	\$	-
Fort Erie	Sanitary CCTV (SANCTV25)	2	50%	\$	205,000	\$	102,500	\$	-
Fort Erie	Wastewater Trenchless Repair (WWTR24) - R/R/R Portion	5	30%	\$	864,640	\$	259,392	\$	-
Lincoln	Ontario Street Design & Construction - Later Assessment & Rehab, Phase 1	5	30%	\$	820,000	\$	246,000	\$	-
Niagara Falls	Burdette Drive Rehabilitation	5	30%	\$	1,020,000	\$	306,000	\$	-
Port Colborne	Rosemount Area Lateral Lining	5	30%	\$	750,000	\$	225,000	\$	-
Welland	Broadway Area Phase 2 Infrastructure Renewals	5	30%	\$	2,806,600	\$	841,980	\$	-
Welland	Church Street Infrastructure Renewals - R/R/R Portion	5	30%	\$	574,600	\$	172,380	\$	-
Welland	Church Street Infrastructure Renewals - Sewer Separation Portion	1	40%	\$	171,736	\$	68,694	\$	-
Welland	First Street Infrastructure Renewals	5	30%	\$	675,300	\$	202,590	\$	-
Welland	Young Street Infrastructure Renewals	5	30%	\$	549,800	\$	164,940	\$	-
West Lincoln	Sanitary Assessment, Repair & Capcity Management Strategy - R/R/R Portion	5	30%	\$	34,000	\$	10,200	\$	-
	Eligible Unfunde	ed Projects	Total	\$	8,896,676	\$	2,854,676	\$	-

	Total Project	Total	Total Regional
	Cost	Regional	Share
Total of All Eligible Projects	\$ 20,125,976	\$ 7,297,081	\$ 4,000,000

Note ¹: Funding % share is dependent on specific project component and related work. Appendix 2 has project cost share split details

Note ²: Project received partial funding up to the limit of the 2025 budget amount for that category.

Note ³: Project received partial funding in 2024 due to the limit of the 2024 budget. Project will receive remaining requested funding through resubmission in 2025.

Appendix 2: Funding Options

CSO Control Program Funding Options

Project Category No.	Project Types	100% Funding Amount Priorities	Region %	Municipality %
1.	Sewer Separation	40%		
	Disconnection of road drainage		40	60
Work	Disconnection of private		60	40
Examples	Disconnection of road, previous disconnection of private or opposite		50	50
2.	Studies	15%		
	PPCP as per the PPCP guide		50	50
	I&I and Extraneous Flow Investigation including CCTV/Smoke Dye Testing ¹		50	50
Work	Mandatory Flow Monitoring - Pre and Post		60	40
Examples	Investigative work on municipal/private side		50	50
	Public education/water conservation and efficiency measures		50	50
Category No. 1. Work Examples 2. Work Examples 3. Disconnecti private side Work Examples 4. Work Examples 5. Estimated ≥ Work Examples	Sewer use by-law development/update and municipal activities		50	50
3.	Source Control - Private Side	20%		
	ion of roof leaders to be done by homeowners/municipalities as a pre	erequisite fo	r other work	s on the
	Disconnection of roof leaders		60	40
Work	Disconnection of weeping tiles from sanitary including application works		60	40
Examples	Disconnection of private sump pumps		60	40
	Backflow preventer installation on sanitary		40	60
4.	Conveyance and Flow Control/Storage	15%		
	Real-time control for detention		60	40
Work	In-line flow controllers design and construction (i.e. weirs)		60	40
Examples	Off-line conveyance and pumping design and construction		60	40
	In-line/off-line storage		40	60
5.	Repair/ Rehabilitation/ Replacement of Sewers	10%		
Estimated 2	≥50% flow reduction during WW events			
Work	Repair of sanitary/ manholes - gel sealing, spot repairs		30	70
Examples	Spot repair lining		30	70
-	Full length liner		30	70

Note ¹: CCTV inspection - only site/project specific. Regular city-wide inspections should be part of municipal O&M.

Appendix 3 CSO Control Program Terms and Funding Conditions

The terms and conditions under which funding will be offered to the successful applications, including the following:

Number	Terms and Funding Conditions
1	Amount of Funding, Studies - The Region shall contribute 50% of total study costs for the PPCP and I&I studies, and 60% for the Pre and Post Flow monitoring projects provided the Region participates on a committee overseeing the study and the study covers the entire area tributary to the Wastewater Treatment Plant(s) and includes both local and Regional infrastructure.
2	Amount of Funding, Design & Construction projects – The Region shall contribute defined percentage of the cost based on the Funding Options matrix, provided that; the facility or measure is supported by a recommendation from a current CSO study, life cycle cost comparisons of alternative solutions were undertaken and the Region agrees with the cost comparisons, the Region agrees with the 'best overall solution', and the Region participates on a committee overseeing the design.
3	<i>Third Party Funding</i> – The Region's funding shall be net of any third party funding approved for the project. If third party funding is obtained after Regional funding approval, the amount of Regional funding will be adjusted to be net of any third party funding. Payment of the funding to the Area Municipality shall be based on actual expenditures incurred up to the maximum amount approved by Regional Council based on the budget submitted with the application.
4	<i>Project Lead Studies</i> – Lead by either the Area Municipality or the Region based on a mutual agreement prior to initiation of study.
5	<i>Project Lead Design & Construction</i> – A project located in the Area Municipal wastewater system shall be managed by the Area Municipality while a project in the Regional wastewater system shall be managed by the Region. On a case-by-case basis the Region may consider managing a project in the local system, if requested by the Area Municipality.
6	<i>Ownership and Operation of Assets</i> – The ownership and operation of all new and existing assets shall remain the responsibility of the current owner. The Area Municipality, on a case by case basis, may request the Region to operate and maintain an existing or new CSO control facility on behalf of the Area Municipality on a direct charge back basis.

Number	Terms and Funding Conditions
7	<i>Follow up Flow Monitoring</i> – On a case-by-case basis, the Region may include a condition or approval of funding that requires follow up flow monitoring to assess project's effectiveness.
8	<i>Expiry of Funding</i> – Funding of a project by the Region may expire if the local Area Municipality does not invoice the Region within three (3) years of the date of funding approval by Regional Council. Also, if an Area Municipality decides not to proceed with a project, the Region may revoke funding. The Region may also withdraw funding for future phases if a project does not proceed on a continuous basis toward completion.
9	<i>Indemnity</i> – The Region, or its directors, officers, employees, agents or consultants will not be held liable as a result of providing funding for any project.
10	<i>Regional Recognition</i> – The Area Municipality is to ensure that the Region is to be acknowledged in all advertising and publicity related to the project for which funding was provided.
11	<i>Project Deliverables</i> – The Region shall receive copies of all project deliverables, including, but not limited to, reports, flow monitoring data, hydraulic modelling files, GIS layers/data, and technical memorandums.
12	<i>Funding Agreement</i> - A letter formalizing the funding in accordance with the Region's CSO Funding Policy will be issued to the Area Municipality for signature and used as the agreement to the terms and conditions of the funding.

Municipality	2021	2022	2023	2024	Total
Fort Erie	61,141	65,000	218,736	328,500	673,377
Grimsby	43,393	31,837	162,500	-	237,730
Lincoln	344,639	-	78,525	465,500	888,664
Niagara Falls	298,730	687,500	867,235	378,348	2,231,813
Niagara-on-the-Lake	26,550	84,452	60,000	-	171,002
Pelham	-	-	-	-	-
Port Colborne	14,636	101,607	145,000	25,000	286,242
St. Catharines	204,194	58,150	445,486	480,000	1,187,831
Thorold	-	-	-	-	-
Welland	105,313	74,532	47,508	69,678	297,031
West Lincoln	-	-	-	-	-
Total	1,098,595	1,103,078	2,024,990	1,747,025	5,973,689

Appendix 4: Summary of CSO Project Remaining Budget Encumbrances by Municipality at 2024 Year-End



Administration Office of the Regional Clerk 1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7 Telephone: 905-980-6000 Toll-free: 1-800-263-7215 Fax: 905-687-4977 www.niagararegion.ca

May 26, 2025

CL 8-2025, May 22, 2025 PEDC 4-2025, May 7, 2025 PDS 11-2025, May 7, 2025

Local Area Municipalities

SENT ELECTRONICALLY

Corporate Climate Change Action Plan PDS 11-2025

Regional Council, at its meeting held on May 22, 2025, passed the following recommendation of its Planning and Economic Development Committee:

That Report PDS 11-2025, dated May 7, 2025, respecting Corporate Climate Change Action Plan, **BE RECEIVED** and the following recommendations **BE APPROVED**:

- 1. That the proposed Corporate Climate Change Action Plan (CCAP), attached as Appendix 2 to Report PDS 11-2025, **BE APPROVED**; and
- 2. That Report PDS 11-2025 BE CIRCULATED to the Local Area Municipalities.

A copy of Report PDS 11-2025 is enclosed for your reference.

Yours truly,

Ann-Marie Norio Regional Clerk js CLK-C 2025-054

CC:

- B. Perna, Climate Change Specialist
- M. Sergi, Deputy Chief Administrative Officer
- N. Oakes, Executive Assistant to Deputy Chief Administrative Officer



Subject: Corporate Climate Change Action Plan

Report to: Planning and Economic Development Committee

Report date: Wednesday, May 7, 2025

Recommendations

- 1. That the proposed Corporate Climate Change Action Plan (CCAP), attached as Appendix 2 to Report PDS 11-2025, **BE APPROVED**; and
- 2. That Report PDS 11-2025 **BE CIRCULATED** to the Local Area Municipalities.

Key Facts

- The purpose of this report is to seek Council's approval for the Corporate Climate Change Action Plan (CCAP).
- This report provides an overview of the plan to achieve the Net-Zero target, with an initial focus set on practical actions to make meaningful progress in the short-term (by the end of 2028).
- In early 2023, a Corporate Greenhouse Gas (GHG) Inventory was completed, which established baseline emissions, and a Target Report was presented to Council to review and approve efforts to significantly reduce corporate emissions. A Council Resolution was passed, for a Net-Zero (in principle) Corporate emissions target by 2050.
- In the short-term the CCAP aims to reduce corporate emissions by 17.9% by 2028, aligned with the Net-Zero trajectory. This includes targeted reductions for each of the Region's major emissions contributors (Buildings, Water and Wastewater, Operational Waste, and Fleet).
- In the first five years of the Plan's implementation, actions will focus on existing endof-life or asset maintenance capital infrastructure projects, alongside the development of foundational policies that integrate climate considerations into Regional services and projects. Any capital projects aligned with the Plan will be subject to Council approval through the annual budget process.
- This plan will reduce GHG emissions, lower operational costs, enhance energy resilience, foster community collaboration, and future-proof against rising energy costs, with updates every five years to ensure effectiveness and adaptability.

Financial Considerations

Initiatives identified in the Climate Change Action Plan will be brought forward through the annual budget process with business case analysis, evaluating GHG reduction impacts, life-cycle costs, and associated benefits for Council's consideration. The first five years of the plan identify projects that are currently planned upgrades and end-oflife replacements or aligned with other master plans. As well, any new projects will go through the Corporate Asset Management Resource Allocation model (CAMRA) to ensure strategic investment and prioritization.

External funding opportunities (i.e. Provincial and Federal funding) will be sought after to offset costs and enhance financial viability for any related projects.

Providing a precise total cost estimate for a 25-year plan is inherently challenging due to numerous unpredictable factors. Rapid advancements in technology, fluctuations in energy prices, shifts in government policies, regulatory changes, and evolving market conditions all impact project feasibility and costs. Additionally, the availability of external funding sources, such as federal and provincial grants, will vary over time. These uncertainties make it impractical to define an exact long-term financial commitment. Some costing estimates and further details are available in the approved 2024-2028 Energy Conservation and Demand Management Plan (CDMP). As well, to support prioritization and funding impacts staff will be completing GHG Reduction Feasibility and Pathway Studies to provide insights into site-specific costs and impacts as we continue toward the Net-Zero target. Any funding requests will be brought to Council through the annual budget process.

Analysis

Setting a Reduction Target (PCP Milestone 2)

The Corporate GHG Inventory provided a solid foundation for setting a corporate GHG emissions reduction target. On May 10, 2023, a Target Report presented to Council proposed an 80% reduction by 2050 (from 2018 levels). Following discussion, Council committed to a more ambitious Net-Zero by 2050 target, aligning with other Ontario municipalities and reinforcing the Region's commitment to sustainability. This target, formally endorsed by Council, fulfills the Partners for Climate Protection (PCP) Milestone 2, and sets the stage for the CCAP – Milestone 3.

The Plan: Short, Medium and Long-Term Targets (PCP Milestone 3)

The CCAP not only sets a clear path to Net-Zero emissions but also establishes the organization as a leader in sustainability. By prioritizing practical decarbonization strategies with measurable outcomes, the initiative demonstrates a commitment to proactive climate action. Emission reduction targets are structured into short-term, medium-term, and long-term goals, ensuring steady progress while integrating emerging technologies and best practices. This leadership has inspired seven of our Local Area Municipalities (LAMs), through out Niagara Climate Change Municipal Community of Practice (NCCMCP), to undertake their own Corporate Climate Action Plans, amplifying the impact of GHG reductions across the region. Beyond environmental benefits, the plan drives economic efficiencies through energy savings, fosters innovation, and enhances resilience by mitigating climate-related risks. It also improves public health by reducing pollution and promoting cleaner air. By leading with accountability and long-term vision, the CCAP not only strengthens corporate sustainability but also encourages a broader movement toward climate resilience and responsible growth.

Table 1 presents the organization's Short-term (by 2028) emissions reduction targets by sector (% reduction from 2018 levels). The overall corporate reduction target is 17.9% (4,385 tCO₂e), reflecting the combined sector impact and alignment with the Net-Zero goal over 25 years.

Sector	Short-Term Goal	Emissions Reduction (tCO2e)
Buildings	20.8%	2,630
Water and Wastewater	19.3%	1,213
Fleet	10%	353
Outdoor Lighting and Traffic Signals	0%	0
Operational Waste	10%	189
Total	17.9% ^{* 1} (reflects the Net- Zero trajectory)	4,385

Table 1: Short-term	emissions	reduction	targets	hy sector
	611113310113	reduction	laryets,	Dy Sector

¹ The 17.9% overall reduction goal represents the organization's aggregated corporate emissions reduction target by 2028, aligned with the Net-Zero trajectory, rather than the direct sum of sector-specific reductions.

We recognize the imperative to transition towards Net-Zero emissions. However, it is important to be aware of the considerations that pose challenges to this transformation:

- Cost
 - The cost to decarbonize remains high.
 - Departments operate within budgets derived from taxpayers/ratepayers or limited public funds.
 - Project prioritization remains a challenge due to evolving infrastructure needs.
- Technological
 - Low-carbon solutions/technologies for some emissions sources are not yet mature.
 - Solutions/technologies at these stages (e.g. heavy-duty vehicles) of maturity are costly and carry technical risk.
- Operations
 - Broad buy-in (top-down) is necessary.
 - Clear delineation of departmental responsibilities and allocation of staff resources is required.
 - Effective collaboration across departments is essential as efforts often overlap cross-functional teams.
 - Political shifts pose a risk to continued execution as focus and priority given to its actions can fluctuate.

To address this, a pragmatic, three phase approach that balances environmental responsibilities with the realities of these challenges is proposed.

Phase 1: Short-term (0-5 years) – Foundational Policy Development and Strategic Investments: Leverage end-of-life opportunities, understand life cycle costs to minimize expenses, increase efficiency, and establish foundational sustainability policies and processes.

 Examples: Apply a climate lens, review internal resources, develop a corporate engagement plan, implement a decarbonization project assessment policy, implement a sustainable procurement policy, develop a green fleet plan and policy, complete low/no cost energy efficiency projects, evaluate opportunities for building consolidation, begin fuel-switching natural gas heating assets (at end-oflife) in buildings and WWW. Phase 2: Medium-term (5-15 years) – Policy and Process with Initial Capital Investments: Enhance and solidify sustainable policies and processes while beginning initial capital investment projects to support future large-scale investments.

 Examples: Investigate potential partnerships (e.g. municipalities/organizations), complete capital energy efficiency projects identified in CDMP, review policies for energy management at leased facilities, fleet transition, complete a 5-year CCAP update.

Phase 3: Long-term (15+ years) – Intensive Capital Investment and Tackling the Balance: Make significant capital investments (leveraging funding where available) in advanced technologies/infrastructure and refine established policies to achieve deeper sustainability gains towards the Net-Zero target.

• Examples: Complete capital-intensive energy efficiency and generation projects, substitute the use of natural gas with low-carbon fuels (biogas/renewable natural gas (RNG) for WWW process heating, investigate and evaluate tackling "last mile" emissions, revisit and refine existing plans and policies.

Within Appendices 1 and 2 a structured plan is outlined in the form of action tables with these three distinct phases (short, medium, and long-term, respectively) that gradually lead the Region towards the Net-Zero target. Each phase is designed to strategically build upon the previous one, ensuring that impactful changes are made without overburdening financial resources. By focusing initially on cost-saving opportunities and policy development, a strong foundation is formed for the eventual capital investments needed to achieve deeper levels of decarbonization.

Climate Action Benefits and Future Forward

A strong CCAP enhances resilience, cost efficiency, and environmental responsibility in an era of economic and climate uncertainty. For example, with ongoing uncertainty with tariffs driving up energy costs, energy independence is crucial – local generation reduces reliance on volatile global markets while stabilizing expenses. Operational cost avoidance is achieved by optimizing energy efficiency and mitigating exposure to the Global Adjustment rate, which continues to rise due to peak demand charges and grid inefficiencies, ensuring long-term savings. Futureproofing through sustainable infrastructure will help the Region to adapt to regulatory shifts and climate risks, securing long-term viability. Additionally, lower emissions lead to reduced health impacts, improving air quality and community well-being. The CCAP provides a strategic framework for reducing GHGs while integrating sustainability into core operations and long-term asset management. By aligning climate action with existing renewal cycles and leveraging external funding opportunities, it supports a fiscally responsible approach to decarbonization. The plan also ensures compliance with regulatory requirements, enables adaptation to emerging policies, and capitalizes on advancements in low-carbon technology. Endorsing the CCAP demonstrates leadership and a commitment to sustainability, positioning the Region to navigate future economic, environmental, and social challenges with confidence.

Alternatives Reviewed

Maintain the Status Quo

Failing to implement a Corporate Climate Change Action Plan would reduce our Regions' resilience to climate change impacts, lead to rising energy costs, and result in continued environmental harm, regulatory risks, and potential reputational damage.

Relationship to Council Strategic Priorities

- Green and Resilient Region The Corporate Climate Change Action Plan is a key action under the Green and Resilient Region priority in Regional Council's 2023-2026 Strategic Priorities, helping to reduce emissions and build climate resilience.
- Effective Region Implementing a Corporate Climate Change Action Plan enhances operational efficiency, reduces long-term costs, and ensures regulatory compliance, supporting a well-managed and future-ready region.
- Equitable Region Climate action promotes environmental justice by reducing disproportionate climate impacts on vulnerable communities, ensuring a healthier and more sustainable future for all.
- Prosperous Region By fostering low-carbon innovation and sustainable business practices, the plan supports economic growth, job creation, and long-term prosperity in the region.

Other Pertinent Reports

PDS 17-2023 Climate Change Update

(https://pub-niagararegion.escribemeetings.com/filestream.ashx?DocumentId=31292)

Conservation and Demand Management Plan (2024-2028)

(https://www.niagararegion.ca/culture-and-environment/pdf/2024-2028-energy-conservation-demand-management-plan.pdf)

CSD 7-2022 Appendix 1 2021 Corporate Asset management Plan

(https://pub-niagararegion.escribemeetings.com/filestream.ashx?DocumentId=26693)

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Recommended by: Michelle Sergi, MCIP, RPP Deputy CAO

Submitted by: Ron Tripp, P.Eng. Chief Administrative Officer

This report was prepared in consultation with Suzanne Madder, Associate Director, Strategic Initiatives, Nicole Wolfe, Director, Construction, Energy and Facilities Management, Bradley Ray, Associate Director, Construction, Energy and Facilities Management, and Richard Pankratz, Manager, Energy Management. Reviewed by Angela Stea, Director of Strategic Initiatives, and Melanie Steele, Associate Director, Reporting & Analysis, Corporate Services.

Appendices

Appendix 1	Corporate Climate Change Action Plan – Condensed Version
Appendix 2	Corporate Climate Change Action Plan – Full Report





Corporate Climate Change Action Plan

Condensed Version

Niagara Region // May 7, 2025

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Land Acknowledgement

Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit from across Turtle Island that live and work in Niagara today. The Regional Municipality of Niagara stands with all Indigenous peoples, past and present, in promoting the wise stewardship of the lands on which we live. This commitment to stewardship aligns with Niagara's Corporate Climate Change Action Plan, reinforcing sustainable practices. By working together, we can honor these traditions and take meaningful action to address climate change for future generations.

Climate Change in Niagara

Niagara is experiencing significant climate challenges, including rising temperatures, increased precipitation, and more frequent extreme weather events. These shifts threaten both communities and the environment, disproportionately impacting vulnerable populations and escalating financial burdens.

Climate Parameter	2020	2050	2080	Difference from Baseline to Long-Term
Mean Annual Temperature (°C)	8.7	10.7	12.3	+3.6
Days Above 30°C	10.4	23.9	39.4	+29.0
Total Annual Precipitation (mm)	1080.6	1135.0	1192.0	+111.4
Mean Annual Temperature (°C)	8.7	10.7	12.3	+3.6

Table 1 – Projected Climate Impacts in Niagara¹

Action Plan Framework

Niagara Region uses the Partners for Climate Protection program as its framework for climate change action. Niagara Region has completed Milestones 1 and 2. The Climate Change Action Plan represents Milestone 3 of this framework. This milestone focuses on the measurement, management, and reduction of greenhouse gas emissions from regional activities and facilities.

¹ Toronto and Region Conservation Authority. (2022). Climate Projections for Niagara Region (p. 2).





Figure 1- Partners for Climate Protection Milestone Framework

Action Plan Overview

On May 22, 2023, Regional Council reinforced its pledge to combating climate change by approving a Net-Zero corporate greenhouse gas emission reduction goal by 2050 in principle. This target supports action on climate change mitigation and aligns Niagara Region with other municipalities working towards Canada's Net-Zero carbon emissions plan.

Targeted Reductions

Niagara Region plans to achieve this target with an initial focus set on practical actions to make meaningful progress in the short-term (by the end of 2028). To achieve this, Niagara Region aims to reduce Corporate emissions by 17.9 per cent. Targeted reductions in the short-term for the Region's major emissions contributors include:

- Buildings
- Water and Wastewater
- Operational Waste
- Fleet

Climate Action Benefits

Niagara Region's climate action initiatives will reduce greenhouse gas (GHG) emissions, lower operational costs, and enhance energy resilience through local energy generation. By prioritizing sustainability, the Region will lead by example, encouraging community collaboration



and driving long-term environmental and economic benefits. Additionally, these efforts will help future-proof operations by mitigating the impact of rising energy costs, ensuring cost avoidance and long-term financial stability.

Cost to Decarbonization

GHG emission reduction efforts will be integrated into operations and capital projects, aligning with asset renewal and the Corporate Asset Management Resource Allocation model (CAMRA) to ensure strategic, cost-effective investments. Projects will undergo business case analysis in the annual budget process, while external funding and master plan alignment will enhance efficiency. Given evolving technologies, energy costs, and policies, the plan remains adaptive, embedding climate action within core operations while supporting the Net-Zero goal.

Setting the Foundation

The longer-term path to Net-Zero will not be easy and will involve several financial, technological, and operational constraints. This plan recognizes these challenges and begins to set the required actions in motion to overcome them.

The Action Plan

Niagara Region has developed a pragmatic, phased approach that balances environmental responsibilities with cost restrictions, technological advances, and current operation practices. The following outlines a structured plan with three distinct phases (short, medium, and long-term) that gradually lead Niagara Region towards the Net-Zero target. Each phase is designed to strategically build upon the previous one, ensuring that impactful changes are made without overburdening financial resources. By focusing initially on cost-saving opportunities and policy development, a strong foundation is formed for the eventual capital investments needed to achieve deeper levels of decarbonization.

A Phased Approach

Short-term (0-5 years) – Foundational Policy Development and Strategic Investments: Leverage end-of-life opportunities, understand life cycle costs to minimize expenses, increase efficiency, and establish foundational sustainability policies and processes.



Table 2 – Short-term Plan Actions

Actions	Туре	Timing	GHG Impact	Cost
Complete a comprehensive review of	Policy	Immediate	N/A	Internal
existing policies.				resourcing
Begin fuel-switching natural gas heating assets (at end-of-life) in buildings and W&WW to low carbon sources.	Project	Ongoing	High	\$\$\$
Implement a decarbonization project	Policy	Immediate	N/A	Internal
assessment policy.				resourcing
Apply a Climate Lens to align investment decisions.	Policy	Immediate	N/A	Internal resourcing
Perform a review of internal resources to ensure appropriate resourcing for climate action efforts.	Process	Immediate and Ongoing	N/A	Internal resourcing
Implement a sustainable procurement policy prioritizing sustainable good or products.	Policy	Future	N/A	Internal resourcing
Secure top-down support.	Process	Immediate and Ongoing	N/A	Internal resourcing
Develop a corporate engagement, education, and awareness plan.	Plan	Immediate and Ongoing	N/A	Internal resourcing
Implement policy to investigate the prevention of like-for-like replacement of natural gas assets at end of life.	Policy	Immediate	N/A	Internal resourcing
Implement policy for Net-Zero requirement for all new constructed Regional buildings.	Policy	Immediate	N/A	Internal resourcing
Complete low/no-cost energy efficiency projects.	Project	Immediate	Low	\$
Enact a policy and provide training to reduce Fleet emissions.	Policy	Immediate	N/A	Internal resourcing
Complete a Green Fleet Plan and Policy.	Policy	Immediate	N/A	Internal resourcing
Electrify (to hybrid or fully electric) light- duty fleet vehicles.	Project	Immediate	High	\$\$





Actions	Туре	Timing	GHG Impact	Cost
Develop a unified policy/procedure (between Waste Management and Facilities) to collect solid waste data.	Policy	Immediate	N/A	Internal resourcing
Conduct regular waste audits to identify the types and volumes of waste generated.	Process	Ongoing	N/A	Internal resourcing
Develop a waste reduction plan.	Plan	Immediate	N/A	Internal resourcing
Annual Update of GHG Inventory	process	Future	N/A	\$/Internal resourcing

Medium-term (5-15 years) – Policy and Process with Initial Capital Investments: Enhance and solidify sustainable policies and processes while beginning initial capital investment projects to support future large-scale investments.

Table 3 – Medium-term Plan Actions

Actions	Туре	Timing	GHG	Cost
			Impact	
Investigate potential partnerships with	Process	Immediate	N/A	Internal
other municipalities and organizations to				resourcing
pool resources.				
Stay current on decarbonization	Process	Ongoing	N/A	Internal
technologies.				resourcing
Create a process for and identify pilot	Process	Ongoing	N/A	Internal
small-scale decarbonization projects.				resourcing
Complete capital energy efficiency	Project	Future	Medium	\$\$
projects.				
Electrify or de-carbonize fleet.	Project	Future	High	\$\$\$
Review policies for energy management	Policy	Immediate	N/A	Internal
at leased facilities.				resourcing
Evaluate opportunities for building	Policy	Immediate	N/A	Internal
consolidation				resourcing
Complete 5-year Climate Change Action	Process	Future	N/A	\$\$
Plan updates.				



Long-term (15+ years) – Intensive Capital Investment and Tackling the Balance: Make significant capital investments (leveraging funding where available) in advanced technologies/infrastructure and refine established policies to achieve deeper sustainability gains towards the Net-Zero target.

Table 4 – Long-term Plan Actions

Actions	Туре	Timing	GHG Impact	Cost
Complete capital-intensive energy efficiency and generation projects.	Project	Future	Medium	\$\$\$
Substitute the use of natural gas with low-carbon fuels.	Project	Future	High	\$\$\$
Investigate and evaluate methods for tackling "last-mile" emissions.	Project	Future	High	\$\$\$
Revisit and refine existing plans and policies in support of the Climate Change Action Plan.	Policy	Future	N/A	Internal resourcing

Short-term Plan Focus (0-5 Years)

The short-term phase focuses on driving immediate GHG reductions while laying the foundation for long-term decarbonization. Key actions include applying a climate lens to all projects and operations, refining, and developing policies, and launching staff engagement and awareness initiatives. Priority measures – such as energy efficiency upgrades, fuel switching, and electrifying the light-duty fleet – are selected for their potential to deliver quick and measurable emissions reductions. Asset replacements will be strategically leveraged to avoid like-for-like substitution of high-emission equipment. Life cycle cost analysis will support these efforts, ensuring that climate-focused decisions are also fiscally responsible and avoid future retrofit needs. Together, these actions demonstrate early progress toward Net-Zero while embedding emissions reduction into everyday decision-making.

A Phased, Strategic and Adaptive Path to Sustainable Energy Investment

To ensure sustained emissions reductions over time, a phased and adaptive investment strategy was adopted. This approach balances long-term GHG goals with the need to respond to evolving technologies, fluctuating energy markets, and regulatory changes. All projects will be evaluated through a GHG-focused business case analysis during the annual budget cycle, integrated into the CAMRA process to align with asset renewal timelines and climate priorities. External funding and alignment with master plans will be pursued to maximize impact. By





embedding climate action into the core of planning and operations, this strategy ensures that all investments remain flexible, future-ready, and anchored in the pursuit of Net-Zero

Corporate Climate Change Action Plan

Regional Municipality of Niagara





May 7, 2025



Land Acknowledgement

Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit from across Turtle Island that live and work in Niagara today. The Regional Municipality of Niagara stands with all Indigenous peoples, past and present, in promoting the wise stewardship of the lands on which we live. This commitment to stewardship aligns with Niagara's Corporate Climate Change Action Plan, reinforcing sustainable practices. By working together, we can honor these traditions and take meaningful action to address climate change for future generations.




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Table 1 - CCAP Contribution Acknowledgements

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List of Acronyms/Abbreviations

APSC: Action Plan Sub-Committee

BEV: Battery electric vehicle

BAU: Business-as-usual

CCAP: Corporate Climate Change Action Plan

CDMP: Conservation and Demand Management Plan

CO2: Carbon dioxide

DEI: Diversity, Equity and Inclusion

DHW: Domestic Hot Water Heating

EMS: Emergency Medical Services

FCM: Federation of Canadian Municipalities

GFPP: Green Fleet Plan and Policy

GHG: Greenhouse gas

ICE: Internal combustion engine

IESO: Independent Electricity System Operator

ICLEI: Local Governments for Sustainability (formerly International Council for Local Environmental Initiatives)

KOG: Keen on Green

LEED: Leadership in Energy and Environmental Design

PCP: Partners for Climate Protection (framework)

REC: Renewable energy credits

RMON: Regional Municipality of Niagara

tCO2e: Tonnes of carbon dioxide equivalent





Executive Summary

This Corporate Climate Change Action Plan (CCAP) represents a pivotal point in the Regional Municipality of Niagara's (RMON's) overall climate action strategy. This CCAP was developed in alignment with Council Priorities for 2023-2026 and Energy Conservation and Demand Management Plans (CDMPs).

In early 2023, the RMON completed a Corporate GHG Inventory which established baseline emissions (for the base year of 2018) as 24,455 tonnes of CO2 equivalent (tCO₂e). On May 10th, 2023, a Target Report to Regional Council was presented to review and approve efforts to significantly reduce Corporate emissions. Following engagement, a Council Resolution was passed, for a Net-Zero (in principle)¹ Corporate emissions target to be reached by 2050 - aligning with several other Ontario municipalities and demonstrating an unwavering commitment to sustainability. This CCAP provides an overview of the RMON's plans to achieve this target, with an initial focus set on practical actions to make meaningful progress in the short-term (by the end of 2028).

In the short-term the RMON aims to reduce Corporate emissions by 17.9%, aligned with the Net-Zero trajectory. This includes targeted reductions for each of the RMON's major emissions contributors (Buildings, Water and Wastewater, Operational Waste, and Fleet). An Action Plan Sub-Committee (APSC) of Regional staff was established and engaged to set these goals as well as to inform the plans described in this CCAP. GHG reduction costs will be integrated into ongoing operations and aligned with asset renewal. Projects will be assessed on a case-by-case basis, with funding opportunities explored. They will be brought forward through the annual budget process with business case analysis, evaluating full life-cycle costs, GHG reduction impacts, and associated benefits. Projects will also go through the Corporate Asset Management Resource Allocation model (CAMRA) process to ensure strategic investment and prioritization. In the interim, some costing estimates and further details are available in the approved 2024-2028 CDMP, with further analysis available through ongoing Feasibility Studies funded by the Federation of Canadian Municipalities' Green Municipal Fund.

RMON's Net-Zero plan includes three phases – short, medium, and long-term – each building on the last to ensure progress without straining finances. Early actions focus on cost-saving measures and policies, paving the way for later investments in decarbonization. Key steps include adopting efficient electric heating, switching to electric/hybrid vehicles, improving buildings, optimizing operations, and managing

¹ The term "Net-Zero (in principle)" indicates a preliminary commitment to achieving Net-Zero corporate emissions by 2050, subject to further evaluation and potential adjustment upon the review and adoption of the Corporate Climate Change Action Plan.





waste. Climate resiliency, like handling increased rainfall and heat, ensures durable infrastructure. The CCAP sets actions in motion, reaffirming RMON's commitment to GHG reduction, building resilience, and ensuring a sustainable future.

Living Document

The CCAP is designed as a dynamic and evolving framework, recognizing the fluid nature of environmental challenges and the need for adaptive strategies. As such, it is acknowledged as a Living Document that will undergo regular reviews and updates to accurately reflect ongoing changes, such as the addition or removal of Corporate facilities, advancements in technology, shifts in regulatory and environmental landscapes, as well as changes in the RMON's internal policies to support this Plan. These updates are essential to ensure the CCAP remains relevant and serves as an effective guide towards the RMON's sustainability goals. The process for reviewing and updating the CCAP will occur every five years in alignment with the CDMP and other strategic master plans. This coordinated approach ensures climate initiatives are integrated with broader sustainability and development goals, fostering a more resilient and sustainable Region.





Background

Local Context

Niagara Region is situated between Lake Ontario and Lake Erie. It is the traditional land of many First Nations; including the Hatiwendaronk, Anishinaabe and Haudenosaunee people, who have lived here for thousands of years before European exploration and settlement. It is rich in natural resources that helped sustain the original people for generations and served as a natural trade route between the north and south; a tradition that continues to this day. Niagara Region is the place where many treaty agreements were formed, building alliances among nations, including the eventual creation of Canada.

Today, Niagara Region, with its 12 municipalities, is celebrated for its captivating natural landscapes and urban attractions, as well as fertile farmlands, scenic vineyards, and the impressive Niagara Escarpment. Encompassing 1,854 square kilometers, the Region features diverse urban centers, rural communities, and conservation areas. Niagara relies on Ontario's electricity grid, which blends nuclear, hydroelectric, natural gas, and renewable sources. Natural gas is the main heating fuel, supplemented by heating oil in remote areas and increasing use of electric heating technologies like heat pumps.



Figure 1 - Map of Niagara Local Municipalities²

Gasoline and diesel remain the primary transportation fuels, but there is growing interest in sustainable mobility through alternative fuels and electric vehicles.

² Local Municipalities - Niagara Region, Ontario. (n.d.). www.niagararegion.ca. https://www.niagararegion.ca/government/municipalities/default.aspx





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The Niagara Region, celebrated for its rich heritage, vibrant arts scene, and worldrenowned Niagara Falls, also values its agricultural roots and thriving wine industry, blending rural and urban lifestyles. This cultural richness provides opportunities for innovative climate strategies, starting with this CCAP. Influenced by provincial and federal regulations, including Ontario's emissions targets and the Pan-Canadian Framework, this CCAP aligns with initiatives for emissions reductions, energy efficiency, and sustainable practices at both Corporate and Community levels.

The Niagara Region boasts a population of almost 500,000 and is expected to increase to roughly 700,000 by 2051³ (or an average of 1.1% annually). Most of this population is concentrated in St. Catharines, Niagara Falls and Welland. The median age is 46 years old and roughly half of the residents are employed in either sales/service, trades or business occupations⁴.

The RMON enhances community quality of life by providing essential services and infrastructure; managing local governance, public safety, water and wastewater services, transportation networks, and even maintaining landfill sites that have been transformed into natural areas. The RMON plans and supports sustainable urban development and economic development initiatives. In collaborating with residents and businesses, the RMON fosters a sense of belonging through diverse community programs, events, and initiatives promoting a thriving, inclusive, and vibrant local environment.

The accomplishment of the above depends on the collective efforts of the RMON's talented and dedicated staff who work diligently to balance the demands of the present while planning for the possibilities of the future.

Partners for Climate Protection (PCP) Program and RMON's Climate Action Milestones

The Partners for Climate Protection (PCP) program⁵ is a framework established by the Federation of Canadian Municipalities (FCM) and the Local Governments for Sustainability (ICLEI – formerly the International Council for Local Environmental Initiatives) organizations. This framework helps Canadian municipalities tackle climate change through a five-milestone (Figure 2) program, each building on the last, to create a comprehensive decarbonization and sustainability plan.

⁵ Program - Partners for Climate Protection. (n.d.). Www.pcp-Ppc.ca. https://www.pcp-ppc.ca/program





³ Niagara Region. (2022). Niagara Official Plan (p. 14) [Review of Niagara Official Plan].

⁴ Statistics Canada. (n.d.). 2021 Census of Population. https://niagaraknowledgeexchange.com/wpcontent/uploads/sites/2/2022/04/2021-Census-Profile_Niagara-regional-Municipality-Census-Division_Statistics-Canada.pdf



Figure 2 - Partners for Climate Protection Milestone Framework

The PCP program offers two streams: Corporate and Community. This CCAP represents Milestone 3 of the Corporate Stream, focusing on internal operations, specifically on the measurement, management, and reduction of GHG emissions from Municipal activities and facilities.

The RMON joined the PCP program in 2009, initiating a strong commitment to sustainability and climate protection. In 2021, the RMON declared a climate emergency to acknowledge the urgency of addressing environmental challenges, mobilize resources for sustainable initiatives, and prompt decisive action to mitigate the impacts of climate change on communities throughout the Niagara Region. Since then, the RMON's climate action efforts have increased substantially – adding climate change focus to policies, forming partnerships, and increasing investments in decarbonization measures.

Figure 3 provides a brief overview of the RMON's climate action milestones.







Figure 3 - RMON Climate Action Timeline

As outlined, the RMON has completed PCP Corporate Milestones 1 and 2. This report satisfies the requirements of Corporate Milestone 3 – Development of a Corporate Climate Change Action Plan.



Plan Development

Strategic Alignment with Existing Policies and Plans

The CCAP aligns with Council's 2023-2026 Strategic Priorities, specifically the Green and Resilient Region priority, supporting the RMON's mission to serve residents, businesses, and visitors through leadership and effective community services. The actions are guided by the Strategic Lenses of:

- Sustainability and climate change
- Diversity, equity, inclusion and Indigenous reconciliation
- Innovation
- Fiscal responsibility

The CCAP operates in accordance with the CDMP, promoting energy efficiency and reducing GHG emissions. Recognizing that it takes energy to deliver services to the public, the plan also complements the GHG Reduction Feasibility and Pathway Studies, which aim to achieve Net-Zero emissions by examining strategies for significant emission reductions in 12 archetype buildings, and Regional Headquarters.

Climate Change Lens

Incorporating a climate lens into daily regional business involves adopting a strategic approach that prioritizes environmental sustainability, resilience, and economic considerations. This lens will ensure that every decision and action consider the implications for climate change mitigation and adaptation. By integrating this perspective, the RMON can enhance operational efficiency, reduce GHG emissions, and contribute positively to community efforts to combat climate change.

Staff completed the DeGroote School of Business Capstone Project – Integrating Climate Change into our planning and the decision-making process – demonstrating the importance of aligning with Corporate goals and Council Strategic Priorities through a climate lens. It highlighted how this approach fosters innovation in sustainable practices, boosts the Region's reputation, and attracts environmentally conscious interested parties (e.g. investors). It also highlighted how addressing climate risks and opportunities proactively helps future-proof operations against regulatory changes, resource constraints, and market shifts.

Embracing a climate lens is a strategic advantage that drives long-term fiscal responsibility and resilience while playing a pivotal role in shaping a sustainable future for communities. To this end, the work of the Capstone Project will be analysed, and recommendations and tools will be adapted for implementation to support a Corporate climate lens.





Corporate Engagement, Education, and Awareness

Action-Plan Sub Committee

Engagement is crucial for a successful CCAP, bringing diverse perspectives, consensus, solutions, credibility, and sustainability. A Regional Action Plan Sub-Committee (APSC) was formed in the development of the CCAP to:

- 1. **Gather Expertise and Perspectives:** APSC includes representation from various regional departments and interested parties, ensuring comprehensive coverage of climate impacts across sectors such as infrastructure, public health, and finance.
- 2. **Coordinate Holistic Climate Action:** APSC integrates strategies across departments (energy, waste management, transportation), enhancing planning and execution coherence for effective climate initiatives.
- 3. **Pool Resources:** APSC consolidates departmental resources, data, and tools to efficiently allocate them towards climate initiatives.

Establishing the APSC was pivotal, leveraging expertise and fostering collaboration for successful CCAP implementation. Regular meetings generated detailed discussions with feedback and strategies integrated throughout the CCAP. Questionnaires and surveys gathered broad insights, informing a well-rounded strategy reflecting APSC expertise and regional perspectives towards achieving sustainability goals.

Broad Corporate Engagement

Effective Corporate Engagement, Education, and Awareness are vital components of the CCAP. By fostering a well-informed workforce, the RMON can ensure that every employee understands their role in achieving the organization's climate change goals. Awareness and education not only empower employees but also drive behavioral changes necessary for reducing Corporate emissions.

A structured framework is required to enhance staff understanding and participation in climate action initiatives. In the short-term, the RMON will develop a Corporate climate change engagement, education, and awareness plan to accomplish this, which may include:

 Steering Committee: Forming a steering committee to guide RMON's CCAP. This committee would oversee the implementation of the plan actions and make key decisions on future projects, ensuring they align with organizational goals. The committee will also track progress and provide direction for long-term energy and sustainability planning.





- 2. **Monthly Vine Posts:** Utilizing the internal newsletter, Vine, to regularly feature updates on RMON's sustainability efforts, success stories, and practical tips for employees to contribute to emission reductions.
- 3. Educational Campaigns and Contests: Launching engaging campaigns such as an "Energy Savings Challenge," where departments compete to reduce their energy use. Winners can receive recognition or rewards, creating a fun, competitive environment that promotes active participation.
- 4. **"Did You Know?" Campaign:** Developing a series of eye-catching infographics or short videos that highlight surprising facts about climate change, RMON's specific targets, and the impact of individual actions. These may be shared via email blasts, posted in common areas, or featured on the Vine.
- 5. **Workshops and Training Sessions:** Organizing workshops that detail the CCAP's goals and train RMON staff on how they can contribute. These sessions can cover topics such as recycling and energy conservation techniques.
- 6. **Digital Information Hub:** Further utilizing the Climate Change Vine page, which serves as a resource center for all things related to RMON's climate initiatives. This can include CCAP updates, progress reports, educational materials, and an FAQ section to address common questions and misconceptions.
- Feedback Mechanisms: Establishing channels for employees to provide feedback on the CCAP's initiatives, suggest new ideas, and report any issues. This could be through regular surveys, suggestion boxes, or an interactive digital forum.
- 8. Leadership Endorsement and Role Modeling: Encouraging senior leaders and department heads to actively participate in these initiatives and model sustainable behaviors. Leadership endorsement can significantly boost employee morale and participation rates.

By integrating these strategies, the RMON will not only increase Corporate awareness and education but also foster a culture of sustainability that is critical to achieving its climate action goals.





Tackling the Climate Issue

Climate Change and the Greenhouse Effect

The Earth's temperature relies on the equilibrium between the energy entering and leaving its system. When sunlight reaches the Earth, it can either be absorbed or reflected. The majority of it is absorbed by the Earth's surface and warms it - a natural process that is essential to maintain life. Solar energy that is reflected back to space does not contribute to the Earth's warmth.

Climate change results from the Earth's natural energy balance being disrupted by greenhouse gases (GHGs), which trap heat in the atmosphere like a blanket. This phenomenon, known as the greenhouse effect, is worsened by human activities. The results are changes in the Earth's climate ("climate change") which can have detrimental effects on human health as well as to natural ecosystems⁶.

The Paris Agreement⁷, a critical international treaty, aims to limit global temperature rise to well below 2 degrees Celsius, urging nations to reduce GHG emissions and adopt sustainable practices. Mitigating climate change not only curbs temperature rise but also improves air quality, public health, and economic opportunities through energy efficiency and renewable energy investments. Integrating mitigation and adaptation strategies is crucial for building resilience against climate impacts and ensuring sustainable development worldwide. These principles underpin the RMON's Corporate Climate Change Action Plan.

Climate Change in Niagara

Niagara faces significant climate challenges, including increased warmth, precipitation, and extreme weather events. These changes pose risks to both people and the environment, especially affecting vulnerable groups and increasing financial burdens. To address these challenges, the RMON commissioned a climate projections study from the Toronto and Region Conservation Authority in February 2022. This study analyzed regional climate data and highlighted distinct climate differences between the north and south regions of Niagara, influenced by orographic and elevation factors.

⁷ United Nations. (2015). The Paris Agreement. United Nations.

https://www.un.org/en/climatechange/paris-agreement





⁶ United States Environmental Protection Agency. (2021, April 15). Basics of Climate Change.

Www.epa.gov. https://www.epa.gov/climatechange-science/basics-climate-change

Table 2 outlines the study results for temperature and precipitation projections for the Niagara Region under a Business-As-Usual (BAU) scenario (that is, a collective high emissions pathway that projects continued increases to GHG concentration beyond the end of the century).

Climate Parameter	2020	2050	2080	Difference from Baseline to Long Term
Mean Annual Temperature (°C)	8.7	10.7	12.3	+3.6
Days Above 30°C	10.4	23.9	39.4	+29.0
Total Annual Precipitation (mm)	1080.6	1135.0	1192.0	+111.4

Table 2 - Projected Climate Impacts in Niagara⁸

The climate projections study highlighted the unique regional vulnerabilities by broadly dividing the region into north and south. General conclusions can be drawn about how the projected changes will affect various communities throughout the region. This underscores the need for further plans, such as a Niagara Adaptation Plan, and a Community Energy Plan (CEP), to emphasize diversity, equity, and inclusion (DEI) and to be responsive to these challenges. Heat mapping at the dissemination area level could be particularly useful in understanding these impacts. Meanwhile, the CCAP, as a Corporate plan, also integrates DEI principles to ensure that the organization's policies and actions contribute to addressing these issues.

Charting a Sustainable Tomorrow

The Current (Baseline Emissions Inventory - PCP Milestone 1)

In March of 2023, the RMON completed a Corporate GHG Inventory⁹ (for the base year of 2018) following the PCP protocol, which detailed the RMON's emissions profile. This inventory, fulfilling PCP Milestone 1, serves as the RMON's guide towards a low-carbon future by documenting the RMON's carbon footprint and providing insights to inform strategic decarbonization efforts.

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 ⁸ Toronto and Region Conservation Authority. (2022). Climate Projections for Niagara Region (p. 2).
 ⁹ ICLEI Canada. (2023). Niagara Region 2018 Corporate Baseline GHG Emissions Inventory.

To understand an emissions profile, it is critical to understand the different emissions Scopes. Table 3 provides a description of the three Scopes of emissions and provides examples of the RMON's specific contributors within each Scope.

Emissions Scope	Scope General Description	
Scope 1	Direct emissions from owned or controlled sources, like onsite fuel combustion, industrial processes, and owned vehicles, directly within the organization's operational boundaries.	 Mobile fuel combustion for fleet vehicles Stationary fuel consumption for building/facility heating Waste collected from RMON-owned facilities and housing units Biogas flaring (WWW)
Scope 2	Indirect emissions from purchased electricity, heat, or steam generation, occurring at the facilities of energy providers but resulting from the organization's consumption.	 Stationary consumption of electricity for corporate buildings and assets
Scope 3	Indirect emissions from activities beyond an organization's direct control, such as business travel, supply chain operations, product use, and disposal, influencing the environment but lying outside immediate organizational boundaries.	 Landfill emissions Police vehicles Mobile combustion in vehicles for community waste collection Region staff driving to and from work

Table 3 - Scopes of Emissions

Another fundamental decision in the development of the Corporate GHG Inventory was selection of the Inventory boundary which establishes which emissions sources/Scopes will be included. An Operational Control boundary was selected which includes Scope 1 and Scope 2 emissions. This boundary specifies that the inventory will include 100 per cent of the emissions from operations where the RMON has the ability to introduce and implement policies, procedures and practices that directly influence the emissions.



In 2018, the RMON's total Corporate GHG emissions were **24,455tCO**₂**e**. A summary of the emissions sector breakdowns from the GHG inventory are shown in Table 4 and Figure 4 below.

Sector	GHG Emissions (tCO ₂ e)
Buildings	12,668
Fleet	3,526
Outdoor Lighting and Traffic Signals	91
Water and Wastewater	6,280
Operational Waste	1,890
Total ¹⁰	24,455

Table 4 - RMON 2018 Corporate Emissions Distribution by Sector (Table)



Figure 4 - RMON 2018 Corporate Emissions Distribution by Sector (Pie Chart)

Business-As-Usual GHG Emissions Forecast

A Business-As-Usual (BAU) emissions forecast was completed to project the RMON's future emissions levels. This forecast assumed current practices, policies, and trends would continue without significant alterations or interventions. This emissions forecast, developed by expert consultants, was modelled in alignment with the most up-to-date

¹⁰ Values may not sum to total due to rounding



population forecasts from the RMON Development Charges Background Study¹¹. It is a useful tool when making decisions related to energy and emissions mitigation strategies.

In the BAU model, typical of most municipal organizations, population growth is the primary driver of Corporate energy use and emissions. As the Niagara Region expands, it is anticipated that more facilities will be required to accommodate this growth. Although regulations promoting high-efficiency and green energy systems will help minimize emissions associated with new facilities and infrastructure, the influence of population growth is expected to have a greater overall impact on the RMON's emissions profile.

Currently electricity consumption is a small overall contributor to the RMON's emissions profile. This is a result of low emissions intensity in the current electricity supply in Ontario. However, it is expected that this will increase in the future. While fuel-switching fossil fuel consumption to electricity is widely accepted as the key to a low-carbon future, projected increases to the emissions intensity of the Ontario electricity grid may also require further investment in distributed renewable energy resources to produce that electricity cleanly.

A summary of the BAU emissions forecast for the RMON's Corporate operations is provided in Figure 5 and Table 5 below.

¹¹ Watson & Associates Economists Ltd. (2022). Development Charges Background Study - Regional Municipality of Niagara. In Niagara Region. https://www.niagararegion.ca/business/property/pdf/2022-dc-background-study.pdf







Figure 5 - RMON BAU Projected Emissions to 2051 (Plot)

Sector	2018 tCO ₂ e	2032 tCO ₂ e	2041 tCO ₂ e	2051 tCO ₂ e
Buildings ¹²	12,186	16,235	17,297	17,568
Fleet	3,526	3,846	4,282	4,765
Outdoor Lighting and Traffic Signals	91	299	374	416
Water and Wastewater	6,280	11,085	13,129	14,610
Operational Waste	1,890	2,242	2,469	2,777
Totals	23,973	33,707	37,551	40,136

Table 5 - RMON BAU Projected Emissions to 2051 (Table)

¹² Per GHG Inventory, 2018 building emissions totals vary from baseline as waste management facilities are excluded due to lack of gross floor area data for this subsector.



The results are telling – without mitigation, the RMON will see an expected 67% rise in Corporate emissions between 2018 and 2051. Energy expenditures are also projected to increase between 37% (low-cost scenario) and 86% (high-cost scenario) by 2051⁹. This represents an increase of between \$6.6M to \$17.8M annually.

This requires an urgent call for decisive action. This trajectory demands immediate strategic interventions and collaborative departmental efforts to steer the course towards something more sustainable. In doing this, the RMON also demonstrates a commitment to the community through a lead-by-example approach.

The Future (Setting a Reduction Target - PCP Milestone 2)

The Corporate GHG Inventory provided a thorough understanding of Corporate emissions which was the basis for establishing an aggressive but achievable emissions reduction target. The goal of this target is to set the foundation, direction, and time horizon for emissions reductions efforts.

On May 10, 2023, a Target Report was prepared and presented to Council which proposed an 80% emissions reduction target by 2050 over 2018 levels. This presentation generated significant interest and discussion. The result of that engagement was commitment to set an ambitious target of Net-Zero emissions by 2050. This target aligns with several other Ontario municipalities and demonstrates the RMON's unwavering commitment to sustainability.

This Net-Zero target (in principle) was formally endorsed by Council and thus became the RMON's commitment. The establishment of this target satisfied the requirements of the PCP program Milestone 2 (Setting a Reduction Target) and was an essential step in laying the foundation for this CCAP (Milestone 3).

Short and Long-Term Targets

In formulating the CCAP, the RMON focused on practical decarbonization actions and corresponding outcomes/goals. To set quantifiable emissions reduction targets, these are divided into short (accomplished in less than 5 years) and longer-term targets (requiring greater than five years).

In the short term, the RMON's efforts will generally concentrate on foundational policies and the actions described in this CCAP prioritized by their relative cost to decarbonize (i.e. \$/tCO₂e reduced). The 2024-2028 CDMP provides these technical metrics for a variety of proposed projects in the Buildings and Water and Wastewater (WWW) sectors. The RMON will tackle energy efficiency retrofits, implement new policies to reduce waste, and begin to electrify light-duty vehicles and heating systems in alignment with the capital replacement schedules for those assets.





Table 6 outlines the organization's 2028 emissions reduction targets by sector, expressed as percentage reductions below 2018 levels. Although the sector-specific GHG reduction targets total 60.1%, the overall Corporate GHG reduction target is **17.9%** (4,385 tCO2e), reflecting the combined impact of all sectors and alignment with the Net-Zero goal.

Sector	Short- Term Goal (2028)	Emissions Reduction (tCO2e)	Primary Enablers
Buildings	20.8%	2,630	 Electrify space and domestic hot water (DHW) heating systems at end-of-life Prioritize natural gas efficiency measures
Water and Wastewater	19.3%	1,213	 Electrify space and domestic hot water heating systems at end of life Prioritize natural gas efficiency measures Leverage low-carbon fuels (either electricity or RNG) for process heating
Fleet	10%	353	 Replace end of life light-duty vehicles (estimated quantity of 30) with hybrid or fully electric vehicles
Outdoor Lighting and Traffic Signals	0%	0	 N/A – See notes below
Operational Waste	10%	189	 Enhance solid waste data collection strategies to enable informed analyses and identification of opportunities Set waste reduction targets/policies as well as provide education and training to raise awareness, foster sustainable habits and improve compliance





Sector	Short- Term Goal (2028)	Emissions Reduction (tCO2e)	Primary Enablers
Total	17.9%* ¹³ (reflects the Net-Zero trajectory)	4,385	

Table 6 - RMON Short-term Goals by Sector

Some notes related to these short-term goals:

- The 2024-2028 CDMP process used 2023 data to calculate Scope 1 and 2 emissions for Buildings and WWW. A 20% reduction target was then established for these sectors relative to the emissions in 2023 (CDMP base year). The expectation is this 20% reduction below 2023 levels will be accomplished by the end of the CDMP period in 2028. Since the base year for this CCAP is 2018 (per the RMON's <u>GHG Inventory</u>), those 20% reduction targets were translated back to equivalent reductions from 2018 (instead of 2023 per the CDMP) to maintain alignment.
- A high-level assessment of the remaining useful life of natural gas assets, conducted as part of the 2024-2028 CDMP, indicated that roughly 16% of natural gas assets in Construction, Energy & Facilities Management buildings as well as 29% of natural gas assets in Niagara Region Housing buildings will be due for replacement between 2024-2028. While preliminary and not comprehensive, this datapoint supports the premise that the short-term goals are reasonable to anticipate.
- The GHG reduction potential for Outdoor Lighting and Traffic Signals in the shortterm is minimal, therefore has been assumed to be 0% for conservativeness.

For the longer term, the RMON's strategy will primarily include enhanced policy support and deeper capital investment to further electrification in the Fleet, Buildings, and WWW sectors. In Wastewater plants, the RMON will begin to focus on capital-intensive projects to leverage low-carbon fuels (such as RNG) in place of natural gas for emission-intensive anaerobic digestion processes. The importance of implementing policies that align with achievement of Corporate climate change goals was previously mentioned. For Operational Waste, in particular, policy support will be required to influence the real human aspect of reducing solid waste and reaching deeper levels of decarbonization. The RMON's overall approach is designed to achieve short-term

¹³ The 17.9% overall reduction goal represents the organization's aggregated corporate emissions reduction target by 2028, aligned with the Net-Zero trajectory, rather than the direct sum of sector-specific reductions.





environmental responsibilities while positioning the organization to achieve the longerterm goal of Net-Zero by 2050.

Figure 6 provides a visual of emissions reductions between the 2018 baseline and 2028 targets. It also provides projections beyond 2028 towards the overall 2050 Net-Zero target.



Figure 6 - RMON 2018-2050 GHG Reduction Timeline (Visual)

Achieving the Net-Zero target will require reaching the deepest decarbonization levels possible in each of these emissions sectors. There are a significant number of external factors (e.g. electricity grid emissions factor, availability of new technologies) that will impact the potential to achieve this goal. As a result, long-term goals set now, so far from the 2050 milestone are inherently uncertain. This is particularly true for more specific goals such as percentage reduction target by sector. For this reason, the 2033-2050 periods illustrated in Figure 6 (labelled with asterisks) are for visual purposes only and should not be treated as accurate representations of targets or progress in that timeframe. In practice, and as previously described, the emissions from these sectors will be reduced to the extent possible then the remainder will be offset.

Progressing further towards 2050, updates to this CCAP will provide more specific information about these longer-term potentials and set future (2033, 2038, etc.) emissions reductions targets. Activities such as the detailed analyses of the RMON's GHG Reduction Pathway Studies will provide additional information to improve the accuracy of interim projections towards achievement of the 2050 goal.





The Plan (Corporate Climate Change Action Plan - PCP Milestone 3)

This Corporate Climate Change Action Plan outlines the RMON's strategy to achieve Net-Zero GHG emissions by 2050, informed by the Corporate GHG Inventory. It includes proactive measures for climate adaptation and resilience, aligned with Council's 2023-2026 Strategic Priorities. It emphasizes Corporate engagement, education, and awareness by incorporating feedback from regional departments and developing a plan to empower staff. The plan aligns with existing policies, federal and provincial laws, and ensures clarity with measurable, financially viable actions. It fosters a culture of sustainability, embedding climate action throughout the organization while adopting resilient strategies to address climate impacts.

The Net-Zero Strategy

The RMON's Net-Zero Strategy stands as a pillar of commitment to combatting climate change. As the world navigates a critical juncture in collective environmental responsibility, this comprehensive Plan serves as the RMON's ultimate guide.

At its core lie three fundamental pillars of decarbonization – efficiency/waste management, electrification, and green energy. These pillars have sequential components that are interconnected, and those relationships are described in this section. These guiding pillars are then applied to the sectors and subsectors of the RMON's operations to drive GHG reductions across the organization and strive towards the 2050 Net-Zero goal.

Three Guiding Pillars of Decarbonization

Efficiency/Waste Management

Efficiency and waste management are fundamental to the RMON's decarbonization strategy. Energy efficiency optimizes processes and uses innovative technologies to minimize energy waste while maximizing effectiveness. For instance, upgrading to energy-efficient LED lighting and enhancing building insulation can significantly reduce energy consumption and improve comfort within facilities. Considering efficiency and waste management can achieve greater output with fewer resources, leading to reduced GHG emissions from energy use.

In Corporate settings, effective waste management involves strategies such as reducing and reusing office supplies, recycling paper, plastic, and other materials, and implementing composting for organic waste from cafeterias or offices. By minimizing solid waste for disposal, an organization's carbon footprint can be reduced.





Electrification

Following implementation of efficiency measures there are often opportunities to "fuelswitch" sources of energy to lower carbon alternatives. More specifically, electrification involves transitioning from fossil fuel-based systems to electric-powered alternatives. From a decarbonization perspective, this is beneficial for two reasons (the second being incremental to the first):

- 1. Lower Emissions Intensity per unit Energy: In general, electricity generation and transmission related emissions on a per kilowatt-hour (kWh) of energy basis are lower than that for an equivalent kWh of fossil fuel consumption. This remains true except in areas using significant high-carbon (coal, diesel) methods for electricity generation.
- Relatively clean Ontario electricity grid: In Ontario, electrification serves as a leading decarbonization measure due to the province's predominately low-carbon electricity grid. With a substantial share of nuclear, hydroelectric, and renewable sources, powering electrical loads with Ontario's grid results in far fewer Scope 2 emissions (with Ontario's electricity factor being 30gCO₂e/kWh consumed¹⁴) than when powered by grids more dependent on fossil fuels.

As a result of the above drivers, transitioning energy end-uses such as transportation and heating from fossil fuel sources to electricity leads to significant emissions reductions.

This shift is evident in the transportation sector with the growing adoption of battery electric vehicles (BEVs) and the move away from internal combustion engine (ICE) vehicles – in alignment with the federal government plan (Canada's Electric Vehicle Availability Standard¹⁵) for all new vehicles sold in Canada to be zero-emissions (tailpipe) by 2035. By embracing BEVs, organizations can reduce reliance on gasoline and diesel automotive fuels and lower emissions for transportation. Similarly, electrifying heating systems to reduce or eliminate natural gas consumption can result in meaningful emissions reductions. An example of this is implementing commercial heat pump technologies which have additional safety benefits.

 ¹⁴ Environment and Climate Change Canada. (2023). NATIONAL INVENTORY REPORT 1990 –2021: GREENHOUSE GAS SOURCES AND SINKS IN CANADA Part 3. Government of Canada (p. 67). Environment Canada. https://publications.gc.ca/collections/collection_2023/eccc/En81-4-2021-3-eng.pdf
 ¹⁵ Government of Canada. (2023, December 19). Canada's Electric Vehicle Availability Standard (regulated targets for zero-emission vehicles). Www.canada.ca. https://www.canada.ca/en/environmentclimate-change/news/2023/12/canadas-electric-vehicle-availability-standard-regulated-targets-for-zeroemission-vehicles.html





Green Energy

The final stage of decarbonization involves deploying green energy generation, such as solar photovoltaic or biomass/biogas, which are carbon neutral and renewable. Ontario's electricity grid currently has a low emissions factor; however, it is projected to increase in the future. In that case electrification would not be as beneficial for GHG emission reductions where loads are reliant on grid-connected generation. This may require additional investment in on-site renewable energy to ensure cleaner electricity production.

Implementing renewable energy should follow efficiency and electrification for several reasons:

- 1. **Cost-effectiveness:** Initial efficiency improvements and electrification are generally more cost-effective, requiring less capital than establishing renewable energy systems.
- 2. **Reduced Energy Demand and Optimization:** Efficiency measures reduce overall energy demand by optimizing processes and minimizing waste. This decreases the required capacity and cost of future renewable energy installations.
- 3. **Behavioral Transition:** Prioritizing efficiency and electrification helps transition mindsets and behaviors toward sustainability. It prepares individuals for electric alternatives and fosters a culture of sustainability before introducing renewable energy generation, demonstrating the benefits of decarbonization.

Efficiency and electrification lay a strong foundation for integrating green energy generation, maximizing its value and impact.

Sector-Specific Emission Insights

This section provides insights into the emissions for each of the RMON's emissions sectors. It also provides examples of some of the decarbonization actions that the RMON is already taking. A list of future, potential decarbonization projects is provided in <u>Appendix A</u>.

Buildings

As of 2018, Buildings accounted for **51.8%** of the RMON's Corporate emissions profile. This sector is the largest emissions contributor, driven mainly by electricity and natural gas use.

Energy consumption in buildings is dependent on several factors including building designs/envelopes, the efficiency of mechanical systems as well as occupant behaviour.





The path to decarbonizing buildings involves improving energy demand (<u>efficiency</u>) and the sources of energy (<u>electrification</u> and <u>renewable energy sources</u>).

To better understand the complex nature of energy consumption throughout the RMON's building portfolios, analyses were completed to estimate energy (electricity and natural gas) consumption and subsequent GHG emissions by end-use, informed by the results of previous building audits.



Figure 7 – 2018 Buildings Electricity Emissions by End-use







Figure 8 – 2018 Buildings Natural Gas Emissions by End-use

On the electricity side (Figure 7), miscellaneous plug loads (including office equipment) and appliance loads are estimated to contribute the largest amount to energy consumption and subsequent emissions. Lighting and HVAC (namely cooling and ventilation) are also notable contributors, followed by small amounts of electric space heating and domestic hot water heating.

On the natural gas side (Figure 8), space heating contributes significantly to the RMON's consumption and emissions profile, followed by domestic hot water heating. For perspective, the combined contributions from space heating and domestic hot water heating are estimated to account for roughly 89% (11,205 tCO₂e) of total emissions in the buildings sector. This observation shows the importance of addressing these enduses in the journey towards the 2050 Net-Zero goal.

Two significant commitments for buildings that are currently being tabled for discussion at the RMON are:

- 1) Implementation of a policy to investigate the prevention of like-for-like replacement of natural gas domestic hot water (DHW) or space heating equipment at their respective end of life.
- 2) Require all new constructed Regional buildings owned or paying utility costs to be Net-Zero, including design considerations like rooftop support for solar PV and energy storage. This reduces operational emissions, enhances resiliency, and offsets embedded carbon from construction.





These commitments are essential for reaching the Net-Zero target. The RMON is also investigating implementation of ISO 50001 energy management standards across the organization. Concurrently, as previously mentioned, the RMON is conducting GHG Reduction Pathway Studies for 12 buildings to develop strategies for significant emissions reductions, aiming for Net-Zero. Finally, the RMON is exploring a geothermal energy project at the headquarters facility in Thorold to reduce operational costs and GHG emissions by reducing natural gas use for heating. This could serve as an example for similar initiatives at other RMON facilities.

Water and Wastewater

As of 2018, Water and Wastewater accounted for **25.7%** of the RMON's Corporate emissions profile. The WWW sector is energy-intensive primarily due to the nature of the treatment and pumping processes involved.

Wastewater treatment involves energy-intensive steps to remove pollutants and harmful substances to make water safe for discharge or reuse. Significant pumping power is required to move water and wastewater through pipes and processes. Additionally, as demand for clean water rises through population growth and more stringent standards for wastewater treatment are implemented the energy consumption and corresponding emissions from this sector are likely to increase. Also, WWW plants are sizable facilities that have their own non-process requirements (e.g. space heating, DHW, lighting) that also contribute to the RMON's emissions profile.

For these reasons, the WWW sector plays a critical role in the broader context of the CCAP. To achieve a more detailed understanding of where the RMON's emissions in this sector originate, analyses were conducted to estimate energy (electricity and natural gas) consumption and subsequent GHG emissions by end-use.







Figure 9 – 2018 WWW Electricity Emissions by End-use



Figure 10 – 2018 WWW Natural Gas Emissions by End-use

Based on the end-use analyses (Figure 9 and Figure 10), the RMON's largest emissions contributors are natural gas used for anaerobic digestion process heating and space heating, and electricity for aeration blowers and pumps. Anaerobic digestion at the wastewater treatment plants breaks down organic matter using microorganisms





to produce biogas (mainly methane and carbon dioxide) and digestate. This process requires heat to maintain optimal conditions for microbial activity, and the combustion emissions from this heat source contribute significantly to overall process emissions. Since 2018, the RMON has harnessed over 6 million cubic meters of biogas annually from this process, which has been primarily used in boilers to recycle heat back into the digestion process or for space heating. This circular approach results in lower emissions compared to using natural gas alone. However, challenges remain with biogas availability and demand matching. To address this the RMON is exploring other solutions including renewable natural gas (RNG) opportunities to further decarbonize this process.

Additionally, the RMON has integrated the Envision[™] Sustainable Infrastructure Framework¹⁶ into new site designs. This framework evaluates sustainability and resilience across various infrastructure types offering a comprehensive assessment of water and energy use, waste generation, GHG emissions reductions, and renewable energy integration. As the CCAP aligns with the CDMP, it is important to note that a 20% emissions reduction target for water and wastewater treatment facilities has been set as the target by the end of 2028.

¹⁶ Envision Canada - Envision Canada. (2023, January 3). https://envisioncanada.com/about-envision-canada/





Fleet

As of 2018, the RMON's vehicle Fleet accounted for **14.4%** of the RMON's Corporate emissions profile. Figure 11 breaks this down further by vehicle type.



Figure 11 – 2018 Fleet Emissions by Vehicle Type

In summary:

Emergency Medical Services (EMS) vehicles are the largest contributor at 36% of fleet emissions

Light-duty (cars/vans/pickups) vehicles are the second largest contributor at 28% of fleet emissions

Heavy-duty (large trucks/snowplows) are the third largest contributor at 23% of fleet emissions

The remaining contributions are related to medium-duty, offroad and miscellaneous vehicle types.

As it relates to the <u>Guiding Pillars of Decarbonization</u>, both efficiency and electrification/fuel switching efforts can reduce fleet emissions meaningfully. More fuel-efficient vehicles are typically cost-effective measures but have a smaller GHG reduction potential. Fuel switching by investing in fully electric vehicles will achieve much deeper GHG reductions but can have cost and technology challenges.





A Green Fleet Plan and Policy (GFPP) will be developed in alignment with Council Strategic Priorities for 2023-2026 and this Net-Zero by 2050 pathway. The GFPP will lay out the specific plan and strategies to reduce the environmental impact of the RMON's vehicle fleet. This will include transitioning to electric or hybrid vehicles, implementing fuel-efficient practices and policies, and investigating the feasibility of other alternative fuels. Fleet size and route optimization will also be considered in the GFPP.

For many non-light-duty vehicle types there are currently technology constraints that limit the ability to fuel-switch to low-carbon alternatives (e.g. EMS vehicles). Technology continues to change rapidly in this space. The GFPP will play a critical role by enabling continuous market research, with the support and expertise of the Economic Development department, so the RMON can stay informed of the most recent developments. The results of the GFPP and this market research will inform fleetrelated actions in future CCAP updates. This GFPP as well as the availability of funding are key to the successful decarbonization of the RMON's vehicle fleet.

Outdoor Lighting and Traffic Signals

As of 2018, Outdoor Lighting and Traffic Signals accounted for **0.4%** of the RMON's Corporate emissions profile. At that point the RMON had already converted all roadway lighting to efficient LED technology, and over half of the warning beacons were solar powered and did not consume electricity from the grid. Since 2018, the RMON has also finalized the conversion of traffic signals to LED. Ultimately, the generation emissions of the Ontario grid will play a significant role in the emission trends for Outdoor Lighting and Traffic Signals.

Operational Waste

As of 2018, Operational Waste accounted for **7.7%** of the RMON's Corporate emissions profile. These contributions are proportional to the volume of solid waste generated from waste bins at municipally owned facilities and housing units, as well as from the treatment of this waste. From a Corporate perspective, the RMON's goal is to reduce and divert the volume of solid waste generated at its facilities as much as possible. This is a shared responsibility between RMON and its employees.

Waste Management

The RMON's Keen on Green committee is responsible for waste reduction initiatives and annual waste audits on the RMON Headquarters and Niagara Regional Police Services Headquarters (per the requirements of Ontario Regulation 102/94). The Keen on Green (KOG) committee was established with a mandate to identify and implement initiatives to minimize waste and increase diversion at these facilities. This crossdepartmental committee, which includes Waste Management staff, meets at least four





times annually and is dedicated to promoting practices to reduce waste. Figure 12 highlights some of the initiatives that the KOG committee are actively facilitating.



Figure 12 - Active Keen on Green Initiatives

The RMON is also currently developing a Waste Management Strategic Plan (WMSP) that aligns with the CCAP time horizon. This plan aims to assess the current waste management system and develop direction/system options to establish a preferred system. This plan also includes a life cycle assessment to quantify potential GHG decreases or increases attributed to the options.

Also, Sustainable Procurement will be integrated into the broader Social Procurement initiative at Niagara Region, ensuring that the Region's purchasing decisions not only support environmental sustainability but also contribute to positive social outcomes. By embedding sustainability into the procurement processes, the aim will be to drive positive change across the Region's supply chain, fostering economic equity and environmental stewardship while meeting the organization's broader social and environmental goals.

Facilities

Facilities and operations staff also each play their own critical roles in reducing solid waste in their respective facilities. While decarbonization measures in other areas (such as fleet and buildings) are primarily driven by technology changes, the opportunities for decarbonization in Operational Waste have a large behavioural component. As a result, Facilities staff play an important role in promoting practices to reduce solid waste at the sites under their management.




Having access to quality, facility-specific solid waste data is also essential to identify and act on the most significant opportunities in this space. The RMON's data collection efforts for the GHG inventory provided valuable insights on methods to collect and handle this data. The RMON continues to investigate the best approaches to accomplish this while balancing the resources required.

Tackling the Balance

Though comprehensive implementation of the CCAP through waste/energy efficiency, electrification, and on-site renewables will significantly reduce Corporate emissions, the RMON acknowledges that complete elimination is not achievable. Energy consumption and solid waste cannot be reduced to zero, therefore addressing residual emissions is crucial for reaching the Net-Zero target.

To address these challenges, the RMON will explore offsite renewable energy projects to attain Renewable Energy Credits (RECs), which certify that electricity was generated from renewable sources, to offset grid emissions. Where feasible the RMON will also consider opportunities for sale of biogas (from WWW) to acquire carbon credits to offset residual emissions.

Additionally, carbon sequestration initiatives, including tree planting and a forthcoming Greening Strategy, will help neutralize the RMON's environmental impact. Finally, the RMON continues to investigate carbon capture (such as methane capture in landfills) and storage solutions as technology is advancing rapidly in this space.

There are significant opportunities for the RMON to reduce Corporate emissions before turning to any of these "last-mile" efforts, however this commitment is important to ensure that the CCAP's approach evolves with advancements.





The Action Plan

The RMON recognizes the imperative to transition towards Net-Zero emissions. However, it is important to be aware of the considerations that pose challenges to this transformation:

- Cost
 - The cost to decarbonize remains high
 - Departments operate within budgets derived from taxpayers/ratepayers or limited public funds
 - Project prioritization remains a challenge due to evolving infrastructure needs
- Technological
 - Low-carbon solutions/technologies for some emissions sources are not yet mature
 - Solutions/technologies at these stages (e.g. heavy-duty vehicles) of maturity are costly and carry technical risk
- Operations
 - Broad buy-in (top-down) is necessary
 - Clear delineation of departmental responsibilities and allocation of staff resources is required
 - Effective collaboration across departments is essential as efforts often overlap cross-functional teams
 - Political shifts pose a risk to continued execution as focus and priority given to its actions can fluctuate

To address this, the RMON proposes a pragmatic, three phase approach that balances environmental responsibilities with the realities of these challenges.

Phase 1: Short-term (0-5 years) – Foundational Policy Development and Strategic Investments: Leverage end-of-life opportunities, understand life cycle costs to minimize expenses, increase efficiency, and establish foundational sustainability policies and processes.

Phase 2: Medium-term (5-15 years) – Policy and Process with Initial Capital Investments: Enhance and solidify sustainable policies and processes while beginning initial capital investment projects to support future large-scale investments.

Phase 3: Long-term (15+ years) – Intensive Capital Investment and Tackling the Balance: Make significant capital investments (leveraging funding where available) in





advanced technologies/infrastructure and refine established policies to achieve deeper sustainability gains towards the Net-Zero target.

Tables 7 to 9 below outline a structured plan with these three distinct phases (short, medium and long-term, respectively) that gradually lead the RMON towards the Net-Zero target. Each phase is designed to strategically build upon the previous one, ensuring that impactful changes are made without overburdening financial resources. By focusing initially on cost-saving opportunities and policy development, a strong foundation is formed for the eventual capital investments needed to achieve deeper levels of decarbonization.

Note: Cost (\$ to \$\$\$) and GHG Impact (LOW to HIGH) included in Tables 7 to 9 are for relative comparison. Additional details related to these metrics for those "Project" type actions (that directly impact GHG emissions) can be found in <u>Appendix A</u>.





Action Description	Туре	Project	Timing	GHG	Cost	Lead	Current
 Complete a comprehensive review of existing policies and adjust (as necessary) to prioritize sustainability and integrate climate action: Integrate CCAP with strategic and asset management planning to minimize conflicts and promote synergy Align service delivery with climate objectives, reducing carbon emissions 	Policy	N/A	Immediate	N/A	Internal Resourcing	Climate Change Team	HIGH
Begin fuel-switching natural gas heating assets (at end-of- life) in buildings and WWW to low carbon sources (such as heat pumps) per the 2024-2028 CDMP	Project	B-8 W-3	Ongoing	HIGH	\$\$\$	Energy Management, WWW	HIGH
 Implement a decarbonization project assessment policy that: Prioritizes life-cycle costing (LCC) Consider provincial and federal legislation 	Policy	N/A	Immediate	N/A	Internal Resourcing	Public Works and Corporate Services	HIGH

¹ See Appendix A for the referenced project examples.



Action Description	Туре	Project	Timing	GHG	Cost	Lead	Current
 Explores alternative financial models, such as a revolving energy fund 							
 Apply a Climate Lens to align investment decisions with climate action goals through: Evaluating the weighting of decarbonization projects within CAMRA Considering both quantitative financial benefits and qualitative benefits (public health, biodiversity, resilience) to prioritize projects Assigning an internal "cost of carbon" to contextualize qualitative benefits 	Policy	N/A	Immediate	N/A	Internal Resourcing	Climate Change Team, Asset Management	HIGH
 Perform a review of internal resources to ensure appropriate resourcing for climate action efforts with dedicated personnel and within departmental teams Maintain APSC or develop another diverse group with interdepartmental representation Plan for appropriate resources, including expertise in climate initiatives and 	Process	N/A	Immediate and Ongoing	N/A	Internal Resourcing	Climate Change Team, Human Resources	MED



Action Description	Туре	Project	Timing	GHG	Cost	Lead	Current
 comprehensive training for existing staff Partner with external experts, consultants as needed 							
Implement a sustainable procurement policy prioritizing sustainable good or products	Policy	N/A	Future	N/A	Internal Resourcing	Procurement, Waste Management	MED
 Secure top-down support and buy-in for the CCAP by: Engaging senior management and political leaders for authority and resources Demonstrating Corporate prioritization of climate action 	Process	N/A	Immediate and Ongoing	N/A	Internal Resourcing	Council, Senior Leadership	HIGH
 Develop a Corporate climate change engagement, education, and awareness plan to cultivate a culture that values sustainability: Encourage and empower staff to contribute ideas and initiatives Recognize and celebrate achievements in sustainability to reinforce commitment Embrace flexibility, learning, and inclusivity 	Plan	N/A	Immediate and Ongoing	N/A	Internal Resourcing	Climate Change Team, Waste Management, Energy Management	HIGH



Action Description	Туре	Project	Timing	GHG	Cost	Lead	Current
Implement policy to investigate the prevention of like-for-like replacement of natural gas assets at end of life	Policy	N/A	Immediate	N/A	Internal Resourcing	Energy Management, WWW, Asset Management	HIGH
Implement policy for Net-Zero requirement for all new constructed Regional buildings	Policy	N/A	Immediate	N/A	Internal Resourcing	Climate Change Team, Energy Management, Asset Management	HIGH
Complete low/no-cost energy efficiency projects	Project	B-1 B-2 B-3	Immediate	LOW	\$	Energy Management, WWW	HIGH
 Enact a policy and provide training to reduce Fleet emissions through: Driver education program Idle reduction policy/implementation of auto shutoff technologies Advanced route planning Vehicle right-sizing checklist 	Policy	F-1	Immediate	N/A	Internal Resourcing	Fleet	MED
Complete Green Fleet Plan and Policy (GFPP)	Policy	N/A	Immediate	N/A	Internal Resourcing	Fleet, Economic Development	HIGH
Electrify (to hybrid or fully electric) light-duty fleet vehicles	Project	F-2	Immediate	HIGH	\$\$	Fleet	HIGH
Develop a unified policy/procedure (between Waste Management and Facilities) to collect solid	Policy	N/A	Immediate	N/A	Internal Resourcing	Waste Management, Facilities	HIGH





Action Description	Туре	Project	Timing	GHG	Cost	Lead	Current
waste data for future inventories and track reduction progress							
Conduct regular waste audits to identify the types and volumes of waste generated. Leverage data to identify areas for improvement	Process	O-1	Ongoing	N/A	Internal Resourcing	Waste Management, Facilities	MED
 Develop a waste reduction plan to influence behaviour and raise awareness about its CCAP importance: Set facility waste reduction targets and assign responsibility Provide ongoing training on proper waste management practices 	Plan	O-2	Ongoing/ Immediate	N/A	Internal Resourcing	Waste Management, Facilities	MED
Annual Update of GHG Inventory	Process	N/A	Future	N/A	\$/Internal Resourcing	Climate Change Team	MED



Action Description	Туре	Project Ref.	Timing	GHG Impact	Cost	Lead Responsibility	Current Priority
Investigate potential partnerships with other municipalities and organizations to pool resources, share costs, access larger funding opportunities, and exchange knowledge and best practices	Process	N/A	Immediate	N/A	Internal Resourcing	Climate Change Team	MED
 Stay current on decarbonization technologies by: Performing market research Collaborating with research institutions and industry experts to exchange information and insights Attending conferences, workshops, and seminars focused on energy and sustainability innovations 	Process	N/A	Ongoing	N/A	Internal Resourcing	Climate Change Team, Energy Management, WWW, Fleet, Economic Development	LOW
 Create a process for and identify pilot small-scale decarbonization projects to: Gain insights into operational, technical, and financial aspects Identify specific hurdles such as infrastructure requirements etc. 	Process	N/A	Ongoing	N/A	Internal Resourcing	Energy Management, Fleet, WWW, Urban Design	LOW





Action Description	Туре	Project Ref.	Timing	GHG Impact	Cost	Lead Responsibility	Current Priority
 Collect real-world data and staff feedback to inform planning, budgeting, and scaling strategies Build confidence and pave the way for wider acceptance and adoption of decarbonization measures 							
Complete capital energy efficiency projects	Project	B-4 B-5 B-7 W-2 W-4 W-5 W-6 L-1 L-2	Future	MED	\$\$	Energy Management, WWW	MED
Electrify or de-carbonize fleet	Project	F-3	Future	HIGH	\$\$\$	Fleet	LOW
Review policies for energy management at leased facilities	Policy	N/A	Immediate	N/A	Internal Resourcing	Energy Management	MED
Evaluate opportunities for building consolidation	Policy	N/A	Immediate	N/A	Internal Resourcing	Asset Management	MED
Complete 5-year CCAP updates	Process	N/A	Future	N/A	\$\$/Internal Resourcing	Climate Change Team	LOW





Table 9: Long-term (15+ years) – Intensive Capital In	vestment and Tackling the Balance

Action Description	Туре	Project Ref.	Timing	GHG Impact	Cost	Lead Responsibility	Current Priority
Complete capital-intensive energy efficiency and generation projects	Project	B-9 W-1 W-7	Future	MED	\$\$\$	Energy Management, WWW	LOW
Substitute the use of natural gas with low-carbon fuels (biogas/RNG) for WWW process heating	Project	W-8 W-9	Future	HIGH	\$\$\$	WWW	LOW
Investigate and evaluate methods for tackling "last-mile" emissions: • Renewable energy credits • Carbon offsets • Carbon storage and sequestration	Process	N/A	Future	MED	\$\$\$	Climate Change Team, Energy Management, WWW, Fleet	LOW
Revisit and refine existing plans and policies in support of the CCAP	Policy	N/A	Future	N/A	Internal Resourcing	Climate Change Team	LOW

Cost to Decarbonize

The costs of achieving our GHG reduction goals will be embedded into ongoing operations, ensuring a financially responsible approach to decarbonization. Rather than requiring a separate budget, these investments will be integrated into existing capital projects through asset renewal, end-of-life replacements, and asset management processes. Initiatives from the CDMP will be brought forward through the annual budget process with business case analysis, evaluating GHG reduction impacts, life-cycle costs, and associated benefits. By aligning projects with planned upgrades and end-oflife replacements, additional financial impact can be minimized while maximizing efficiency. Projects will also go through the CAMRA process to ensure strategic investment and prioritization. Through a collaborative, cross-departmental approach, external funding opportunities will be sought after to offset costs and enhance financial viability. Further, aligning our efforts with other master plans will ensure consistency across initiatives and provide further benefits, such as streamlined processes, enhanced coordination, and a unified approach to long-term planning. This will also help optimize resource allocation and ensure that GHG reduction goals are integrated into broader community and organizational objectives.

Providing a precise cost estimate for a 25-year plan is inherently challenging due to numerous unpredictable factors. Rapid advancements in technology, fluctuations in energy prices, shifts in government policies, regulatory changes, and evolving market conditions all impact project feasibility and costs. Additionally, the availability of external funding sources, such as federal and provincial grants, will vary over time. These uncertainties make it impractical to define an exact financial commitment. Instead, this plan is designed to be adaptive, integrating climate action within ongoing operations while remaining flexible to emerging opportunities and changing economic conditions. Some costing estimates and further details are available in the approved 2024-2028 CDMP. Additionally, the upcoming GHG Reduction Feasibility and Pathway Studies will provide insights into site-specific costs and impacts as we continue toward the Net-Zero target. Collectively, the CCAP is not a standalone initiative but an integrated strategy that embeds climate action within core operations, balancing emissions reductions with responsible fiscal planning.

Operational Costs

The Net-Zero Strategy's primary drivers of emissions reductions (aligning with the Guiding Pillars of Decarbonization) each impact operational costs differently:

• Efficiency: Projects reduce operational costs by reducing energy consumption.





- Electrification:
 - Buildings and WWW: Air-source heat pumps increase short-term costs. Heat pumps are more efficient, but electricity is currently more expensive than natural gas. Long-term costs may break even due to rising natural gas prices from the Federal Carbon Charge. Ground-source/geothermal systems are significantly more efficient at low temperatures but have much higher capital costs.
 - Fleet Vehicles: Electrification decreases operational costs since driving via electricity is cheaper than gasoline or diesel. A recent Canadian study found 95% of electric vehicles have lower total ownership costs than comparable gasoline vehicles.
- **Green Energy:** Projects like solar photovoltaic systems reduce operational costs by producing free energy, offsetting utility energy purchases.

Measurement and Evaluation Plan

A plan to continuously measure and evaluate progress towards the Net-Zero goal is critical to keeping the CCAP actions on track and achieving the expected emissions reductions. Specific departmental responsibilities are essential, as each department contributes uniquely to these goals. While departmental KPIs (e.g., Water and Wastewater emissions per megalitre of treated flow) provide context, the short and long-term goals focus on absolute emissions reductions. Therefore, progress must be tracked based on total emissions without normalization.

Table 10 provides an overview of the RMON's two main commitments for the measurement and evaluation of progress – formal GHG inventory updates and interim tracking via annual reviews between those formal inventories. Each department has their own responsibilities and is committed to providing the data necessary to accurately quantify emissions and track progress.

Action	Process/Outcome	Frequency	Data Required
Update of GHG Inventory	 Formal GHG Inventory update following PCP Protocol Outcome: an inventory report which outlines emissions from all sources and compares to 2018 	Every 5 years	 Electricity and natural gas data for all Corporate buildings (including Housing, Long Term Care) Electricity and natural gas data for all Water and Wastewater plants and pumping stations





Action	Process/Outcome	Frequency	Data Required
	levels as well as the short-term goals established		 Operational Waste data for all Corporate buildings Vehicle fuel consumption for all fleet vehicles
Interim Reviews	 Department-specific reviews of progress in between formal GHG Inventory updates Data to be fed into a common platform Outcomes are numerical/graphical representations of annual emissions results for departments to compare against 2018 baseline and short-term goals established 	Annually	 Same as above for 5-year formal GHG Inventory updates

Table 10 - Measurement and Evaluation Actions

Performing annual reviews ensures departments stay on track towards short-term targets and allow for time to reevaluate or pivot. They also serve as reminders of the targets and promote continuity/continued momentum if resourcing in departments change. Finally, they make data collection routine so that provision of data for future inventories is streamlined.

With the benefits of annual reviews come one major challenge: resourcing constraints for data collection and calculations. To overcome this, the RMON will investigate new carbon accounting software to assist in automating some of these tasks and to compile data on a common platform. The RMON will also investigate the feasibility of leveraging software that is currently being used for these purposes.





Comprehensive Perspectives: Beyond Decarbonization

The Role of DEI

Diversity, Equity and Inclusion (DEI) is central to the RMON. From establishing a DEI Advisory Committee to working with community members to develop the DEI Action Plan for 2023-2027, the RMON is committed to advancing equity, building welcoming and inclusive communities and workplaces, while eliminating barriers and forms of discrimination.

The RMON has a Corporate commitment to DEI and through this example is leading the way for more inclusive Community climate action in the future. What the RMON does as an organization can also affect the wider community. Understanding this, the RMON considers how actions might impact communities right from the start of the planning process. This process ensures that the RMON is making a positive contribution to their well-being and the environment.

The RMON understands that a robust CCAP must go hand in hand with a commitment to DEI. From a Corporate perspective, the RMON's approach to addressing climate challenges is rooted in the belief that a diverse and inclusive workplace fosters innovative, resilient, and sustainable solutions. The significance of DEI in this regard is two-fold:

- Diversity is not only a source of strength but a critical factor in an organization's ability to confront climate change effectively. A commitment to inclusivity ensures that the perspectives, experiences, and unique insights of the RMON's diverse team shape climate strategies.
- The decarbonization actions described in this CCAP, as well as climate change, may have varying effects on different communities and individuals. The CCAP acknowledges these potential disparities and aims to consider diverse impacts, striving to enhance positive outcomes where possible.

There are several facets of the CCAP strategy that combine to meet the above goals:

- 1. **Diverse Team Engagement:** The RMON actively engages with staff, valuing their input and leveraging their diverse perspectives to inform strategies for decarbonization and resilience. Forums for dialogue are created through the Climate Change Working Group and Action Plan Sub-Committee, providing opportunities for a variety of perspectives in the decision-making process.
- Decarbonization Action Engagement: The RMON recognizes that actions to decarbonize may have noticeable impacts to individuals close to those projects. As an example, upgrading a lighting system can enhance productivity and





comfort for staff and building occupants. However, this upgrade can also negatively impact individuals with specific sensory sensitivities or visual impairments (through changes in lighting intensity or color temperature). In the planning stage of these projects, the RMON will ensure appropriate engagement (with RMON staff, customers, the community) and exercise careful consideration to ensure that compromises and disadvantages are minimized. This approach aligns with DEI principles by recognizing and valuing the diverse requirements of all and striking an appropriate balance between the RMON's decarbonization commitments and the well-being of those influenced by the actions.

- 3. Equitable Resource Allocation: Resources are allocated thoughtfully, considering the unique needs and vulnerabilities of different departments or teams. The RMON will prioritize investments that are fiscally responsible, promote resilience and ensure that benefits are distributed equitably.
- 4. Accessible Information and Support: The RMON's communication strategies are inclusive and accessible, aligning with the guidelines in the Accessibility for Ontarians with Disabilities Act (AODA) to ensure effective information dissemination to the RMON team and the public. Various mediums are utilized to cater to diverse preferences and needs. The RMON's digital platforms are optimized for accessibility, featuring screen reader compatibility and alternative text for images, and public information is made accessible across multiple channels. Internally, the RMON strives to provide all team members with access to information and support, fostering an inclusive environment that enhances the team's collective ability to address climate change effectively.
- 5. **Diversity in Leadership:** The RMON actively promotes diverse representation in leadership roles, recognizing that diverse perspectives at the top drive innovative climate strategies and ensure inclusivity in decision-making processes.

Through a commitment to DEI the RMON is not just positively influencing the organization's carbon footprint but also fostering an environment where every employee feels valued, included, and empowered to contribute to the organization's collective climate goals.

Climate Change Adaptation and Resiliency

Climate change effects are already impacting the RMON and its communities. So, while the RMON strives to meet the Net-Zero goal through the CCAP's strategies, the organization must also plan for climate change resilience and adaptability in both short and long-term decisions. This involves adjusting to more frequent extreme weather events, to minimize potential harm to ecosystems, societies, and economies. Resilience means building the capacity to withstand and recover from these impacts to ensure sustainability and well-being.





Land use planning is crucial for reducing human, environmental, and financial risks associated with climate change. Efforts to increase resiliency are essential for reducing the effects of extreme weather events. Emergency and disaster management, along with public health initiatives, are critical for preparedness. Climate change significantly affects human health through heat stress, disease spread, and air quality. This makes public health an important consideration for mitigation and adaptation policies, especially for vulnerable populations. The RMON plans to lead by example through the CCAP and support wider community efforts in an upcoming Community Climate Change Action Plan.

To that end, seven of the RMON facilities are LEED (Leadership in Energy and Environmental Design) Silver certified, demonstrating the organization's commitment to efficient, sustainable, and resilient green buildings. LEED certification credits include measures like protecting natural habitats, rainwater management, and heat island reduction, which has been achieved in several current facilities. The RMON is not only assessing LEED certification for existing buildings through the Building Operations and Maintenance stream but has also implemented backup generators at all EMS bases to ensure service continuity.

Public Health is conducting a Climate Change and Health Vulnerability Assessment for the Niagara Region. Completion of this study is expected by mid/end of 2025. It will identify serious health hazards from climate change. This assessment will guide resource allocation to reduce health risks and improve outcomes. Figure 13 outlines the indicators reviewed in this assessment.

Air Quality	Extreme Temperatures	Other Weather Events	Straospheric Ozone Depletion	Food and Waterborne Illnesses	Vectorborne Diseases
 Air Quality Health Index ED visits for Chronic Obstructive Pulmonary Disorder and asthma 	 Tree canopy cover ED visits for cold- and heat-related illnesses, myocardial infarction and hypertension 		 ED visits for sunburns Incidence of melanoma 	 Enteric illness rates (campylobacter enteritis, salmonellosis, giardiasis, cryptosporidiosis, and verotoxin- producing E.coli) 	Incidence of Lyme disease and West Nile Virus illness
Health vulnerabilities related to air pollution	Population statistics for health vulnerabilities related to extreme heat	 Key socioeconomic population health vulnerabilities related to extreme weather 	Population statistics for vulnerability to ultraviolet radiation	 Key population health vulnerabilities related to food and waterborne illnesses 	 Key population health vulnerabilities related to Vectorborne disease

Figure 13 - Climate Change and Health Vulnerability Assessment Indicators

Additionally, Public Health is conducting Health Impact Assessments (HIA) on qualifying projects. The initiation of an HIA is tied to the risk categories the RMON considers in the

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capital allocation planning system. Integrating the results of the HIAs into future CCAP updates would offer several benefits including:

- informed decision-making that prioritizes health and well-being
- enhanced employee productivity through better workplace environments
- improved community relations by addressing local health concerns
- thoughtful alignment of service delivery with health and environmental considerations

The RMON's WWW teams are prioritizing climate change resiliency and adaptation by following the Envision[™] Sustainable Infrastructure Framework for new site designs. Key sections of the framework include the Natural World and Climate and Resilience, awarding points for protecting the environment, managing stormwater, and assessing climate vulnerabilities and risks to maximize site resilience. The new South Niagara Wastewater Treatment Plant will undergo Envision[™] pre-assessment and verification.

As previously mentioned, additional details regarding the RMON's plans for climate change adaptation and resiliency will be outlined in the RMON's upcoming Community Climate Action plan.

Putting it All Together

This Corporate Climate Change Action Plan is a comprehensive framework aimed at achieving Net-Zero Corporate greenhouse gas emissions by 2050. This plan focuses on strategy and policy enablers that will facilitate the implementation of decarbonization actions across the RMON's various emissions sectors. By prioritizing efficiency, waste management, electrification, and green energy, the RMON is setting the foundation for a sustainable future.

The RMON is committed to integrating climate resiliency and adaptation into planning processes to ensure that infrastructure and services remain robust in the face of changing climate conditions. Through continuous review and alignment with evolving environmental policies, the CCAP remains a dynamic and effective guide. This approach reflects the RMON's dedication to sustainability, resilience, and the well-being of the Niagara Region.





Appendices

Appendix A – Technical Decarbonization Project List

Legend:

Cost Implications (Capital)	GHG Reduction Potential (tCO2e/year)
\$: < \$10,000	LOW: < 5 tCO ₂ e
\$\$: > \$10,000 to < \$100,000	MEDIUM: > 5 < 30 tCO ₂ e
\$\$\$: > \$100,000	HIGH: ≥ 30 tCO₂e
N/A: Estimation not available or applicable	N/A: Estimation not available or applicable





ID	Sector	Measure	Cost ¹⁸	GHG Reduction Potential	Priority
B-1	Buildings	Retrofit lighting to LED	\$\$	LOW	LOW
B-2	Buildings	Implement smart lighting controls	\$	LOW	LOW
B-3	Buildings	Use thermostat setbacks during unoccupied times	\$	LOW	LOW
B-4	Buildings	Implement Building Automation Systems for HVAC, lighting	\$\$	MEDIUM	MEDIUM
B-5	Buildings	Building envelope enhancements (windows, insulation, leak sealing) \$\$\$		LOW	LOW
B-6	Buildings	Heat/energy recovery ventilation in buildings	\$\$	MEDIUM	MEDIUM
B-7	Buildings	Install high-efficiency, condensing natural gas boilers and advanced thermostat controls	\$\$	LOW	MEDIUM
B-8	Buildings	Transition natural gas-fired space and water heating systems to electric GSHP and ASHP technologies	\$\$\$	HIGH	HIGH
B-9	Buildings	Integration of solar PV in buildings	\$\$\$	LOW	MEDIUM
W-1	WWW	Process heat recovery in WWW	\$\$	HIGH	HIGH
W-2	WWW	Install high-efficiency natural gas condensing water heaters	\$\$	LOW	MEDIUM
W-3	WWW	Transition natural gas-fired water heating systems to electric GSHP and ASHP technologies			HIGH
W-4	WWW	Ensure right sizing of pumps/pump motors through audits and data analysis	\$\$	MEDIUM	LOW

¹⁸ The Cost and Estimated GHG Reduction Potential for Decarbonization Measures/Actions for the Buildings/Fleet/WWW sectors are reflective of per-unit upgrades (i.e. one facility, one vehicle).

Cost and GHG metrics will also vary based on other factors (e.g. size of facility).





ID	Sector	Measure	Cost ¹⁸	GHG Reduction Potential	Priority
W-5	WWW	Use premium efficiency motors/high efficiency turbo blower technologies	\$\$	MEDIUM	LOW
W-6	WWW	Implement variable frequency drives where feasible on pumps and blowers	\$\$	MEDIUM	LOW
W-7	WWW	Implement advanced aeration blower controls at wastewater plants	\$\$\$	HIGH	LOW
W-8	WWW	Harness and utilize biogas to supplement/offset natural gas consumption for process heating, space heating as well as potential cogeneration	\$\$\$	HIGH	HIGH
W-9	WWW	Leverage RNG (in place of natural gas) for anaerobic digestion processes	\$\$\$	HIGH	HIGH
F-1	Fleet	Driver education, idle reduction policy/auto shutoff technologies, vehicle right-sizing, route planning, advanced fleet management systems, employ ePTOs	\$\$	MEDIUM	MEDIUM
F-2	Fleet	Light-duty fleet electrification	\$\$	MEDIUM	HIGH
F-3	Fleet	Medium and heavy-duty fleet electrification	\$\$\$	HIGH	LOW
L-1	Outdoor Lighting and Traffic Signals	Replace remaining warning beacons with solar alternatives	\$\$\$	LOW	LOW
L-2	Outdoor Lighting and Traffic Signals	Investigate adaptive/smart lighting controls	\$\$\$	MEDIUM	LOW
O-1	Operational Waste	Conduct regular waste audits to identify the types and volumes of waste generated	\$	N/A	MEDIUM





ID	Sector	Measure	Cost ¹⁸	GHG Reduction Potential	Priority
0-2	Operational Waste	 General behavioural: Maintain accessible, clearly labeled recycling programs Set specific waste reduction targets and assign responsibility Monitor and regularly report progress towards waste reduction targets Provide ongoing training on proper waste management practices Raise awareness of the importance of waste reduction for Net-Zero goals Encourage composting and use of composted materials Foster friendly competition to incentivize waste reduction efforts 	\$\$	MEDIUM	MEDIUM

Table 11 - Decarbonization Action List (Full)





Appendix B – Potential Funding Sources

Funding Source/Program Name	Funding Entity	Program Description	Funding Amount
<u>Green Municipal</u> <u>Fund</u>	FCM	Funding to implement studies and capital projects at Milestone 4. Several funding streams available	Both loans and grant funding that vary based on project.
<u>Zero Emissions</u> <u>Vehicle</u> <u>Infrastructure</u> <u>Program (ZEVIP)</u>	Natural Resources Canada (NRCan)	Funding towards the deployment of electric vehicle (EV) chargers (Level 2 and 3) and hydrogen refuelling stations across Canada. It operates on an annual calendar of application windows.	Up to 50% of project costs. Max funding amount: Level 2: \$5000/connector Level 3: \$75,000/connector
<u>Save On Energy -</u> Instant Discounts Program	IESO	Instant, point-of-sale discounts available for a variety of lighting products.	Ranges from \$2/unit for T5 LED tubes to \$140/unit for high-lumen LED Highbay fixtures
<u>Save On Energy -</u> <u>Retrofit Programⁱ</u>	IESO	Provides prescriptive and custom (based on energy and demand savings) incentives for a variety of electricity reduction measures (lighting, HVAC, motors, compressed air, VFDs)	Custom incentives: the higher of \$1200/kW or \$0.13/kWh of savings. Prescriptive incentives vary based on measure type, size, application. Some incentive caps apply.
<u>Save On Energy -</u> <u>Energy</u>	IESO	Rewards organizations on a pay-for-performance basis for electricity reductions over a number of years. Some restrictions on eligible facilities apply.	\$0.04/kWh and \$50/kW of Summer Peak Demand Savings,





Funding Source/Program Name	Funding Entity	Program Description	Funding Amount
Performance Program			capped at 20% of Baseline values.
Incentives for Zero-Emission Vehicles (iZEV and iMHZEV)	Transport Canada	Point of sale incentives for the purchase or lease of eligible vehicles which range from light to heavy-duty battery-electric, plug-in hybrid and hydrogen fuel cell vehicles.	Range:low as \$625 for a 12-month lease of a light-duty plug-in hybrid vehicle to \$200,000 for the purchase of certain heavy-duty zero- emission vehicles.
<u>Enbridge Natural</u> <u>Gas Efficiency</u> <u>Programs</u>	Enbridge	A range of prescriptive and custom programs providing incentives to for upgrading to energy-efficient natural gas equipment (e.g. boilers, MUA units, energy recovery ventilators). Specific programs for affordable housing and multi-unit residential buildings. Funding also available for on-site energy assessments in some circumstances.	Range based on equipment type, size and application. Enbridge Energy Solutions Advisors are available to consult with.
Low Carbon Economy Fund (LCEF)	Government of Canada	 Provides financial support for organizations to implement large GHG reduction projects and employ low-carbon technologies. Competitive program with the most successful project types being: Waste diversion Biomass retrofits Industrial retrofits Anaerobic digesters Waste heat recovery HVAC system retrofits 	Applicants may request from \$1-25M in funding. Max cost-share specific to municipalities is 50%, therefore an eligible project must have expenditures (project costs) >\$2M.





Funding Source/Program Name	Funding Entity	Program Description	Funding Amount
		Carbon capture and utilizationDistrict energy system upgrades	
<u>Save On Energy –</u> Industrial Energy Efficiency Program	IESO	Merit-based program that supports customers across Ontario in improving their industrial processes and implementing system optimization projects. Minimum 2,000MWh electricity savings is required.	Up to \$5 million in incentives for each project, capped at 75% of eligible project costs.
<u>Canadian</u> <u>Infrastructure Bank</u> <u>– Green</u> <u>Infrastructure</u> <u>Programs</u>	Canadian Infrastructure Bank, in partnership with SOFIAC	Provides financing to reduce investment barriers and decarbonize buildings. Offers a team of experts that work with the public and private sector as well as other market participants to modernize and improve the energy efficiency of existing buildings.	Varies based on project

Table 12 - Potential Funding Sources

Appendix C – Regulatory Review Framework

The CCAP is a <u>Living Document</u> that requires systematic reviews to adapt to evolving climate and energy regulations. Continuous monitoring will also identify changes and inform adjustments. Inclusive engagement is important to align strategies with updated regulations, foster transparency, compliance and departmental accountability. Finally, regular reviews and thorough documentation ensure ongoing alignment with policy and demonstrate the RMON's commitment to continuous improvement.

Table steps through the RMON's 8-step, systematic Regulatory Review Framework, which will be led by the Climate Change team, and the Steering Committee once established.





Step	Process(es)
Regulatory Monitoring	Continuously monitor federal and provincial climate-related acts, policies, and legislation.
Regular Updates and Alerts	 Ensure that climate change, energy and sustainability related groups receive regular updates and alerts on changes or new regulations related to climate change.
Impact Assessment and Analysis	 Evaluate the effects of regulatory changes on the existing CCAP. Identify areas requiring adaptation or alignment for compliance. Organize changes by impact (low/medium/high) and time horizon criticality (immediate/1-5 years/5+ years).
Staff Engagement	 Collaborate to discuss implications of regulatory changes and develop strategies for CCAP integration.
Plan Adjustment and Alignment	 Modify the plan to ensure alignment with updated regulations. Document revisions and rationale for transparency.
Implementation and Training	 Communicate revised plan and provide necessary training for understanding and compliance.
Periodic Review and Audits	 Establish scheduled reviews to compare the plan against evolving regulatory standards. Allow for timely adjustments.
Documentation and Reporting	 Maintain detailed records of compliance reviews (timing, depth), modifications (tracked changes), and training (methods, attendees). Prepare regular reports to Council showcasing compliance efforts and improvements.

Table 13 - Regulatory Review Framework









ⁱ The Niagara Region has been identified by the IESO as an area where electricity constraints exist. As a result, regional incentive adders (incremental to base incentives) have been made available in some jurisdictions within Niagara to further encourage update in the Retrofit program.



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May 26, 2025

CL 8-2025, May 22, 2025 PWC 5-2025, May 6, 2025 PW 20-2025, May 6, 2025

Ministry of the Environment, Conservation and Parks

Local Area Municipalities

SENT ELECTRONICALLY

2024 Reserve Water and Wastewater Treatment Capacities PW 20-2025

Regional Council, at its meeting held on May 22, 2025, passed the following recommendation of its Public Works Committee:

That Report PW 20-2025, dated May 6, 2025, respecting 2024 Reserve Water and Wastewater Treatment Capacities, **BE RECEIVED** for information and **BE CIRCULATED** to the Ministry of the Environment, Conservation and Parks and Local Area Municipalities.

A copy of Report PW 20-2025 is enclosed for your reference.

Yours truly,

limin

Ann-Marie Norio Regional Clerk js CLK-C 2025-053

CC:

- I. Stetic, Manager, W-WW Infrastructure Planning
 - T. Ricketts, Commissioner, Public Works
 - N. Coffer, Executive Assistant to the Chief Administrative Officer



Subject: 2024 Reserve Water and Wastewater Treatment Capacities Report to: Public Works Committee Report date: Tuesday, May 6, 2025

Recommendations

- 1. That Report PW 20-2025 BE RECEIVED for information; and
- 2. That Report PW 20-2025 **BE CIRCULATED** to the Ministry of the Environment, Conservation and Parks and Local Area Municipalities.

Key Facts

- The purpose of this report is to inform Council about the reserve treatment capacities at Niagara Region's Water and Wastewater Treatment Plants. This desktop analysis is required by the Ministry of Environment, Conservation and Parks (MECP).
- The data contained in this report contributes to the review of new development proposals and related servicing, as well as long-term planning for future treatment capacity.
- The results of this capacity assessment indicate that all of Niagara Region's Water Treatment Plants (WTPs) and Wastewater Treatment Plants (WWTPs) have sufficient capacity to accommodate growth beyond the minimum 10-year planning horizon.
- This conclusion is based on the Region's current infrastructure plan, which includes the construction of the new South Niagara Wastewater Treatment Plant to expand overall capacity.
- The assessment also assumes that existing treatment facilities will be maintained or refurbished as needed to remain fully operational.
- Additionally, the analysis is based on design capacity, and does not account for the impact of wet weather flows. Peak wet weather conditions may limit sanitary sewer capacity. As such, ongoing efforts to reduce wet weather flows are critical to supporting future development.
- The Region's Master Servicing Plan builds upon the MECP desktop analysis by incorporating relevant local factors, including wet weather impacts, to provide a more comprehensive, real-world assessment of capacity.

Financial Considerations

There are no direct financial implications related to this report.

Analysis

Annual Wastewater Treatment Capacity Report Required by MECP

The purpose of this report is to inform Council of the reserve treatment capacities at Niagara Region's Water and Wastewater Treatment Plants. This reporting is required by the Ministry of Environment, Conservation and Parks (MECP) and is intended to highlight potential capacity constraints to help municipalities plan for infrastructure projects needed to service anticipated growth.

This desktop exercise follows a specific methodology established by the MECP, which involves comparing five-year average flows to the respective MECP Environmental Compliance Approval(s), formerly known as Certificate of Approval(s) for each facility. It then incorporates 10-year growth forecasts from the most recent MSP into the analysis.

This methodology reflects the Region's current infrastructure plan, which includes the construction of the new South Niagara Wastewater Treatment Plant to expand overall capacity. It also assumes that existing treatment facilities will be maintained or upgraded as needed to remain fully operational. Additionally, the assessment is based on design capacity and does not account for the impact of wet weather flows.

The Region's Master Servicing Plan builds on the MECP analysis by incorporating wet weather flow impacts, as well as phasing and staging strategy work with the Region's local municipal partners to fully define development capacity needs.

All Plants have 10 Year+ Available Design Capacity

The results of this desktop average flow capacity assessment indicate that the design capacity of all Niagara Region Water Treatment Plants (WTPs) and Wastewater Treatment Plants (WWTPs) is sufficient to accommodate growth beyond the minimum 10-year planning horizon.

Appendices 1 and 2 provide annual average daily flows and five-year average flows from 2020 to 2024 for the water and wastewater treatment plants, respectively. Appendices 3 and 4 provide a summary of Niagara's six (6) water treatment facilities and 11 wastewater treatment facilities presenting their respective reserve capacities. The reserve capacity calculations are based on the Region's official long-range population and employment forecasts. It is important to note that actual growth rates in recent years have exceeded these forecasts. Because higher-than-expected growth can impact the accuracy of this desktop exercise, Regional staff will review growth trends annually and adjust the forecasted growth rates used in reserve capacity calculations as needed.

Risks that Reduce Available Treatment Capacity

It is important to note that the results of this capacity assessment, calculated according to MECP requirements, do not fully reflect real-world operating conditions. The assessment assumes dry weather flows, no constraints within the conveyance system, and that all existing equipment is properly maintained.

In practice, precipitation—particularly rainwater—can reduce the available capacity of municipal wastewater systems. Because rainwater does not require the same level of treatment as sewage, it should be directed to the stormwater system. However, when rainwater enters the sanitary collection system, it consumes capacity intended for sewage and future growth. As such, ongoing efforts to reduce wet weather flows are essential to alleviating system limitations and enabling future development.

Additionally, this assessment does not account for operational deficiencies or risks related to the condition of existing assets at treatment plants or within trunk conveyance and transmission systems. While not addressed in detail in this report, infrastructure failures could significantly impact the Region's ability to support new development or permit servicing extensions.

Alternatives Reviewed

No alternatives were reviewed as this report is a requirement of the MECP.

Relationship to Council Strategic Priorities

The report aligns directly with Council's Priority of Responsible Growth and Infrastructure Planning by forecasting the reserve capacity available for growth at all Regional Water and Wastewater Treatment Facilities. By understanding reserve capacity, the Region can better plan infrastructure needed for growth.

The report also provides MECP and local municipal partners operational summary and reserve capacity projections for Region's Water and Wastewater Treatment facilities.

Other Pertinent Reports

PDS 16-2024, May 8, 2024, 2023 Reserve Water and Wastewater Treatment Capacities (https://pubniagararegion.escribemeetings.com/Meeting.aspx?Id=b480eb56-6bb4-466f-982d-31237205b6be&Agenda=Merged&lang=English&Item=16&Tab=attachments)

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Terry Ricketts, P.Eng. Commissioner of Public Works Public Works Department

Submitted by:

Ron Tripp, P.Eng. Chief Administrative Officer

This report was prepared in consultation with Susan Dunsmore, Acting Director of Infrastructure Planning and Development Engineering.

Appendices

Appendix 1	Annual Average Daily Flow 2020 to 2024 WTP
Appendix 2	Annual Average Daily Flow 2020 to 2024 WWTP
Appendix 3	Water Reserve Capacity Calculations for 2024
Appendix 4	Wastewater Reserve Capacity Calculations for 2024

Appendix 1: Water Treatment Plant Annual Average Daily Flow 2020 - 2024

	Deted	2020	2021	2022	2023	2024		
Water Treatment	Rated	Average	Average	Average	Average	Average	5 Year	3 Year
Plant (WTP)	Capacity (m ³ /d)	Daily	Daily	Daily	Daily	Daily	Average	Average
Fidilit (VVTF)	(1170)	Flow	Flow	Flow	Flow	Flow	2020 / 24	2022 / 24
		(m3/d)	(m3/d)	(m3/d)	(m3/d)	(m3/d)		
Decew Falls WTP	227,300	53,390	50,824	52,970	52,830	56,714	53,346	52,900
Grimsby WTP	44,000	15,726	14,872	14,809	14,610	14,814	14,966	14,709
Niagara Falls WTP	145,584	40,145	40,125	42,164	43,050	43,228	41,742	42,607
Port Colborne WTP	36,000	6,870	6,387	6,953	8,310	8,014	7,307	7,631
Rosehill WTP	50,026	11,024	11,710	13,025	12,710	12,540	12,202	12,868
Welland WTP	65,000	24,670	24,675	24,162	24,100	24,860	24,493	24,131

Appendix 2: Wastewater Treatment Plant Annual Average Daily Flow 2020 - 2024

Wastewater Treatment Plant (WWTP)	Rated Capacity (m³/d)	2020 Average Daily Flow (m3/d)	2021 Average Daily Flow (m3/d)	2022 Average Daily Flow (m3/d)	2023 Average Daily Flow (m3/d)	2024 Average Daily Flow (m3/d)	5 Year Average 2020 / 24	3 Year Average 2022 / 24
Anger Avenue WWTP	24,500	15,146	13,580	13,171	12,992	12,084	13,395	12,749
Baker Road WWTP	31,280	20,910	17,952	17,081	23,700	22,100	20,348	20,960
Crystal Beach WWTP	9,100	6,276	5,688	5,256	5,423	4,865	5,501	5,181
Niagara Falls WWTP	68,300	41,360	35,242	35,197	42,902	41,748	39,290	39,949
NOTL WWTP	8,000	5,237	5,142	5,602	6,823	6,217	5,804	6,214
Port Dalhousie WWTP	61,350	36,681	34,113	31,793	29,176	27,416	31,836	29,462
Port Weller WWTP	56,180	39,211	33,751	33,176	38,024	36,429	36,118	35,876
Queenston WWTP	500	213	135	142	225	175	178	181
Seaway WWTP	19,600	13,472	11,299	10,200	11,391	9,519	11,176	10,370
Stevensville/Douglastown	2,289	1,729	1,592	1,552	1,479	1,400	1,550	1,477
Welland WWTP	54,550	37,137	33,617	34,288	39,800	34,801	35,929	36,296

Appendix 3: Water Treatment Plant Reserve Capacities for 2024

Water	Permit	Rated	Theoretical	90% of	5-Year	Peaking	Total	Reserve	Design	Reserve	10-Year	Surplus
Treatment	to Take	Treatment	Ave Day	Ave Day	Ave	Factor	Capacity	Treatment	Flow	Serviceable	Forecast	Population
Plant	Water	Capacity	Capacity	Capacity	Day		Used	Capacity	Rate (3)	Population	Population	10-Year
(WTP)	(1)			(2)	Flow			90%	246	Equivalents	Res &	Projection
	m³/d	m³/d	m³/d	m³/d	m³/d			m³/d	Lcd		Emp	
DeCew												
Falls	227,000	227,300	152,040	136,836	53,346	1.495	35%	83,491	246	339,393	30,223	309,170
Grimsby	44,000	44,000	26,699	24,029	14,966	1.648	56%	9,063	246	36,841	17,037	19,804
Niagara												
Falls	145,500	145,584	97,511	87,760	41,742	1.493	43%	46,018	246	187,063	28,700	158,363
Port												
Colborne	45,500	36,000	21,858	19,672	7,307	1.647	33%	12,365	246	50,265	2,032	48,233
Rosehill	78,000	50,026	32,089	28,879	12,202	1.559	38%	16,678	246	67,796	7,151	60,645
Welland	110,000	65,000	43,218	38,896	24,493	1.504	57%	14,403	246	58,548	18,388	40,160

Note 1: Original MOE approved quantity of raw water permitted (Permit To Take Water).

Note 2: Region's 2021 W&WW MSP requires planning process for expansion when plant capacity exceeds 80%, and expansion should be completed when capacity exceeds 90%.

Note 3: Region's 2021 W&WW MSP new design criteria calls for 240 Lcd residential consumption and 270 Led employment consumption. This is equivalent to 246 Lcd for both, using the 79% and 21% residential and employment share, respectively.

Appendix 4: Wastewater Treatment Plant Reserve Capacity for 2024

Wastewater Treatment Plant	MECP	90% of	5-Year	Total	Reserve	Design	Reserve	10-Year	Surplus
(WWTP)	Rated	Plant	Average	Capacity	Treatment	Flow	Serviceable	Forecast	Population
()	Capacity	Capacity ⁽¹⁾	Daily	Used	90%	Rate ⁽²⁾	Population	Population	10-Year
			Flow		Capacity	356	Equivalents	Res &	Projection
	m³/d	m³/d	m³/d		m³/d	Lcd		Emp	
Anger Avenue (Fort Erie)	24,500	22,050	13,395	55%	8,655	356	24,312	4,730	19,582
Baker Road (Grimsby)	31,280	28,152	20,348	65%	7,804	356	21,920	20,442	1,478
Crystal Beach (Fort Erie)	9,100	8,190	5,501	60%	2,689	356	7,552	1,081	6,471
Niagara Falls ⁽³⁾	68,300	61,470	39,290	58%	22,180	356	62,305	22,309	39,996
NOTL	8,000	7,200	5,804	73%	1,396	356	3,920	1,036	2,884
Port Dalhousie (St.									
Catharines)	61,350	55,215	31,836	52%	23,379	356	65,672	13,784	51,888
Port Weller (St. Catharines)	56,180	50,562	36,118	64%	14,444	356	40,572	9,392	31,180
Queenston (NOTL) ⁽⁴⁾	500	450	178	36%	272	356	764	34	730
Seaway (Port Colborne)	19,600	17,640	11,176	57%	6,464	356	18,157	2,008	16,149
Stevensville/Douglastown	2,289	2,060	1,550	68%	510	356	1,432	994	438
Welland	54,550	49,095	35,929	66%	13,166	356	36,984	18,235	18,749

Note 1: Region's 2021 W&WW MSP requires planning process for expansion when plant capacity exceeds 80%, and expansion should be completed when capacity exceeds 90%.

Note 2: Region's 2021 W&WW MSP new design criteria calls for 255 Lcd residential and 310 Led employment generation rate including 90 Lcd of extraneous flow allowance. An equivalent of 356 Lcd is applied using 80% and 20% for residential and employment growth share, respectively.
Note 3: The Niagara Falls WWTP assessment includes the sewage flows from the St. David's area of Niagara-on-the-Lake.

Note 4: The Queenston WWTP in Niagara-on-the-Lake has a unique capacity commitment of 226 m³/d for the following properties: Niagara Parks Commission (75 m³/d), Niagara Falls Bridge Commission (63 m³/d), Shalamar Campground (38 m³/d) and Ontario Power Generation (50 m³/d). Due to these commitments and limited UAB, limited residential growth is expected within the next 10 years within the tributary area.



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May 23, 2025

CL 8-2025, May 22, 2025 COTW 4-2025, May 1, 2025 COM 14-2025, May 1, 2025

Local Area Municipalities

SENT ELECTRONICALLY

Consolidated Housing Master Plan: Implementation Plan COM 14-2025

Regional Council, at its meeting held on May 22, 2025, passed the following recommendation of its Committee of the Whole:

That Report COM 14-2025, dated May 1, 2025, respecting Consolidated Housing Master Plan: Implementation Plan, **BE RECEIVED** and the following recommendations **BE APPROVED**:

- 1. That staff **BE DIRECTED** to undertake the Consolidated Housing Master Plan: Implementation Plan with continuous monitoring and updating as needed;
- That the recommended financial modeling Scenario 2 as outlined in Report COM 14-2025 BE ENDORSED for consideration during Niagara Region's 2026 budget process;
- 3. That staff **BE DIRECTED** to waive all municipal application review and permitting fees for any Niagara Regional Housing project and any non-profit and co-operative housing provider development project;
- 4. That local area municipalities **BE REQUESTED** to consider waiving all municipal application review and permitting fees for any Niagara Regional Housing project and any non-profit and co-operative housing provider development project;
- 5. That staff **BE DIRECTED** to waive municipal application review fees and permitting fees where a local area municipality has entered into a Service Agreement with Niagara Region and has agreed to waive its fees; and

6. That local area municipalities **BE REQUESTED** to consider amending or creating public use exemption provisions within local official plans and comprehensive zoning by-laws to establish Niagara Regional Housing affordable housing units, as well as non-profit and co-operative housing providers that are under Service Manager agreements with Niagara Region's Housing Services Department as eligible uses.

A copy of COM 14-2025 is enclosed for your reference.

Yours truly,

amb

Ann-Marie Norio Regional Clerk :kl CLK-C 2025-046

CC:

A. Morrison, Development, Industry and Housing Consultant C. Banach, Chief Executive Officer, NRH/Director of Housing Services



Subject: Consolidated Housing Master Plan: Implementation Plan

Report to: Committee of the Whole

Report date: Thursday, May 1, 2025

Recommendations

- 1. That staff **BE DIRECTED** to undertake the Consolidated Housing Master Plan: Implementation Plan with continuous monitoring and updating as needed;
- That the recommended financial modeling Scenario 2 as outlined in Report COM 14-2025 BE ENDORSED for consideration during Niagara Region's 2026 budget process;
- 3. That staff **BE DIRECTED** to waive all municipal application review and permitting fees for any Niagara Regional Housing project and any non-profit and co-operative housing provider development project;
- 4. That local area municipalities **BE REQUESTED** to consider waiving all municipal application review and permitting fees for any Niagara Regional Housing project and any non-profit and co-operative housing provider development project;
- 5. That staff **BE DIRECTED** to waive municipal application review fees and permitting fees where a local area municipality has entered into a Service Agreement with Niagara Region and has agreed to waive its fees; and
- 6. That local area municipalities **BE REQUESTED** to consider amending or creating public use exemption provisions within local official plans and comprehensive zoning by-laws to establish Niagara Regional Housing affordable housing units, as well as non-profit and co-operative housing providers that are under Service Manager agreements with Niagara Region's Housing Services Department as eligible uses.

Key Facts

 The purpose of this report is to inform Council of the Consolidated Housing Master Plan: Implementation Plan (Implementation Plan) as received by the Niagara Regional Housing (NRH) Board of Directors and to seek Council's endorsement to consider allocating an annual incremental contribution from the general levy towards NRH (re)development projects as identified within this Implementation Plan and commencing through the 2026 budget process.

- The Implementation Plan builds on and actions the recommendations that were set out in the original Consolidated Housing Master Plan, 2022 by guiding more efficient use of existing owned assets through the redevelopment and intensification of underutilized properties.
- The Implementation Plan forecasts NRH's community housing unit supply to grow from 3,051 units present day to 6,037 units by 2050 (2,986 net new units), plus estimates the demolition and replacement of 1,257 existing units.
- An annual incremental contribution of 0.105% 0.195% over 25 years through the general levy will fund approximately 18% of the forecast \$1.86 billion in capital costs and \$324 million in operating costs, minimizing pressure on the Region's annual budgeting process.
- Potential funding sources that can support the Implementation Plan include savings through expiring end-of-mortgage agreements with non-profit and co-operative housing providers, any proceeds resulting from strategic land disposition, dedicated annual incremental contributions from the general levy, partnership and grant opportunities with senior levels of government and other external entities, as well as funds made available through the Housing-as-a-Priority lens framework.

Financial Considerations

The legislative landscape around how municipalities can access funding for affordable housing development has changed. *Bill 23, More Homes Built Faster Act, 2022* eliminated the ability for Niagara Region to collect development charge funds for utilization towards affordable housing projects. Additionally, NRH and Niagara Region are currently unable to utilize internal debt issuance given that the Region's debt burden is forecast to double over the next 5-years. With a debt freeze in place, it will be paramount for Niagara Region to dedicate a portion of levy funds towards NRH (re)development projects to support Council's Strategic Priority.

The estimated escalated capital and operating costs for the (re)development of 4,243 NRH units (2,986 net new units and 1,257 demolished and replaced units) as forecast through the Implementation Plan is approximately \$2.185 billion, which represents \$1.861 billion in capital cost and \$324 million in incremental operating cost.

This report requests for Regional Council to consider the investment of, at minimum, an annual incremental increase of 0.105% to 0.195% to the general levy based on an estimated levy growth rate between 2% and 8%. The general levy contribution totaling \$409 million over 25-years would be in addition to other potential funding sources.

These sources include an estimated \$120 million available through end-of-mortgage savings that result from expiring agreements between Niagara Region and non-profit and co-operative housing providers and the continued funding from Canada Ontario Community Housing Initiative (COCHI) for new development, an estimated \$17.5 million through strategic NRH land dispositions, any proceeds that are earmarked for affordable housing through the Region's Housing-as-a-Priority lens, and any other grants and partnerships with upper-levels of government and external entities.

As enabled by Section 69 of the *Planning Act, 1990*, this report also recommends waiving all of Niagara Region's development application review and permitting fees for all NRH and non-profit and co-operative housing provider development projects. This fee waiver in conjunction with the requested public use exemption is expected to have positive impact in enabling housing providers to redirect more funds to the new construction, enhance accuracy of cost estimates, and expedite projects when new funding becomes available. It is anticipated that this recommendation will have a negligible impact on overall Regional revenue based on the nature of the fees that are listed and the anticipated frequency and volume of these types of development applications of this nature moved forward with a total waived Regional fee amount of \$4,910. Applicable fees are unique to each development and will vary on project-by-project basis.

Analysis

Background: Consolidated Housing Master Plan, 2022

In 2022, Colliers International on behalf of Niagara Regional Housing (NRH) completed a 'Consolidated Housing Master Plan' (CHMP, 2022) to assess and address the growing demand for community housing units in Niagara and reduce the wait times for individuals and households on Niagara Region's Centralized Waitlist.

The CHMP, 2022 assembled an inventory of existing NRH and private non-profit and co-operative housing provider assets, as well as conducted a housing needs assessment to determine the demand for community housing units in Niagara. Its results forecast the need for approximately 20,700 community housing units by the year 2045 with an estimated unit supply gap of 3,600 community housing units amongst the inventoried assets. The CHMP, 2022 concluded that the supply gap could be bridged through (re)development of existing NRH and non-profit and co-operative housing provider sites, plus other prospective sites not owned by NRH that could be pursued for

development. Each site was evaluated to determine its (re)development potential, which produced a short-list of sites that could be favourable to address this demand. The short-list proposed ten (10) NRH sites, six (6) non-profit and co-operative sites, and eighteen (18) prospective sites that could result in an estimated construction of more than 5,800 units to address the supply gap.

The CHMP, 2022 contains recommendations for implementation, including verifying the (re)development feasibility of short-listed sites, exploring opportunities to intensify other existing NRH and non-profit and co-operative housing provider assets, establishing a portfolio approach to improve coordination of project resourcing and sequencing, and ensuring the careful displacement and relocation of NRH tenants.

Consolidated Housing Master Plan: Implementation Plan

The Implementation Plan builds on the foundation of the CHMP, 2022 to accomplish its recommendations by:

- Establishing a portfolio approach for NRH (re)development projects and producing a Redevelopment Timeline to the year 2050.
- Focusing on constructing community housing units in a consistent and fiscally manageable timeframe.
- Improving Niagara Region's vision and understanding on (re)development expectations related to non-profit and co-operative housing provider entities.
- Respecting and carefully planning for tenant displacement and relocation during redevelopment project planning and sequencing.
- Aligning unit supply with Niagara Region's Centralized Waitlist demand.
- Recommending a preferred funding scenario for Regional Council consideration.

The Implementation Plan's approach and methodology differs from the CHMP, 2022, which has resulted in changes to estimated unit counts and project delivery timelines. The Implementation Plan reviews and considers a broad cross-section of both qualitative and quantitative attributes that could influence the overall development potential of a site. Some examples of these considerations include:

- Prioritizing sites that are owned by NRH to reduce the risk of cost and timing impacts that could result from external party decision-making processes.
- Reviewing official plan designations and zoning by-law classifications to understand potential development options, and where applicable, identifying preferred land use

designations and classifications that would permit the preferred concept that is envisioned for the site.

- Completing a preliminary review of on- and off-site due diligence considerations that could impact development potential (such as Planning Act applications, availability of municipal servicing infrastructure, presence of servicing/utility easements, natural heritage features, site condition, and land use compatibility).
- Determining NRH's eligibility for 'public use exemption' under local area municipal land use planning documents, when applicable.
- Using recently completed NRH development projects as precedence to assist with unit count estimates and envisioned building typology (such as stacked townhouse or low- or mid-rise apartments) that could be constructed based on similar site characteristics.
- Sequencing projects to ensure that preceding projects can sufficiently accommodate the required number of replacement units and bedrooms for any NRH tenants that are displaced through subsequent redevelopment projects.
- Assessing the development potential of all NRH lands to identify underutilized sites and opportunities for strategic acquisition, disposition, and/or partnerships.
- Considering the surrounding existing and planned community fabric and proposing building typologies that will complement the neighbourhood.

As prepared, the Implementation Plan's Redevelopment Timeline forecasts the construction of 4,243 NRH units (2,986 net new units and 1,257 redeveloped / replaced units) over 25-years, which will result in a total NRH unit supply of 6,037 units by the year 2050. This represents twice as many NRH units on slightly less NRH-owned land supply when all the land assets that have been identified by NRH for strategic acquisition and disposition have been factored.

In relation to non-profit and co-operative housing providers, these entities are governed by independent boards which limits the certainty and predictability under which (re)development projects are undertaken. The Implementation Plan references primary data that is collected through Niagara Region's annual 'Expression of Interest for Non-Profit Affordable Housing Development Project Readiness and Support for Program Funding Submissions' to forecast short-term housing provider (re)developed unit count estimates. The Expression of Interest represents the most accurate data available and is proven to be an invaluable tool that strengthens the transparency on project milestones, budgets, and timing. Respondent submissions equip Niagara Region staff with the ability to rapidly assess, collaborate with, and respond to funding announcements to improve the likelihood of success in securing funds from external sources.

The Implementation Plan forecasts 377 non-profit and co-operative housing provider units (all net new) to be constructed over the next 5-years. This estimate is subject to change based on responses and information received through the Region's annual Expression of Interest process. Potential capital development cost implications to the Region are not estimated as the amount of funding support that is needed to construct these units will vary on a project-by-project basis.

Support and Collaboration

NRH and Niagara Region lack the resources that are required to independently address Niagara's affordable housing supply gap. As such, it is critical for Niagara Region to work closely with local area municipalities, senior levels of government, non-profit and co-operative housing providers, and private market developers to create and foster a unified effort to support the construction of affordable units. It will take a concerted effort by all parties to do what they can to reduce the barriers that could burden the approval and construction of units and minimize any costs that could harm the overall depth of affordability that units are offered at.

Through the Implementation Plan's evaluation and methodology process, staff identified several areas that could be improved to support the delivery of NRH units and non-profit and co-operative housing provider units.

For example, through efforts to estimate the feasible development potential yield of NRH sites, it was observed that conceptual site and building design benefitted from local official plans and comprehensive zoning by-laws that contained public use exemptions with NRH interpreted as an eligible use. The availability of this clause enables more leniency to any exceedances and/or deficiencies to technical parameters such as maximum and minimum requirements to setbacks from lot lines, lot frontage, landscaping and parking requirements, gross floor area calculations, and density and building heights limits. The clause also eliminates the need to undertake time consuming development applications, such as local official plan and zoning by-law amendments, significantly reducing the risks associated to potential cost and timing implications of Council approvals, third-party appeals, and neighbourhood pressures from 'not-in-my-backyard (NIMBY)' mentality. Sites that are eligible for public use exemption are viewed as being more favourable for construction as it enables the ability to quickly respond to funding announcements made by senior levels of government.

There could be opportunity for local area municipalities to explore the option of extending public use exemption provisions to apply to non-profit and co-operative housing providers that are under Service Manager agreements with Niagara Region's Housing Services Department. The extension of this provision to housing providers that have entered into these agreements under the *Housing Services Act, 2011* could promote the sustained long-term retention of existing affordable housing units by encouraging these housing providers to re-enter into agreements upon their expiry. Eligibility for the provision could be leveraged as a favourable prospect to support future (re)development efforts thru streamlining the development approval process and minimizing related risks. Public use exemptions are viewed as an effective policy mechanism to expedite the delivery of deeply affordable community housing units and will help to address the ongoing housing crisis.

With regards to both NRH and non-profit and co-operative housing providers, it is observed that protecting as much funding for soft costs and capital as possible strengthens the ability to proceed to project design and construction. It is also observed that the expectations and understanding around which municipal fees and the amounts that are eligible for discount or waiver is inconsistently applied across Niagara's municipalities. As a result, uncertainties arise with respect to how fees relating to development review, permits, and development charges can be factored into project proformas, thus impacting the overall depth of affordability that units can be offered at.

In pursuit of promoting the accelerated delivery of more affordable housing units, it is recommended that Regional Council waive all municipal application review and permitting fees for NRH and non-profit and co-operative housing provider development projects, and that this same direction be requested for consideration by all local area municipalities. This recommendation can be actioned through Section 69 of the *Planning Act, 1990.* Specifically, s.69(2) allows for a Council of a municipality to reduce or waive the requirement for the payment of fee for an application provided that the Council is satisfied that it is unreasonable to require its payment.

Establishing a predictable and consistent approach as to how municipal review and permitting fees are applied across Niagara will improve the ability for housing providers to access more project funds sooner and enhance the accuracy of cost estimates. This is critical for housing providers as they often have limited resourcing capacity. Redirecting the costs from municipal review and permitting fees to be instead allocated towards project soft costs and/or capital needs will benefit the overall depth of unit affordability by reducing the project's budget.

The waiver of Niagara Region's development review and permitting fees is expected to have a negligible impact on overall revenue based on the amount and nature of the fees, as well as the anticipated frequency and volume of these types of development application submissions.

Additionally, it is recommended that Regional Council request for local area municipalities to consider creating or amending public use exemptions within official plans and comprehensive zoning by-laws to recognize NRH affordable housing units and non-profit and co-operative housing providers that are under Service Manager agreements with Niagara Region's Housing Services Department as eligible uses. Staff is available to assist local municipal staff with the preparation and/or review these provisions to ensure that the delivery of more affordable housing units as guided by the Implementation Plan is achieved without adverse impact to existing communities.

The recommendations of this report will cumulatively support advocacy efforts for external funding opportunities with senior levels of government by demonstrating Niagara's commitment towards delivering truly affordable housing.

Alternatives Reviewed

Financing the Implementation Plan will require a long-term strategy and commitment over multiple terms of Council. The approach must also be multi-faceted and combine various funding sources, including the re-purposing of funds from the end-of-mortgage savings, land disposition of underutilized NRH and Region-owned properties, and annual contributions from the general levy.

Debt Issuance or 100% Planned Funding

As described under the Financial Considerations section of this report, debt issuance was explored as a potential funding option but is not a recommended approach for short-term project financing. It is also unrealistic to recommend that 100% of the development cost be municipally funded as Niagara Region lacks the financial resources to independently address the significant costs associated with growing the housing stock.

Accordingly, the Implementation Plan explored three potential funding scenarios that could support a partial application of the Plan in a more measured and feasible manner:

• Scenario 1: No incremental levy funding – 7% funding contribution, includes end-ofmortgage savings and land disposition only.

- Scenario 2: Annual Incremental levy funding 25% of Plan funding over 25-years from the general levy, includes end-of-mortgage savings and land disposition.
- Scenario 3: Front-loaded first 5-years of annual incremental levy funding 25% of Plan funding over 25-years from the general levy, includes end-of-mortgage savings and land disposition.

Scenario 1: No Incremental Levy Funding

Without any increases to the general levy to help fund (re)development projects or the ability to issue debt, all financial resources for (re)development projects must rely primarily on senior level government contributions, as well as the limited funds available from the end-of-mortgage savings and continued funding from Canada Ontario Community Housing Initiative (\$120 million) and strategic land dispositions (\$17.5 million). This approach creates significant uncertainty and risk, as external funding sources can be subject to competitive allocation processes, political priorities, and budget constraints at senior levels of government. Without guaranteed funding, the Implementation Plan's Redevelopment Timeline could encounter substantial delays and the scope of the initiative may need to be reduced or restructured. Furthermore, the lack of municipal investment reduces the alignment with local needs and priorities.

Scenario 1 estimates the total Regional investment at approximately \$137.5 million with a total funding gap of \$2.05 billion. This scenario presents significant challenges of relying exclusively on senior levels of government for necessary housing infrastructure.

Scenario 2: Annual Incremental Levy Funding – 25% of Plan Funding Over 25-Years

With dedicated funding through the general levy, NRH can begin to increase critical housing stock to better serve the community. Assuming the general tax levy grows at an estimated rate between 2% and 8% annually from 2026 to 2050, an incremental 0.105% to 0.195% annual contribution over the next 25-years will provide funding for approximately 25% of the entire project scope, totalling \$546 million dollars in cumulative funds including the end-of-mortgage savings and land disposition proceeds. This would result in a total escalated funding gap of approximately \$1.64 billion that would need to be provided through other funding sources, such as provincial and federal government programs.

The Implementation Plan recommends Scenario 2 as the preferred investment option, as it demonstrates Niagara's commitment to being a strategic and financial partner in

the housing solution. Scenario 2 would result in approximately 25% (\$546 million) of the Implementation Plan being funded through a combination of incremental contributions from the general levy (18%, \$409 million), end-of-mortgage savings and continued funding from Canada Ontario Community Housing Initiative (6%, \$120 million), and strategic land disposition (1%, \$17.5 million). Dependent on the growth rate of the annual general tax levy, it is estimated that an annual incremental contribution of between 0.105% and 0.195% of the general tax levy would be required over the next 25-years to support the Plan.

Scenario 3: Front-loaded First 5-Years of Annual Incremental Levy Funding – 25% of Plan Funding Over 25-Years

At the request of the NRH Board of Directors, Scenario 3 explores a front-loaded annual incremental increase over the first 5-years of the Implementation Plan. Like Scenario 2, Scenario 3 would result in 25% (\$546 million) of the Implementation Plan being funded through a combination of incremental contributions from the general levy (18%, \$409 million), end-of-mortgage savings and continued funding from Canada Ontario Community Housing Initiative (6%, \$120 million), and strategic land disposition (1%, \$17.5 million). Unlike Scenario 2, Scenario 3 sets out a more aggressive approach for an annual incremental contribution of between 0.527% and 0.626% of the general tax levy in the first 5-years of the Implementation Plan followed by a 0% annual incremental contribution throughout the remaining 20-year duration of the Plan.

A significant benefit to the front-loaded funding scenario is that it would result in an accelerated delivery of project undertaking by making more funds available in the short-term. A comparison between each funding scenario and their incremental funding contribution amounts by Council term is estimated in Appendix 2.

Regional Council holds the discretion to adjust the amount, rate, and structure of annual general levy contribution towards the delivery of NRH community housing through its annual Regional budget review process. Scenario 2 is recommended as a minimum contribution strategy and any additional investment, front-loaded scenario, or restructuring of contribution rates should be carefully considered in tandem with competing Council Strategic Priorities.

Relationship to Council Strategic Priorities

The Consolidated Housing Master Plan is listed as a project under Regional Council's 'Equitable Region' pillar to achieve Objective 3.3 which seeks to improve access to affordable and attainable housing in Niagara. The contribution of Regional investment towards the Implementation Plan is an effective action that will provide individuals and families with access to safe, stable, and affordable place to live.

The Implementation Plan also benefits other strategic priority areas. Specifically, the Plan supports Objective 1.1 under the 'Effective Region' pillar through the modernization of current assets and improved service delivery efficiencies. Further, it supports Objective 4.4 under the 'Prosperous Region' pillar by strengthening future advocacy efforts with senior levels of government by demonstrating Niagara's financial commitment to deliver new affordable housing units.

Other Pertinent Reports

- COM 15-2020 Affordable Housing Strategy Update
- COM 32-2023 Update on the Consolidated Housing Master Plan
- PDS 29-2023 Housing-as-a-Priority Lens
- COM 28-2024 End-of-Mortgage Savings Strategy

Prepared by: Alexander Morrison Development Industry and Housing Consultant Office of the Deputy CAO

Recommended by:

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Appendices

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Consolidated Housing Master Plan:

Implementation Plan

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Purpose

The 'Consolidated Housing Master Plan: Implementation Plan' (hereafter referred to as the 'Implementation Plan' and 'this document') builds on Niagara Regional Housing's (NRH) initial 'Consolidated Housing Master Plan, 2022' (CHMP, 2022). The purpose of the Implementation Plan is to guide the (re)development of existing NRH and private non-profit and co-operative community housing units in an economically responsible and feasible manner that respects the displacement and relocation of existing tenants.

This document details the considerations and methodology that were used to determine how sites were identified and prioritized for (re)development, including the determination of unit count projections, composition of planned bedroom types, estimated construction timelines, and forecast funding need.

Background: Consolidated Housing Master Plan, 2022

In 2022, Colliers International on behalf of NRH completed the CHMP, 2022 to assess and address the growing demand for community housing units in Niagara and reduce the wait times for individuals and households on Niagara Region's Centralized Waitlist. The CHMP, 2022 contains assessment of Niagara's current and forecast community housing needs based on a review of existing NRH and private non-profit and cooperative housing assets. Its analysis includes capital and operating projections, socioeconomic trends, and review of a regional market area housing needs assessment based on Statistics Canada and Canadian Centre for Economic Analysis data.

Its results identified the need for approximately 20,700 community housing units by the year 2045 with an estimated unit supply gap of 3,600 community housing units amongst the inventoried assets. The CHMP, 2022 also found that NRH's existing unit stock is predominantly comprised of older housing stock that consists of single- and semi-detached dwellings on large lots that can accommodate greater density. It determined that the identified supply gap could be bridged through (re)development and intensification of existing NRH and non-profit and co-operative housing provider assets, plus other prospective sites that are not owned by NRH that could be pursued for development. The CHMP, 2022 recommends that existing underutilized assets be leveraged to construct more housing stock and optimize fiscal efficiencies for operating and capital costs.

Unit count estimates of the CHMP, 2022 are based on standardized inputs that were used to calculate the approximate total lot occupancy (building footprint plus parking area) of a site and its theoretical maximum permitted density. Projections also factored maximum potential unit yield under both existing land use and up-zoned land use

permission scenarios. These assumptions were applied to estimate maximum potential unit yield of inventoried assets which was used to produce a short-list of sites that could be favourable for (re)development. The short-list proposed ten (10) NRH sites, six (6) non-profit and co-operative sites, and eighteen (18) prospective sites that are not owned by NRH that could contribute to an estimated construction of more than 5,800 units.

The CHMP, 2022 also provides development cost estimates for its short-listed (re)development projects; however, these financial estimates are no longer accurate due to changes that were introduced through *Bill 23, More Homes Built Faster Act, 2022.* Specifically, these changes significantly impacted the ability for NRH to fund projects through the funding sources that were discussed in the CHMP, 2022, and most notably, the inability for Niagara Region to fund affordable housing projects through its development charge levy.

The CHMP, 2022 produced recommendations for consideration with respect to its future implementation. These recommendations were used as foundation to guide the Implementation Plan and are listed below:

Management: to establish a portfolio approach rather than piecemeal project management, as well as to review and finalize the involvement of private non-profit and co-operative housing service providers in the project management structure.

Governance: to have NRH and non-profit housing service providers jointly consider creating a governance framework for the implementation of the CHMP that outlines roles and responsibilities for decision-making and project management processes for revitalization efforts of existing and new community housing stock.

Prequalification: to consider pre-qualifying teams of designers, engineers, and general contractors to assist with expediting project delivery.

Funding: to explore all funding channels that are available to both NRH and non-profit and co-operative housing providers to understand suitability for upcoming projects, along with dedicating a staff team to investigate, prepare, and submit funding applications as they become available.

Existing Projects: to take stock of all projects in the pipeline, including those in planning and construction stages. All projects should be aligned to optimize the efficiency and delivery of community housing units under a Portfolio approach.

Understanding NRH's Unit Supply

As of 2025, NRH owns and operates a supply of 3,051 community housing units. The Implementation Plan forecasts NRH's unit supply to grow to 6,037 units by 2050, which is an increase of 2,986 net new community housing units (see Figure 1). This unit count solely represents the NRH unit supply and does not include any non-profit or co-operative housing provider units.

As of 2025, NRH owns and operates 3,051 community housing units. NRH's unit supply is forecasted to grow to 6,037 units by 2050. That's an increase of 2,986 net new units

Figure 1: NRH's total unit supply in 2025 and as planned by 2050 as forecast through the Implementation Plan.



To assist with the interpretation of unit count projections contained in this document, there are several key terms that hold specific meaning:

Redeveloped units: means the total of both existing NRH units that are demolished and replaced, plus any net new units from each NRH project.

Replaced units: means existing NRH units that will be demolished to enable the redevelopment of a site. These demolished units are required to be replaced in future (re)development projects and will be accounted for within the total redeveloped unit counts of each NRH project.

Net new units: means any new constructed unit that does not replace an existing NRH unit. These units are above and beyond the minimum number of required replacement units and will be accounted for within the total redeveloped unit counts of each NRH project.

Existing untouched units: means existing NRH units that have not been identified for demolition or redevelopment within the Implementation Plan.



Figure 2: Planned NRH total unit supply by 2050 as proportion of forecast redevelopment through the Implementation Plan.

The sum of 'existing untouched units' plus 'existing units planned for redevelopment (replaced units)' equals the total NRH unit supply as of today, which is 3,051 units. Therefore, the Implementation Plan forecasts that approximately 2,986 units (49%) of NRH's 2050 unit stock will be comprised of net new units.

For the purposes of the Implementation Plan's Redevelopment Timeline, unit count projections include both 'existing units planned for redevelopment (replaced units)' plus 'planned net new units'. Therefore, the total number of redeveloped units forecast within Redevelopment Timeline is 4,243 units.

The total number of redeveloped units forecast within Redevelopment Timeline is 4,243 units (70% will be net new, 30% will be existing NRH units that are replaced) Figure 3 shows that of the total redeveloped units, 70% of redeveloped units will be net new, while 30% will be existing NRH units that are demolished and replaced.



Figure 3: Planned NRH redeveloped unit count to 2050 represented by proportion of replaced units and net new units as forecast through the Implementation Plan.

Existing NRH tenants that are displaced by redevelopment projects will have first right of refusal on a new replacement unit that meets their household and income need. Therefore, it is expected that all net new units will occupy tenants from Niagara Region's Centralized Waitlist, which is described in more detail later in this document.

NRH Land Assets

The Implementation Plan strives to optimize the efficiency of existing land assets to ensure the responsible stewardship of operating and capital costs related to NRH's unit supply. The Implementation Plan undertook a comprehensive review of each NRH-owned site and evaluated their appropriateness for retention, redevelopment, or disposal. The evaluation also considered other neighbouring lands that are not owned by NRH that could be strategically acquired and assembled with an NRH site to increase the unit yield and development feasibility for certain projects. The findings of this review identified forty (40) NRH sites that could be considered for disposal due to their limited redevelopment potential, as well as an additional five (5) sites that could be acquired to improve development potential on existing NRH sites.

Figure 4 compares the anticipated amount of land assets owned by NRH between 2025 and 2050 based projects identified through the Implementation Plan. The total amount of land in 2050 includes the disposal and acquisition of the above-mentioned sites, as well as assumes the successful land transfer of 184 Denistoun Street by the City of Welland to NRH which is currently pending approval with City Council.



Figure 4: NRH's total land supply by existing land ownership and planned ownership by 2050 as forecast through the Implementation Plan.

At present, NRH operates 3,051 units on approximately 56.5 hectares of land. This is a total density build-out of 54 units/ha across its sites. The Implementation Plan forecasts

a reduced NRH land supply of 55.38 hectares in 2050, with an estimated operation of 6,037 NRH units on these lands. This is a total density build-out of 109 units/ha. Therefore, the Implementation Plan forecast twice as much density on less land supply, demonstrating a significantly elevated efficiency of NRH land asset utilization.

This is a total density buildout of 109 units/ha (twice as much density on less land supply)

It is expected that the projected land supply total is subject to change as opportunities arise for NRH to acquire additional land assets. These opportunities could include partnerships local area municipalities and non-profit or co-operative housing providers, or sites identified through Niagara Region's Housing-as-a-Priority Lens initiatives, including its Land Optimization Framework, as discussed later in this document.

NRH Unit Supply: CHMP, 2022 v. Implementation Plan

This section offers a comparison between the timing of construction and occupancy for redeveloped NRH units between the CHMP, 2022 and the Implementation Plan, respectively. Table 1 shows the total planned NRH unit supply between the two Plans. In addition to the redeveloped units, counts in the table also include the existing

untouched NRH unit supply that has not been identified for redevelopment and excludes all non-profit and co-operative housing provider units.

	Total Planned Redeveloped Units (2050) (replaced and net new units)	Existing Untouched NRH Units Not Planned for Redevelopment	Total Planned NRH Unit Supply (2050) (replaced, net new, and existing untouched units)	
Implementation Plan	4,243	1,794	6,037	
CHMP, 2022	5,173	2,560	7,733	
Difference (updated minus original)	(-) 930 units	(-) 766 units	(-) 1,696 units	

Table 1: NRH's total unit supply forecast to the year 2050 between the CHMP, 2022 and Implementation Plan.

Figure 5 offers a visual representation of the expected timing that redeveloped NRH units would be constructed (with occupancy) year-over-year and is aligned with the Implementation Plan's Redevelopment Timeline. The units of Figure 5 represent only the redeveloped units on NRH sites and prospective sites and excludes NRH's existing untouched supply and non-profit and co-operative housing provider units.

Figure 5: Redeveloped NRH units constructed (occupied) each year as forecast between the CHMP, 2022 and Implementation Plan (NRH and prospective sites only).



In summary, the Implementation Plan forecasts the delivery of less NRH units compared to the CHMP, 2022. A notable difference between the two Plans is that the Implementation Plan emphasizes the redevelopment of existing NRH-owned sites, whereas the CHMP, 2022 relied primarily on the delivery of units on prospective sites that are not owned by NRH. This is narrative is demonstrated in Table 2 below.

prospective sites between the CHMP, 2022 and Implementation Plan.							
	ProjectsNRH SitesProspective SitesTotal (2050)			Redeveloped Units			
				NRH Sites	Prospective Sites	Total (2050)	
Implementation Plan	54	1	55	4,165	78	4,243	
CHMP, 2022	10	18	28	1,086	4,087	5,173	
Difference (updated minus original)	(+) 44 projects	(-) 17 projects	(+) 27 projects	(+) 3,079 units	(-) 4,009 units	(-) 930 units	

Table 2: Forecast redeveloped units by 2050 by projects constructed on NRH sites and prospective sites between the CHMP, 2022 and Implementation Plan.

The Implementation Plan pursues a more reliable forecast by limiting the uncertainty that stems from planning for unit delivery on assets that are controlled by the decisions of external parties outside of the corporation. As a result, a significant trade-off is observed between the planned redeveloped unit counts for existing NRH sites and prospective sites that are not owned by NRH between the two Plans.

The 'Approach and Methodology' section of this document further explains the rationale behind redevelopment considerations and estimates of the projected unit counts. It is recognized and expected that unit projections associated to each project will change over time as each project becomes realized and new partnerships and funding opportunities emerge.

Non-Profit and Co-operative Housing Provider Unit Supply: CHMP, 2022 v. Implementation Plan

Table 3 below compares the planned number of projects and units for non-profit and co-operative housing provider sites between the CHMP, 2022 and the Implementation Plan. These counts exclude all NRH sites and units.

Table 3: Forecast redeveloped units for non-profit and cooperative housing providers between the CHMP, 2022 and Implementation Plan.

	Projects	Replaced Units	Net New Units	Forecast Redeveloped Unit Count
Implementation Plan	5 projects	0 units	377 units	377 units
CHMP, 2022	6 projects	393 units	489 units	882 units
Difference (updated minus original)	(-) 1 project	(-) 393 units	(-) 112 units	(-) 505 units

The variation in unit counts for non-profit and co-operative housing providers between the two Plans is described in greater detail under the 'Approach and Methodology' section of this document. Non-profits and co-operative housing providers entities are governed by independent boards that guide their decision-making processes on existing and future business operations. These boards are not influenced by Niagara Region or NRH which results in uncertainty towards the ability to accurately forecast their future development.

Figure 6 shows the expected timing that non-profit and co-operative housing provider units would be constructed (occupied) year-over-year.



Figure 6: Forecast non-profit and co-operative housing provider units between the CHMP, 2022 and Implementation Plan.

The information associated to future non-profit and co-operative housing provider projects is most accurately sourced through primary data that is collected directly by Niagara Region through outreach with housing providers and is often limited to a shorter time horizon. Niagara Region's primary data collection approach for provider projects is described in greater detail under the 'Approach and Methodology' section of this document.

Implementation Plan: Approach and Methodology

A key objective of the Implementation Plan is to establish a project portfolio to support the delivery of community housing units across Niagara in a practical and economically responsible manner. The Implementation Plan utilizes a similar approach to the CHMP, 2022; however, its methodology features several differences.

For example, the CHMP, 2022 estimated both NRH and non-profit and co-operative housing provider unit counts through a standardized calculation that uses assumptions on total lot occupancy (estimated building area and parking area footprints), estimated built form (typology and building height), and estimated unit sizes to generate theoretical low, medium, and high density yields of all existing sites. The outputs and subsequent analysis of these calculations produced a strong indicator of sites that are underutilized and offer redevelopment potential for increased unit density. The findings of this analysis were then used to create short-list of sites that were favourable for future redevelopment opportunities.

The Implementation Plan takes the analysis of the CHMP, 2022 a step further by examining the characteristics of each potential project on a site-by-site basis in terms of its physical traits, tenant population, and land use permissions. The ongoing working document contains a complete inventory of existing NRH sites and units. Each site was reviewed to determine its likelihood and suitability for redevelopment potential with more favourable candidates being identified as primary sites and less favourable candidates as secondary sites. The 'redeveloped unit' counts of the Implementation Plan capture all primary site units, while the units counted as 'existing untouched supply' represent all secondary site units, which are not identified for redevelopment.

The Implementation Plan contains a comprehensive due diligence review for each identified primary site. The scope of this review includes preliminary indication of any expected Planning Act development applications or permits, availability of municipal servicing infrastructure, and any potential site preparation or study requirements that may be needed for future (re)development.

Additionally, where possible, larger sites and contiguous blocks were reviewed for their potential to be developed over multiple phases to create smaller-scaled redevelopment projects with aim at reducing the pressure of capital funding requests, stagger subsequent project sequencing, and to simplify logistics related to volumes of tenant displacement.

Larger sites and contiguous blocks were reviewed to be developed over multiple phases to reducing the pressure of capital funding requests, stagger subsequent project sequencing, and to simplify logistics of tenant displacement

In addition to estimating redevelopment density, the Implementation Plan also considers building-specific unit counts by referencing other recently constructed NRH buildings as precedence. Projections include each (re)development's planned bedroom type composition based on the requirements for unit replacement from other NRH subsequent redevelopment projects, as well as household demand from Niagara Region's Centralized Waitlist.

Changes to methodology between the CHMP, 2022 and the Implementation Plan has resulted in several significant differences to unit count projections. Table 4 and Table 5 below illustrates the overall differences to the redeveloped NRH and non-profit and cooperative housing provider unit counts with notable trends including:

- Undertaking a greater number of smaller-scaled redevelopment projects on NRH-owned lands to optimize existing land asset holdings.
- Prioritizing net new unit delivery on NRH-owned land assets while reducing the reliance on prospective sites that have less certainty to their implementation, as they are not owned by NRH or Niagara Region.
- Aligning non-profit and co-operative housing provider unit projections with known projects that are nearing construction phases.

Table 4: Forecast (re)development projects on NRH sites, prospective sites, and non-profit and co-operative housing provider sites to 2050 between the CHMP, 2022 and Implementation Plan.

	NRH Projects	Prospective Projects	Non-Profit Projects	Total Projects
Implementation Plan	54	1	5	60
CHMP, 2022	10	18	6	34
Difference (updated minus original)	(+) 44 projects	(-) 17 projects	(-) 1 project	(+) 26 projects

Table 5 compares the planned redeveloped unit counts by project sites as forecast between the CHMP, 2022 and Implementation Plan to the year 2050. It is noted that these counts do not include NRH's existing untouched unit supply.

Table 5: Forecast redeveloped units on NRH sites, prospective sites, and non-profit and co-operative housing provider sites to 2050 between the CHMP, 2022 and Implementation Plan.

	Redeveloped Units: NRH Sites	Redeveloped Units: Prospective Sites	Redeveloped Units: Non-Profit Sites	Total Redeveloped Units
Implementation Plan	4,165	78	377	4,620
CHMP, 2022	1,086	4,087	882	6,055
Difference (updated minus original)	(+) 3,079 units	(-) 4,009 units	(-) 505 units	(-) 1,435 units

Another key difference in the methodology is that the Implementation Plan considers whether certain projects are impacted by local area municipalities that have 'public use/service exemption' clauses included within their local official plan and comprehensive zoning by-law, and determining if NRH is eligible for the exemption. The qualification for public use exemption is advantageous to NRH's ability to plan for, design, and construct new units. Specifically, it enables greater flexibility for site and building design by offering more flexibility on technical provisions (i.e., maximum

building height, maximum site density, maximum lot coverage, minimum parking requirements, minimum and maximum setbacks) that could otherwise limit built form and reduce overall unit yield. The clause can also eliminate the need to undertake time consuming Planning Act applications,

Sites eligible for public use exemption are viewed as being more favourable for construction, allowing NRH the ability to quickly respond to funding announcements made by the Provincial and Federal governments

such as local official plan and zoning by-law amendments, significantly reducing the risks associated to the cost and timing uncertainties related to Council approvals, third party appeals, and neighbourhood pressures from 'not-in-my-backyard (NIMBY)' mentality.

The clause is recognized by NRH as a paramount tool that instills confidence and the ability to proceed with rapid (re)development as it provides greater flexibility for design and more certainty towards timing and cost projections. Sites that are eligible for public use exemption are viewed as being more favourable for construction as it equips NRH with the ability to quickly respond to funding announcements made by senior levels of government. Public use exemptions are an effective policy mechanism to expedite the delivery of deeply affordable community housing units and will help to address the ongoing housing crisis.

Non-Profit and Co-operative Housing Providers and Niagara Region's Expression of Interest for Non-Profit Affordable Housing Development Project Readiness

Non-profit and co-operative housing providers are governed by independent boards and have a lower degree of predictability with respect to their resourcing capacity and decision-making ability. As a result, it is difficult to accurately forecast the appetite for non-profit and co-operative housing providers to expand or maintain their existing operations and to understand the need for funding support with future initiatives. The

uncertainty of this matter compromises the ability to accurately forecast the delivery of potential new housing provider units and any funding support needed for their implementation. In contrast, NRH sites represent the highest degree of predictability

Non-profit and cooperative housing providers have a lower degree of predictability with respect to their resourcing capacity and decisionmaking ability and certainty for portfolio planning, since unlike non-profit and co-operative housing provider operations, decisions related to NRH projects are entirely controlled by the NRH Board and Niagara Region.

The CHMP, 2022 forecast unit count projections and fiscal implications related to the redevelopment of Niagara's non-profit and co-operative housing provider units by assuming the total demolition and redevelopment of each short-listed non-profit and co-operative housing provider site. An oversight with this approach is that each housing provider may choose to evolve their operations under a variety of circumstances. For example, the housing provider may seek to retain all existing units and add new units by means of a building addition or infill on vacant lands elsewhere on the site. Alternatively, it may retain all existing operations and construct new operations on a different site that was acquired elsewhere in Niagara.

In recognizing the need to gain a strengthened vision on the true appetite of non-profit and co-operative housing providers and their desire to grow operations, the Implementation Plan references information that is collected from respondents thru Niagara Region's annual 'Expression of Interest for Non-Profit Affordable Housing Development Project Readiness and Support for Funding Program Submissions'. The Expression of Interest was initially launched in 2022 with the purpose of gathering insight on non-profit and co-operative housing providers that are nearing the point of construction to implement new units. The information gathered through the Expression of interest process was unavailable to the CHMP, 2022 and is a resource that is used to inform the Implementation Plan.

The housing provider project list that is produced from the Expression of Interest is updated annually and represents a trusted source of primary data collection that significantly improves the short-term accuracy of housing provider development initiatives across Niagara. The information that is gathered thru the Expression of Interest includes: planned unit counts and bedroom type composition, timing related to any outstanding site preparation/due diligence efforts, insights on financial needs (capital and operating), estimated construction schedules, and expected occupancy.

Responses to the Expression of Interest strengthen Niagara Region's ability to consider and plan for potential resourcing that could assist with the delivery of new housing provider units in coordination with NRH projects under the Implementation Plan.

Establishing a Portfolio Approach

A portfolio approach involves planning for and undertaking multiple projects concurrently. This approach requires a comprehensive understanding of existing and planned unit supply in addition to the potential new opportunities that may become available for development. At the time of preparing this document, NRH had no active construction projects that would contribute to the delivery of new community housing units. This project void creates a fortunate situation that enables a flexible approach to establishing a portfolio that is underpinned by planned projects on vacant lands that will deliver an entire suite of net new units. It also provides a state of certainty to plan for and commence the redevelopment of existing NRH sites to ensure that these initial new developments will be designed with an appropriate number of unit and bedroom types to house any NRH tenants that will be displaced by future subsequent redevelopment projects.

NRH's existing unit supply spans across nine (9) local area municipalities in Niagara. This geographic distribution is a strength to portfolio planning because it allows for projects to be grouped by proximity to other sites within the same local area municipality and sequenced in an order that accommodates tenant displacement with minimal disruption to daily lifestyle and routines by generally offering relocation options that are close to their current unit.

The Implementation Plan proposes the sequencing of projects based on a variety of factors that are described in greater detail later in this document. The Redevelopment Timeline sets out six (6) main development groups with multiple projects queued under each group and forecasts a 25-year horizon for implementation. The estimated timing of each project is based on a set of assumptions that anticipates site preparation and due diligence needs, demolition, construction, and resident occupancy.

The Implementation Plan's Redevelopment Timeline (Appendix 3) is a visual that demonstrates the application of the portfolio approach. The portfolio is interpreted as any concurrent project across each development group that is being undertaking within the same calendar year. Table 6 illustrates how the planned approach can be understood each year within the Implementation Plan's Redevelopment Timeline.

Development Group	Project	2024 Portfolio	2025 Portfolio	2026 Portfolio	2027 Portfolio
Group A	Project A1	Site preparation	Construction	Occupancy	-
Group A	Project A2	-	-	Site preparation	Construction
Group B	Project B1	-	Site preparation	Construction	Occupancy
Group B	Project B2	-	-	-	Site preparation
Group C	Project C1	Site preparation	Construction	Occupancy	-
Group C	Project C2	-	-	Site preparation	Construction

Table 6: How to interpret the portfolio approach of the Implementation Plan's Redevelopment Timeline.

Based on the Table 6, the approach for each year is as follows:

- In 2024, the portfolio includes projects A1 and C1.
- In 2025, the portfolio includes projects A1, B1, and C1.
- In 2026, the portfolio includes projects A1, A2, B1, C1, and C2.
- In 2027, the portfolio includes projects A2, B1, B2, and C2.

A benefit to organizing projects into development groups is the reduced risk of delay amongst the concurrent projects within NRH's active portfolio. For instance, if a project in Group A experiences a delay, projects in Group B and Group C will be unimpacted. The independency of each development group offers a greater degree of confidence towards project planning and resourcing. Additionally, individual projects can also be adjusted between development groups to respond to any emerging opportunities or limitations as needed.

Determining Project Priority

The Implementation Plan recommends a sequencing of NRH projects by using a blend of qualitative and quantitative considerations. Considerations were not weighted against each other as their influence on each (re)development project varies depending on its site circumstance.

For example, upon an aerial imagery review, a site may appear to be vacant and unencumbered; however, upon more detailed inspection, it could be determined that the site is impacted by archaeological potential or other types of legal or servicing easements that could harm overall development potential.

Considerations that influenced the determination of project priority include:

- Reviewing the findings and rationale which were produced by the CHMP, 2022 to establish its recommended project short-list.
- Identifying risks that could adversely impact the costs and timing of site preparation efforts, such as due diligence studies, Planning Act applications, and legal/land transfer agreements.
- Accommodating sufficient coverage for tenant displacement from subsequent queued redevelopment projects by ensuring that an appropriate number of replacement units and bedroom types can be adequately incorporated within the preceding project.
- Aligning proposed unit and bedroom compositions with household and population data from Niagara Region's Centralized Waitlist in accordance with local and regional market area demand.
- Forecasting realistic and feasible constructed unit counts across each calendar year to responsibly manage expectations related to funding support, business cases, and government advocacy efforts.
- Verifying access and the ability to connect to adequate municipal servicing infrastructure for water, sanitary, and stormwater.
- Identifying the existing units that are occupied by households that exceed income limits and/or are overhoused for the number of bedrooms that are needed for the household.
- Clarifying the funding support that is needed to progress efforts related to site preparation, planning and design, demolition, construction, and unit occupancy.
- Staging larger sites into development blocks that can be phased to assist with minimizing disruptions to existing neighbourhoods during site preparation and construction efforts (such as road closures, demolition, noise, suspended municipal services).
- Factoring proximity to other NRH projects and the potential to coordinate contractor request for proposals to occur concurrently between multiple sites.
The Implementation Plan also offers insights on the expected development review and approval process of each project that is listed in its Redevelopment Timeline. Matters that were reviewed to determine possible implications to project risk and timing include:

- Identifying the need to undertake Planning Act applications, such as amendments to local official plans and/or zoning by-laws, consent (severance or minor lot boundary adjustments), minor variances, and site plan approvals, or any other working permits, such as the Ministry of Transportation or Niagara Peninsula Conservation Authority.
- Determining whether NRH qualifies for public use exemption under existing local municipal policies and provisions.
- Verifying the ability to connect to existing municipal water, sanitary, and storm infrastructure with adequate capacity in place, as well as whether there is presence of any easements that could restrict development potential.
- Assuming a reasonable severity of burden that may result from necessary due diligence studies, such as archaeological potential, a need to file for Record of Site Condition based on past contaminating activities, and/or land use compatibility to nearby stationary (commercial, industrial) and transportation-related (roads, rail corridors, highways) sources.

The above matters were considered when establishing the project priority list with each project being assessed on a site-by-site basis. Certainty and predictability, along with the ability to construct a greater number of net new units, is favoured for short-term

implementation (Appendix 1). Particular attention was given to items that could pose elevated risk to project cost and timing. Projects that are expected to encounter the fewest obstacles with

Certainty and predictability, along with the ability to construct a greater number of net new units, is favoured for short-term implementation

respect to local municipal approvals and study requirements are anticipated to progress more easily than projects that face barriers stemming from cumulative due diligence or approval requirements.

The progress of each development group within the Redevelopment Timeline is dependent on the ability to successfully navigate the requirements of each project that is subsequent in the project queue. It is expected that the forecast timing of each project will shift as site preparation efforts and building design progress.

Estimating Unit Counts and Bedroom Types

The Implementation Plan is informed by multiple internal corporate resources, including NRH facility inventories and tenant population data, to generate its estimates related to each project's expected unit count and planned bedroom composition. Projections for anticipated building typologies (i.e., low-rise apartment buildings, mid-rise apartment buildings, and stacked townhouses) is based on past precedence of recently constructed NRH projects that were developed on properties of similar size, land use planning permissions, and other factors as discussed above that could impact overall development potential. Examples of recent NRH projects that were used as guiding precedence are provided in Appendix 2 and include:

- 527 Carlton Street, St. Catharines
- 207 Roach Avenue, Welland
- 6388 Hawkins Street, Niagara Falls
- 7180 Heximer Avenue, Niagara Falls
- 60 York Street, Welland

In addition to the above developments, unit sizes are generally estimated as:

- Bachelor unit: 365 ft² (34 m²)
- One-bedroom unit: 560 ft² (52 m²)
- Two-bedroom unit: 840 ft² (78 m²)
- Three-bedroom unit: 1,290 ft² (120 m²)
- Four-bedroom unit: 1,500 ft² (139 m²)
- Five-bedroom unit: 1,700 ft² (158 m²)

The estimated bedroom composition of each project is influenced by the requirement to replace the existing number of bedrooms from the subsequent redevelopment project across all development groups, at minimum. Once this minimum number of bedrooms has been accounted for in the new concept design, any net new units/bedrooms that are above and beyond the required minimum replacement threshold is informed by the demand of Niagara Region's Centralized Waitlist based on the local area municipality and broader regional market area across Niagara. Once understood, the bedroom types of each redevelopment project are carefully distributed amongst each project and development group to address the demand accordingly.

Bedroom composition estimates qualitatively assessed the appropriateness of unit and bedroom mix for each project based on the type of building that is envisioned for construction. There are different considerations that must be accounted for

Net new units/bedrooms that are above the required minimum replacement threshold are informed by the demand of Niagara Region's Centralized Waitlist

when estimating bedroom allocation for each project. For example, larger units with a greater number of bedrooms require more windows (a minimum of one window per bedroom). This consideration will influence the repetitiveness/symmetry of floor plans and the overall space/footprint required for each unit. Through this exercise, it was observed that units with a greater number of bedrooms can usually be more easily accommodated within building typologies such as stacked townhouses or apartment buildings that have a varied built form or irregular footprint. Typologies that offer more exposure to exterior façade walls/edges enhances the ability to accommodate a greater number of bedrooms (windows) per unit and makes more efficient use of floor space for larger units.

Figure 7 below represents the proportion of bedroom type demand from Niagara Region's Centralized Waitlist, 2023.



Figure 8 and Table 7 below compare the planned bedroom counts and proportion of NRH unit distribution between its existing supply in 2025 and the planned redevelopment supply in 2050.



Table 7: Summary of <u>NRH's</u> total existing (2025) and planned (2050) unit supply by bedroom type as forecast through the Implementation Plan and compared with Niagara Region's Centralized Waitlist demand.

	Centralized Waitlist (2023)	Existing NRH Supply (2025)		Planned NRH Supply (2050)		Difference: Existing v. Planned (2025 v. 2050)	
Bedroom Type	Proportion of Demand	Unit Count	Proportion of Supply	Unit Count	Proportion of Supply	Change in Unit Count	Change in Proportion of Supply
Bachelor	10%	105	3%	600	10%	+495	(+) 7%
1-Bedroom	49%	1,901	62%	3,178	53%	+1,277	(-) 9%
2-Bedroom	16%	285	9%	914	15%	+629	(+) 6%
3-Bedroom	17%	548	18%	916	15%	+368	(-) 3%
4-Bedroom	6%	164	5%	331	5%	+167	0%
5-Bedroom	2%	48	2%	98	2%	+50	0%
TOTAL	100%	3,051	100%	6,037	100%	+2,986	

The Implementation Plan diversifies NRH's unit and bedroom type supply to be more aligned with and representative to the unit and bedroom type demand of Niagara Region's Centralized Waitlist. Specifically, the envisioned bedroom projections will the reduce the proportion of net new 1-bedroom and 3-bedroom units in favour of bachelor units and 2-bedroom units, which is where demand is warranted. It is observed that a positive net increase in unit constructed occur across bedroom types to the year 2050 even though some of these bedroom types will experience a supply proportion of zero or negative.

Figure 9 and Table 8 illustrate the diversified distribution of bedroom types that will be supplied across the redeveloped NRH units to improve alignment with the demand of Niagara Region's Centralized Waitlist.

Figure 9: NRH's composition of bedroom type delivered thru planned redeveloped units to 2050 as forecast by the Implementation Plan.



Table 8: Summary of NRH's planned redeveloped unit count to 2050 as forecast by the Implementation Plan and compared to Niagara Region's Centralized Waitlist demand.

	Centralized Waitlist (2023)	Planned Redeveloped Sup Replaced and Net New Un (2050)	
BedroomType	Proportion of Demand	Unit Count	Proportion of Supply
Bachelor	10%	558	13%
1-Bedroom	49%	1,578	37%
2-Bedroom	16%	821	19%
3-Bedroom	17%	859	20%
4-Bedroom	6%	331	8%
5-Bedroom	2%	96	2%
TOTAL	100%	4,243	100%

Niagara is a desirable place to live in terms of its relative affordability to the rest of the Greater Golden Horseshoe. The demand for unit and bedroom types on Niagara Region's Centralized Waitlist will change over time, including increased and shifts to demand by individuals and households that are not currently Niagara-based. Those that qualify for the Centralized Waitlist can indicate multiple local area municipalities as a preferred place of residence which skews the ability to precisely measure the true unit and bedroom type demand in Niagara and for each local municipality.

The Implementation Plan is setup as a living document that enables staff to have the

ability to customize the bedroom composition of each project to respond to the changing demand of the Centralized Waitlist.

Specifically, any planned units that are identified as being above the minimum number of required replacement bedrooms can be adjusted. This allows for the ability for The Implementation Plan is set up to enable staff to have the ability to customize the bedroom composition of each project to respond to the changing demand of the Centralized Waitlist

staff to modify each project's bedroom composition to address the everchanging demand for unit and bedroom types of the Centralized Waitlist to align with the demand at the time that the project proceeds with detailed building design, while also safeguarding the required minimum number of replacement units and bedrooms in each project.

Implementation Plan: Financial Modeling

The Implementation Plan represents an opportunity to shape the strategic vision and operational framework for the future of NRH. The forecast capital and operational budget impacts are built upon key assumptions regarding current and forecast construction costs, economic conditions, reserve transfer methodology, construction length as well as partner priorities, providing a foundation for the Plan's objectives and implementation strategies. By aligning these assumptions with a robust financial model, the Plan aims to address long-term community housing needs and sustainability. The financial implications outlined in this report provide a balanced approach to housing stock growth and resource allocation, including an in-depth exploration of the Implementation Plan's fiscal impact based on five (5) and ten (10) year outlooks, as well as by Regional Council election cycle terms until 2050.

The CHMP, 2022 provided a snapshot of the initiative's magnitude. The initial development plan, while ambitious and extensive, was more focused on housing growth targets and did not necessarily balance the financial implications or implementation realities. A key issue was the financial strain it would have imposed during specific years where an overwhelming number of housing units were slated for construction, creating significant budgetary and resourcing challenges. Due to these clustering of costs, the CHMP, 2022 lacked feasibility and relied heavily on prospective sites rather than leveraging already owned NRH and Niagara Region land assets, introducing a layer of uncertainty regarding land acquisition, permitting, and decision-making. The Implementation Plan addresses these concerns by redistributing construction timelines, easing financial burdens, and prioritizing (re)development on existing NRH land assets to reduce risk and enhance project viability.

The overall debt burden for the Niagara Region is forecast to double over the next five (5) years as a result of infrastructure renewal needs. The forecast debt issuances are related to previously approved capital projects in the regional pipeline including the local area municipalities. Further increases to the debt load could potentially impact the S&P bond rating given these investment issuances. A reduction to Niagara Region's credit rating may result in less interest from the market for future debt investment, which could then result in higher interest rates and increased debt costs. Therefore, Regional staff are not currently recommending any new debt issuances in the short-term which will have a significant impact on the funding sources available for the NRH projects.

The Region's use of debt is guided by the Capital Financing Policy which provides a strategy for establishing adequate levels of funding for capital projects. The policy supports issuing debt for growth and new strategic investments; however, the recommended debt freeze indicates the majority of funding for the Implementation Plan

will need to come from senior levels of government and/or from incremental increases to the general levy. Therefore, developing a sustainable plan that tackles community housing needs while being fiscally responsible is of utmost importance.

Capital Implications: Construction Costs

Construction costs between the present day and 2050 are determined by analyzing the project schedule, accounting for inflation and cost escalation due to the Building Construction Price Index. For the purposes of the financial projections, the Building Construction Price Index is assumed to be the same as the long-term inflation rate, set at a 2% increase year-over-year. With an average current estimated construction cost of

\$325,000 per unit (including necessary design and planning), future costs are projected by applying quarterly escalation rates based on the Building Construction Price Index to reflect increasing material and labour expenses over time. Capital budgeting requires funding to be approved prior to the project start date.

The capital budget requirements are based

Building Construction Price Index is assumed to be the same as the long-term inflation rate (2%) increase year-over-year. With an average current estimated construction cost of \$325,000 per unit, future costs are projected by applying quarterly escalation rates based on the Building Construction Price Index to reflect increasing material and labour expenses over time

on escalated cost estimates that consider inflationary impacts on a quarterly basis to ensure accuracy when dealing with multi-year construction timelines. The financial projection accommodates changing economic conditions to ensure future construction costs are not underestimated, providing more accurate budget forecasting and financial planning.

Table 9 below outlines the five (5) and ten (10) year escalated capital budget requirements for the entire project scope in the year of approval, adjusted for building

cost inflation. Table 10 displays the information by each four (4) year Regional Council term until 2050. Based on staff's financial modelling, NRH will require approximately \$1.86 billion in capital funding over the next 25 years to grow the community housing supply as set out in the Implementation Plan.

NRH will require approximately \$1.86 billion in capital funding over the next 25 years to grow the community housing supply as set out in the Implementation Plan

Financial Impact	2025	2026	2027	2028	2029	5-Year Outlook (2025-2029)
Escalated Capital Budget	\$0	\$54.6	\$67.6	\$53.7	\$82.3	\$258.3
Financial Impact	2030	2031	2032	2033	2034	10-Year Outlook (2025-2034)
Escalated Capital Budget	\$56.5	\$111.1	\$31.5	\$30.1	\$119.4	\$606.9

Table 9: Capital budget 5-year and 10-year outlooks based on the ImplementationPlan (\$ millions).

Table 10: Capital budget outlook by Regional Council term based on the Implementation Plan (\$ millions).

Financial Impact	2023 to 2026	2027 to 2030	2031 to 2034	2035 to 2038
Escalated Capital Budget	\$54.6	\$260.1	\$292.1	\$309.6
Financial Impact	2039 to 2042	2043 to 2046	2047 to 2050	TOTAL
Escalated Capital Budget	\$398.8	\$290.4	\$255.5	\$1,861.2

Figure 10 shows the expected capital requirement differences between the CHMP, 2022 and the Implementation Plan by each Regional Council term. As demonstrated, the Implementation Plan adjusts the unattainable capital outlays by significantly altering the construction schedule and separating project phases to provide the most realistic (re)development forecast.



Figure 10: Estimated development cost for planned redeveloped NRH units by Regional Council term to 2050 as forecast by the CHMP, 2022 and the Implementation Plan.

The Implementation Plan also models a group of five (5) non-profit housing provider projects that is expected to be completed between 2027 and 2028. The total escalated construction cost of these projects is estimated at approximately \$130 million. This amount has not been included in the financial projections as the actual Regional contributions to these projects is unknown at this time.

Operating Implications: Reserve Transfer Strategy

Establishing and maintaining an adequate transfer to capital reserves for maintenance and renewal of new housing stock is critical to ensuring long-term sustainability. The current model projects that 2% of the total capital expenditure will be budgeted annually as a contribution to capital reserves once new housing stock is developed. This approach results in higher costs compared to the Canada Housing and Mortgage Corporation guidelines, which recommend reserving 6% of average market rent as an annual reserve contribution.

While various methods exist to determine appropriate reserve contributions, the Region's approach aligns with the annual average rate of investment outlined in the Asset Management Plan (2021) to reflect The Region's approach aligns with the annual average rate of investment outlined in the Asset Management Plan (2021) to reflect actual asset needs rather than rental income actual asset needs rather than rental income. However, the Asset Management Plan did not provide a separate average annual rate of investment calculation for housing assets, making it difficult to determine a housing-specific investment level for the Implementation Plan.

The Asset Management Plan update scheduled for 2025 is committed to including this metric to better inform future reserve contributions. Until this is available, the model will continue using the 2% of capital expenditure benchmark. Consequentially, this does not allow for new housing stock to be self-sustaining from an operating expenditure standpoint, requiring additional financial investment over the entire project scope. Incremental transfers beyond rent-supported levels are projected to total approximately \$324 million between 2025 and 2050, including \$2.6 million over five (5) years and \$41 million over ten (10) years. Any changes to reserve transfer calculations will significantly impact the overall financial outcomes of the Implementation Plan.

The current approach is conservative with anticipated future contributions to likely fall between 2% of capital costs and 6% of average market rent. Operational costs for incremental housing stock, including maintenance, utilities, and staffing, are expected to be self-sustaining due to a balanced mix of unit rent rates within each development. This strategy optimizes cost efficiency while supporting financial sustainability across all housing categories. Reserve transfers are prorated based on construction completion to coincide with occupancy. If reserve transfers were reduced to 6% of average market rent, no incremental operating budget impacts are anticipated as rental income is expected to cover these expenses. However, future property management and oversight costs have not been included in the modeling due to their unpredictability.

Table 11 below outlines the incremental reserve transfer budget impacts should the traditional methodology continue to be used for the five (5) and ten (10) year outlooks. Table 12 displays the information by Regional Council term until 2050.

Financial Impact	2025	2026	2027	2028	2029	5-Year Outlook (2025-2029)
Escalated Incremental Reserves	\$0	\$0	\$0.078	\$0.572	\$1.947	\$2.598
Financial Impact	2030	2031	2032	2033	2034	10-Year Outlook (2025-2034)
Escalated Incremental Reserves	\$3.279	\$4.711	\$5.539	\$6.795	\$7.934	\$30.856

Table 11: Incremental reserve transfers, 5-year and 10-year outlook (\$ millions.

Financial Impact	2023 to 2026	2027 to 2030	2031 to 2034	2035 to 2038
Escalated Incremental Reserves	\$0	\$5.877	\$24.979	\$41.317
Financial Impact	2039 to 2042	2043 to 2046	2047 to 2050	TOTAL
Escalated Incremental Reserves	\$59.037	\$84.441	\$108.226	\$323.877

Table 12: Incremental reserve transfers by Regional Council term (\$ millions).

Figure 11 below displays the cumulative difference between the expected traditional reserve transfers (2% of capital cost) and the newly proposed methodology (6% of average market rent) on an annual basis.



Regional Funding Sources: End-of-Mortgage Savings, Land Disposition, Housing-as-a-Priority Lens, General Levy

Financing the Implementation Plan will require a long-term strategy and commitment over multiple terms of Council. The approach must also be multi-faceted and combine various funding sources, including the reallocation of funds from the end-of-mortgage savings, land disposition of underutilized NRH and Region-owned properties, and annual contributions from the general levy to maximize impact, community housing stock growth, and sustainability.

End-of-Mortgage Savings

The funding and governance of social housing as it pertains to housing providers under the Housing Services Act in undergoing major changes in Ontario. Regional funding for rent-geared-to-income housing was tied to the mortgages when community housing projects by private non-profit and co-operative housing providers were constructed. These original agreements are now coming to an end as the projects are reaching their end-of-mortgage. The end-of-mortgage for non-profit and co-operative housing providers will be accompanied by changes to their funding, as expressed by the Endof-Mortgage Strategy (Report COM 28-2024) as outlined by Niagara Region's Housing Services Department. The funding available from the end-of-mortgage agreements totals approximately \$188 million from 2025 thru 2042 and consists of reserve transfer savings plus continued Canada Ontario Community Housing Initiative funding for housing provider repairs and new developments. Approximately \$65 million will be earmarked for capital investment at non-profit and co-operative housing provider locations, with approximately \$120 million assumed to fund the NRH projects identified through the Implementation Plan. This represents approximately 6% of the total required capital funding for the entire scope of the Implementation Plan to 2050.

Net Proceeds Land Dispositions

The Implementation Plan identified forty (40) NRH-owned properties that are underutilized and offer limited strategic value that should be considered for disposition between the years 2027 and 2031. It is expected that the net sale proceeds of these potential dispositions can be used to support the implementation of future NRH (re)development projects within the same time horizon.

Additionally, the Implementation Plan identified five (5) privately-owned properties that should be considered for strategic acquisition between the years 2030 and 2031 to support the construction of future redevelopment projects.

The total expected net proceeds from the sale and acquisition of these properties is approximately \$17.5 million (net of closing costs), which represents under 1% of the total required funding of the Implementation Plan.

Housing-as-a-Priority Lens

In September 2023 (Report PDS-29-2023), Regional Council endorsed and directed staff to apply a Housing-as-a-Priority lens to corporate practices and decisions in support of Council Strategic Objectives that target to improving access to affordable and attainable housing in Niagara. The purpose of Housing-as-a-Priority is to identify and meaningfully capitalize on opportunities for generating more housing – particularly affordable, attainable, and rental housing – across the region.

As part of the immediate implementation of Housing-as-a-Priority, staff established a Land Optimization Framework process to be introduced at the beginning stage of the Region's Disposal of Land By-law process to enable a coordinated evaluation of potential corporate opportunities to generate affordable and attainable housing or co-locate services to ensure that the Region's land asset use is optimized. Opportunities could include NRH developing the land for community housing units, leveraging land in public or private partnerships for housing development (including non-profit or co-op housing providers), or co-locating housing with other municipal facilities (including bridge housing and/or supportive housing units). The Land Optimization Framework facilitates transparency and critical conversations between all departments to assess the potential for strategic corporate land retention, or alternatively if deemed appropriate for lands to be disposed, how future net sale proceeds from the disposition could be optimized to support future housing initiatives.

Housing-as-a-Priority allows Niagara Region to dedicate net proceeds from the sale of NRH and Region-owned properties to be considered for reinvestment towards supporting housing-related projects. It is a critical tool that will support the implementation of the Implementation Plan by strengthening the certainty for NRH to allocate the net sale proceeds related to the disposition of any NRH properties to be reinvested into its ongoing portfolio. To date, Housing-as-a-Priority in combination with the Land Optimization Framework has yielded several outcomes that will support the implementation of the Implementation Plan. Notably, it is expected that a portion of the yet-to-be realized net sale proceeds of 68 Church Street, St. Catharines, as well as 50 Gilmore Road, Fort Erie, could be made available for site preparation and construction efforts to support future of the NRH redevelopment portfolio. Additionally, portions of the new long-term care facility sites located at 200 Garrison Road, Fort Erie, and 403 Ontario Street, St. Catharines, respectively, have been identified as having the potential to accommodate future potential NRH development, which is included within the Implementation Plan's Redevelopment Timeline and redeveloped unit count forecasts.

Additionally, it is anticipated that future Land Optimization Framework circulations will result in new opportunities to consider additional sites for future housing development. Since its initiation, several sites have been identified that could be leveraged for housing

purposes; however, none of these sites have been deemed as suitable for inclusion in the Implementation Plan due to known constraints such as irregular lot fabric, prohibitive land use permissions, or encumbrances from legal easements, natural heritage features, and other due diligence considerations. The Land Optimization Framework will continue to be used to identify and leverage Region-owned sites for future NRH development or other partnership opportunities.

General Levy Funding

Financing a plan of this magnitude may require incremental contributions from the general levy or risk significant delays when debt issuances are unavailable as a source of funding. This will require careful fiscal planning during the budgeting process but will help to address the immediate funding gap if upper tier government grants are not available. This document explores two (2 different scenarios to provide a snapshot of the potential financial impacts of the Implementation Plan. Scenario 1 assumes the Region does not provide any incremental levy funding (only end-of-mortgage savings and land dispositions which provides 7% of Plan funding, and Scenario 2 assumes the Region provides 25% of Plan funding through general levy contributions, end-of-mortgage savings, and land disposition.

Scenario 1: No Incremental Levy Funding – 7% of Plan Funding, Includes End-of-Mortgage Savings and Land Disposition Only

Without any increases to the general levy to help fund (redevelopment projects or the ability to issue debt, all financial resources for (redevelopment projects must rely primarily on senior level of government contributions, as well as the limited funds available from the end-of-mortgage savings and land dispositions. This approach creates significant uncertainty and risk for the project, as these external funding sources can be subject to competitive allocation processes, political priorities, and budget constraints at upper-level governments. Without guaranteed funding, the Implementation Plan's Redevelopment Timeline could encounter substantial delays and the scope of the initiative may need to be reduced or restructured. Furthermore, the lack of municipal investment reduces the alignment with local needs and priorities. This scenario presents significant challenges of relying exclusively on higher levels of government for necessary housing infrastructure.

Table 13 below outlines the annual escalated funding gap should no additional levy funding be applied for the five (5 and ten (10 year outlooks. Table 14 displays the information by each Regional Council term until 2050, with Appendix 4 outlining the overall financial implications for term should Scenario 1 occur. Under Scenario 1, the total Regional investment is \$137.5 million, translating into a total funding gap of approximately \$2.05 billion.

	Table 13. Annual funding gap, 5-year and 10-year outlook (\$ millions).					
Financial Impact	2025	2026	2027	2028	2029	5-Year Outlook (2025 - 2029)
Total Escalated Funding Gap	\$0	\$50.4	\$61.4	\$37.5	\$74.9	\$222.1
Financial Impact	2030	2031	2032	2033	2034	10-Year Outlook (2025 - 2034)
Total Escalated Funding Gap	\$49.7	\$106.7	\$29.7	\$29.5	\$119.9	\$559.7

Table 13: Annual funding gap, 5-year and 10-year outlook (\$ millions).

Table 14: Funding gap by Regional Council term (\$ millions).

Financial Impact	2023 - 2026	2027 - 2030	2031 - 2034	2035 - 2038
Total Escalated Funding Gap	\$50.4	\$223.4	\$285.9	\$321.4
Financial Impact	2039 - 2042	2043 - 2046	2047 - 2050	TOTAL
Total Escalated Funding Gap	\$428.4	\$374.9	\$363.7	\$2,048.1

Scenario 2: Annual Incremental Levy Funding – 25% of Plan Funding Over 25-Years, Includes General Levy Contribution, End-of-Mortgage Savings, and Land Disposition

The growing demand for affordable housing in Niagara has become a critical issue creating significant challenges including homelessness, economic inequality, and barriers to attracting and retaining a diverse workforce. Regional investment in affordable housing is essential to ensure that individuals and families have access to safe, stable, and reasonably priced homes. With dedicated funding through the general levy, NRH can begin to increase critical housing stock to better serve the community.

Assuming the general tax levy grows at 8% annually from 2026 to 2050, an incremental 0.105% annual contribution over the next 25 years will provide funding for 25% of the entire project scope, totaling \$546 million dollars in cumulative funds including the end-of-mortgage savings and land disposition proceeds. This would result in a total escalated funding gap of approximately \$1.64 billion. The incremental annual contribution could be as low as 0.084% if the Canada Housing and Mortgage Corporation's recommended methodology for reserve transfers is implemented. This would result in approximately \$465 million in cumulative funds and a total escalated funding gap of approximately \$1.4 billion.

Scenario 3: Front-loaded First 5-Years of Annual Incremental Levy Funding – 25% of Plan Funding Over 25-Years

Scenario 3 explores a front-loaded annual incremental increase over the first 5-years of the Implementation Plan. Like Scenario 2, Scenario 3 would result in 25% (\$546 million) of the Implementation Plan being funded through a combination of incremental contributions from the general levy (18%, \$409 million), end-of-mortgage savings and continued funding from Canada Ontario Community Housing Initiative (6%, \$120 million), and strategic land disposition (1%, \$17.5 million). Unlike Scenario 2, Scenario 3 sets out a more aggressive approach for an annual incremental contribution of between 0.527% and 0.626% of the general tax levy in the first 5-years of the Implementation Plan followed by a 0% annual incremental contribution throughout the remaining 20-year duration of the Plan.

Table 15 displays the necessary annual incremental levy allocation under various growth scenarios for funding Scenarios 2 and 3. A summary of total funding contributions under each financial modeling scenario and their remaining funding gaps are detailed in Appendices 4, 5, and 6.

Annual Levy Growth Rate	Scenario 2: Annual Incremental General Levy Allocation – 25-Years	Scenario 3: Annual Incremental General Levy Allocation – 5-Years
2%	0.195%	0.626%
4%	0.160%	0.591%
6%	0.130%	0.558%
8%	0.105%	0.527%

Table 15: Incremental allocation rates needed to achieve 25% Implementation Plan funding based on annual levy growth rate.

Figure 12 displays the incremental annual and cumulative yearly contributions necessary to fund 25% of the overall Implementation Plan.



Figure 12: Incremental and cumulative general levy contribution to provide 25% of Implementation Plan funding.

Financial Summary

While the scope of the Implementation Plan is ambitious, its Redevelopment Timeline offers a clear and feasible roadmap to expanding the NRH's community housing stock in a sustainable and fiscally responsible manner. By balancing the scale of strategic development with careful planning, potential partnerships, and phased implementation, the Plan ensures that growth aligns with the community's needs and financial capacity. It incorporates various approaches to funding, prioritizes long-term affordability, and leverages existing resources to maximize impact on the delivery of new community housing units across Niagara.

It is unrealistic to recommend that 100% of the Implementation Plan's forecast community housing units be municipally funded as Niagara Region lacks the financial resources to independently address the significant costs associated with housing stock growth. Without grants or subsidies from senior levels of government, the financial burden would fall entirely on local taxpayers. Hypothetically, if no senior level government funding were available to support the implementation of the Implementation Plan, the Region would need to allocate an annual incremental increase of 0.524% on the general levy assuming it grows at 8% year-over-year from 2026 to 2050.

Based on the financial modeling, Scenario 2 is the recommended investment approach as it demonstrates Niagara's commitment to being a strategic and financial partner in the housing solution. The approach would result in approximately 25% (\$546 million) of the Implementation Plan being funded through a combination of contribution from general levy (18%, \$409 million), end-of-mortgage savings (6%, \$120 million), and strategic land disposition (1%, \$17 million). Dependent on the growth rate of the annual general tax levy, it is estimated that an annual contribution of between 0.105% and 0.195% of the general tax levy would be required over the next 25-years to support the Plan.

Scenario 2 represents an achievable investment contribution that will not burden the annual capital budget process and can be balanced amongst other Regional Council Strategic Priorities. A dedicated investment contribution will strengthen the confidence of other potential funding partners, such as the senior levels of government, by demonstrating that Niagara Region is financially committed to addressing the ongoing housing crisis. It will also improve the likelihood of success on future funding program application submissions, such as the Rapid Housing Initiative and/or Canada Ontario Community Housing Initiative, which is critical in a climate where there are many competing submissions from other entities across the province and nation.

Implementation and Next Steps

The Implementation Plan demonstrates a commitment to addressing the housing crisis while maintaining fiscal accountability to ensure that the Region can meet current and future community housing demands without compromising its financial stability.

The Implementation Plan will serve as a living document that will be monitored and updated by staff on a regular basis as projects progress, and funding and partnerships opportunities emerge. Of particular importance is ensuring that its Redevelopment Timeline remains on-track and current with its queued priority projects, as any modifications to project timing will have implications on future funding needs and the ability to accommodate NRH tenant displacement. It is expected that the priority of a project could shift based on changing circumstances related to due diligence and site preparation efforts, funding availability, partnership opportunities, and a variety of other potential factors. Staff must be acutely aware of potential influences on each project that may impact its delivery, which may result in adaptations to the Redevelopment Timeline from time-to-time.

This document will be monitored and managed by NRH and Niagara Region's Housing Services Department, as these parties have access to NRH property, building, and tenant information, as well as Niagara Region's Centralized Waitlist. Further, these departments manage other closely related initiatives such as Expression of Interests for non-profit and co-operative housing provider project readiness and preliminary visioning, which are invaluable tools that inform opportunities for partnerships to construct more affordable housing units.

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Appendix 1: Short-Term Project Portfolio
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Haney Street and 709-725 King Street, Port Colborne

Estimated Year of Occupancy	2027		
Expected Approvals	 Zoning By-law Amendment (City led) Site Plan Approval		
Total Existing Units	On-site: 5 units Off-site: 2 units		
Total Redeveloped Units	53 units (46 net new)		
Density	Existing: 14.29 units/ha Planned: 151.43 units/ha		
Planned Bedroom Composition	Bachelor: 15 units (28%) 1-Bedroom: 18 units (34%) 2-Bedroom: 5 units (9%) 3-Bedroom: 14 units (26%) 4-Bedroom: 1 unit (2%) 5-Bedroom: 0 units (0%)		

Existing: 709 King Street, Port Colborne (2023)



Envisioned Concept





320 Geneva Street (Phase 2 Lands), St. Catharines

Estimated Year of Occupancy	2028		
Expected Approvals	Minor VarianceSite Plan Approval		
Total Existing Units	0 units		
Total Redeveloped Units	104 units (104 net new)		
Density (across entire site, includes Phase 1 Lands)	Existing: 0 units/ha Planned: 98 units/ha		
Planned Bedroom Composition	Bachelor: 6 units (6%) 1-Bedroom: 29 units (28%) 2-Bedroom: 15 units (14%) 3-Bedroom: 30 units (29%) 4-Bedroom: 18 unit (17%) 5-Bedroom: 6 units (6%)		

Existing: 320 Geneva Street, St. Catharines (aerial, 2023)



Envisioned Phasing Plan and Concept





403 Ontario Street (B	lock 4), St.	Catharines
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Estimated Year of Occupancy	2028
Expected Approvals	 Zoning By-law Amendment Local Official Plan Amendment Draft Plan of Subdivision Minor Variance (likely) Site Plan Approval
Total Existing Units	0 units
Total Redeveloped Units	70 units (70 net new)
Density	Existing: 0 units/ha
	Planned: 241.38 units/ha
Planned Bedroom	Bachelor: 4 units (6%)
Composition	1-Bedroom: 46 units (66%)
	2-Bedroom: 16 units (23%)
	3-Bedroom: 4 units (6%)
	4-Bedroom: 0 unit (0%)
	5-Bedroom: 0 units (0%)

Envisioned Conceptual Site Plan and Floor Plan



Existing: 403 Ontario Street, St. Catharines (2023)



184 Denistoun Street, Welland

Estimated Year of Occupancy	2029
Expected Approvals	None – public use exemption
Total Existing Units	0 units
Total Redeveloped Units	78 units (78 net new)
Density	Existing: 0 units/ha Planned: 200 units/ha
Planned Bedroom Composition	Bachelor: 5 units (6%) 1-Bedroom: 41 units (53%) 2-Bedroom: 26 units (33%) 3-Bedroom: 6 units (8%) 4-Bedroom: 0 units (0%) 5-Bedroom: 0 units (0%)

Existing: 184 Denistoun Street, Welland (2023)









5925 Summer Street, Niagara Falls

Estimated Year of Occupancy	2029
Expected Approvals	Site Plan Approval
Total Existing Units	0 units
Total Redeveloped Units	43 units (43 net new)
Density	Existing: 0 units/ha Planned: 252.94 units/ha
Planned Bedroom Composition	Bachelor: 0 units (0%) 1-Bedroom: 23 units (53%) 2-Bedroom: 20 units (47%) 3-Bedroom: 0 units (0%) 4-Bedroom: 0 units (0%) 5-Bedroom: 0 units (0%)

Existing: 5925 Summer Street, Niagara Falls (2020)



Envisioned Concept



Appendix 2: NRH Precedence: Recently Constructed Projects

6388 Hawkins Street, Niagara Falls

Year Constructed	2022								
Parcel Area	1.81 acres (0.73 ha)								
Land Use Permissions	Official Plan: Residential Zoning: Residential 1C Density (R1C) Public Use Exemption: Yes								
Units and Density	<u>Replaced:</u> 9 units (12.33 units/ha) <u>Redeveloped:</u> 55 units (75.34 units/ha) <u>Net New:</u> 36 units								
Realized Development Typology	3-storey low-rise apartment building								
Bedroom Composition	Bachelor: 8 units (15%) 1-Bedroom: 28 units (51%) 2-Bedroom: 15 units (27%) 3-Bedroom: 4 units (7%) 4-Bedroom: 0 units (0%) 5-Bedroom: 0 units (0%)								



After (2022)



7180 Heximer Avenue, Niagara Falls

Year Constructed	2022
Parcel Area	0.61 acres (0.25 ha)
Land Use Permissions	<u>Official Plan:</u> Residential <u>Zoning:</u> Residential 1E Density (R1E) and Transition Residential Multiple Zone <u>Public Use Exemption:</u> Yes
Units and Density	<u>Replaced:</u> 4 units (16.00 units/ha) <u>Redeveloped:</u> 18 units (72.00 units/ha) <u>Net New:</u> 14 units
Realized Development Typology	3-storey low-rise apartment building
Bedroom Composition	Bachelor: 0 units (0%) 1-Bedroom: 18 units (100%) 2-Bedroom: 0 units (0%) 3-Bedroom: 0 units (0%) 4-Bedroom: 0 units (0%) 5-Bedroom: 0 units (0%)

Before (2014)



After (2022)



527 Carlton Street, St. Catharines

Year Constructed	2019
Parcel Area	2.1 acres (0.85 ha)
Land Use Permissions	Official Plan: Medium Density Residential (25 to 99 units/ha)
	Zoning: Community Institutional (I2)
	Public Use Exemption: No
Units and Density	Replaced: 0 units (0 units/ha)
	Redeveloped: 85 units (100.00 units/ha)
	Net New: 85 units
Realized Development Typology	5-storey mid-rise apartment building
Bedroom Composition	Bachelor: 0 units (0%)
	1-Bedroom: 75 units (88%)
	2-Bedroom: 10 units (12%)
	3-Bedroom: 0 units (0%)
	4-Bedroom: 0 units (0%)
	5-Bedroom: 0 units (0%)

Before (2016)



After (2018)



207 Roach Avenue, Welland

Year Constructed	2019
Parcel Area	0.34 acres (0.14 ha)
Land Use Permissions	Official Plan: Low Density Residential Zoning: Residential Low Density 2 (RL2) Public Use Exemption: Yes
Units and Density	<u>Replaced:</u> 4 units (28.57 units/ha) <u>Redeveloped:</u> 12 units (85.71 units/ha) <u>Net New:</u> 8 units
Realized Development Typology	2-storey stacked townhouses
Bedroom Composition	Bachelor: 0 units (0%) 1-Bedroom: 0 units (0%) 2-Bedroom: 12 units (100%) 3-Bedroom: 0 units (0%) 4-Bedroom: 0 units (0%) 5-Bedroom: 0 units (0%)

Before (2014)



After (2019)



60 York Street, Welland

Year Constructed	2023
Parcel Area	0.58 acres (0.23 ha)
Land Use Permissions	Official Plan: Low Density Residential Zoning: Health and Wellness (INSH) Public Use Exemption: Yes
Units and Density	<u>Replaced:</u> 0 units (0 units/ha) <u>Redeveloped:</u> 43 units (186.96 units/ha) <u>Net New:</u> 43 units
Realized Development Typology	4-storey low/mid-rise apartment building
Bedroom Composition	Bachelor: 6 units (14%) 1-Bedroom: 27 units (63%) 2-Bedroom: 10 units (23%) 3-Bedroom: 0 units (0%) 4-Bedroom: 0 units (0%) 5-Bedroom: 0 units (0%)

Before (2020)



After (2023)



Appendix 3: Implementation Plan Redevelopment Timeline

This document is unable to be attached due to challenges with accessibility inspection. Please email <u>alexander.morrison@niagararegion.ca</u> with the subject line "Request for a copy of CHMP Implementation Plan Redevelopment Timeline" to receive a digital copy directly for review.

Appendix 4: Financial Impact for Scenario 1 – No Incremental Levy Funding

7% of Plan Funding, includes End-of-Mortgage Savings and Land Disposition Only

FINANCIAL IMPACTS	COUNCIL TERM													
	2023 - 2026			2027 - 2030		2031-2034		2035 - 2038		2039 - 2042	2043 - 2046		2047 - 2050	TOTAL
Total Budgeted Capital Cost	\$	51,025,000	\$	232,375,000	\$	240,500,000	\$	233,025,000	\$	276,575,000	\$	188,825,000	\$ 156,650,000	\$ 1,378,975,000
Total Budgeted Escalated Capital Costs	\$	54,644,462	\$	260,079,663	\$	292,137,600	\$	309,574,454	\$	398,836,810	\$	290,429,789	\$ 255,500,370	\$ 1,861,203,149
Total Incremental Operating Cost	\$	-	\$	5,473,929	\$	22,717,435	\$	36,699,222	\$	51,042,957	\$	70,210,793	\$ 87,409,579	\$ 273,553,915
Total Escalated Incremental Operating Costs	\$	-	\$	5,876,913	\$	24,978,994	\$	41,316,687	\$	59,036,707	\$	84,441,554	\$ 108,226,244	\$ 323,877,100
Total Cost (Capital + Operating)	\$	51,025,000	\$	237,848,929	\$	263,217,435	\$	269,724,222	\$	327,617,957	\$	259,035,793	\$ 244,059,579	\$ 1,652,528,915
Total Escalated Cost (Capital + Operating)	\$	54,644,462	\$	265,956,577	\$	317,116,594	\$	350,891,141	\$	457,873,518	\$	374,871,344	\$ 363,726,615	\$ 2,185,080,249
Funding Sources														
Net Proceeds from Land Dispositions	\$	-	\$	(15,630,275)	\$	(1,795,000)	\$	-	\$	-	\$	-	\$ -	\$ (17,425,275)
EOM Funding	\$	(4,212,889)	\$	(26,922,290)	\$	(29,464,744)	\$	(29,464,744)	\$	(29,464,744)	\$	-	\$ -	\$ (119,529,412)
General Levy Funding	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$ -	\$ -
TOTAL Funding Sources	\$	(4,212,889)	\$	(42,552,565)	\$	(31,259,744)	\$	(29,464,744)	\$	(29,464,744)	\$	-	\$ -	\$ <mark>(136,954,687)</mark>
Funding Gap	\$	46,812,111	\$	195,296,364	\$	231,957,690	\$	240,259,478	\$	298,153,213	\$	259,035,793	\$ 244,059,579	\$ 1,515,574,228
Total Escalated Funding Gap	\$	50,431,573	\$	223,404,012	\$	285,856,849	\$	321,426,396	\$	428,408,773	\$	374,871,344	\$ 363,726,615	\$ 2,048,125,562

Appendix 5: Financial Impact for Scenario 2 – Incremental Levy Funding

25% of Plan Funding, includes General Levy Contributions, End-of-Mortgage Savings and Land Disposition

FINANCIAL IMPACTS		COUNCIL TERM														
	2023 - 2026			2027 - 2030		2031-2034		2035 - 2038		2039 - 2042		2043 - 2046		2047 - 2050	ΤΟΤΑ	L
Total Budgeted Capital Cost	\$	51,025,000	\$	232,375,000	\$	240,500,000	\$	233,025,000	\$	276,575,000	\$	188,825,000	\$	156,650,000	\$ 1,378,	975,000
Total Budgeted Escalated Capital Costs	\$	54,644,462	\$	260,079,663	\$	292,137,600	\$	309,574,454	\$	398,836,810	\$	290,429,789	\$	255,500,370	\$ 1,861,	203,149
Total Incremental Operating Cost	\$	-	\$	5,473,929	\$	22,717,435	\$	36,699,222	\$	51,042,957	\$	70,210,793	\$	87,409,579	\$ 273,	553,915
Total Escalated Incremental Operating Costs	\$	-	\$	5,876,913	\$	24,978,994	\$	41,316,687	\$	59,036,707	\$	84,441,554	\$	108,226,244	\$ 323,	877,100
Total Cost (Capital + Operating)	\$	51,025,000	\$	237,848,929	\$	263,217,435	\$	269,724,222	\$	327,617,957	\$	259,035,793	\$	244,059,579	\$ 1,652,	528,915
Total Escalated Cost (Capital + Operating)	\$	54,644,462	\$	265,956,577	\$	317,116,594	\$	350,891,141	\$	457,873,518	\$	374,871,344	\$	363,726,615	\$ 2,185,	080,249
Funding Sources																
Net Proceeds from Land Dispositions	\$	-	\$	(15,630,275)	\$	(1,795,000)	\$	-	\$	-	\$	-	\$	-	\$ (17,	425,275)
EOM Funding	\$	(4,212,889)	\$	(26,922,290)	\$	(29,464,744)	\$	(29,464,744)	\$	(29,464,744)	\$	-	\$	-	\$ (119,	529,412)
General Levy Funding	\$	(606,905)	\$	(9,527,878)	\$	(23,901,709)	\$	(43,457,147)	\$	(70,062,105)	\$	(106,257,856)	\$	(155,501,776)	\$ (409,	315,375)
TOTAL Funding Sources	\$	<mark>(4,819,794)</mark>	\$	(52,080,442)	\$	<mark>(55,161,453)</mark>	\$	(72,921,891)	\$	(99,526,849)	\$	(106,257,856)	\$	(155,501,776)	\$ (546,	270,062)
Funding Gap	\$	46,205,206	\$	185,768,487	\$	208,055,982	\$	196,802,331	\$	228,091,108	\$	152,777,937	\$	88,557,803	\$ 1,106,	<mark>258,853</mark>
Total Escalated Funding Gap	\$	49,824,668	\$	213,876,134	\$	261,955,141	\$	277,969,249	\$	358,346,669	\$	268,613,488	\$	208,224,838	\$ 1,638,	810,187

Appendix 6: Financial Impact for Scenario 3 – Front-loaded First 5-Years of Annual Incremental Levy Funding

25% of Plan Funding, includes General Levy Contributions, End-of-Mortgage Savings and Land Disposition

25% Levy Funding (0.527% Incremental Annual Levy Increase) and 2% Capital Cost Annual Reserve Transfers

FINANCIAL IMPACTS	COUNCIL TERM														
FINANCIAL INFACTS		2023 - 2026		2027 - 2030		2031-2034		2035 - 2038		2039 - 2042	2043 - 2046		2047 - 2050		TOTAL
Total Budgeted Capital Cost	\$	51,025,000	\$	232,375,000	\$	240,500,000	\$	233,025,000	\$	276,575,000	\$	188,825,000	\$	156,650,000	\$ 1,378,975,000
Total Budgeted Escalated Capital Costs	\$	54,644,462	\$	260,079,663	\$	292,137,600	\$	309,574,454	\$	398,836,810	\$	290,429,789	\$	255,500,370	\$ 1,861,203,149
Total Incremental Operating Cost	\$	-	\$	5,473,929	\$	22,717,435	\$	36,699,222	\$	51,042,957	\$	70,210,793	\$	87,409,579	\$ 273,553,915
Total Escalated Incremental Operating Costs	\$	-	\$	5,876,913	\$	24,978,994	\$	41,316,687	\$	59,036,707	\$	84,441,554	\$	108,226,244	\$ 323,877,100
Total Cost (Capital + Operating)	\$	51,025,000	\$	237,848,929	\$	263,217,435	\$	269,724,222	\$	327,617,957	\$	259,035,793	\$	244,059,579	\$ 1,652,528,915
Total Escalated Cost (Capital + Operating)	\$	54,644,462	\$	265,956,577	\$	317,116,594	\$	350,891,141	\$	457,873,518	\$	374,871,344	\$	363,726,615	\$ 2,185,080,249
Funding Sources															
Net Proceeds from Land Dispositions	\$	-	\$	(15,630,275)	\$	(1,795,000)	\$	-	\$	-	\$	-	\$	-	\$ (17,425,275)
EOM Funding	\$	(4,212,889)	\$	(26,922,290)	\$	(29,464,744)	\$	(29,464,744)	\$	(29,464,744)	\$	-	\$	-	\$ (119,529,412)
General Levy Funding	\$	(3,053,883)	\$	(47,943,252)	\$	(71,663,648)	\$	(71,663,648)	\$	(71,663,648)	\$	(71,663,648)	\$	(71,663,648)	\$ (409,315,375)
TOTAL Funding Sources	\$	(7,266,772)	\$	(90,495,816)	\$	(102,923,393)	\$	<mark>(101,128,393)</mark>	\$	(101,128,393)	\$	(71,663,648)	\$	(71,663,648)	\$ (546,270,062)
Funding Gap	\$	43,758,228	\$	147,353,113	\$	160,294,042	\$	168,595,830	\$	226,489,564	\$	187,372,145	\$	172,395,931	\$ 1,106,258,853
Total Escalated Funding Gap	\$	47,377,691	\$	175,460,760	\$	214,193,201	\$	249,762,748	\$	356,745,125	\$	303,207,695	\$	292,062,966	\$ 1,638,810,187

Appendix 7: Implementation Plan: 25-Year Outlook (2025-2050)

NRH Project List (Development Groups A through F)

Development Group	Project Number	Local Municipality	Estimated Completion (occupancy)	Replaced Units	Net New Units	Total Units (replaced and net new units)	Estimated Capital Cost	Estimated Capital Cost (Escalated)
E	1	Port Colborne	2027	7	46	53	\$17,225,000	\$18,325,266
A	1	St. Catharines	2028	0	104	104	\$33,800,000	\$36,319,196
В	1	St. Catharines	2028	0	70	70	\$22,750,000	\$24,626,539
С	1	Welland	2029	0	78	78	\$25,350,000	\$27,783,164
D	1	Niagara Falls	2029	0	43	43	\$13,975,000	\$15,240,285
E	2a	Fort Erie	2029	13	54	67	\$21,775,000	\$24,101,805
F	1	Fort Erie	2029	0	82	82	\$26,650,000	\$29,571,231
A	2a	St. Catharines	2030	28	21	49	\$15,925,000	\$17,979,227
A	2b	St. Catharines	2030	12	37	49	\$15,925,000	\$17,979,227
A	2c	St. Catharines	2030	8	24	32	\$10,400,000	\$11,741,536
В	2	St. Catharines	2030	8	11	19	\$6,175,000	\$6,936,967
Development Group	Project Number	Local Municipality	Estimated Completion (occupancy)	Replaced Units	Net New Units	Total Units (replaced and net new units)	Estimated Capital Cost	Estimated Capital Cost (Escalated)
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D	2	Niagara Falls	2031	14	61	75	\$24,375,000	\$27,655,801
С	2a	Welland	2031	11	11	22	\$7,150,000	\$8,172,743
С	2b	Welland	2031	10	12	22	\$7,150,000	\$8,172,743
E	2b	Fort Erie	2031	13	68	81	\$26,325,000	\$30,315,178
А	3a	St. Catharines	2032	8	24	32	\$10,400,000	\$12,215,894
А	3b	St. Catharines	2032	8	24	32	\$10,400,000	\$12,215,894
В	3a	St. Catharines	2032	8	18	26	\$8,450,000	\$9,803,218
D	3	Niagara Falls	2032	19	56	75	\$24,375,000	\$28,701,638
E	3a	Fort Erie	2033	10	24	34	\$11,050,000	\$13,206,097
С	3a	Welland	2033	19	61	80	\$26,000,000	\$30,920,474
С	3b	Welland	2033	18	52	70	\$22,750,000	\$27,055,414
А	4a	St. Catharines	2034	4	10	14	\$4,550,000	\$5,546,560
А	4b	St. Catharines	2034	4	10	14	\$4,550,000	\$5,546,560
В	3b	St. Catharines	2034	14	33	47	\$15,275,000	\$18,346,537

Development Group	Project Number	Local Municipality	Estimated Completion (occupancy)	Replaced Units	Net New Units	Total Units (replaced and net new units)	Estimated Capital Cost	Estimated Capital Cost (Escalated)
D	4	Niagara Falls	2034	7	41	48	\$15,600,000	\$19,016,779
С	4a	Welland	2035	16	32	48	\$15,600,000	\$19,349,377
E	3b	Fort Erie	2035	28	32	60	\$19,500,000	\$24,186,724
D	5a	Niagara Falls	2036	6	18	24	\$7,800,000	\$9,795,063
D	5b	Niagara Falls	2036	5	27	32	\$10,400,000	\$13,060,083
А	5	St. Catharines	2036	0	24	24	\$7,800,000	\$9,819,449
В	4a	St. Catharines	2036	35	71	106	\$34,450,000	\$43,155,058
С	4b	Welland	2037	18	36	54	\$17,550,000	\$22,647,478
D	6a	Niagara Falls	2037	5	30	35	\$11,375,000	\$14,715,136
E	4	Fort Erie	2037	40	37	77	\$25,025,000	\$32,374,093
А	6	Thorold	2038	29	16	45	\$14,625,000	\$19,108,187
В	4b	St. Catharines	2038	44	89	133	\$43,225,000	\$56,336,549
С	5a	Welland	2039	24	48	72	\$23,400,000	\$31,494,863
D	6b	Niagara Falls	2039	16	57	73	\$23,725,000	\$31,932,292

Development Group	Project Number	Local Municipality	Estimated Completion (occupancy)	Replaced Units	Net New Units	Total Units (replaced and net new units)	Estimated Capital Cost	Estimated Capital Cost (Escalated)
F	2	St. Catharines	2039	0	36	36	\$11,700,000	\$15,708,291
А	7	Niagara Falls	2040	22	38	60	\$19,500,000	\$26,506,877
В	4c	St. Catharines	2040	45	87	132	\$42,900,000	\$58,750,688
С	5b	Welland	2041	26	52	78	\$25,350,000	\$35,585,365
D	6c	Niagara Falls	2042	19	64	83	\$26,975,000	\$37,591,435
A	8	Niagara Falls	2042	48	87	135	\$43,875,000	\$62,204,685
В	5a	St. Catharines	2043	50	185	235	\$76,375,000	\$109,359,692
А	9	Niagara Falls	2044	76	59	135	\$43,875,000	\$65,038,944
D	7	Niagara Falls	2044	86	99	185	\$60,125,000	\$88,687,293
В	5b	St. Catharines	2045	60	151	211	\$68,575,000	\$102,921,194
D	8	Niagara Falls	2046	27	48	75	\$24,375,000	\$37,591,435
А	10a	Niagara Falls	2046	32	113	145	\$47,125,000	\$73,039,553
В	6	St. Catharines	2047	80	70	150	\$48,750,000	\$76,877,607
D	9	Niagara Falls	2048	55	85	140	\$45,500,000	\$73,187,482

Development Group	Project Number	Local Municipality	Estimated Completion (occupancy)	Replaced Units	Net New Units	Total Units (replaced and net new units)	Estimated Capital Cost	Estimated Capital Cost (Escalated)
А	10b	Niagara Falls	2049	42	92	134	\$43,550,000	\$70,574,090
В	7	St. Catharines	2050	80	128	208	\$67,600,000	\$111,738,798
·		·	TOTAL	1,257 units	2,986 units	4,243 units	\$1,378,975,000	\$1,861,203,149

NRH 25-Year Forecast: Redeveloped Units – Replaced and Net New (Development Groups A through F)





NRH 25-Year Forecast: Total Annual Unit Supply and Redeveloped Units (Development Groups A through F)

Non-Profit and Co-operative Housing Provider Projects (Development Group G)

Development Group	Project Number	Local Municipality	Estimated Completion (occupancy)	Replaced Units	Net New Units	Total Units (replaced plus net new)
G	1	St. Catharines	2026	0	10	10
G	2	Fort Erie	2027	0	52	52
G	3	West Lincoln	2027	0	62	62
G	4	Niagara Falls	2028	0	112	112
G	5	Welland	2028	0	141	141
			TOTAL	0 units	377 units	377 units



Total Redeveloped Units (All Projects): 5-Year Intervals

Combined NRH and Non-Profit Projects (Development Groups A through G):

Year Range (from to including)	Projects Completed (occupancy)	Total Replaced Units	Total Net New Units	Total Redeveloped Units (replaced and net new)	Estimated Capital Cost ¹	Estimated Capital Cost ¹ (Escalated)
2025 to 2030	16	76	947	1,023	\$209,950,000	\$230,604,443
2031 to 2035	17	211	569	780	\$253,500,000	\$300,427,631
2036 to 2040	14	289	614	903	\$293,475,000	\$385,404,107
2041 to 2045	7	365	697	1,062	\$345,150,000	\$501,758,003
2046 to 2050	6	316	536	852	\$276,900,000	\$443,008,965
TOTAL	60 projects	1,217 units	3,363 units	4,620 units	\$1,378,975,000	\$1,861,203,149

¹ Capital cost estimates exclude Niagara Region's contributions toward non-profit projects as these funding contribution amounts are unknown.

Total Redeveloped Units (All Projects): 4-Year Intervals



NRH and Non-Profit Projects (Development Groups A thru G):

Year Range (from to including)	Projects Completed (occupancy)	Total Replaced Units	Total Net New Units	Total Redeveloped Units (replaced and net new)	Estimated Capital Cost ¹	Estimated Capital Cost¹ (Escalated)
2023 to 2026	2	0	53	53	\$11,610,000	Not applicable
2027 to 2030	15	76	937	1,013	\$209,950,000	\$230,604,443
2031 to 2034	15	167	505	672	\$218,400,000	\$256,891,530
2035 to 2038	11	226	412	638	\$207,350,000	\$264,547,197
2039 to 2042	8	200	469	669	\$217,425,000	\$300,143,891
2043 to 2046	6	331	655	986	\$320,450,000	\$476,638,111
2047 to 2050	4	257	375	632	\$205,400,000	\$332,377,977
TOTAL	61 projects	1,257 units	4,006 units	4,663 units	\$1,390,585,000	\$1,861,203,149

¹ Capital cost estimates exclude Niagara Region's contributions toward non-profit projects as these funding contribution amounts are unknown.

Appendix 2: Annual Incremental Increase Distribution of All Financial Modeling Scenarios

Levy Growth Rate	Incremental Allocation	Incremental Horizon	2023 to 2026	2027 to 2030	2031 to 2034	2035 to 2038	2039 to 2042	2043 to 2046	2047 to 2050	Total Contribution
2%	0%	0 years	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8%	0%	0 years	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Scenario 1: No Annual Incremental Increase for 25-Years by Regional Council Term (\$ millions)

Scenario 2: Annual Incremental Increase for 25-Years by Regional Council Term (\$ millions)

Levy Growth Rate	Incremental Allocation	Incremental Horizon	2023 to 2026	2027 to 2030	2031 to 2034	2035 to 2038	2039 to 2042	2043 to 2046	2047 to 2050	Total Contribution
2%	0.195%	25-years	\$1.0	\$15.3	\$34.2	\$54.6	\$76.7	\$100.7	\$126.6	\$409*
8%	0.105%	25-years	\$0.6	\$9.5	\$23.9	\$43.4	\$70.0	\$106.2	\$155.5	\$409*

*Rounding adjustment.

Scenario 3: Front-loaded First 5-Years of Incremental Levy Funding by Regional Council Term (\$ millions)

Levy Growth Rate	Incremental Allocation	Incremental Horizon	2023 to 2026	2027 to 2030	2031 to 2034	2035 to 2038	2039 to 2042	2043 to 2046	2047 to 2050	Total Levy Contribution
2%	0.626%	5-years	\$3.4	\$49.3	\$71.3	\$71.3	\$71.3	\$71.3	\$71.3	\$409*
8%	0.527%	5-years	\$3.1	\$47.9	\$71.6	\$71.6	\$71.6	\$71.6	\$71.6	\$409*

*Rounding adjustment.



Ministry of Natural Resources

Development and Hazard Policy Branch Policy Division 300 Water Street Peterborough, ON K9J 3C7

Ministère des Richesses naturelles

Direction de la politique d'exploitation des ressources et des risques naturels. Division de l'élaboration des politiques 300, rue Water Peterborough (Ontario) K9J 3C7

May 27, 2025

Subject: Reintroduction of the Geologic Carbon Storage Act

Hello,

Over the past three years, the Ministry of Natural Resources has been taking a measured and phased approach to enabling and regulating geologic carbon storage in Ontario. Carbon storage is new to the province, and developing a comprehensive framework to regulate this activity would help ensure that it is done responsibly, with measures in place to safeguard people and the environment.

Geologic carbon storage (further referred to as carbon storage) involves injecting captured carbon dioxide (CO2) into deep geological formations for permanent storage. This technology could provide industries in Ontario with a critical tool for managing their emissions and contributing to the achievement of Ontario's emissions reduction targets.

On November 25, 2024, the Resource Management and Safety Act, 2024 was introduced in the Ontario legislature. This Act included a proposed *Geologic Carbon Storage Act.* The legislature was dissolved on January 28, 2025, and all incomplete business was terminated.

We are writing to notify you that today, the Bill was reintroduced in the legislature. The suite of proposed changes remains the same as what was introduced in November 2024, aside from a small number of administrative updates made to provide clarity.

The original proposal can be accessed through the Environmental Registry/Regulatory Registry: <u>https://ero.ontario.ca/notice/019-9299</u>.

If you would like more information or have any questions, please contact Andrew Ogilvie, Manager of Resources Development Section, at 705-761-5815 or through email: Resources.Development@ontario.ca.

Sincerely,

Jennifer Keyes

Jennifer Keyes Director, Development and Hazard Policy Branch



CLERK'S OFFICE MARY REMMIG, ACTING CLERK Municipality of North Grenville

June 4, 2025

Please be advised that, at their regular meeting on June 3, 2025, Council of the Municipality of North Grenville adopted the following resolution:

Title: Bill 5: Protecting Ontario By Unleashing Our Economy Act, 2025 **Date:** June 3, 2025

WHEREAS the Government of Ontario has introduced *Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025*, which proposes substantial changes to environmental planning policies, including replacing the Endangered Species Act with a new framework that reduces protections for at-risk species, and enabling the creation of Special Economic Zones that may override local planning authority and environmental oversight;

AND WHEREAS the Municipality of North Grenville supports increasing housing supply and economic growth, but believes this must be done in a way that upholds environmental responsibility and maintains the integrity of local planning processes;

AND WHEREAS Bill 5, as proposed, weakens safeguards for natural heritage systems, threatening biodiversity, and diminishing the authority of municipalities to manage growth in accordance with local needs and official plans;

AND WHEREAS the Municipality of North Grenville urges the Government of Ontario to recommit to upholding the rights of Indigenous Peoples as affirmed in Canadian law through the United Nations Declaration on the Rights of Indigenous Peoples Act and engage in transparent inclusive consultations with Indigenous Nations and civil society before tabling new development legislation;

AND WHEREAS Special Economic Zones would allow the Province to unilaterally override municipal decision-making by exempting Special Economic Zones from Municipal By-laws;

AND WHEREAS the use of Special Economic Zones to bypass local deliberation on proposed projects may not deliver on the promise of supporting economic growth;

MUNICIPALITY OF NORTH GRENVILLE 285 COUNTY ROAD 44, PO BOX 130, KEMPTVILLE, ON KOG 1J0 T(613)258-9569 EXT 219 F(613)258-9620 clerk@northgrenville.on.ca THEREFORE BE IT RESOLVED THAT Council of the Municipality of North Grenville:

- 1. Opposes all provisions in Bill 5 that reduce environmental protections and Ontario's proud legacy of protections of endangered species, that override the rule of law and that nullify Municipal planning authority;
- 2. Urges the Province of Ontario to support housing and infrastructure development in ways that align with sound environmental planning and wildlife protection and empower municipalities with appropriate planning tools;
- 3. Urges the Province of Ontario to conduct robust consultation on Bill 5: Protecting Ontario By Unleashing Our Economy Act, 2025;
- 4. Urges the Province of Ontario not to use Special Economic Zones to exempt projects from By-laws that impacts revenue including development charge By-laws, property tax By-laws, or fees and charges By-law;
- Requests the Province of Ontario consider the feedback submitted for Bill 5 by the Associations for Municipalities in Ontario (AMO) which highlights protecting Municipal autonomy and fiscal sustainability and Ontario's Environment and Indigenous Cultural Heritage; and,
- 6. Directs that a copy of this resolution be sent to:
 - o The Minister of Energy and Mines;
 - o The Minister of Municipal Affairs and Housing;
 - o The Minister of the Environment, Conservation and Parks;
 - o The Minister of Citizenship and Multiculturalism;
 - The Premier of Ontario;
 - o The Association of Municipalities of Ontario (AMO); and,
 - All Ontario Municipalities.

The above resolution, adopted by the Municipal Council, is forward for your information and action as required.

Thank you,

G.

Mary Remmig Acting Clerk

MUNICIPALITY OF NORTH GRENVILLE

285 COUNTY ROAD 44, PO BOX 130, KEMPTVILLE, ON KOG 1J0 T(613)258-9569 EXT 219 F(613)258-9620 clerk@northgrenville.on.ca



Office of the City Clerk Woodstock City Hall P.O. Box1539 500 Dundas Street Woodstock, ON N4S 0A7 Telephone 519-539-1291

June 6, 2025

The Honourable Doug Ford, Premier of Ontario 80 Wellington Street Ottawa, ON K1A 0A2

Via email: premier@ontario.ca

Re: Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025

At the regular meeting of Woodstock City Council held on June 5, 2025, the following resolution was passed:

"That Woodstock City Council support the resolution from the City of Kingston opposing all provisions in Bill 5 that reduce environmental protections and Ontario's proud legacy of protections of Endangered Species, and that override the rule of law and that nullify municipal planning authority;

And further that City Council urge the Province of Ontario to support housing and infrastructure development in ways that align with sound environmental planning and wildlife protection and empower municipalities with appropriate planning tools;

And further that City Council call on the provincial government to rescind Bill 5 and return to consultation with the public, Ontario Municipalities, and First Nations;

And further that City Council voice opposition to the establishment of a Special Economic Zone within the City of Woodstock, as currently defined in Bill 5;"

And further that this resolution be circulated to The Hon. Doug Ford, Premier of Ontario; The Hon. Stephen Lecce, Minister of Energy and Mines; The Hon. Rob Flack, Minister of Municipal Affairs and Housing; The Hon. Todd J. McCarthy, Minister of the Environment, Conservation and Parks; The Hon. Vic Fedeli, Minister of Economic Development; Ernie Hardeman, Oxford MPP; and all Ontario Municipalities.

Yours Truly,

Amy Humphries Deputy Chief Administrative Officer/City Clerk City of Woodstock Cc.

The Hon. Stephen Lecce, Minister of Energy and Mines – <u>stephen.lecce@pc.ola.org</u> The Hon. Rob Flack, Minister of Municipal Affairs and Housing – <u>rob.flack@pc.ola.org</u> The Hon. Todd J. McCarthy, Minister of the Environment, Conservation and Parks – <u>todd.mccarthy@pc.ola.org</u>

The Hon. Vic Fedeli, Minister of Economic Development – <u>vic.fedeli@pc.ola.org</u> Ernie Hardeman, Oxford MPP - <u>ernie.hardemanco@pc.ola.org</u>; And all Ontario Municipalities



Office of the City Clerk

May 21, 2025

Via email

All Ontario Municipalities

Re: Kingston City Council Meeting, May 20, 2025 – Resolution Number 2025-197; Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025

At the regular Council meeting on May 20, 2025, Council approved Resolution Number 2025-197 with respect to Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025 as follows:

Whereas the Government of Ontario has introduced Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025, which proposes substantial changes to environmental planning policies, including replacing the Endangered Species Act with a new framework that reduces protections for at-risk species, and enabling the creation of Special Economic Zones that may override local planning authority and environmental oversight; and

Whereas the City of Kingston supports increasing housing supply and economic growth, but believes this must be done in a way that upholds environmental responsibility and maintains the integrity of local planning processes; and

Whereas Bill 5, as proposed, weakens safeguards for natural heritage systems, threatening biodiversity, and diminishing the authority of municipalities to manage growth in accordance with local needs and official plans; and

Whereas the Canadian Environmental Law Association submits that all of the Bill 5 schedules, with minor exceptions, should be withdrawn and not further considered by the Legislative Assembly of Ontario until they are substantially modified to ensure robust protection for the environment, human health, and vulnerable members of the Ontario public, including Indigenous peoples, who may otherwise be harmed by the amendments contained in the various schedules; and

Whereas the Canadian Civil Liberties Association finds that Schedule 9, in allowing the Minister of Economic Development to exempt "trusted proponents"

The Corporation of the City of Kingston216 Ontario Street, Kingston, ON K7L 2Z3Phone: (613) 546-4291 extension 1207cityclerk@cityofkingston.ca

from compliance with municipal and provincial law within the special economic zones, promotes abandonment of the rule of law subjecting Ontario's lands and peoples to the possibility of arbitrary and non-transparent decision-making and effectively nullifying decades of legacy law-making in those zones;

Therefore Be It Resolved That the Council of the City of Kingston oppose all provisions in Bill 5 that reduce environmental protections and Ontario's proud legacy of protections of Endangered Species, that override the rule of law and that nullify municipal planning authority; and

That the Council of the City of Kingston urge the Province of Ontario to support housing and infrastructure development in ways that align with sound environmental planning and wildlife protection and empower municipalities with appropriate planning tools; and

That a copy of this motion be sent to The Honourable Doug Ford, M.P.P. Premier of Ontario, The Honourable Stephen Lecce, M.P.P. Minister of Energy and Mines, The Honourable Rob Flack, M.P.P. Minister of Municipal Affairs and Housing, The Honourable Todd J. McCarthy, M.P.P. Minister of the Environment, Conservation and Parks, Ted Hsu, M.P.P., Kingston & the Islands, John Jordan, M.P.P., Lanark-Frontenac-Kingston, and all Ontario municipalities.

Yours sincerely,

Jaynis

Janet Jaynes City Clerk /nb



June 17, 2025

VIA EMAIL

Re: Advocacy for Increased Income Support Thresholds for Canadian Veterans

At its Regular Meeting of Council held on Tuesday, June 3, 2025, the Town of Bradford West Gwillimbury Council ratified the following motion:

Resolution 2025-185 **Moved by:** Councillor Harper **Seconded by:** Councillor Scott

WHEREAS the Town of Bradford West Gwillimbury recognizes the selfless service and enduring sacrifices made by Canadian Armed Forces veterans in the defence of our country and values;

WHEREAS the 2021 Census, conducted by Statistics Canada, identified more than 460,000 veterans residing across Canada, a significant population segment deserving of comprehensive, accessible, and modernized federal support;

WHEREAS Veterans Affairs Canada (VAC) currently administers income support programs to assist veterans in need, including the Income Replacement Benefit (IRB) program;

WHEREAS the eligibility threshold for the Income Replacement Benefit (IRB) program which was created in 2019—set at \$20,000 annually for a single-person household—fails to reflect today's economic reality, particularly in light of inflation, soaring housing costs, and the general increase in cost of living;

WHEREAS such low eligibility thresholds may disincentivize employment and community participation by penalizing veterans for earning beyond an outdated benchmark, thereby discouraging reintegration and contribution to civic life;

WHEREAS it is the duty of all levels of government to stand in unified support of our veterans and to advocate for policy changes that enable them to live with dignity and financial stability;

THEREFORE, BE IT RESOLVED That the Council of the Town of Bradford West Gwillimbury formally calls on the Government of Canada and all federal parties to increase the eligibility threshold for the Income Replacement Benefit (IRB) program from \$20,000 to no less than \$40,000 annually for a single-person household; and

THAT Council urges Veterans Affairs Canada to review all income support programs with the intent to modernize eligibility criteria in line with the current cost of living across Canada;

THAT this motion be formally endorsed and sent to:

- The Right Honourable Mark Carney, Prime Minister of Canada;
- The Honourable Jill McKnight, Minister of Veterans Affairs;
- The Honourable Andrew Scheer, Acting Leader of the Official Opposition
- Scot Davidson, Member of Parliament for New Tecumseth-Gwillimbury;
- All 444 municipalities across the Province of Ontario;
- The Federation of Canadian Municipalities (FCM) and the Association of Municipalities of Ontario (AMO) for broader distribution and endorsement; and

THAT a copy of this resolution be published on the Town's official website and communicated through the Town's official channels to raise awareness and gather public support.

Regards,

1 Jara Repolds

Tara Reynolds Clerk, Town of Bradford West Gwillimbury (905) 775-5366 Ext 1104 <u>treynolds@townofbwg.com</u>

CC: Hon. Mark Carney, Prime Minister of Canada Hon. Jill McKnight, Minister of Veterans Affairs Hon. Andrew Scheer, Acting Leader of the Official Opposition Scot Davidson, MP New Tecumseth-Gwillimbury All Ontario Municipalities The Federation of Canadian Municipalities (FCM) Association of Municipalities of Ontario (AMO)



Subject: Recommendation for Official Plan and Zoning By-law Amendment for 242-246 Highway 58 / West Side Road

To: Council

From: Development and Government Relations Department

Report Number: 2025-133

Meeting Date: June 24, 2025

Recommendation:

That Development and Government Relations Department Report 2025-133 be received; and

That the Official Plan Amendment attached as Appendix B of Report 2025-133 be approved; and

That the Zoning By-law Amendment attached as Appendix C of Report 2025-133 be approved; and

That matters related to servicing, stormwater, landscaping, lighting, fencing, waste management as well as the list of functional design revisions and considerations including amenity areas, access and connectivity, as provided within Appendix D, be addressed to the satisfaction of the City through the site plan approval process; and

That the City Clerk be directed to issue the Notices of Decisions regarding the By-laws in accordance with the *Planning Act.*

Purpose:

The purpose of this report is to provide Council with a recommendation regarding an Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") Applications submitted by Quartek Group Inc. on behalf of the Owner, Luigi LoFaso & Tirdad Gharachorloo, for the redevelopment of the lands known as Lots 36 to 40, Plan 826, known municipally as 242-246 Highway 58/West Side Road (the "Subject Lands") with an 8-storey residential apartment (the "proposed development").

Background:

A Pre-Consultation Meeting was held on July 27, 2023, to discuss and provide feedback on the initial proposed development for the Subject Lands which provided for a 7-storey apartment with 95 units. Applications for an OPA (File Number: D09-03-24) and ZBA (File Number: D13-04-29) were later submitted to the City on April 30, 2024, inclusive of required materials in support of the applications including, an Archaeological Assessment, Site Plan & Floor Plans, Functional Servicing Report, Planning Justification Brief, Shadow Analysis, and Transportation Impact Study.

A revised submission was made to the City on June 25, 2024. The revised submission was for an 8-storey apartment with 112 units and addressed the extension of Franklin Avenue, a City owned unopened road allowance, to the north of the Subject Lands. The revised OPA proposed to allow for a residential density of up to 198 units per net hectare. The revised ZBA proposed to rezone the Subject Lands from R1 and R3 to R4 with site-specific exceptions for setbacks, height, and parking.

The applications were deemed complete on October 15, 2024. A public meeting was held for the applications on November 5, 2024. At the public meeting staff presented a summary of the applications in Staff Report 2024-201. Several residents attended the public meeting and provided delegations. Key concerns raised at the meeting include traffic, parking, shadow impacts, the existing woodlot area, the construction of the Franklin Avenue extension and intersection improvements, as well as stormwater, servicing capacity, and compatibility with the neighbouring properties.

A supplementary submission was made to the City on January 20, 2025, which included an updated Planning Justification Report and a Noise Impact Study.

Proposal:

The current application provides for the development of a residential apartment building, 8 storeys (31 metres) in height. The building includes 112 apartment units in a range of sizes with one and two-bedroom units. There are 116 parking spaces provided including 8 accessible spaces. A total of 16 bicycle parking spaces are proposed. All parking is to be provided at grade in a surface parking lot located at the rear of the building and within the ground floor of the building. Three pedestrian accesses are provided to the building including, a main front entrance facing Franklin Avenue, an additional entrance at the northwest corner of the building, and a rear entrance at the south end of the building.

There are two vehicular entrances to the site from the future Franklin Avenue extension. Additional landscaping and a new sidewalk are identified along Franklin Avenue.

The current application being reviewed in support of the proposed development includes the following supporting materials:

- Supplementary Planning Policy Justification Report and Impact Analysis prepared by Quartek Group, dated January 20, 2025
- Noise Impact Study, prepared by GHD, dated January 13, 2025
- Site Plan, prepared by Quartek, dated September 4, 2024
- Conceptual Site Servicing Drawing, prepared by Quartek, dated May 2, 2024
- Draft R-Plan, prepared by Richard Larocque Ltd., dated January 11, 2024
- Functional Servicing Report, prepared by Quartek, dated February, 2024
- Shadow Study, prepared by Quartek, dated March, 2024
- Stage 1 & 2 Archaeological Assessments, prepared by Detritus Consulting Ltd., dated April 16, 2024
- Transportation Impact Study, prepared by Paradigm Limited, dated June, 2024

These materials are available on the City's Current Applications webpage: <u>Current</u> <u>Applications - City of Port Colborne.</u>

Site and Surrounding Area Description:

The Subject Lands are located at the southeast corner of West Side Road/Highway 58 and the future road allowance of Franklin Avenue, municipally addressed as 242–246 West Side Road/Highway 58 in the City of Port Colborne. The lands are legally described as Lots 36 to 40, Plan 826, Humberstone, being Part 1 on Draft Reference Plan 59R-18083.

The Subject Lands consist of an L-shaped lot with an approximate area of 5,682.08 m², and approximately 44.4 metres of frontage along West Side Road and 86 metres along the future extension of Franklin Avenue. The lands are currently accessible via two existing driveways from West Side Road. The Subject Lands contains two single-detached residential dwellings and scattered vegetation, including a number of trees located along the eastern property boundary.

The Subject Lands are serviced by the Region's on-demand Microtransit service as well as the Port Colborne Line transit service.



Figure 1: Location of Subject Lands (shown in blue).

Surrounding Land Uses and Zoning:

Direction	Use	Zoning as per City of Port Colborne Zoning By-law
North	Franklin Avenue future extension, followed by future condominium development (5 storey, 75 unit building), single detached dwellings and scattered trees. Northwest of the Subject Lands lies a commercial plaza	First Density Residential (R1) and Fourth Density Residential (R4)
East	Road Allowance (Parkwood Street). Single detached dwellings followed by Reservoir Park, and industrial uses	Third Density Residential (R3), and First Density Residential (R1)
South	Single detached dwellings followed by Harry Dayboll Oakwood Park and Oakwood Public School	First Density Residential (R1), Third Density Residential (R3), Park (P), and Institutional (I)
West	Proposal for stacked townhome proposal. Single detached dwellings and future residential lands currently used for agriculture	Fourth Density Residential (R4), First Density Residential (R1), and Residential Development (RD)

A description of the uses and zoning surrounding the Subject Lands is as follows:

Discussion:

Due to the size of the Discussion section, the analysis of the proposed Official Plan and Zoning By-law Amendments is located in Appendix A to this report.

Internal Consultations:

The application was circulated internally to applicable departments and agencies, and as of the date of this report the following comments have been received:

Fire: No objections to the proposed applications.

Drainage: No objections to the proposed applications.

External Consultations:

Mississaugas of the Credit First Nation: No objections to the proposed applications.

Enbridge: No objections to the proposed applications.

Financial Implications:

There are no financial implications directly related to the City.

Public Engagement:

A public meeting was held on November 5, 2024. Several issues were raised at the public meeting that have been addressed within this report including several technical matters to be addressed through the site plan approval process.

Strategic Plan Alignment:

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

- Welcoming, Livable, Healthy Community
- Increased Housing Options
- Sustainable and Resilient Infrastructure

Conclusion:

Based on the review of the application and applicable Provincial, Regional, and City planning policies, staff is of the opinion that the proposal is consistent with the Provincial Planning Statement, conforms with the Niagara Official Plan and the City of Port Colborne Official Plan, and represents good planning and is in the public interest. Staff recommend that the OPA and ZBA attached as Appendix B and C, respectively, be approved, and that the functional design elements outlined in Appendix D be addressed through the site plan approval process.

Appendices:

- a. Discussion and Analysis
- b. Official Plan Amendment
- c. Zoning By-law Amendment
- d. Site Plan Approval Considerations

Respectfully Prepared By,

Dana Anderson, FCIP, RPP Partner, MHBC Planning for the City of Port Colborne

Respectfully submitted,

Erik Acs, MCIP, RPP Chief Planner 905-228-8117 erik.acs@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.

Appendix A: Discussion and Analysis

Discussion:

Planning Legislation

The applications and proposed development have been reviewed with consideration for the relevant planning documents including the *Planning Act*, R.S.O, 1990, as amended, the Provincial Planning Statement (2024), the Niagara Region Official Plan (2022), the City of Port Colborne Official Plan, and the City of Port Colborne Comprehensive Zoning Bylaw 6575/30/18.

Planning Act

The Planning Act, R.S.O. 1990 (the "*Planning Act*"), Section 2, sets out the matters of provincial interest which the Minister, the council of a municipality, and the Tribunal shall have regard to when carrying out their responsibilities under the Act.

Section 3 of the Act requires that, in exercising any authority that affects a planning matter, planning authorities "*shall be consistent with the policy statements*" issued under the Act and "*shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be*".

The following analysis evaluates if, and how the proposed development has regard for the applicable matters of provincial interest under Section 2 of the Act.

a) the protection of ecological systems, including natural areas, features and functions;

As per the Ministry of Natural Resources mapping system, the Subject Lands are located immediately north of a "wooded area", that connects to Harry Dayboll Oakwood Park. As stated in the Planning Justification Report for the applications, "*The subject properties are not located within any identified natural or environmentally significant areas. Initially the Pre-consultation required a Restoration Plan due to the project's location related to a potential significant woodland. The Region of Niagara, however, advised that based on the extent of clearing undertaken by the Municipality within the adjacent unopened road allowance, Regional staff confirmed that environmental planning requirements are no longer applicable."* The Regional Official Plan does not identify the remaining wooded area as an "Other Woodland" in its mapping.

d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

As stated in the Stage 1-2 Archaeological Assessment prepared by Detritus, the Stage 2 Assessment on the Subject Lands did not identify any archaeological resources. Therefore, no additional archaeological assessment of the Subject Lands was recommended.

e) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

City Development Engineering and Regional staff have confirmed that the proposed development can be efficiently serviced with water and wastewater. Stormwater management and waste disposal will need to be addressed in detail through the site plan process. The Ministry of Transportation will also require an updated Traffic Impact Study to address intersection improvements related to the extension of Franklin Avenue.

h) the orderly development of safe and healthy communities;

h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

The proposed development will facilitate the orderly redevelopment of lands located within the Urban Area Boundary of the City of Port Colborne, where existing municipal services and transportation infrastructure are available.

i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

The Subject Lands are located near various community and recreational amenities, including parks, schools, and commercial plazas.

j) the adequate provision of a full range of housing, including affordable housing;

The proposed development includes 112 residential apartments, consisting of one- and two-bedroom units, that will diversify the housing options in the City of Port Colborne which, is predominantly characterized by low-rise residential dwellings.

o) the protection of public health and safety;

The proposed development incorporates the Ministry of Transportation's required 14.0 metre setback from Highway 58. As part of the ZBA, an amendment to the City's Zoning By-law is requested to reduce the setback from the Franklin Avenue road allowance from 7.5 m to 6.0 m.

p) the appropriate location of growth and development;

The Subject Lands are located within the Urban Area of the City of Port Colborne, which is intended to accommodate residential growth in the form of single-detached, townhouse, and apartment dwelling units. While the Subject Lands are not located within an intensification area, where intensification is specifically encouraged, the Subject Lands is underutilized and is positioned along a regional transit route and has access to a range of community amenities and services, making it wellsuited to support the type of infill development being proposed.

- *q)* the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The built form of the proposed development should incorporate several design changes through the site plan process to ensure it is well designed, provides for a strong public realm, and contains improved pedestrian access and resident amenities.

In summary, the proposed development, with the recommended additional considerations to be addressed through the site plan process, has regard for Section 2 of the *Planning Act*.

Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As per the PPS, the Subject Lands are within a "Settlement Area" of the City of Port Colborne.

Section 2.1 of the PPS includes policies which state that planning authorities should support the achievement of complete communities by accommodating a range and mix of land uses, housing options, transportation options, employment opportunities, parks and open space, and institutional uses to meet the long-term needs of residents.

Section 2.2.1 of the PPS states that planning authorities shall provide an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by permitting and facilitating all types of residential intensification, including the development and introduction of new housing options within previously developed areas. Section 2.3.1.1 states that settlement areas shall be the focus of growth and development. Land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources and optimize existing and planned infrastructure. Planning authorities are to support general intensification and redevelopment that supports the creation of a complete community.

Section 3.1, General Policies for Infrastructure and Public Service Facilities, encourages new developments to utilize existing municipal infrastructure to ensure that sufficient services are in place to meet current and projected needs.

Section 3.2, Transportation Systems, states that transportation systems should be safe, energy efficient, and facilitate the movement of people and goods to address projected needs.

Section 3.6, Sewage, Water and Stormwater, provides planning policies for best practices for sewage and water services and stormwater management to accommodate the needs of forecasted growth.

Section 4.6, Cultural Heritage and Archaeology, states that Planning Authorities will not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

The proposed development supports the efficient redevelopment of lands within the Settlement Area of the City of Port Colborne by introducing an 8storey residential apartment that utilizes existing and planned municipal infrastructure. The proposed development will expand the range and mix of housing types in the existing neighbourhood that will contribute to the creation of a complete community. By offering a mix of one- and two-bedroom units, the apartment will support the City in meeting its housing and intensification targets for the urban area and diversify housing options in an area currently characterized by low-rise dwellings.

The applications are consistent with the PPS.

Niagara Official Plan (2022)

The Niagara Region Official Plan ("NOP") was adopted by Regional Council in June 2022 and was approved by the Province of Ontario with modifications, in November 2022. The NOP was subsequently amended by Bill 150, the *Planning Statute Law Amendment Act, 2023* and Bill 162, the *Get it Done Act, 2024*. The NOP serves as Niagara Region's longterm strategic planning framework for managing growth across the Region's twelve local municipalities including, the City of Port Colborne. The policies guide land use planning and development decisions until 2051 and beyond. Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024*, made changes to the *Planning Act* that removed planning responsibilities from select upper-tier municipalities including, Niagara Region. As of March 31, 2025, Niagara Region no longer has planning responsibilities, and as such, the NOP is considered a Local Plan for *Planning Act* applications, until such time that the City repeals the NOP.

The Subject Lands is designated as follows in the NOP:

- Schedule B, Regional Structure- Delineated Built-up Area
- Schedule C3, Key Hydrologic Areas Overlay- Highly Vulnerable Aquifer
- Schedule K, Areas of Archaeological Potential- Area of Archaeological Potential

Section 2.1.1 of the NOP provides population and employment forecasts that form the foundation of land use planning decisions to the year 2051. For the City of Port Colborne, the population is projected to increase to 23,230 residents, with employment reaching 7,550 jobs by 2031.

Section 2.2, Regional Structure, states that development in urban areas will integrate land use and infrastructure planning to manage forecasted growth. This approach supports the creation of a compact built form, a vibrant public realm, and a mix of land uses to foster complete communities. The Region promotes opportunities for gentle intensification and increased densities that diversify the range and mix of housing types, sizes, and densities, while respecting the character of established residential neighbourhoods. Specifically, the Region sets minimum residential intensification targets for each municipality. For the City of Port Colborne, this target is 690 new residential units by 2051, representing an intensification rate of 30%. While growth is encouraged throughout the built-up area, intensification efforts are to be focused within Strategic Growth Areas, local growth centres, and areas served by existing or planned public transit.

Policy 2.3.1 of the NOP states that a range and mix of densities, lot and unit sizes, and housing types should be planned throughout settlement areas to meet the housing needs of residents at all stages of life. New residential development and intensification are encouraged to be designed to mitigate and adapt to the impacts of climate change, through compact built form and low-impact development strategies.

Policy 3.1.10 states that development shall not be permitted in key hydrologic areas unless it can be demonstrated that there will be no negative impacts on these areas. This includes preserving the quality and quantity of water, the hydrologic function, and the interaction between hydrologic features. The detailed stormwater management report prepared as part of the site plan approval process should ensure the requirements for the vulnerable aquifer are addressed.

Section 6.2 of the NOP outlines Urban Design policies aimed at fostering excellence and

innovation in architecture, landscaping, streetscapes, and overall community design. Designated intensification areas including lands along existing transit corridors, shall be designed to be pedestrian-oriented, with vibrant mixed-use developments. The public realm shall be enhanced through urban design investments that create safe, attractive, and complete streets.

Policy 6.4.2 of the NOP states that development is not permitted on lands containing archaeological resources or areas of archaeological potential unless those resources have been conserved, or the lands have been assessed and cleared or mitigated, with appropriate clearance from the Province.

The proposed OPA and ZBA applications will facilitate the development of 112 residential apartment units, supporting the City of Port Colborne in achieving its regional residential intensification targets within the Built-Up Area. The development will provide a mix of one- and two-bedroom units, enhancing housing diversity by introducing higher-density residential options in a neighbourhood currently characterized by low-rise dwellings. As part of the OPA, a site-specific amendment is being requested to permit a residential density of 198 units per net hectare. Given the Subject Lands' location along a Regional Transit Route—an area where higher-density redevelopment is encouraged to support transit use—the proposed height and density are considered appropriate for the Subject Lands.

While the proposed density and height are generally supported and conform to the policies of the NOP, the design and transition of the building should further address compatibility with the surrounding residential uses through appropriate setbacks, fencing, and landscaping. The submitted shadow study identifies minimal shadow impacts to the surrounding properties.

Port Colborne Official Plan

The City of Port Colborne Official Plan ("OP") is a long-term, planning document designed to support the health, safety, convenience and welfare of the present and future residents of Port Colborne.

The Subject Lands are designated as follows in the OP:

- Schedule A, City-Wide Land Use- Urban Residential
- Schedule A1, Greenfields- Built Boundary, within the Urban Area Boundary
- Schedule B3, Vulnerable Aquifer Areas- Highly Vulnerable Aquifer
- Schedule C, Mineral Aggregate and Petroleum Resources- Petroleum Resource Areas
- Schedule D, Transportation- frontage along a Provincial Road

General Principles

The OP's general planning principles are as follows:

- Providing for a mix of land uses;
- Taking advantage of compact building design, where appropriate;
- Providing guidance for the location and character of new development;
- Creating a range of housing opportunities and choices;
- Creating walkable neighbourhoods;
- Fostering distinctive, attractive communities with a strong sense of place;
- Identifying and preserving open space, farmland, natural beauty and critical environmental areas;
- Strengthening and directing development towards existing communities;
- Making development decisions predictable, fair and cost effective; and
- Encouraging community and stakeholder collaboration in development decisions.

The proposed development aligns with the general planning principles of the Official Plan by promoting the efficient and cost-effective redevelopment of lands within the City's Urban Area that will broaden the range and mix of uses and the housing options in the City. As noted previously, some design modifications should be considered to support a compact built form that enhances walkability, fosters a strong sense of place, and appropriately transitions to the surrounding community.

Growth Management Strategy & Strategic Directions

Section 2.2, Growth Management Strategy of the Official Plan states that the City will direct growth to lands that fall within the designated urban area boundary, that are serviced by municipal water and sanitary services. The City will support infill and intensification in the Urban Residential designation that supports compact and transit-supportive development.

Section 2.3 of the OP builds on the above planning principles to provide a comprehensive growth and development strategy for Port Colborne. Generally, there are six strategic directions for the City including:

- 1. Enhancing Quality of Life (2.3.1)
- 2. Developing and Economic Gateway Centre (2.3.2)

- 3. Strengthening and Integrating Nature, Cultural and Heritage Resources (2.3.3)
- 4. Enhancing Public Areas (2.3.4)
- 5. Protecting Hamlet, Rural and Agricultural Lands (2.3.5)
- 6. Taking Advantage of Underutilized lands. (2.3.6)

The proposed development supports the City's Growth Management Strategy through providing a compact, transit-supportive development within the Urban Area boundary that will operate on existing municipal water and sanitary services.

The first of the City's Strategic Directions applies to the Subject Lands. The proposed development will support the quality of life of future residents through providing a compact 8-storey development that will expand the range and mix of housing types and units, in proximity to existing and planned transportation, servicing, and community infrastructure that support higher-density housing forms.

Housing & Intensification

Section 2.4.2, Housing of the OP states that the City will promote the development of an appropriate mix of housing types and densities to meet the diverse needs of Port Colborne's population. New housing development should be located within the Urban Area, in proximity to open spaces, parks, and recreational facilities. Housing forms and design features should also consider the needs of an aging population, including options such as at-grade housing and medium-density apartments.

Section 2.4.3, Intensification and Infill outlines policies to help the municipality achieve its intensification target of 15% through compact, mixed-use, and transit-supportive infill development. Intensification will be directed to the built-up area where development is compatible with surrounding land uses. Intensification is particularly encouraged within designated local intensification areas, including the Downtown and Main Street West areas. Infill and intensification projects should complement the established building character of adjacent properties.

According to the Official Plan, intensification is encouraged throughout the built-up area, with particular emphasis on designated intensification areas. Although the Subject Lands are not located within one of these designated areas, they are situated within the urban boundary, along an existing Regional Transit route, and in proximity to a range of community amenities, including schools, parks, and commercial plazas. As such, the Subject Lands are well-positioned to accommodate appropriate infill development that promotes transit usage, diversifies the housing stock, and supports the City in achieving its housing and intensification targets.

The Planning Justification Report submitted in support of the application identifies the proposed apartment building as a suitable housing option for seniors and empty nesters seeking to downsize while remaining within the community.

Land Use Policies- Urban Residential Designation

The City OP designates the Subject Lands as "Urban Residential". Land uses permitted in the Urban Residential designation include residential, neighborhood commercial, community facilities, and institutional uses.

Policy 3.2.1c states that High Density Residential development will:

- *i)* Be developed as apartment buildings ranging in density from 70 to 100 units per net hectare;
- ii) Have frontage on an arterial or collector road;
- iii) Have commercial or ground-oriented residential uses on the main floor;
- *iv) Be oriented on the site to minimize shadows on adjacent low and medium density residential development;*
- v) Be encouraged to be developed in proximity to public transit and active transportation routes; and
- vi) Be subject to Site Plan Control

The proposed development consists of an 8-storey residential apartment that is permitted in the Urban Residential designation. As part of the OPA, sitespecific amendments have been requested to the Urban Residential designation to: (1) amend Policy 3.2.1 c)i) to increase the maximum permitted density for an apartment building from 100 units per hectare to 198 units per hectare. This increase in units is reasonable given the size and mix of the units which will provide for increased housing options for the area. The proposed development is located along a Provincial Road (Highway 58) that is an arterial road within the City but is defined as a Provincial Highway. To ensure the proposed development conforms to this policy, an additional exception is provided to Policy 3.2.1 c)ii to recognize the Subject Lands' location at Highway 58 and Franklin Avenue. The OPA also includes an exception to amend Policy 3.2.1 c)iii to allow for parking on the main floor of an apartment building whereas commercial and ground-oriented residential uses are required. The proposed development has been oriented to minimize shadows and is served by an existing transit route.

Land Use Policies- Urban Design

Policy 3.2.3.3 includes policies on different types of housing forms including, single-

detached, semi-detached, townhouses, and multi-unit housing. Multi-unit housing should:

- *i)* Be aligned parallel to the street from which the principal entrance should be visible and accessible;
- ii) Consider overall form, massing and proportions and the rhythm of major repetitive building elements and roof designs to create a street facade that is composed of a consistent and attractive variety of building elements; and
- iii) Be consistent with the placement and character of the surrounding built form where an infill development.

As shown on the Site Plan, the proposed apartment building is oriented parallel to the Franklin Avenue road allowance and includes two pedestrian entrances along the north façade (facing Franklin Avenue) and one entrance on the south side of the building. As the ground floor consists solely of at-grade parking, additional design consideration should be given to how pedestrians will safely navigate the parking area, connect to the street, and access the building entrances. Revisions to the building design are recommended to address the building's orientation to the street for public access and to improve the transition from the building to the surrounding built form. Additional considerations related to functional design should be considered to ensure the ground floor waste areas are sufficient, and to address the provision of residential amenities for the building including a mail and delivery area, storage area(s) and additional indoor and outdoor amenity spaces.

The building is appropriately setback from Highway 58 to the west and the Franklin Avenue right-of-way.

As part of the ZBA included with this application, relief is requested to reduce the required setback along the eastern property line, as well as to decrease the landscape buffer adjacent to the residential uses to the south. Given the proximity of the existing single detached dwellings to the south and east of the Subject Lands, the development should be revised to ensure appropriate and compatible transition through an adequate setback and buffering including, landscaping. Landscaping and fencing to the south should be addressed through the site plan control process.

Archaeological Resources

Section 7.3 of the OP provides policies for the protection of Archaeological Resources. A minimum of a Stage 1 Archaeological Assessment is required to be submitted to the Ministry of Tourism, Culture, and Sport for approval where development is proposed on lands which have archaeological potential. A Stage 1-2 Archaeological Assessment was

submitted with the application to demonstrate the potential for archaeological discovery.

No archaeological resources were encountered through the assessment provided.

Servicing

Section 8.1 of the OP outlines servicing requirements for new developments within the urban area. New development in the urban area is required to be on full municipal water and sanitary services. The applicant has submitted a Functional Servicing Report prepared by Quartek Group Inc. to demonstrate the servicing strategy for the Subject Lands and to confirm that there is sufficient capacity for water and wastewater to service the proposed development.

The proposed servicing strategy has been reviewed by the Niagara Region and City Engineering staff and provides for sufficient servicing to accommodate the proposed development.

Transportation

Section 9.1 of the Official Plan outlines policies for the development of the transportation system in the City of Port Colborne. The City supports the development of complete streets that are designed to ensure the safety of drivers, cyclists, transit users, and pedestrians of all ages and abilities. The Plan also includes specific policies for roads under the City's jurisdiction.

The Subject Lands have frontage along, and propose two access driveways from, the future extension of Franklin Avenue, which is classified as a local road with a planned ROW width of 20.0 metres. Any required local road widening dedications will be completed in accordance with the City's Road Widening Dedication By-law and applicable policies. New roads are expected to align with the existing grid network and should incorporate features such as street trees, sidewalks, and potentially, street furniture to support a complete streets approach.

The Applicant submitted a detailed Transportation Impact Study which concluded that the anticipated traffic volumes would not cause capacity, delay or queuing concerns, and that the existing transportation system has sufficient capacity to accommodate the anticipated traffic generation from the proposed development. Additional review by the Ministry of Transportation will be required through the site plan process which will identify further intersection improvements, the construction of the extension of Franklin Avenue, and the potential requirement for daylight triangles at the intersections of Franklin Avenue with West Side Road and Parkwood Street.

Port Colborne Zoning By-law 6575/30/18

As per the City of Port Colborne Zoning By-Law 6575/30/18, the western portion of the Subject Lands is zoned as "First Density Residential (R1)" and the eastern portion of the Subject Lands is zoned as "Third Density Residential (R3)". The proposed ZBA proposes to re-zone the Subject Lands to a site-specific "Fourth Density Residential (R4-XX)" Zone.

The current ZBA proposes to change the specific requirements for the R4 Zone in accordance with the chart below:

Zoning By-law Section	Provision	Required	Proposed
8.7 b)	Minimum Lot Area per Unit	125 m ²	50.6 m ²
8.7 e)	Minimum Corner Side Yard	7.5 m	6.0 m
8.7 f)	Minimum Rear Yard	6.0 m	3.8 m
8.7 h)	Maximum Height	20.0 m	31.0 m
3.1.1	Minimum parking spaces for an apartment building	1.25 spaces per unit	1.0 spaces per unit
3.2	Standard Parking Space Obstructed on Two Sides	(140 spaces) 3.5 m x 5.2 m	(116 spaces) 3.0 m x 5.2 m
3.2	Two Accessible Spaces Side by Side	2.6 m x 5.2 m, with a 2.6 m common space between spaces	2.5 m x 5.2 m
3.7 b)	Width of a two-way driveway to a parking area	7.5 m	6.3 m
3.10 d)	Minimum dimensions of a loading space	3.5 m x 9 m, with a minimum clearance height of 4 metres	None provided.
3.11.1 a)	Minimum landscape buffer between a lot line abutting a public road, for a parking area of greater than 100 spaces	6.0 m	3.0 m
3.11.1 a)	Minimum landscape buffer between a lot line abutting a residential zone, for a parking	4.0 m	3.0 m
area of greater than 100 spaces			
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Based on the design and site context, the proposed ZBA is appropriate to implement the redevelopment. The proposed height and massing are pushed to the front of the Subject Lands along the future Franklin Avenue and there is some transition to the south and east through setbacks and landscaping. Some additional landscaping and fencing should be addressed through the site plan process to further reduce impacts to the existing residential development to the south. Impacts from shadows from the buildings have also been addressed and there are no adverse impacts identified.

The Applicant has provided a parking analysis within the Planning Justification Report to justify the reduced parking proposed for the development and has identified that the reductions are in keeping with best practices from other municipalities, specifically with respect to development proposed for seniors.

Additional impacts from noise have been further addressed through a Detailed Noise Control Study submitted by the Applicant. Recommendations from the Study will be further implemented through the site plan process and site plan agreement.

A Holding Provision has been added to the Zoning By-law Amendment to ensure several matters are addressed through the site plan process (see recommendations on functional design considerations) and that an agreement is provided for the construction of Franklin Avenue.

City of Port Colborne Affordable Housing Strategy

The City's Affordable Housing Strategy was approved in August of 2022 and recognizes the importance of access to affordable housing across the entire housing spectrum. The Affordable Housing Strategy highlights municipal policies, planning tools, advocacy, and outreach activities the City can implement to support more affordable housing options for residents.

Four high level goals were established for the Affordable Housing Strategy:

- 1. Increase diversity of built form and tenure to provide more housing options for residents.
- 2. Promote greater intensification and density to leverage existing physical and social infrastructure.
- 3. Protect and expand purpose-built rental supply including affordable rental housing.
- 4. Increase support from Council, City staff, local developers, and residents for new housing through awareness and outreach.

The proposed development contains one- and two-bedroom units ranging in size from 51 to 80 square metres. Several of the units include outdoor amenity space in the form of balconies. The Applicant has identified that the one-bedroom units will likely be within the price range for market affordable units.

City of Port Colborne Housing Accelerator Fund

In March of 2025 the City entered into an agreement with the Federal Government to accelerate the construction of several new homes over the next three years. The City committed to updating the Official Plan and Zoning By-law to encourage the development of more medium and higher density housing and permitting four units as of right across the City. The City also agreed to update policies related to infill development to enhance density and diversity within the City's urban areas as well as looking at reduced parking for new residential development.

The proposed OPA and ZBA and development align with the directions from the recent Housing Accelerator Fund agreement.

APPENDIX B: OFFICIAL PLAN AMENDMENT

The Corporation of the City of Port Colborne By-law no. ____ Being a by-law to adopt Amendment No. 19 to the

Official Plan for the City of Port Colborne

WHEREAS it is deemed expedient to further amend the Official Plan, heretofore adopted by Council for the City of Port Colborne Planning Area;

THEREFORE the Council of The Corporation of the City of Port Colborne under Section 17(22) and 21 of the Planning Act, hereby enacts as follows:

- 1. That Official Plan Amendment No. 19 to the Official Plan for the City of Port Colborne Planning Area, consisting of the attached schedules and explanatory text is hereby adopted.
- 2. That this By-law shall come into force and take effect on the day of passing thereof.

Enacted and passed this <u>24th</u> day of <u>June</u>, 2024.

Mayor

Clerk

2025-133 Appendix B

AMENDMENT NO. 19 TO THE OFFICIAL PLAN FOR THE PORT COLBORNE PLANNING AREA

242 to 246 West Side Road

Date: June 24, 2025

2025-133 Appendix B

AMENDMENT NO. 19 TO THE OFFICIAL PLAN FOR THE CITY OF PORT COLBORNE

242 to 246 West Side Road

This Amendment to the Official Plan for the City of Port Colborne, which has been adopted by the Council of the Corporation of the City of Port Colborne, is hereby approved in accordance with Sections 17 and 21 of the *Planning Act* R.S.O. 1990, c. P.13, as Amendment No. 19 to the Official Plan for the City of Port Colborne.

Date: June 24, 2025

AMENDMENT NO.19 TO THE OFFICIAL PLAN FOR THE CITY OF PORT COLBORNE

242 to 246 West Side Road

INDEX

The Statement of Components

- Part A The Preamble Purpose Location Basis
- Part B The Amendment Introductory Statement Details of the Amendment Implementation & Interpretation
- Part C The Schedules

PART A - THE PREAMBLE

<u>Purpose</u>

The purpose of Official Plan Amendment No. 19 is to amend Schedule A: City Wide Land Use Plan and create a site-specific policy to facilitate the development of the subject lands, shown on the attached Schedule A, for an 8-storey apartment building.

Location

The lands affected by this amendment are legally described as Lots 36 to 40, Registered Plan No. 826 in the City of Port Colborne, Regional Municipality of Niagara, municipally known as 242-246 West Side Road. A map of the subject properties is attached as Schedule "A" to this Official Plan Amendment No. 19.

<u>Basis</u>

Currently, the subject lands are designated Urban Residential on Schedule A (City-Wide Land Use) and are located within the delineated Urban Area and Built Boundary of the City as per Schedule A1 of the OP.

An application has been made to amend the City of Port Colborne's Official Plan and Zoning By-law for the subject properties to provide for and permit a 112 dwelling unit apartment building. The proposed density is 198 units per hectare. The development provides residential intensification at a location serviced by existing services and infrastructure. It is intended to also approve an Amendment to the City's Zoning By-law 6575/30/18, rezoning of the lands from the existing First Density Residential (R1) Zone, in part abutting Highway 58 / West Side Road and Third Density Residential (R3) Zone to an "R4-XX Site-specific Fourth Density Residential Zone".

The proposal is:

- Consistent with the Provincial Planning Statement (2024) by promoting growth within a settlement area;
- Conforms to the Niagara Official Plan through the promotion of growth in urban areas; and,
- Conforms to the Port Colborne Official Plan by introducing residential uses at an appropriate location, while meeting the City's intensification target and promoting growth within the Built Boundary.

PART B - THE AMENDMENT

All of this part of the document entitled PART "B" – "The Amendment" consisting of the following text and map designated Schedule "A", constitutes Amendment No. 19 to the Official Plan for the City of Port Colborne.

Introductory Statement

This part of the document entitled Details of the Amendment, consisting of the following text and map designated Schedule "A", constitutes Amendment No. 19 to the Official Plan for the City of Port Colborne.

The Official Plan for the Port Colborne Planning Area is hereby amended as follows:

Mapping Changes

1. Schedule A: City Wide Land Use is hereby amended by identifying the subject lands as "LANDS SUBJECT TO SPECIAL POLICY 3.2.5 on Schedule A".

Text Changes

2. New SPECIAL POLICY 3.2.5 to be added:

Notwithstanding Policy 3.2.1 c) of the Official Plan a high-density development may be permitted:

- i. With a maximum density of up to 198 units per net hectare;
- ii. With frontage on West Side Road and Franklin Avenue; and,
- iii. With ground floor parking and associated residential uses.

Implementation & Interpretation

The implementation and interpretation of this amendment shall be in accordance with the respective policies of the Port Colborne Official Plan and an amendment to the City Zoning By-law to rezone the subject lands.

PART C – THE APPENDICES

The following schedules constitute part of Amendment No. 19 and are included to support the Amendment.

Appendix 1 – Draft Minutes of the Public Meeting

Appendix 2 – Development and Government Relations Department Reports 2024-201 and 2025-133

APPENDIX C: ZONING BY-LAW AMENDMENT

2025-133 Appendix C

By-law No.

The Corporation of the City of Port Colborne By-law no.

Being a by-law to amend Zoning By-law 6575/30/18, as amended, respecting lands legally described as Lots 36 to 40, Registered Plan 826 and known as 242 to 246 West Side Road, City of Port Colborne, Regional Municipality of Niagara.

WHEREAS By-law 6575/30/18 is a By-law of The Corporation of the City of Port Colborne restricting the use of land and the location and use of buildings and structures; and,

AND WHEREAS, the Council of The Corporation of the City of Port Colborne desires to amend the said Bylaw.

NOW THEREFORE, and pursuant to the provisions of Section 34 of the Planning Act, R.S.O. 1990, The Corporation of the City of Port Colborne enacts as follows:

- 1. This amendment shall apply to those lands described on Schedule "A" attached to and forming part of this By-law.
- That the Zoning Map referenced as Schedule "A8" forming part of By-law 6575/30/18, as amended, is hereby further amended by rezoning the subject lands from Residential Third Density (R3) Zone to Residential Fourth Density Zone (R4-89-H) - Holding and from Residential First Density (R1) Zone to Residential Fourth Density Zone (R4-89-H) - Holding.
- 3. That Section 37.2 entitled "List of Special Provisions" of Zoning By-law 6575/30/18, as amended, is hereby further amended by adding the following:
 - a) Special Provision R4-89-H
 - i. Notwithstanding the provisions of Section 8.7 b), e), f) and h) of the Residential Fourth Density Zone (R4), the following Zone Requirements for Apartment Building shall apply:
 - 1. Minimum Lot Area Per Unit: 50 square metres per unit
 - 2. Minimum Corner Side Yard (Franklin Avenue): 6.0 metres
 - 3. Minimum Rear Yard: 3.8 metres
 - 4. Maximum Height: 31 metres (8 storeys)
 - ii. Notwithstanding the provisions of Section 3.1.1, 3.2, 3.7 b), 3.10 d) and 3.11.1 a), the following provisions for parking and loading shall apply:
 - 1. Minimum Parking Spaces for an Apartment Building: 116
 - 2. Standard Parking Space Obstructed on Two Sides: 3.0 metres by 5.2 metres
 - 3. Two Accessible Spaces Side by Side: 2.5 metres by 5.2 metres
 - 4. Minimum Width of a Two-way Driveway to a Parking Area: 6.3 m
 - 5. Minimum Loading Space: None required
 - 6. Minimum landscape buffer between a lot line abutting a public road2 for a

parking area of greater than 100 spaces: 3 metres

- 7. Minimum landscape buffer between a lot line abutting a residential zone, for a parking area of greater than 100 spaces: 3 metres
- iii. Notwithstanding the provisions of the R4-89 Zone, the use of the property for an apartment building shall not occur until the Holding symbol (H) on the "R4-89-H" zone is removed. Removal of the Holding Symbol (H) may only occur when the following conditions have been met to the satisfaction of the City:
 - 1. The owner enters into a Site Plan Agreement with the City that addresses access, pedestrian connections and circulation, noise mitigation, grading, stormwater management, daylighting triangle requirements, road widenings, snow storage, waste management, landscaping, screening of parking, fencing, entrance locations, lighting, easements and other functional design requirements.
 - 2. The owner enters into a Site Plan Agreement and/or Development Agreement for the construction of Franklin Avenue through to West Side Road subject to the Ministry of Transportation's review of a Traffic Impact Study, and the provision of required intersection improvements and/or signalization as well as water, wastewater and storm water services within the extended right-of-way, ensuring all are constructed or installed to municipal standards with proper securities in place.
- 4. That this by-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the *Planning Act*.
- 5. The City Clerk is hereby authorized and directed to proceed with the giving notice of the passing of this By-law, in accordance with the *Planning Act*.

Enacted and passed this ____ day of _____, 2025.

Mayor

Clerk

Schedule A



APPENDIX D: SITE PLAN APPROVAL CONSIDERATIONS

The following considerations should be addressed to the satisfaction of City staff through the site plan process:

- Access does the plan provide for adequate vehicular access and circulation? Are further road widenings or daylight triangles required or accommodate on the plans?
- Pedestrian connections and circulation is there safe and adequate pedestrian connectivity to and from the site and within the site to and from the building?
- Noise mitigation have the recommendations from the Noise Impact Study been implemented in the site plan drawings;
- Has grading and stormwater management been adequately addressed?
- Is there adequate landscaping?
- Are there adequate areas for snow storage?
- Is waste management adequately provided and addressed?
- Is there adequate screening and buffering of the ground level parking garage?
- Is there adequate fencing provided along the property boundaries to mitigate impacts to surrounding residential uses?
- Are there adequate open amenity areas for residents on site (dog relief areas)?
- Are the entrance and lobby areas of the building adequate for resident access, utility, mail and delivery functions?
- Is lighting adequately addressed?



Subject: Council Composition and Ward Boundary Review – Final Report

To: Council

From: Legislative Services Department

Report Number: 2025-137

Meeting Date: June 24, 2025

Recommendation:

That Legislative Services Department Report 2025-137 be received; and

That Council approve Option _____ from the 2024/2025 Council Composition and Ward Boundary Review - Final Report prepared by Watson & Associates Economists Ltd., attached as Appendix A, as the council composition and ward boundaries for the City of Port Colborne, to be in effect for the 2026 Municipal Election; and

That the City Clerk be directed to bring forward a by-law reflecting the approved ward boundary option to the next regularly scheduled meeting of Council, being a by-law to provide for the alteration of the ward boundaries for the City of Port Colborne.

Purpose:

The purpose of this report is to present Council with the final recommendations report, prepared by Watson & Associates Economists Ltd. ("Watson & Associates"), attached as Appendix A, and to seek Council's approval of a council composition and ward boundaries option, with the boundaries to take effect for the 2026 municipal election.

Background:

Council Composition:

Section 217 of the *Municipal Act* ("the Act") sets out the requirements of the composition of municipal councils in Ontario stating that members of a municipal council (other than the Mayor) "shall be elected by general vote or wards or by any combination of general vote and wards" (Municipal Act, 2001 s. 217 (1) 4). Section 217 of the Act also

authorizes a local municipality "to change the composition of its council" subject to five enumerated rules, the most relevant of which is: "There shall be a minimum of five members, one of whom shall be the head of council." A by-law adopted by Council to implement this authority is not open to appeal to the Ontario Land Tribunal (OLT).

Ward Boundaries:

In Ontario, the Act provides the framework within which municipalities may conduct ward boundary reviews. Section 222 of the Act provides Council with the power to divide or re-divide the municipality into wards, or dissolve any existing wards provided such actions are enacted through by-law. A by-law adopted by council to implement this authority must be in place before January 1 of an election year and is subject to appeal to the OLT.

Port Colborne Review

The City of Port Colborne's current ward boundary system consists of four wards with two members of Council being elected from each Ward, making up a total Council composition of nine members (eight councillors and the mayor).

The population size of each ward as well as a perceived variance in a ward-to-ward comparison has been brought to the attention of Council on several occasions and as a result reviews have been conducted by staff, Council, and electoral review committees. Reviews occurred in 2005, 2009, 2013, and 2014 resulting in changes to Ward 2 and 4 boundaries in 2009. Each of these reviews were conducted by citizens and/or councillors of the municipality. An independent review was not conducted during any of the reviews mentioned.

The last ward boundary review in the City of Port Colborne happened before the 2014 municipal election. The results of the 2014 ward boundary review were presented to Council at its regular meeting on June 10, 2013, by way of Report 2013-15. Council decided to refer Report 2013-15 to a Special Meeting on July 3, 2013, where Council resolved to maintain the City's current electoral system and the current composition of City Council.

A municipality should typically undertake a review of its ward boundaries every three to four election cycles to ensure the electoral system represents the principles of effective representation. Port Colborne did not initiate a ward boundary review before the 2018 or 2022 municipal elections. Council approved the Council Composition and Ward Boundary Review via the 2023 budget as well as the subsequent increased budget request on April 9, 2024. Watson & Associates were selected as the consultants to conduct the review and the project began in the spring of 2024.

Discussion:

Why Conduct a Ward Boundary Review:

A question often asked is why undertake a ward boundary review. Conducting such a review is widely regarded as best practice that promotes fair and effective local representation. As populations shift and communities evolve, ward composition, including, but not limited to, population size can become imbalanced, potentially leading to unequal representation on Council. A ward boundary review ensures that balance is maintained. It also provides an opportunity to reflect changes in community identity, neighbourhood development, and demographic trends. By considering both current realities and future growth, the review helps ensure that ward boundaries remain relevant, equitable, and responsive over time. A transparent, well-structured review process also reinforces public confidence in the integrity of local governance and aligns with legislative requirements and good governance principles. Ultimately, a ward boundary review supports equitable representation and more effective decision-making at the Council table.

Final Report

This report seeks Council's approval of one of the options outlined in the Final Report for the Council Composition and Ward Boundary Review, prepared by Watson & Associates, attached as Appendix A. Watson & Associates will be in attendance at the Council meeting on June 24th to provide a presentation regarding their final report. Council is asked to consider the following options in response to the consultant's findings:

- Adopt one of the two final options presented and enact a by-law at a future Council meeting to implement the proposed ward boundary adjustments. Although the resulting by-law may be subject to appeal to the OLT, the Consultant Team is confident that either option would withstand scrutiny under the principles of effective representation.
 - Final Option 1: Four wards with two Councillors per ward (total of eight Councillors)
 - Final Option 2: Three wards with two Councillors per ward (total of six Councillors)
- Take no action, thereby maintaining the current ward structure of four wards with two Councillors per ward (total of eight Councillors). This approach would indicate Council's view that the existing system remains appropriate for the City's current and projected future growth. However, it is important to note that Watson & Associates has recommended changes to ward boundaries based on their comprehensive analysis.

Should Council decide to adopt changes to ward boundaries, work will begin to finalize the new ward boundaries. Notification of these changes will be provided to the Niagara

Regional Clerk, Local Area Municipalities and Elections Ontario, which now holds the legislated responsibility for preparing the Preliminary List of Electors for municipal elections. The City Clerk will collaborate with staff and agencies to develop a communication plan to inform residents about the new ward boundaries leading up to the 2026 municipal election.

Internal Consultations:

The review has involved collaboration across multiple City departments including Legislative Services, Communications and Planning as well as the Office of the CAO. Once Phase 1 of the review officially kicked off, Watson & Associates conducted a series of interviews with Mayor, Members of Council, and senior City staff virtually and in-person. In May 2025, a second set of workshops were held with the same people. These interviews and workshops were crucial to Watson & Associates as there was a benefit to obtaining the perspectives of those serving the municipality.

Financial Implications:

On April 9, 2024, Council approved report 2024-93, which allotted a maximum budget of \$80,000 for the Council Composition and Ward Boundary Review. Watson & Associates and staff have successfully delivered the project in a timely and efficient manner, and within the approved budget.

Public Engagement:

As part of the Council Composition and Ward Boundary Review, a comprehensive public engagement plan was developed by Watson & Associates in collaboration with staff from Communications and Legislative Services. The plan was delivered in two phases and aimed to ensure broad and inclusive participation. Phase 1 included two inperson open houses on December 9, 2024 at City Hall as well as a survey that was open from December 9 to December 30, 2024. The survey in Phase 1 evaluated the public's priorities and perspectives on the existing council composition and ward structure. Phase 2 included two in-person open houses on May 14 and May 15, 2025 as well as a survey that was open from April 28 to May 20, 2025. The survey in Phase 2 asked respondents to assess and rank a set of preliminary ward boundary options. Information regarding the open houses and surveys was circulated through the City's social media. Lastly, a public-facing engagement page was created on the City of Port Colborne's website to raise awareness about the Council Composition and Ward Boundary review as well as to give residents the opportunity to provide feedback. Through the webpage, residents could access the online surveys, view proposed

options and review background material (Discussion Papers, Preliminary Options Report etc.). Further information regarding the public consultation and engagement process can be found in the final report prepared by Watson & Associates, attached as Appendix A.

Strategic Plan Alignment:

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

• Welcoming, Livable, Healthy Community

Conclusion:

The Council Composition and Ward Boundary Review was successfully completed as it met all key milestones and deliverables. Through a collaborative effort between Watson & Associates and City staff, the project was delivered on time, within budget, and with a strong emphasis on transparency, public engagement, and legislative compliance. With Council's direction on the final recommendation, this project will be concluded, and any required next steps such as the preparation of a by-law will be coordinated in alignment with the 2026 Municipal Election timeline. It is important to note that changes to ward boundaries may have broad and lasting implications. While some impacts will be administrative, the most significant relates to political representation whether through a realignment of geographic areas or changes to the number of elected representatives within the City of Port Colborne. As we move forward, staff remain committed to ensuring a seamless transition and will continue to provide the guidance and support needed to keep citizens informed, engaged, and well-served throughout the process

Appendices:

 a. 2024/2025 Council Composition and Ward Boundary Review – Final Report by Watson & Associates Economists Ltd.

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.





2024/2025 Council Composition and Ward Boundary Review

City of Port Colborne

Final Report

Watson & Associates Economists Ltd. 905-272-3600 info@watsonecon.ca

June 23, 2025

In association with: Dr. Robert Williams and Dr. Zachary Spicer Page 376 of 464



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1. Introduction

The City of Port Colborne retained Watson & Associates Economists Ltd., Dr. Robert J. Williams and Dr. Zachary Spicer, hereinafter referred to as the Consultant Team, to conduct a comprehensive and independent Council Composition and Ward Boundary Review (C.C.W.B.R.).

The primary purpose of the study was to prepare Port Colborne's City Council to make decisions on whether to maintain the existing electoral structure or to make changes. This report provides two final options for City Council to consider based upon analysis, evaluation, research, and two rounds of public consultations with the residents and interested parties of Port Colborne. The Consultant Team recommends that City Council adopt one of the final options for implementation ahead of the 2026 municipal election.

The review is premised on the democratic expectation that Port Colborne's City Council would provide effective and equitable representation to residents, and its members would be elected in a system that is based on an accurate reflection of the contemporary and forecast distribution of communities and population across the City.

2. Study Objective

The project had several key objectives:

- Develop a clear understanding of the present electoral system, including its origins and operations as a system of representation;
- Evaluate the strengths and weaknesses of the present electoral system based on guiding principles adopted for the study;
- Develop and conduct an appropriate consultation process in accordance with Port Colborne's public engagement practices to ensure community support for the review and its outcome;
- Prepare population projections for the development and evaluation of alternative electoral structures for the 2026, 2030, and 2034 municipal elections; and
- Deliver a report that will set out recommended alternative council ward boundaries to ensure effective and equitable electoral arrangements for Port Colborne, based on the principles identified.



In November 2024, the Consultant Team prepared a series of Discussion Papers (available on the City's Council Composition and Ward Boundary Review webpage [¹]) that set out:

- The parameters and purpose for the review;
- The basic electoral arrangements in Port Colborne;
- Council's legislative authority to modify electoral arrangements in the City; and
- An initial assessment of the City's current ward boundary system.

Discussion Paper E provided a set of guiding principles that informed the study and the work of the Consultant Team, as follows:

- Balancing the present and future population distribution among the wards (referred to as the "population parity" principle);
- Respecting established neighbourhoods and communities (referred to as the "community of interest" principle); and
- Respecting geographical features and the defining natural and infrastructure boundaries (referred to as the "natural boundaries" principle).

Taken together, these principles will contribute to achieving the overarching principle of effective representation.

Each principle is described in detail in Discussion Paper E (see footnote 1). It should be noted that the population parity principle will be addressed in terms of two themes: the present population distribution among the wards (present population) and the future population distribution among the wards (population trends) that are combined to evaluate the achievement of population parity.

The purpose of this Final Report is to provide:

- A summary of the work completed;
- A summary of the information received from the public engagement sessions and tools, such as the surveys and website; and
- Final ward boundary options for City Council's consideration.

^[1] <u>www.portcolborne.ca/wbr</u>



3. Context

The basic requirement for any electoral system in a representative democracy is to establish measures to determine the people who will constitute the governmental body that makes decisions on behalf of electors. Representation in Canada is organized around geographic areas, units referred to as constituencies in the federal and provincial parliaments, and typically as wards at the municipal level, as is the case in the City of Port Colborne.

There are nine members of Port Colborne's City Council comprising the mayor (elected at-large) and eight councillors (two elected per ward). This system has been in place in the City since 1969, after a brief period in the 1960s when Council was elected in a three-ward configuration. Reviews of the ward system have been conducted by staff and electoral review committees in 2005, 2009, 2013, and 2014. The 2009 review led to minor boundary changes in Wards 2 and 4, but the overall configuration has not been modified.

A deputy mayor is assigned from among the current councillors on a rotating basis for a six-month period, as authorized by City Council's Procedural By-law. Rotation occurs in order of Ward 1 through Ward 4 and by the "seniority" of the councillors. The City is represented on Niagara Regional Council by the mayor and by one Regional councillor elected at-large who does not sit on the City Council.

At the time of the 2014 review, Port Colborne had a population of approximately 18,400 (2011 Census). Since then, the City's population has grown by almost 3,000, to 21,290 by 2025.

The Consultant Team approached this review with a view to maintaining the strengths of the existing system, while targeting potential revisions arising from its analysis and the evaluations collected in consultations with the community. As a result, the team had three main goals throughout the project:

- Correcting population disparities between certain wards now and into the future, while making minimal changes to wards that are providing for parity and strong representation;
- Rationalizing boundary lines where needed, ensuring that they follow natural and identifiable infrastructure; and



• Exploring options to provide better representation for all communities of interest within the City, while not disrupting communities of interest that are represented successfully within the current wards.

City Council adopted the terms of reference for the C.C.W.B.R. and work commenced on the project in Fall 2024. Through the review, the following work has been completed:

- Research and data compilation;
- Interviews with councillors, the mayor, and municipal staff; and
- Public consultation on the existing ward structure and preliminary alternatives.

Interviews with staff, City Council, and meetings with the clerk's office were conducted both virtually and in person. The first round of live public consultations occurred in December 2024 at City Hall, and the second round took place in May 2025 at the Vale Health & Wellness Centre. Information about these sessions is available on the project web page.

In April 2025, the Consultant Team submitted a Preliminary Options Report, which summarized much of the work done to that point. The report also provided preliminary options that present different council and ward configurations. These ward designs included four-ward options with two councillors elected per ward, three-ward options with two councillors elected per ward, six-ward options with one councillor elected per ward, and eight-ward options with one councillor elected per ward. It should be noted that the wards in these options were designated by letters (Ward A, Ward B, etc.) rather than by numbers to minimize confusion between the existing wards and wards proposed in the various options.

4. Existing Population and Forecast Growth in the City of Port Colborne

As previously mentioned, a fundamental principle of representative democracy in Canada is that the electoral districts should be roughly equal in population. To assess the current ward structure and explore potential alternatives for the City of Port Colborne in 2025, a detailed population estimate was prepared for the City, including its various wards and communities. The population figures in this report encompass both the Census data and the estimated undercount that is not captured by the Census.



The City of Port Colborne is expected to see population growth over the next decade and beyond. Therefore, it is crucial that this study evaluates representation by population for both the current and future populations. In accordance with the study terms of reference, the analysis considered representation of population over the next three municipal elections through to 2034. A population and housing forecast for the City was developed for the 2025 to 2036 period. The forecast is largely consistent with the City's 2024 Development Charges Background Study, with additional updates based on recent development applications and conversations with City staff. The forecast was prepared at a sub-municipal level and aggregated by ward. The results of this analysis are discussed below.

4.1 Existing Population and Structure

As stated above, this study needs to examine both the existing and future population distribution. Total population figures were derived for 2025 and 2036 utilizing the 2021 Census as the base. Port Colborne's 2021 Census population was reported at 20,033 (excluding the net Census undercount). The City's 2025 total population estimate, broken down by the existing ward structure, is presented in Table 4-1 with an optimal population of 5,323 for each ward. As shown below, Ward 1, which covers the southwest corner of Port Colborne, has the highest population of all the wards at 6,178, while Ward 2, across the canal, has the smallest population at 4,248, for a difference of over 1,900 between the smallest and largest wards.

Ward	Area (sq.km)	Number of Councillors	2025 Total Population ^[1]	Population Variance
Ward 1	4.5	2	6,178	1.16
Ward 2	5.3	2	4,248	0.80
Ward 3	17.0	2	6,083	1.14
Ward 4	96.8	2	4,782	0.90
Total	123.7	2	21,292	-
Average	-	-	5,323	-

Table 4-1 City of Port Colborne 2025 Population by Ward

^[1] Population includes a net Census undercount of approximately 2.5%. Note: Numbers may not add precisely due to rounding. Source: Watson & Associates Economists Ltd., 2025.



4.2 Forecast Population Growth, 2025 to 2036

In accordance with the City's 2024 Development Charges Background Study and discussions with City staff, Port Colborne's population is expected to increase to more than 25,000 by 2036 (including the net Census undercount). Anticipated population growth to 2036 was identified on a sub-municipal level and factors in the development of the Port Colborne Secondary Plan (Elite Homes development), the residential development along Killaly Street West (including the development east of the quarry ponds), as well as other developments in the planning stages. The results are presented by the existing ward structure in Table 4-2. As shown, the disparity between the smallest and largest wards grows to almost 2,500 by 2036.

Ward	Area (sq.km)	Number of Councillors	2036 Total Population ^[1]	Population Variance
Ward 1	4.5	2	6,997	1.12
Ward 2	5.3	2	4,566	0.73
Ward 3	17.0	2	6,863	1.10
Ward 4	96.8	2	6,581	1.05
Total	123.7	2	25,007	-
Average	-	-	6,252	-

Table 4-2 City of Port Colborne 2036 Population by Ward

^[1] Population includes Census undercount of approximately 2.5%. Source: Watson & Associates Economists Ltd., 2025.

5. Public Consultation

The public engagement component of this study was delivered both virtually and in person and was designed to:

- Inform residents of Port Colborne about the reasons for the C.C.W.B.R. and the key factors that were considered in the review; and
- Engage the residents in a manner that provides valuable input to the evaluation of the existing ward structure and the development of alternative ward boundaries.



Phase 1 included two public consultation sessions conducted on December 9, 2024, at City Hall. During Phase 2, one public consultation session was held on May 14, and another on May 15, 2025, at the Vale Health and Wellness Centre.

The public consultation information boards can be found in Appendix B and other information about the review is available on the City's website (see footnote 1 on page 2).

Through the public consultation sessions, the surveys, and the project engagement web page's online comment/feedback form, participants were invited to provide their input and opinions with respect to the following:

- Existing Council Structure Is a four-ward system with two councillors per ward and one mayor the appropriate number? (Phase 1)
- Existing Ward Structure What are the strengths and weaknesses of the current ward structure? (Phase 1)
- Guiding Principles Which guiding principles should be given the greatest priority in the development of ward boundaries? (Phases 1 and 2)
- Alternative Ward Boundary Configurations Nine alternative ward configurations were developed and presented to the public for further feedback. (Phase 2)

The feedback and comments collected through the public consultation process are reflected in the analysis presented below and helped inform the set of nine preliminary ward options. While public input from consultation provides valuable insight into the review, it is not relied on exclusively. The Consultant Team utilized the public input in conjunction with its professional expertise and experience in other C.C.W.B.R.s, along with best practices, to develop the final options presented herein.

5.1 Online Engagement

5.1.1 Engagement Page

A public-facing engagement web page was established to raise awareness about the C.C.W.B.R., to disseminate information about the process and to give the residents of Port Colborne an opportunity to provide feedback directly to staff and the Consultant Team. Through this platform, residents could access the online surveys, view proposed ward boundary options, and review background material. The engagement page also included links to the Preliminary Options Report. A purpose-built Whiteboard Animation



Video was also posted on the web page, which distilled some key information about the C.C.W.B.R. into an accessible format for each phase.

From December 2024 to May 2025, the engagement web page garnered a total of 713 page views. Of these page viewers, 135 completed the survey, and 101 watched the whiteboard video.

5.1.2 Surveys

Of those who visited the C.C.W.B.R. engagement web page, a number of visitors also opted to provide feedback through the public surveys. The surveys provided the Consultant Team with an opportunity to evaluate public preferences using both qualitative and quantitative analytical techniques. Surveying was done at two different stages of the public consultation process – an initial round to evaluate public priorities and perspectives on the existing council composition and ward structure (Phase 1) and a later survey that asked respondents to assess and rank a set of preliminary ward boundary options (Phase 2).

The Phase 1 survey was open from December 9 to December 30, 2024, and resulted in 80 responses. Respondents were asked to discuss whether City Council was the adequate size for the City of Port Colborne, the strengths and weaknesses of the existing wards, and to rank the guiding principles in terms of priority. An in-depth discussion of the Phase 1 survey results is available in the Preliminary Options Report, which can be found on the City of Port Colborne's C.C.W.B.R. project web page. In summary, residents indicated that representation by population should be the priority for this review (41.46% of respondents). Balancing the future population distribution and respecting established neighbourhoods and communities were both ranked as the second most important guiding principle by 24.39% of survey respondents, followed by respecting geographical features and defining natural and infrastructure boundaries, which was ranked as most important by 9.76%. In addition, a little over one-half of the survey respondents (51.22%) thought having eight local councillors, with two elected from each ward, was too many. Conversely, 41.46% of respondents thought it was adequate for their needs, and 7.32% were unsure.

There was a greater level of engagement with the Phase 2 survey, with 135 participants. Survey respondents were asked which of the preliminary ward boundary options they preferred. Preliminary Option A was selected by approximately 34.83% of the residents of Port Colborne and was most preferred. Second favoured was



Preliminary Option C by 12.36%. Preliminary Option G was favoured by 11.24%, Preliminary Option E was favoured by 8.99%, Preliminary Option I was favoured by 5.62%, Preliminary Option B, F, and H were favoured by 4.49%, and Preliminary Option D was least favoured by 3.37% of respondents.

In interpreting these results, it is important to highlight that this survey does not constitute a representative sampling of the population and is by no means a scientific assessment of public preferences. The level of participation in this survey was reasonable with respect to surveys completed in studies for other municipalities, but relative to Port Colborne's population, the sample is small and not randomly selected. Additionally, approximately 40% of the respondents are from Ward 4, and it should be recognized that some of the survey results could reflect the opinion of specific communities. Moreover, several survey respondents did not answer all questions, but about two-thirds did select a preferred Preliminary Option (65%). The surveys were nevertheless a valuable source of insight for the Consultant Team but should be viewed as one of several resources informing the recommendations provided in this report.

5.1.3 Social Media Engagement

Social media proved an effective platform for disseminating information about the C.C.W.B.R. to the public. Notices were posted on Facebook and Instagram, raising awareness and directing the public to the feedback survey. In total, posts related to the C.C.W.B.R. reached over 6,500 people with over 13,600 total views. In addition, four Facebook event pages regarding the public engagement open houses generated interest from a total of 71 people. Lastly, paid ads garnered over 8,200 views.

5.2 Public Consultation

The Consultant Team also held a series of public consultation sessions with Port Colborne residents. Four public open houses were conducted (two in-person session on December 9, 2024, and two in-person sessions in May 2025). Feedback from these sessions was used to inform the final recommendations provided in this report.

During these sessions and in the on-line surveys, members of the public had opportunities to provide their impressions of the current council composition and ward system, their preferences for the guiding principles, and their thoughts on the alternative options. Residents who responded to the survey in the first phase of the review were



more inclined to view present and future population distribution as the highest priority. In the second survey, however, the "community of interest" principle was given top priority. Given that the largest number of survey respondents indicated they live in the largely rural Ward 4, this change in perspective may not be surprising.

Those participating in the public engagement activities also gave their feedback on nine preliminary options, gravitating in the survey responses towards Preliminary Options A, C, and G, all of which provided relatively good population parity into the future. Two options (Preliminary Options A and C) were designed to elect eight councillors, one in two-member wards and the other in single-member wards. The third option (Preliminary Option G) proposed that City Council be reduced to six members, elected in three wards. The implications of these configurations will be discussed again in relation to the two final options in section 7.

5.3 Interviews and Direct Community Outreach

In addition to the public engagement, it was crucial for the Consultant Team to benefit from the perspectives of those serving in Port Colborne's government. A series of interviews were conducted with the mayor, members of City Council, and senior City staff during Phase 1 of the review. In May 2025, a second set of workshops were held with the same people, either individually or in small groups.

The feedback and comments received through the consultation process are reflected in the analysis and have helped inform the findings and recommendations. As has been mentioned previously in this report, public input from consultation provides valuable insight into the review, but it is not relied on exclusively. This is in part because only a subset of the population participated in the C.C.W.B.R., which may not be representative of Port Colborne's population as a whole. The Consultant Team interpreted the public input using its professional expertise and experience in C.C.W.B.R.s, along with knowledge of best practices, to develop the recommended options.



6. Evaluation of the Existing Ward Structure

A preliminary evaluation of the existing ward structure, included in Discussion Paper F and section 8 of the Preliminary Options Report addressed the wards in terms of the guiding principles.

This section revisits those evaluations, integrating information received during the public consultations and addressing certain challenges identified in parts of the existing ward system, as heard from residents of Port Colborne. For reference, the current wards are presented in Figure 6-1.



Figure 6-1 City of Port Colborne Existing Ward Structure

The current system has been evaluated based on three guiding principles that fall under the overarching principle of effective representation. Since these principles are discussed at length in section 8 of the Preliminary Options Report in relation to the



present wards, they will not be addressed again in this Final Report. The Consultant Team has thoroughly considered the importance of each principle and has conducted a careful evaluation of which of the principles is most important for determining an appropriate system of representation for the 2026 municipal election and beyond in Port Colborne.

The principles are intended to contribute to a system that provides for equitable ongoing access between elected officials and residents, but they may occasionally conflict with one another. Accordingly, it is expected that applying the overriding principle of effective representation will be important in arbitrating conflicts between principles. Any deviation from the specific principles must be justified by other principles in a manner that is more supportive of effective representation.

The priority attached to certain principles makes some designs more desirable in the eyes of different observers. Ultimately, the ward design adopted by City Council should be the one that best fulfills as many of the guiding principles as possible.

The evaluation of the current ward system in Port Colborne suggests that there are identifiable but not insurmountable shortcomings when evaluated against the guiding principles for this review. Our evaluation of the existing wards is summarized in Table 6-3 below.

Two main challenges for the City of Port Colborne's ward system follow from this evaluation: identifying a ward configuration that ensures population parity before the 2026 municipal election (and beyond if possible) and designing wards that reflect the various urban, rural, and lakeshore communities of interest across the City.

The objective of population parity (every councillor generally representing an equal number of constituents within their respective ward) is usually the primary goal of an electoral redistribution, with some degree of variation acceptable considering population densities and demographic factors across the City. The indicator of success in a ward design is the extent to which all the individual wards approach an "optimal" size.

Optimal size can be understood as a mid-point on a scale where the term "optimal" (O) describes a ward with a population within 5% on either side of the calculated optimal size. The classification "below/above optimal" (O+ or O-) is applied to a ward with a population between 6% and 25% on either side of the optimal size and is considered an acceptable variation. A ward that is labelled "outside the range" (OR+ or OR-) indicates



that its population is greater than 25% above or below the optimal ward size. The adoption of a 25% maximum variation was part of the terms of reference established by the City and can reasonably be applied in municipalities like Port Colborne that include both urban and rural areas. These ranges are presented in Table 6-1; population by ward for the City of Port Colborne is presented in Table 6-2.

	Table 6-1
Optimal Population Ranges	for a Four-Ward System – 2025 and 2036

Symbol	Description	Variance	2025 Population Range	2036 Population Range
OR+	Outside Range - High	25% and above	>6,654	>7,814
0+	Above Optimal but Acceptable	5% to 25%	5,589–6,654	6,564–7,814
0	Optimal Population Range	+/- 5%	5,057–5,589	5,939–6,564
0-	Below Optimal but Acceptable	-5% to -25%	3,992–5,057	4,689–5,939
OR-	Outside Range - Low	-25% and below	<3,992	<4,689

Table 6-2City of Port ColborneExisting Wards' 2025 and 2036 Population Distribution

Ward Number	Number of Councillors		Variance	Optimal Range	2036 Total Population	Variance	Optimal Range
Ward 1	2	6,178	1.16	0+	6,997	1.12	0+
Ward 2	2	4,248	0.80	0-	4,566	0.73	OR-
Ward 3	2	6,083	1.14	0+	6,863	1.10	0+
Ward 4	2	4,782	0.90	0-	6,581	1.05	0+
Total	8	21,292	-	-	25,007	-	-
Average	-	5,323	-	-	6,252	-	-

Source: Watson & Associates Economists Ltd., 2025.



Table 6-3
Present Port Colborne Ward Configuration Evaluation Summary

Principle	Does the Current Ward Structure Meet the Respective Principle?	Comment
Balancing the present and future population distribution among the wards	Partially Successful	Current population figures suggest that all wards are in the acceptable range (i.e., 25% variation) in 2025 but no wards are optimal (i.e., 5% variation) and there is a population imbalance between the east and west side of the canal. The disparity between the most and least populated wards is significant and is forecast to worsen over time.
Respecting established neighbourhoods and communities	Largely Successful	Current ward boundaries largely contain identifiable communities of interest. Future residential growth and new secondary plans will likely result in new communities of interest.
Respecting geographical features and the defining natural and infrastructure boundaries	Largely Successful	Most lines are clear, but some boundary lines are inconsistent in usage at times.
Effective representation	Νο	Accelerating population imbalances, some inconsistent boundary lines, and new future residential communities hinder effective representation.

The degree to which each guiding principle is satisfied is ranked as "**Yes**" (fully satisfied), "**Largely Successful**," "**Partially Successful**," or "**No**" (not satisfied).


Data presented in Table 6-2 confirms that the pattern of population imbalance present in 2025 is maintained and worsened by 2036, with only the existing Ward 4 growing close to an "optimal" population and one of the existing wards falling below the acceptable range of variation by 2036. Implicit in this population trend is the change in the established residential and community patterns in the present Ward 4 through the addition of close to 1,800 residents in new suburban neighbourhoods, thereby creating a diversity of interests not found in the current ward which is characterized largely by rural and lakefront communities. As well, the forecast growth results in three wards with reasonably balanced populations but one that is far larger in area than the others. This combination of population and area in the present Ward 4 poses a challenge for elected officials to represent its residents effectively.

Overall, analysis of the current and future population trends, along with feedback received during the public consultations and other features of Port Colborne in 2025, leads to the conclusion that while the existing system does an adequate job of addressing most of the guiding principles, City Council should consider adopting an alternate ward configuration to address some of the identified shortcomings as the City's population grows.

7. Final Ward Boundary Options

In the Preliminary Options Report, the Consultant Team provided nine preliminary options for consideration by the community than can be grouped in two ways: first, those that retained eight councillors (Preliminary Options A, B, C and D) and those that reduced the number of councillors to six (Preliminary Options E, F, G, H, and I) and, secondly, those that retained two-member wards (Preliminary Options A, B, E, F, and G) and those that proposed single-member wards (Preliminary Options C, D, H, and I). Each of the options was described in detail and evaluated by the Consultant Team in the Preliminary Options Report (see footnote 1 on page 2) but in light of public consultation and further professional evaluation by the Consultant Team, only two of those options will be recommended to Council as alternative ward configurations for the 2026 municipal election and beyond.

Discussion Paper D (see footnote 1 on page 2) set out some advantages and limitations of two-member and single-member wards to give residents some insight into the two systems. Overall, however, the Consultant Team heard very little support for modifying Port Colborne's electoral structure from its present two-member model to single-



member wards. Whether this preference is based on familiarity ("we've always done it that way"), reluctance to make significant structural changes at this time, or satisfactory experiences with the two-member model, selecting an alternative ward configuration that retains two-member wards must be viewed as a deliberate choice in this review. Four preliminary options that proposed the single-member alternative were open for consideration but did not receive strong endorsement. The Consultant Team takes that feedback seriously and will recommend two final options for two-member wards, one of which proposes to modify the composition of City Council.

A recurring theme that emerged from both phases of the review related to the impact of an inherent "east-west" divide" in the City on the political, social, economic, and demographic fabric of Port Colborne created by the Welland Canal. As noted in the Preliminary Options Report (page 17), "the Consultant Team heard very different responses to how significant the Canal is to Port Colborne. Some argued that the history on each side creates a meaningful divide that should remain. Others believed that while an historic divide was present, the communities on both sides of the canal are similar enough to be placed into a single ward." After careful review of public commentary on this question and lengthy consideration of the implications of maintaining the Canal as an ongoing ward boundary, the Consultant Team has concluded that there is a convincing case to be made that at least some future wards should cross the Canal. Therefore, the two options that will be recommended to Council in this report include proposed wards that do just that.

7.1 Final Option 1 (Four Wards, Eight Councillors)

Final Option 1 was originally presented as Preliminary Option B and is discussed in more detail in the Preliminary Options Report (pages 25 to 28). As observed there, this option presents a "minimal change" approach since it retains the eight councillors elected in a two-member ward arrangement and strongly resembles the existing ward map, even though all the proposed wards are modified versions of the existing wards.

In this option, one of the four wards crosses the Canal: the proposed Ward 2 adds an area in the present Ward 1 south of Killaly Street and east of Elm Street to the present Ward 2. In Preliminary Option B, Ward 2 concluded at Main Street East. In Final Option 1, the northern boundary is shifted to Concession Road 2, to absorb territory slated for development (described more fully below).



The only modifications to the present Ward 4 are a minor boundary adjustment between the proposed Wards 2 and 4 at the north end of the present Ward 2 to follow 2nd Concession Road instead of the irregular line now used, and the addition of a part of the present Ward 2 between Elizabeth Street and Lorraine Road between Highway 3 and Killaly Street East. The present Wards 1 and 3 are reconfigured into three wards, with the area west of Regional Road 58 (West Side Road) between Killaly Street and Barrick Road added to the area of the present Ward 1 west of Steele Street, the area east of Elm Street south of Killaly Street West is included in the proposed Ward 2, and the proposed Ward 3 to include the remainder of the present Ward 3 plus "the island."

In contrast to the present wards, however, the population distribution is better balanced in the short and longer term, with two wards at the optimal point in 2025 and two in 2036. The proposed Ward 1 boundaries divide urban residential neighbourhoods north and south of Killaly Street, resulting in the alignment of some of those neighbourhoods (primarily the central business district) with residential areas east of the Welland Canal.

The proposed Ward 2 crosses the Canal but is extended to the east to include territory (the Port Colborne Secondary Plan) where an additional 1,800 residents are expected over the next decade, a community that would have more obvious affinity with the urban neighbourhoods in the proposed Ward 2 than the largely rural proposed Ward 4. In keeping with the "minimal change" approach, the proposed Ward 4 is roughly as large as the other three wards combined but would be modified, as just noted, to exclude the main residential developments forecast east of the Canal. By doing so, Final Option 1 places a greater priority on the community of interest principle than the future population principle to reflect the distinctive rural characteristics of the present Ward 4. On balance, this configuration meets the guiding principles, even though it takes the population of Ward 4 to the lower end of the bounds of acceptable population variation.

Table 7-1 provides population data for Final Option 1.



Table 7-1 City of Port Colborne Final Option 1 – Population by Ward

Ward	2025 Population	2025 Population Variance	2025 Optimal Range	2036 Population	2036 Population Variance	2036 Optimal Range
Ward 1	5,880	1.10	O+	6,795	1.09	O+
Ward 2	5,143	0.97	0	7,290	1.17	0+
Ward 3	5,568	1.05	0	6,152	0.98	0
Ward 4	4,700	0.88	0-	4,770	0.76	0-
Total	21,292	-	-	25,007	-	-
Average	5,323	-	-	6,252	-	-

^[1] Population includes a net Census undercount of approximately 2.5%. Note: Numbers may not add precisely due to rounding.

Source: Watson & Associates Economists Ltd., 2025.









Table 7-2 City of Port Colborne Final Option 1 Evaluation Summary

Principle	Does the Ward Structure Meet the Respective Principle?	Comment
Representation by Population	Yes	Population parity is acceptable.
Balancing the present and future population distribution among the wards	Yes	Population parity is maintained.
Respecting established neighbourhoods and communities	Largely Successful	All wards include plausible groupings of communities of interest; urban neighbourhoods divided.
Respecting geographical features and the defining natural and infrastructure boundaries	Yes	Most markers used as boundaries of the wards are carried over from the present system.
Effective representation	Largely Successful	Acceptable population parity in the short and longer term but still includes a very large rural ward.

The degree to which each guiding principle is satisfied is ranked as **"Yes**" (fully satisfied), **"Largely Successful**," **"Partially Successful**," or **"No**" (not satisfied).

7.2 Final Option 2 (Three Wards, Six Councillors)

Final Option 2 was originally presented as Preliminary Option G and is discussed in more detail in the Preliminary Options Report (pages 44 to 47). Final Option 2, like Final Option 1, preserves two-member wards and assigns the rural population to a single ward that includes territory on both sides of the Welland Canal while realigning the urban area into two wards in an east-west format that cross the Canal.



The option proposes a simple map with basically only three lines on it: the proposed Ward 1 includes the present Ward 1 in its entirety plus all the present Ward 2 south of Killaly Street East. The proposed Ward 2 is essentially a rectangle bounded by the eastern boundary of the present Ward 2 but extended to Concession Road 2, Barrick Road, the municipal boundary with Wainfleet Township, and Killaly Street. The proposed Ward 3 includes the present Ward 4 plus the area in the present Ward 3 north of Barrick Road.

This option places an emphasis on communities of interest within Port Colborne by assigning two wards to the urban neighbourhoods and one ward to the rural area. This arrangement maintains groupings of urban residents west of the canal, as in the present system, where Killaly Street West is the boundary and is a plausible line to use east of the Canal. The proposed Ward 2 is innovative in the sense that it attaches neighbourhoods east of the Canal to the similar suburban community north of Killaly Street West rather than maintaining the traditional alignment that parallels the Canal. Of note, this ward moves further east along Killaly Street than the original Preliminary Option G to absorb the entirety of the proposed Elite Homes Development lands. The proposed Ward 3 captures the bulk of rural Port Colborne in a single distinctive ward rather than attaching rural areas – especially those west of the Canal – with suburban neighbourhoods.

Despite applying the communities of interest guiding principle as the priority in this option, all wards are within the acceptable range of population variation in 2025, with one within 5% of optimal. By 2036, the forecast population growth does not disturb the shorter-term population balance and, in fact, population parity improves. Given the present and forecast population distribution across the City, one of the wards (in this case proposed Ward 3) must include a disproportionate part of the City's geography as is the case in the present ward configuration. Doing so, and in consideration of the unique nature of this community, accepting population disparities in the future is a legitimate trade-off to maintain the continuity of this community.

The major innovation in Final Option 2 is the proposed change in the composition of Port Colborne's City Council: a reduction in the number of councillors from eight to six. As explained in Discussion Paper B (see footnote 1 on page 2), the size of municipal councils in Ontario is only addressed as a minimum: there must be no fewer than five members, "one of whom shall be the head of council" (the mayor). Port Colborne's nine-member City Council is similar in size to most municipalities in Niagara Region, but



a reduction by two councillors was supported for various reasons during the consultations. Among the comments heard: the workload of and expectations on parttime councillors can still be met by fewer members (especially in two-member wards); possible changes to governance structures across the province and Niagara Region, that could include directions to reduce the size of councils so this is an opportunity to "get ahead of the curve"; and the more general contention that "we have too many politicians." Even without these perspectives at play, the Consultant Team discovered that a three-ward east-west alignment in Port Colborne was largely successful in meeting the guiding principles.

A complete evaluation of Final Option 2 is presented in Table 7-4.

Ward	2025 Population	2025 Population Variance	2025 Optimal Range	2036 Population	2036 Population Variance	2036 Optimal Range
Ward 1	8,547	1.20	O+	9,279	1.11	O+
Ward 2	6,902	0.97	0	9,543	1.14	O+
Ward 3	5,843	0.82	0-	6,186	0.74	OR-
Total	21,292	-	-	25,007	-	-
Average	7,097	-	-	8,336	-	-

Table 7-3 City of Port Colborne Final Option 2 – Population by Ward

^[1] Population includes a net Census undercount of approximately 2.5%. Note: Numbers may not add precisely due to rounding. Source: Watson & Associates Economists Ltd., 2025.









Table 7-4 City of Port Colborne Final Option 2 Evaluation Summary

Principle	Does the Ward Structure Meet the Respective Principle?	Comment
Representation by Population	Yes	Population distribution is acceptably balanced in 2025.
Balancing the present and future population distribution among the wards	Yes	Population distribution is acceptably balanced in 2036.
Respecting established neighbourhoods and communities	Largely Successful	Wards contain plausible groupings of communities although the rural ward is a large geographic area.
Respecting geographical features and the defining natural and infrastructure boundaries	Yes	Markers used as boundaries for the wards are straightforward.
Effective representation	Largely Successful	This option provides a familiar design that balances the various guiding principles.

The degree to which each guiding principle is satisfied is ranked as **"Yes**" (fully satisfied), **"Largely Successful**," **"Partially Successful**," or **"No**" (not satisfied).



8. Next Steps and Council Decisions

The Consultant Team believes that the two final options provide the residents of the City of Port Colborne with an opportunity to establish a revised ward system that better aligns with forecast population growth while adhering as closely as possible to the guiding principles adopted for this review.

Within this report, the Consultant Team has highlighted some strengths and deficiencies in the current ward boundary system in relation to the guiding principles. The deficiencies have led the Consultant Team to conclude that there could be alternative ward boundary systems that can serve the residents of Port Colborne well and provided options for Council to consider without needing to make major modifications to the present system.

8.1 Recommended Option

The Consultant Team believes that both final options included in this report would serve the City of Port Colborne better than the existing system. We detail their various attributes, including strengths and weaknesses, above. Despite the strengths of both, the Consultant Team recommends that the "minimal change" option – Final Option 1 – provides the best system for Port Colborne over the next three election cycles. Council can consider this the Recommended Option. As noted earlier, possible changes to governance in Niagara Region could include directions to reduce the size of local and regional councils. In the instance where a reduction of council is directed, the City of Port Colborne could choose an alternative option (such as Final Option 2) that reduces council to be in line with this direction.

This recommendation is based upon several considerations. The first is that the current system is familiar to residents and has certain strengths, including very good representation for community of interest. The system, however, has several population disparities that prevent it from fully providing effective representation for the City of Port Colborne. Throughout two rounds of public consultation, the Consultant Team heard from residents that these population disparities are a cause for concern. The Recommended Option corrects these disparities and provides for a very good population distribution moving towards 2036.



The Recommended Option is also familiar to residents despite the boundary adjustments proposed since they are all relatively minor and it does not reduce the number of representatives making decisions for residents around the council table.

It is important to recognize that there remains some question about how much growth will be realized by 2036 (and where that growth will occur), given the current uncertainty around the economy, tariffs imposed by the United States on key building materials, interest rates, and the ability of development firms to fully complete projects to plan. As a result, many residents gravitated towards an option that is familiar, builds on existing strengths in the map, and corrects some of the deficiencies in the current system rather than placing emphasis on forecast population growth.

This recommendation, therefore, comes with a caveat. The Consultant Team agrees that there is some uncertainty around growth but encourages the City to monitor this growth if this recommendation is accepted. An accelerating or diminishing pace of growth would necessitate a new review sooner than anticipated. In that vein, City Council may wish to adopt a policy or by-law that mandates a review of the ward boundaries on a pre-determined basis to ensure that effective representation is being monitored regularly. One premise of a review might be related to the adoption of an urban boundary expansion or simply linking it to an election cycle (after every two or three elections, for example). The key word in this commentary is "review," not necessarily change. Confirming that the City has a ward (or composition) configuration that is working is a sound basis for reassuring electors that their voices can be fairly heard at election time; should that not prove to be the case, there would be evidence to justify modifications.

City Council can respond to this report in three ways:

- City Council can adopt the Recommended Option, with or without minor modifications, and later ratify a by-law to implement changes to the boundaries of the wards. Such a by-law is open to appeal to the Ontario Land Tribunal, but the Consultant Team is confident that it could withstand such an appeal.
- City Council can select one of the other preliminary options that were presented to the public (with or without modifications).
- City Council can take no action at all; that is, it may view the current ward system as adequate and, by default, endorse it by not selecting an alternative option. If it declines to act, City Council must clearly understand that such a decision



essentially indicates to the City's residents that it believes retaining the existing ward system still serves Port Colborne well.

In that context, it is also important to note that taking no action is a form of decision that can still be appealed to the Ontario Land Tribunal, albeit indirectly. Section 223 of the *Municipal Act, 2001* indicates that one percent of the electors or 500 of the electors in the municipality, whichever is less, may "present a petition to the council asking the council to pass a by-law dividing or redividing the municipality into wards or dissolving the existing wards." If Council does not pass a by-law in accordance with such a petition within 90 days after receiving the petition, any of the electors who signed the petition may apply to the Ontario Land Tribunal to have the municipality redivided into wards.

If Council's decision is to endorse one of the final options contained in this report, a bylaw to implement that option is expected to occur as soon as possible. The by-law would describe the boundaries associated with the approved wards and assign numbers (or names) to them that may be different than those included in Figure 7-1 and Figure 7-2.



Appendices



Appendix A Public Engagement Overview



Figure A-1 List of Public Engagement Tools

ΤοοΙ	Description			
Port Colborne Council Composition and Ward Boundary Review (C.C.W.B.R.) Web Page	A dedicated engagement website was developed for the review at: <u>https://www.portcolborne.ca/wbr</u> . The web page included one informative whiteboard video, links to public engagement sessions and surveys, and up-to-date messaging to inform the public of the status of the C.C.W.B.R.			
Public Open Houses	 Two open houses were held during Phase 1: December 9, 2024 (x2). During Phase 2, two additional open houses were held: May 14, 2025 May 15, 2025 			
Public Engagement	A survey was posted on the C.C.W.B.R. web page intended to discern whether the existing council size and ward system was adequate and which guiding principles were prioritized by the community, as well as to discern which preliminary option was preferred.			
Surveys	The Phase 1 survey had 80 responses and the Phase 2 survey had 135 responses. All wards were well represented in these responses, with the majority of responses from long- term residents of Port Colborne.			
	See Appendices C and D for a summary of the results.			
Interviews with Members of Government	The mayor and each member of City Council were invited to participate in a one-hour discussion with the consultant.			
Social Media	Total reach of over 6,500.Over 13,600 total views.			



Appendix B Public Engagement Sessions Information Boards



Port Colborne council composition & ward boundary review

Process		Review the 	Naterials	Open Houses		
		PORT COLBORNE WARD BOUNDARY REVIEW		May 14 - Vale Hea Wellness	alth &	
Review Current System	Think about the Guiding Principles		ound on the project page ww.portcolborne.ca/wbr	May 15 - Vale Hea Wellness	alth &	
\$ \$ 2		2024/2025 Council Composition and Ward Boundary Review City of Port Colorne	enerananya > Jacobar - Sanan - Sa - Para - - Jacobar - Sanan - Sa - Para			
Examine the	Provide	Council Composition & Word Testing for disease and the second second Water 8. At the second s	Boundary Review ryneiw to make:	Have		
Preliminary Options	Feedback at the Survey	April 20, 2025 Dr. Robert J. Water Control of the second control o	Here et Anselve and Ser al COST some Performance and Andee and Perform	Your Say		
Watson &Associates					U KSW	
ECONOMISTS LTD.	ALL .					
POF	RT COLBORNE					



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City of Port Colborne 2024/2025 Council Composition & Ward Boundary Review



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Existing Wards



Ward Number	2025 Total Population ^[1]	Variance	Optimal Range	2036 Population ^[1]	Variance	Optimal Range
Ward 1	6,178	1.16	O+	6,997	1.12	0+
Ward 2	4,248	0.80	0-	4,566	0.73	OR-
Ward 3	6,083	1.14	O+	6,863	1.10	O+
Ward 4	4,782	0.90	0-	6,581	1.05	0-
Total	21,292	-	1. - 0	25,007	-	-
Average	5,323	-		6,252	-	-

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Guiding Principles

REPRESENTATION BY POPULATION

Residents should be equally represented, and wards should have reasonably equal population totals. Population parity should be a primary goal of ward boundary reviews;

BALANCING THE PRESENT AND FUTURE POPULATION DISTRIBUTION

Ward boundary reviews should take into consideration anticipated changes in population for a period of twelve years, or three elections;

RESPECTING GEOGRAPHICAL FEATURES AND THE DEFINING NATURAL AND INFRASTRUCTURE BOUNDARIES

Wards will be drawn impartially and with consideration to using distinct physical and geographic features;

RESPECTING ESTABLISHED NEIGHBOURHOODS AND COMMUNITIES (COMMUNITIES OF INTEREST)

Existing communities of interest and neighbourhoods within the municipality should not be fragmented. Where possible, existing and future communities of interest should not be divided between multiple wards.

EFFECTIVE REPRESENTATION

The four articulated principles contribute to achieving the over-arching principle of effective representation.

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City of Port Colborne

2024/2025 Council Composition & Ward Boundary Review



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Option A



Ward	2025 Population	2025 Population Variance	2025 Optimal Range	2036 Population	2036 Population Variance	2036 Optimal Range
Ward A	6,141	1.15	0+	6,498	1.04	0
Ward B	5,115	0.96	0	6,355	1.02	0
Ward C	5,575	1.05	0	5,578	0.89	0-
Ward D	4,460	0.84	0-	6,577	1.05	O+
Total/Average	21,292	5,32	3	25,007	6,25	2

Option B



Ward	2025 Population	2025 Population Variance	2025 Optimal Range	2036 Population	2036 Population Variance	2036 Optimal Range
Ward A	5,880	1.10	O+	6,795	1.09	O+
Ward B	5,568	1.05	0	6,152	0.98	0
Ward C	4,583	0.86	0-	6,384	1.02	0
Ward D	5,261	0.99	0	5,676	0.91	0-
Total/Average	21,292	5,32	3	25,007	6,25	2

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Option C



	2025 Population Variance		2036 Population		2036 Optimal Range
3,226	1.21	O+	3,101	0.99	0
2,915	1.10	O+	3,397	1.09	0+
2,298	0.86	0-	2,998	0.96	0
2,817	1.06	O+	3,357	1.07	0+
2,368	0.89	0-	3,296	1.05	0+
2,581	0.97	0	2,621	0.84	0-
2,218	0.83	0-	3,406	1.09	O+
2,868	1.08	0+	2,832	0.91	0-
21,292	2,66	1	25,007	3,12	6
	3,226 2,915 2,298 2,817 2,368 2,581 2,218 2,868	Population Population Variance 3.226 1.21 2.915 1.10 2.298 0.86 2.817 1.06 2.368 0.89 2.581 0.97 2.218 0.83 2.668 1.08	Population Population Optimal Variance Population Optimal 3.226 1.21 0+	Population Variance Optimal Range Population 3.226 1.21 0+ 3,101 2.915 1.10 0+ 3,307 2.298 0.86 0- 2,998 2.817 1.06 0+ 3,357 2.368 0.89 0- 3,296 2.581 0.97 0 2,261 2.218 0.83 0- 3,406 2.686 1.08 0+ 2,832	Population Variance Optimal Range Population Variance Population Variance 3,226 1,21 0+ 3,101 0.99 2,915 1,10 0+ 3,397 1.09 2,298 0.86 0- 2,998 0.96 2,817 1.06 0+ 3,357 1.07 2,368 0.89 0- 3,296 1.05 2,581 0.97 0 2,621 0.84 2,218 0.83 0- 3,406 1.09 2,686 1.08 0+ 2,832 0.91



Ward	2025 Population	2025 Population Variance	2025 Optimal Range	2036 Population	2036 Population Variance	2036 Optimal Range
Ward A	2,644	0.99	0	2,541	0.81	0-
Ward B	2,535	0.95	0	2,536	0.81	0-
Ward C	2,816	1.06	O+	3,775	1.21	O+
Ward D	3,317	1.25	O+	4,056	1.30	OR+
Ward E	2,840	1.07	O+	3,248	1.04	0
Ward F	2,581	0.97	0	2,621	0.84	0-
Ward G	1,996	0.75	0-	3,700	1.18	0+
Ward H	2,561	0.96	0	2,530	0.81	0-
Total/Average	21,292	2,66	1	25,007	3,12	6

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Option E



Ward	2025 Population	2025 Population Variance	2025 Optimal Range	2036 Population	2036 Population Variance	2036 Optimal Range
Ward A	7,072	1.00	0	8,075	0.97	0
Ward B	6,552	0.92	O-	8,073	0.97	0
Ward C	7,667	1.08	0+	8,859	1.06	0+
Total/Average	21,292	7,09	7	25,007	8,33	6

Option F



Ward	2025 Population	2025 Population Variance	2025 Optimal Range	2036 Population	2036 Population Variance	2036 Optimal Range
Ward A	7,072	1.00	0	8,075	0.97	0
Ward B	6,590	0.93	0-	8,975	1.08	0+
Ward C	7,630	1.08	0+	7,957	0.95	0
Total/Average	21,292	7,09	7	25,007	8,33	6

Option G



Ward	2025 Population	2025 Population Variance	2025 Optimal Range		2036 Population Variance	2036 Optimal Range
Ward A	8,547	1.20	O+	9,279	1.11	O+
Ward B	6,832	0.96	0	7,744	0.93	0-
Ward C	5,912	0.83	0-	7,985	0.96	0
Total/Average	21,292	7,09	7	25,007	8,33	6





City of Port Colborne

2024/2025 Council Composition & Ward Boundary Review



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Option H



Ward	2025 Population	2025 Population Variance	2025 Optimal Range	2036 Population	2036 Population Variance	2036 Optimal Range
Ward A	3,263	0.92	0-	3,600	0.86	0-
Ward B	2,915	0.82	0-	3,397	0.81	0-
Ward C	3,615	1.02	0	4,340	1.04	0
Ward D	4,238	1.19	O+	4,684	1.12	O+
Ward E	2,869	0.81	0-	4,651	1.12	O+
Ward F	4,391	1.24	0+	4,335	1.04	0
Total/Average	21,292	3,54	8	25,007	4,16	8

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Ward	2025 Population	2025 Population Variance	2025 Optimal Range	2036 Population	2036 Population Variance	2036 Optimal Range
Ward A	3,263	0.92	0-	3,600	0.86	0-
Ward B	3,632	1.02	0	4,135	0.99	0
Ward C	3,261	0.92	0-	4,001	0.96	0
Ward D	3,784	1.07	0+	4,985	1.20	0+
Ward E	3,367	0.95	0-	4,354	1.04	0
Ward F	3,984	1.12	0+	3,933	0.94	0-
Total/Average	21,292	3,54	9	25,007	4,16	8

Option I

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City of Port Colborne <u>2024/2025 C</u>ouncil Composition & Ward Boundary Review



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Evaluation Summary

Preliminary Option	Council Composition	Representation by Population	Balancing the present and future population distribution among the wards	Respecting established neighbourhoods and communities	Respecting geographical features and the defining natural and infrastructure boundaries	Effective Representation
Existing	4 wards 8 councillors	Largely Successful	No	Largely Successful	Largely Successful	No
Option A	4 wards 8 councillors	Yes	Yes	Largely Successful	Yes	Yes
Option B	4 wards 8 councillors	Yes	Yes	Largely Successful	Yes	Largely Successful
Option C	8 wards 8 councillors	Yes	Yes	Yes	Yes	Yes
Option D	8 wards 8 councillors	Largely Successful	No	Yes	Yes	Largely Successful
Option E	3 wards 6 councillors	Yes	Yes	Largely Successful	Yes	Largely Successful
Option F	3 wards 6 councillors	Yes	Yes	Largely Successful	Yes	Largely Successful
Option G	3 wards 6 councillors	Yes	Yes	Largely Successful	Yes	Largely Successful
Option H	6 wards 6 councillors	Yes	Yes	Largely Successful	Yes	Largely Successful
Option I	6 wards 6 councillors	Yes	Yes	Largely Successful	Yes	Largely Successful

Levels of evaluation for how the Guiding Principles are met

 ciy ouccession	Partially Successful	NO

Higher Rating

Lower Rating

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Appendix C Survey Results (Phase 1)



What best describes you?

Answered: 80 Skipped: 0



How long have you lived in Port Colborne?

Answered: 73 Skipped: 7





Which ward do you live in?

Answered: 59 Skipped: 21



With Local Councillors representing approximately 5,000 constituents per ward, is a four-ward system with eight Local Councillors (2 per ward) the appropriate number?



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Do you believe that you could be better represented in a smaller ward with only one Councillor elected in that ward?



Do you feel that the workload and/or access to your councillor is evenly divided between your ward's two councillors?





Do the boundaries of the ward you live in capture your community?

Answered: 41 Skipped: 39



Please indicate the ONE guiding principle that should be given the highest priority to ensure effective representation in Port Colborne:





Appendix D Survey Results (Phase 2)



What best describes you?

Answered: 135 Skipped: 0



How long have you lived in Port Colborne?

Answered: 135 Skipped: 0



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Which ward do you live in?

Answered: 135 Skipped: 0



Please indicate the ONE guiding principle that you believe should be given the greatest priority to ensure effective voter representation as we assess the current ward makeup in Port Colborne:





Do you support the election of City councillors in wards or in an at-large system (where all candidates appear on a single City-wide ballot)?



Which of the preliminary options do you prefer?

Answered: 89 Skipped: 46





Subject: East Side Employment Lands Servicing – Phase One Construction and Funding Approval

To: Council

From: Development and Government Relations Department

Report Number: 2025-139

Meeting Date: June 24, 2025

Recommendation:

That Development and Government Relations Department Report 2025-139 be received; and

That the Chief Administrative Officer and Director of Public Works be authorized to execute the required contracts and agreements, with an upset limit of \$4,300,000, for the construction of infrastructure to support the development of Phase One of the East Side Employment Lands; and

That the Chief Administrative Officer and Director of Development and Government Relations continue with Asahi Kasai to establish a water and wastewater purchase agreement to be brought to Council for approval; and

That the Mayor, Chief Administrative Officer and Director of Development and Government Relations impress upon the Province of Ontario that the project infrastructure timelines are in jeopardy absent the funding requests submitted.

Purpose:

The purpose of this report is to request Council's approval to delegate authority to the Chief Administrative Officer (CAO) and Director of Public Works to execute the required contracts and agreements to complete the construction of infrastructure to support the development of the East Side Employment Lands (ESEL) and to provide direction for the CAO and Director of Development and Government Relations to continue working on securing the necessary funding by way of a water and wastewater purchase agreement and grants. This report also provides an update on construction and project funding.

Background:

The ESEL development involves the construction of several kilometers of trunk watermains, wastewater gravity and forcemains, a wastewater pump station, and a tunnel crossing beneath the Welland Canal. This infrastructure provides a second water and wastewater line under the Welland Canal to service the City's east side. In addition to supporting current infrastructure, it will support future residential and industrial growth, including servicing the Asahi Kasei battery separator facility.

The ESEL is located at the north end of Port Colborne, bordered by the Welland Canal, Second and Third Concession Roads, and Highway 140. These lands are un-serviced, permit industrial use, and are part of the Niagara Gateway Economic Zone. The Niagara Region and City of Port Colborne are committed to providing the necessary resources to develop these lands, extend servicing and utilities to the east side of the canal, and enhance existing infrastructure.

The initial project is a coordinated effort between the City and the Niagara Region and consists of water servicing to the Asahi Kasei site by the second quarter of 2026, and wastewater servicing, which includes the completion of tunnel crossing by the third quarter of 2027. The project plan includes funding from the Federal and Provincial governments, development charges and a water and wastewater purchase agreement from Asahi Kasai. The project funding plan as designed is not anticipated to have an impact on current water or wastewater rates. At present the Federal grants have been secured, the Provincial grant is outstanding, and the Asahi Kasai water and wastewater purchase agreement is in development.

The City retained Associated Engineering (AE) to complete the engineering design for the watermain servicing portion of the ESEL, a critical step for the Asahi Kasei development. In November 2024, through report 2024-221, the scope was expanded to complete the detail design for the remaining portions of the development which included a sanitary pump station, wastewater forcemains and gravity system, and roadway upgrades. The Niagara Region also retained AE to complete the engineering design of the Eastside Pumping Station Forcemain and Barrick Road Watermain Extension, which involves tunnelling to cross the canal. The design for the canal crossing is in the final stages and soon to be released for tender to construct with an anticipated start in July 2025.

To meet the timelines for servicing the Asahi Kasei battery separator site, staff developed a phased approach for the full build out of the development to allow for the construction of the watermain and wastewater systems to begin, while engineering design for remaining works continue simultaneously. The engineering design for the first phase of the development has been completed and a contractor has been tentatively selected through a competitive bidding process for construction of the project.
The City's portion of the ESEL development was divided into three phases to allow certain components to proceed to construction while design work for the second and third phases continues in parallel. This phased approach was necessary to meet both immediate and long-term infrastructure needs, supporting the Asahi Kasei battery separator plant and the encompassing ESEL development. Phase one of the ESEL development is critical to support the services needed to bring the Asahi Kasei battery separator plant online. This includes approximately 3,200 meters of trunk watermain, 1,900 of meters of gravity wastewater pipes, and 4,100 meters of wastewater forcemain pipes.

The engineering design of phase one was previously approved by Council and completed in January 2025. Due to the criticality of the project and required timelines, City staff issued a request for supplier qualification to ensure only qualified contractors would be eligible to bid on the project. The prequalification was issued on January 20, 2025, and closed on February 18, 2025. The City received a total of 6 submissions and the top 3 ranked proponents were short-listed to participate in an invitational second stage competitive process. The tender was issued on March 18, 2025, and closed on April 18, 2025. Two of the three qualified contractors submitted bids for the following amount:

- 1. Peters Excavating Inc. \$15.9 million
- 2. Rankin Construction Inc. \$17.9 million

A review and analyses of the bids were completed, and staff recommend proceeding with the low bidder. To secure the bid submission, the City is required to execute the form of agreement prior to the end of the irrevocable period set for July 1, 2025, unless otherwise agreed to by both the City and Peters Excavating.

The total estimated construction cost, including contingency for phase one of the ESEL development is \$19.9. This includes \$4 million spent to date on engineering design for key project components. The contractor is available to begin construction in June 2025 with an estimated completion in second quarter of 2026.

Discussion:

The total cost of the servicing project is anticipated to be approximately \$80 million. As the project moves through design and public procurement stages the project cost will be updated.

Federal and Provincial governments do not have grant programs to service industrial land; however, the City has identified housing benefits from the project identified in this report and/or other housing projects where funding can then be substituted. The most significant being the proposed housing development across from the Vale Health and Wellness Centre.

The federal government recently approved the City's application to the Canada Housing Infrastructure Fund (CHIF) and staff will be coming forward in the near future with a report outlining the projects.

The City has not received any provincial funding for applications submitted to the Housing Enabling Water Systems Fund (HEWSF). Staff have had multiple conversations with Provincial Ministers explaining the urgency. Staff are continuing to work with the Province on securing financial support. This includes Ministerial meetings at provincial-municipal conferences and ongoing outreach with key Ministerial staff.

Project timelines and completion are of paramount importance to Asahi Kasei like they would be for any company building a new plant. They need to be operational by the third quarter of 2027 to meet their contractual obligations to customers. To meet this timeline, construction contracts need to be awarded and executed now so that the servicing work can begin.

Recognizing the Provincial funding component is still outstanding, staff are recommending a measured approach whereby the initial contract for construction be awarded to Peters Excavating through an Early Works agreement with an upset limit of \$4.3 million. This keeps the project moving while limiting our financial risk while the Province considers our grant funding application.

In the interim, staff, Asahi Kasei representatives, and our respective solicitors, will continue to negotiate a water and wastewater purchase agreement to fund the water and wastewater infrastructure at the ESEL site.

Staff also continue to work with our solicitors and our strategic advisory firm to prepare the legal, financial, and governance framework to establish a new Municipal Services Corporation (MSC) as discussed at Council previously.

Asahi Kasei have been great partners throughout this process; they have demonstrated their commitment to finalize a water and wastewater purchase agreement with the City that addresses both their and City risks. This agreement, once negotiated, will come to Council for approval.

The servicing of the City's East Side Employment Lands, and extending these services to the Asahi Kasei site, will continue to attract private sector investment and result in employment growth and economic prosperity for Port Colborne and Niagara communities. However, completing the phases of this project within the desired timelines is uncertain without Provincial funding which is integral to project financing and the City's borrowing limits. City staff will continue to work closely with the Province and will keep Council informed.

Internal Consultations:

The servicing and development of the ESEL have involved collaboration across multiple City divisions including Economic Development, Planning, Building, Financial Services, Public Works, and the Office of the Mayor and CAO. Ongoing coordination among these divisions has been essential to the planning and development of the ESEL projects.

Financial Implications:

Staff are working through the funding model to support the full build out of the development. Federal funding for housing related infrastructure will help to cover a portion of the City's cost of Niagara Region's tunneling project under the canal to bring water and wastewater infrastructure to the east side while also providing borrowing capacity for the industrial servicing. To date, despite several applications and follow-up meetings, the City has not received the requested Provincial funding which is integral to completing the financing plan and keeping the project on track.

To ensure staff meet the committed timelines for the Asahi Kasei battery separator plant, staff are requesting approval for \$4.3 million to be funded from internal reserves which will be reimbursed by the first tranche of project financing which is expected this fall and subject to future Council approval.

To date, through Staff Report 2024-221 approved at the November 26, 2024, Council meeting, the City has allocated a total of \$4.6 million towards engineering design and subject matter expert fees for the development of ESEL. Of the \$4.6 million, a total of \$1.5 million is being funded by the Southwestern Ontario Development Fund (SWODF).

Strategic Plan Alignment:

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

- Environment and Climate Change
- Welcoming, Livable, Healthy Community
- Economic Prosperity
- Increased Housing Options
- Sustainable and Resilient Infrastructure

Conclusion:

The ESEL project will provide the infrastructure needed to support new industry, including the Asahi Kasei battery separator plant, and prepare the City for future residential and industrial growth.

Securing the necessary funding and moving forward with construction is essential to ensuring that Port Colborne remains competitive, attracts new investment, and continues to provide sustainable and resilient infrastructure that aligns with the City's strategic priorities.

Respectfully submitted,

Joe Colasurdo Manager of Strategic Projects 905-228-8135 Joe.Colasurdo@portcolborne.ca

Gary Long Director of Development and Government Relations 905-228-8062 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. The Corporation of the City of Port Colborne

By-law no.

Being a By-Law to Amend By-Law No. 89-2000, as amended, Being a By-Law regulating Traffic and Parking on City Roads (Parking Prohibition Tow Away Locations)

Whereas the Council of The Corporation of the City of Port Colborne (Council) enacted By-law 29-2000, Being a By-Law regulating Traffic and Parking on City Roads Within the City of Port Colborne, on the 25th day of November 2002; and

Whereas By-law No. 7172/114/23 passed by the Council of The Corporation of the City of Port Colborne on November 28, 2023, delegated certain powers and duties under various Acts to certain Municipal Officers and Employees, including the Authority to amend the schedules that regulate stopping prohibition, stop controlled intersections, parking prohibition, limited parking restrictions, parking meter zones, commercial vehicle load permits, loading prohibitions, yield signs, prohibited turns, one-way highways, and speed limits on highways under the jurisdiction of the City of Port Colborne.

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

Column 1	Column 2	Column 3		Column 4
Highway	Side	From	То	Times/Days
Lorraine Road	East & West	Lake End	Approximately 1,780m North to Friendship Trail	May 1 st to October 31 st inclusive
Weaver Road	East & West	Lake End	Approximately 1,800m North to Friendship Trail	May 1 st to October 31 st inclusive
Pinecrest Road	East & West	Lake End	Approximately 1,935m North to Friendship Trail	May 1 st to October 31 st inclusive
Cedar Bay Road	East & West	Lake End	Approximately 1,430m North to Friendship Trail	May 1 st to October 31 st inclusive
Silver Bay Road	East & West	Lake End	Approximately 1,200m North to Friendship Trail	May 1 st to October 31 st inclusive
Wyldewood Road	East	Lake End	Approximately 200m North of Lake End	May 1 st to October 31 st inclusive
Wyldewood Road	East	Approximately 230m North of Lake End	Approximately 265m North of Lake End	May 1 st to October 31 st inclusive
Wyldewood Road	East	Approximately 320m North of Lake End	Approximately 1,125m North to Friendship Trail	May 1 st to October 31 st inclusive
Wyldewood Road	West	Lake End	Approximately 190m North of Lake End	May 1 st to October 31 st inclusive
Wyldewood Road	West		Approximately 1,200m North to Friendship Trail	May 1 st to October 31 st inclusive
Pleasant Beach Road	East	Lake End Page 432 of	Approximately 120m North of Lake End	May 1 st to October 31 st inclusive

1. That Schedule "C2" Parking Prohibitions Tow Away Zone to By-Law 89-2000 as amended, be further amended by adding thereto the following:

Column 4

Column 1 Column 2 Column 2

Pleasant Beach Road	East	Approximately 145m North of	Sherkston Road	May 1 st to October 31 st
		Lake End		inclusive
Pleasant	West	Lake End	Approximately 150m	May 1 st to
Beach Road			North of Lake End	October 31 st inclusive
Pleasant	West	Approximately	Sherkston Road	May 1 st to
Beach Road		185m North of		October 31 st
		Lake End		inclusive
June Road	North &	Cedar Bay	West Limit	May 1 st to
	South	Road		October 31 st
		-		inclusive
Merkel Road		Cedar Bay	West Limit	May 1 st to
	South	Road		October 31 st
Firelane #4	North &	Cedar Bay	West Limit	May 1 st to October 31 st
	South	Road		inclusive
Firelane #7	North &	Cilver Dev		May 1 st to
Firelane #7		Silver Bay	East Limit	October 31 st
	South	Road		inclusive
Firelane #8	North &	Silver Bay	West Limit	May 1 st to
	South	Road		October 31 st
	Coun	Rodd		inclusive
Firelane #9	North &	Silver Bay	East Limit	May 1 st to
	South	Road		October 31 st
				inclusive
Firelane #22	North &	Pleasant	East Limit	May 1 st to
	South	Beach Rd.		October 31 st
				inclusive
Firelane #23	East & West	Firelane #22	North Limit	May 1 st to
				October 31 st
				inclusive

- 2. That the Clerk is authorized to affect any minor modifications, corrections, or omissions, solely of an administrative, numerical, grammatical, semantical, or descriptive nature to this by-law or its schedules after the passage of this bylaw.
- 3. The provisions of this By-law shall take effect on passing, subject to the display of official signs.

Enacted and passed this 24th day of June, 2025.

William C. Steele Mayor

Charlotte Madden City Clerk

The Corporation of the City of Port Colborne

By-law No._____

Being a By-law to Authorize Entering into a Lease Agreement with ADM Agri-Industries Company ("ADM") regarding the scales and weigh station at the Port Colborne Grain Terminal

Whereas at its meeting of June 24, 2025, the Council of The Corporation of the City of Port Colborne (Council) approved the recommendations of Report No. 2025-128, Subject: Lease Agreement – ADM Agri-Industries Company("ADM"); and

Whereas Council is desirous of entering into a Lease Agreement with ADM; and

Whereas the *Municipal Act*, 2001 S.O. 2001, c.25, as amended, confers broad authority on municipalities to enter into such agreements;

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

- 1. That The Corporation of the City of Port Colborne enters into a Lease Agreement with ADM Agri-Industries Company regarding the leasing of the scales and weigh station at the Port Colborne Grain Terminal.
- 2. That the Mayor and the City Clerk be and they are hereby authorized and directed to sign the said agreement, attached hereto as Schedule "A", together with any documents necessary to complete the said agreement, and the City Clerk is hereby authorized to affix the Corporate Seal thereto.

Enacted and passed this 24th day of June, 2025.

William C. Steele Mayor

Charlotte Madden City Clerk

Schedule A

LEASE AGREEMENT

This LEASE AGREEMENT (this "Lease") is made and entered into as of the [____] day of [____], 2025 (the "Effective Date") by and between ADM Agri-Industries Company, ("Lessee"), and The Corporation of the City of Port Colborne ("Lessor"). The parties hereto may be referred to herein, each as a "Party" and collectively, as the "Parties."

RECITALS:

WHEREAS, Lessor holds fee title to certain real property located in Port Colborne, Ontario, Canada, commonly known as 1 King St., Port Colborne, ON, Canada, and as more particularly described on <u>Exhibit A</u> attached hereto (together with any easements, rights-of-way, and other rights and benefits relating or appurtenant to such real property, the "**Property**").

WHEREAS, Lessor desires to lease to Lessee, and Lessee desires to lease from Lessor, a portion of the Property as depicted on Exhibit A-2 (the "Leased Premises") for the purpose of probing and weighing trucks and any other lawful business operation connected thereto (collectively, the "Purpose"), upon the terms and conditions set forth herein.

NOW, THEREFORE, for valuable consideration, the receipt and adequacy of which are hereby acknowledged, Lessor and Lessee agree as follows:

1. Lease Grant.

1.1. <u>Leased Premises.</u> In connection with the foregoing, Lessor hereby leases to Lessee, and Lessee hereby leases from Lessor, the Leased Premises for the Lease Term, for and in consideration of the rents hereinafter reserved, subject to all of the terms and provisions hereinafter provided.

1.2. <u>Truck Turn-Around.</u> In addition to the leasehold rights granted by Lessor to Lessee pursuant to this Section, throughout the Lease Term and in consideration of the terms and conditions of this Lease, Lessor hereby grants to Lessee, and Lessee hereby accepts the right of to utilize the area depicted on Exhibit A-3 for truck turn around with the specific understanding that Lessee shall be responsible for any damages and maintenance of the Property as a result of Lessee's (or any Lessee Party's) use of such turn around.

1.2.1 <u>No Interference; Risk of Loss</u>. Lessee, in the exercise of the rights granted to Lessee hereunder, shall not hinder nor interfere with the business and activities of Lessor on the remainder of the Property or the owners or tenants of proximate land, or the tenants, subtenants and other Lessees in the Property, or damage or interfere with any utilities or other facilities located on such proximate land. Lessee shall avoid any damage or interference with any installations, structures or improvements located upon the Property. Except for Lessor's negligence or willful misconduct, Lessor shall have no responsibility, liability or obligation with respect to any property of Lessee, it being acknowledged and understood by Lessee that the safety

and security of any such property is the sole responsibility and risk of Lessee. Subject to the immediately prior sentence, at its sole cost and expense, Lessee shall make adequate provisions for, and shall have sole responsibility for, the safety and convenience of all persons using, any vehicles located upon the Ingress and Egress Route.

2. <u>Lease Term</u>. The "Initial Term" of this Agreement shall begin on July 1, 2025 and continue for six (6) months thereafter expiring on December 31, 2025 (the "**Lease Term**"). Lessee shall have the option to extend the Lease Term for an additional six months that shall commence on January 1, 2026 and end on June 30, 2026 by giving Lessor at least 30 days written notice prior to the end of the Initial Term.

3. <u>Rent</u>. Commencing on the Effective Date and throughout the entirety of the Lease Term, Lessee shall pay, without any notice, demand, offset or reduction whatsoever, to Lessor, in monthly installments in advance on the first day of each month, the rent ("**Rent**"), which shall consist of the following:

3.1. <u>Base Rent</u>. The Base Rent ("**Base Rent**") which shall be Twelve Thousand (\$12,000.00) for the Lease Term, paid by Lessee in advance on the Effective Date and shall increase by two (2) percent per annum; and

4. <u>Use of Property.</u>

4.1. <u>Permitted Use</u>. Lessee shall occupy and use the Leased Premises solely for purposes of probing and weighing trucks and assisting grain handling operations; *provided* that any such use shall be subject in all respects to the other terms and provisions of this Lease, and subject to any and all legal requirements (collectively, the "**Permitted Use**"). Lessee shall not use the Leased Premises (and shall not permit the Leased Premises to be used) for any use or purpose other than the Permitted Use.

4.2. <u>Permits; Compliance with Legal Requirements</u>. Lessee shall, at its sole cost and expense, procure and continuously maintain any and all licenses and permits required by any applicable laws or regulations for any use made of the Leased Premises. Lessee shall comply with all legal requirements applicable to its use of the Leased Premises and operation of Lessee's business thereupon.

4.3. <u>Quiet Possession</u>. Lessor covenants that Lessee shall have the peaceable and quiet possession of the Leased Premises for the Lease Term in accordance with the terms of this Lease without disturbance by Lessor any Persons claiming by or through Lessor, subject to the terms of this Lease and Persons with preexisting rights of record.

4.4. <u>Lessor's Rights</u>. During the Lease Term, Lessor and its designees and representatives shall have the right to enter upon the Leased Premises, or any part thereof, in any emergency at any time, and, at other reasonable intervals and at reasonable times and upon reasonable advance written notice to Lessee for the purposes of inspecting the Leased Premises, ascertaining the condition of the Leased Premises or whether Lessee is observing and performing its obligations under this Lease, and/or making such repairs and/or replacements as Lessor may perform pursuant to the terms of this Lease, all without hindrance or molestation from Lessee or any Person claiming by, through or under Lessee. Lessor shall (and shall cause its representatives

and designees to) use reasonable efforts to minimize interference with Lessee's use and occupancy of the Leased Premises and activities and/or business operations conducted thereon.

5. <u>Ownership of Personal Property.</u>

5.1. <u>Ownership of Personal Property</u>. All alterations constructed or installed on the Leased Premises in accordance with the terms of this Lease and all of the personal property now or hereafter located on the Leased Premises are, and shall remain, the sole property of Lessee, and Lessor shall have no right, title or interest therein. Upon termination of this Lease or at any prior time, Lessee may, if it desires to do so, be permitted to remove any and all of such equipment.

5.2. <u>Encumbrances; Construction Liens</u>. Without Lessor's prior consent, which may be withheld in Lessor's sole and absolute discretion, Lessee shall not create or permit to be created or to remain, and shall discharge or bond over, any lien, encumbrance or charge which might be or become a lien, encumbrance or charge upon the Leased Premises, the estate, rights and interest of Lessor therein, any part thereof or any income therefrom. Lessee shall keep the Leased Premises free and clear of all vendor's, construction, laborer's or materialman's statutory or other similar lien affecting the Leased Premises or any part thereof resulting from construction done by or on behalf of Lessee.

6. <u>Transfers.</u>

6.1. <u>Transfer of Lessee's Interest</u>.

6.1.1 The Lessee shall not assign this Lease in whole or in part, nor sublet all or any part of the Leased Premises, nor mortgage or encumber this Lease or the Leased Premises or any part thereof, nor grant any licence or franchise in respect thereof, nor suffer or permit the occupation of, or part with or share possession of all or any part of the Leased Premises by any person (all of the foregoing being hereinafter collectively referred to as a "**Transfer**"), without the prior written consent of the Lessor in each instance, which consent may be unreasonably or arbitrarily withheld at the Lessor's sole option and discretion, notwithstanding any statutory provision to the contrary. The consent by the Lessor to any Transfer, if granted, shall not constitute a waiver of the necessity for such consent to any subsequent Transfer. This prohibition against a Transfer is construed so as to include a prohibition against any Transfer by operation of law and no Transfer shall take place by reason of a failure by the Lessor to reply to a request by the Tenant for consent to a Transfer.

6.2. <u>Transfer of Lessor's Interest</u>.

6.2.1 <u>Transfer of Lessor's Interest</u>. Lessor may Transfer all or any part of its interest in the Leased Premises or this Lease to one or more persons without restriction or limitation.

6.2.2 <u>Release of Lessor</u>. The term "**Lessor**," as used in this Lease so far as covenants or obligations on the part of Lessor are concerned, shall be limited to mean and include only the entity Lessor at the time in question of the Leased Premises, and in the event of any transfer or transfers of the fee interest in the Leased Premises, Lessor herein named shall be automatically freed and relieved from and after the date of such transfer of all liability with respect

to the performance of any covenants or obligations on the part of Lessor contained in this Lease thereafter to be performed; *provided, however*, that no Lessor shall be freed or relieved from any of its obligations or liabilities hereunder which first arise or accrue prior to the transfer of such Lessor's interest in the Leased Premises.

7. <u>Indemnity.</u>

7.1. <u>Indemnification</u>. To the fullest extent permitted by law, Lessee shall indemnify, defend and hold harmless Lessor and its mortgagees, affiliates, direct and indirect owners, and their respective officers, directors, partners, shareholders, lenders, principals, managers, members, employees, contractors and agents (each, an "**Indemnified Party**") against any and all losses, damages, expenses and other liabilities, including, without limitation, reasonable legal fees and any third-party claims, which may be imposed upon or incurred by or asserted against any Indemnified Party. by reason of the Lessee's use or occupancy of the Leased Premises. This indemnification shall not apply to losses, damages, expenses and other liabilities to the extent caused by willful misconduct on the part of any Indemnified Party.

7.2. <u>Notice of Claim</u>. Subject to the terms of this Lease and upon obtaining knowledge of a claim for which it is entitled to indemnity under this Section, the Indemnified Party shall, within thirty (30) days of obtaining such knowledge, deliver a notice of such claim ("**Notice of Claim**") to Lessee. The failure to provide (or timely provide) a Notice of Claim will not affect the Indemnified Party's rights to indemnification.

- 8. <u>Insurance.</u>
 - 8.1. <u>By Lessee</u>.

8.1.1 Lessee, at its sole cost and expense, shall obtain and maintain (or cause to be obtained and maintained) at all times during the Lease Term the following coverage:

(a) All-risks, also known as all-perils (including sewer back-up, flood and earthquake) property insurance in an amount equal to the full replacement cost of Property of every description and kind owned by the Lessee or for which the Lessee is legally responsible, and which is located on or about the Leased Premises, including, without limitation, anything in the nature of a leasehold improvement;

(b) The Lessee shall at its expense, obtain and keep in force during the term of the Lease, Commercial General Liability Insurance satisfactory to the Lessor and underwritten by an insurer licensed to conduct business in the Province of Ontario. The policy shall provide coverage for Bodily Injury, Property Damage and Personal Injury and shall include but not be limited to:

(a) A limit of liability of not less than \$5,000,000.00 occurrence with no aggregate limit;

(b) Add the Lessee as an Additional Insured with respect to the operations of the Named Insured (the Lessee);

(c) The policy shall contain a provision for cross-liability and severability of interest in respect of the Named Insured;

(d) Non-owned automobile coverage with a limit approved by the Landlord and shall include contractual non-owned coverage (SEF 96);

- (e) Products and Completed Operations coverage;
- (f) Contractual Liability;
- (g) Hostile fire; and
- (h) The policy shall provide 30 days prior notice of cancellation.
- (i) The policy shall name the Lessee as additional insured.

(c) tenant's legal liability insurance for the actual cash value of the building and structures on/within the Leased Premises, including loss of use thereof;

(d) workers' compensation (including occupational disease) and employer's liability insurance, in an amount equal to the greater of (i) \$[____], or (ii) such amounts as are usually carried by prudent persons of similar financial condition operating similar properties in the same general locality, or as otherwise required by applicable Legal Requirements;

(e) automobile insurance for its fleet to the extent it may relate to operations under this Lease for such policy amounts as may be reasonably approved by the Lessee; and

(f) environmental impairment liability insurance policy covering claims arising out of the Lessee's operations pursuant to this Lease for such policy amounts as may be reasonably approved by the Lessee.

8.1.2 The Lessee's insurance shall be primary coverage and not additional to and shall not seek contribution from any other insurance policies available to the Lessee.

8.1.3 The Lessee shall provide a Certificate of Insurance to the Lessor evidencing coverage in force at least 10 days prior to contract commencement

8.1.4 The foregoing coverage required under this Section shall, in each case, (i) be maintained without gap or lapse in coverage and with insurers authorized to issue insurance in the Province of Ontario, (ii) contain no exclusions, other than standard exclusions specifically disclosed to, and reasonably approved in advance by, Lessor in writing, and (iii) include a waiver of subrogation in favor of the Lessor.

8.1.5 Lessee shall have the right to insure and maintain the insurance coverages set forth in this Section under blanket or umbrella insurance policies provided that such blanket policies (x) provide the amount of insurance allocable to the Leased Premises shall at all times be not less than the amounts set forth above, and that such amounts will not be reduced by

any loss at any other location, and (y) shall comply with the provisions of this Section. All insurance required to be maintained by Lessee hereunder, including primary and umbrella and/or excess insurance, shall be primary and non-contributory as to any other insurance (including primary and umbrella and/or excess insurance) or self-insurance programs afforded to or maintained by Lessor or any other Insured Parties.

8.1.6 Upon failure of Lessee to procure, maintain and place such insurance required pursuant to this Section and pay all premiums and charges therefor, Lessor may (but shall not be obligated to) do so; *provided* that Lessor and Lessee shall each notify the other promptly upon learning of any such failure and provided further that Lessor shall afford Lessee three (3) business days within which to cure any such failure unless such cure period would expose Lessor to any liability, penalty or other burden. If Lessor elects to procure such insurance as aforesaid, Lessee shall pay the amount thereof to Lessor as Additional Rent within ten (10) days after demand therefor.

9. <u>Taxes.</u>

9.1. <u>Taxes Payable</u>. From and after the Effective Date, subject to terms and conditions of this <u>Section 9.1</u>, Lessee shall be solely responsible for and shall pay, as and when due, any and all taxes, general and special assessments, and other similar charges levied upon (a) any personal property and (b) any gross or net receipts of or sales by Lessee. Lessee shall also pay to the appropriate federal, provincial, regional, local or municipal governmental authority, agency or subdivision, before any penalties or fines are assessed, any use and occupancy tax that may be imposed upon Lessee in connection with the Leased Premises. Lessor agrees to exercise commercially reasonable efforts to submit to Lessee a copy of all notices, tax bills and other correspondence Lessor receives from any taxing authorities regarding any taxes Lessee is required to pay hereunder within thirty (30) days after Lessor receives same, and it is a condition to Lessee's obligations to timely make payment or reimbursement of taxes that Lessee is obligated to pay hereunder that Lessee receives the real property tax bill no later than twenty (20) business days prior to the delinquency date for such taxes.

10. Additional Rent.

10.1. Lessee shall pay to Lessor monthly as additional rent: (i) the actual cost of any utility, including without limiting the generality of the foregoing, any electricity and water, based on Lessee's actual usage determined on their pro rata share of such utilities for the property if not submetered; (ii) the cost of any realty taxes attributable to the Leased Premises: (iii) the cost of the Lessor's insurance for the Leased Premises; and (iv) such other items which are owing by the Lessee to the Lessor and may be added to the Rent pursuant to the terms of this Lease (collectively, "Additional Rent")

11. <u>Maintenance and Repair</u>.

11.1. <u>By Lessor</u>. Notwithstanding anything contained herein to the contrary, Lessor shall have no obligation to perform, inspect, incur any costs with respect to, and/or monitor any maintenance and repair, and the making of replacements to the Leased Premises.

11.2. <u>By Lessee</u>. At all times during the Lease Term, Lessee shall, at no cost or expense to Lessor, keep and maintain the Leased Premises in good condition and repair and in a safe and sanitary condition and in compliance with all laws. In no event shall Lessor be required to repair any injury or damage to or to make any repairs or replacements of the Leased Premises. If Lessee fails to make any repairs and/or replacement required of Lessee hereunder within ten (10) days after notice thereof from Lessor, Lessor may (but does not have the obligation to) make such repairs and/or replacement and Lessee shall pay to Lessor as Additional Rent promptly upon receipt of Lessor's statement therefor an amount equal to the sum of (i) all of the costs and expenses incurred by Lessor in effectuating such repair and/or replacement. Lessee shall permit no waste or nuisance upon or damage or injury to the Leased Premises.

12. <u>Alterations</u>

12.1. Lessee may not, without Lessor's prior written consent, make any alterations to the Leased Premises. Any request by Lessee for Lessor's consent to an alteration hereunder shall be accompanied by a copy of the proposed plans and specifications and budget therefor, each of which shall be reasonably detailed and shall be subject to Lessor's approval prior to commencement of the work. Any alteration shall be performed by Lessee, at its sole cost and expense.

12.2. In the event that Lessee commences construction of any alteration, the following requirements shall apply (except to the extent Lessor reasonably determines that, because of the nature or extent of the Alteration, any such requirement is not applicable) and, upon Lessor's written request, Lessee shall deliver to Lessor a certificate from an officer of Lessee certifying that:

12.2.1 Lessee shall give Lessor no less than thirty (30) days' written notice prior to commencing construction of any Alteration;

12.2.2 such construction shall, when completed, be of such a character as not to decrease the value of the Leased Premises as it was immediately before such construction;

12.2.3 all work done in connection with such construction shall be done in a good and workmanlike manner and in compliance with all laws

13. <u>Security</u>. Subject to any applicable laws and in accordance with the terms of <u>this</u> Agreement, Lessee may, at its sole expense, construct and maintain such security systems and security devices on the Leased Premises which Lessee deems appropriate and necessary for the protection of the Leased Premises.

14. <u>Condemnation.</u>

14.1. <u>Substantial Taking</u>. If, at any time during the Lease Term, all or any portion of the Leased Premises is taken by exercise of the power of condemnation, expropriation or similar right (or conveyed by Lessor in lieu of such exercise) (other than for any Temporary Taking), Lessee will have the right to cancel this Lease by written notice to Lessor given within twenty (20) days after the occurrence of such taking. If Lessee does not so elect to cancel this Lease pursuant to this Section, then this Lease shall continue without diminution of any of the obligations of

Lessee hereunder. In the event of any such taking pursuant to this Section, the entirety of any award will be paid to Lessor and Lessee will have no right or claim to any part of such award.

15. <u>Casualty.</u>

15.1. <u>Casualty</u>. If, at any time during the Lease Term, all or any part of the Leased Premises shall be destroyed or damaged in whole or in part by fire or other casualty (including any casualty for which insurance was not obtained or obtainable) of any kind or nature, ordinary or extraordinary or foreseen or unforeseen (each, a "**Casualty**"), Lessee may cancel this Lease as of the date of such Casualty by written notice given to Lessor within sixty (60) days after the occurrence of such Casualty.

15.2. <u>Negligence</u>. If any such Casualty is the result of the gross negligence or willful misconduct of Lessee, there will be no abatement of Base Rent or Additional Rent. Lessee will have no rights to terminate this Lease on account of any damage to the Leased Premises except as set forth in this Lease.

16. <u>Default</u>.

16.1. <u>Events of Default</u>. Each of the following events shall constitute an "**Event** of **Default**":

16.1.1 <u>Failure to Pay</u>. Lessee shall fail to pay within five (5) business days after the date the same is due any Base Rent or any Additional Rent or other amount Lessee may be required to pay hereunder;

16.1.2 <u>Failure to Perform</u>. Lessee shall fail to observe, keep or perform any of the other terms, agreements or conditions set forth in this Lease on Lessee's part to be observed, performed or complied with, and such failure or omission has continued for ten (10) days (or such longer period as may reasonably be required to cure such failure or omission; *provided* that cure has commenced and Lessee is diligently proceeding to complete such cure) after written notice from Lessor;

16.2. <u>Remedies for Event of Default</u>. Upon the occurrence and during the continuation of an Event of Default, Lessor may, at its option, and in addition to and cumulatively of any other rights Lessor may have at law or in equity or under this Lease, (a) cure the Event of Default on Lessee's behalf, in which event Lessee shall pay to Lessor, as Additional Rent, on demand for all sums so paid, expended or incurred by Lessor; (b) terminate this Lease by notice to Lessee and in conformity with procedures required hereby and by Legal Requirements; or (c) enforce, by all proper and legal suits and other means, its rights hereunder, including the collection of sums due hereunder, in which event Lessor shall have all remedies available at law or in equity. In any event, Lessee will pay, in addition to the rentals and other sums agreed to be paid hereunder, reasonable and actual legal fees, costs and expenses in any suit or action instituted by Lessor to enforce the provisions of this Lease or the collection of the rentals due Lessor hereunder, and all costs, expenses and damages incurred by Lessor as a result of the Event of Default.

17. <u>Termination.</u>

17.1. <u>Expiration</u>. Unless earlier terminated pursuant to and in accordance with the terms hereof, this Lease shall continue until the end of the then current Lease Term.

17.2. Surrender and Removal. Upon the termination or expiration of this Lease, Lessee shall vacate and surrender to Lessor the Leased Premises, subject to ordinary wear and tear, and excepting any damage for which Lessee is not responsible. Lessee, on or before the termination or expiration of this Lease, shall remove all of the personal property from the Leased Premises. Upon the expiration of the Lease Term or upon the termination of Lessee's right of possession hereunder, whether by lapse of time or otherwise, any alterations not so removed shall become the property of Lessor unless Lessor notifies Lessee in writing prior to the expiration of the Lease Term or upon termination of the Lessee's right of possession, in which case Lessee shall remove such alterations and repair any damage to the Leased Premises caused by such removal. If Lessee does not remove personal property from the Leased Premises prior to the expiration or earlier termination of the Lease Term, Lessor may, at its sole option: (a) require Lessee to remove the same after the Lease Term; (b) remove the same and deliver the same to any other place of business of Lessee or warehouse the same, and Lessee shall pay the cost of such removal (including the repair of any injury or damage to the Leased Premises resulting from such removal), delivery, and warehousing to Lessor on demand; or (c) treat such Personal Property as having been conveyed to Lessor with this Lease as a bill of sale, without further payment or credit by Lessor or Lessee.

18. <u>Force Majeure</u>. If either Party's performance under this Lease is prevented or delayed, despite such Party's best efforts to perform, by causes beyond such Party's reasonable control, including strikes, riots, fires, floods, lightning, rain, earthquake, extraordinary wind or other weather events, war, invasion, insurrection, civil commotion, unavailability of resources due to national defense priorities, any act of God, binding orders, actions or inactions of any Governmental Authority, Legal Requirements, technological impossibility, changes in law or applicable regulations subsequent to the date hereof or any other similar or dissimilar cause beyond its reasonable control and not attributable to its neglect (each, a "Force Majeure Event"), upon such claiming Party providing notice in reasonable detail to the other Party the requirement of performing such obligation shall be postponed by a period equal to the period of time such Party's performance under this Lease is prevented or delayed by such Force Majeure Event.

19. <u>Representations and Warranties of Lessor and Lessee.</u>

19.1. <u>Representations and Warranties of Lessor</u>. Lessor hereby makes the following representations and warranties to Lessee effective as of the Effective Date:

19.1.1 <u>Formation</u>. Lessor is a municipal corporation duly incorporated, validly existing and in good standing under the laws of the Province of Ontario, has full power and authority to conduct its business as presently conducted and to enter into this Lease and perform all obligations thereunder, and is duly authorized to conduct business in Ontario.

19.1.2 <u>Authority</u>. Lessor has the power and authority to enter into, deliver and perform this Lease.

19.1.3 <u>No Violations or Defaults</u>. Neither the execution and delivery of the Lease by Lessor nor the consummation by Lessor of the transactions contemplated in the Lease, nor compliance by Lessor with the terms and provisions of any one or more of the Lease will: (i) violate or conflict with any provision of the instruments or agreements by which the Lessor is formed and/or governed, (ii) violate or conflict with any laws or any judgment, decree or order of any court applicable to or affecting Lessor, (iii) breach the provisions of, or constitute a default under, any contract, agreement, instrument or obligation encumbering the Leased Premises and/or by which Lessor or any Affiliate of Lessor (or their respective assets) is bound.

19.1.4 <u>Consents and Approvals</u>. Except for consents and approvals already obtained in writing and delivered to Lessee, no consents or approvals of, or filings or registrations with any governmental authority or with any other third party by Lessor are necessary in connection with the execution, delivery and performance of this Lease by Lessor.

19.1.5 <u>Broker</u>. Neither Lessor nor any affiliate of Lessor nor any of their respective officers, directors or employees has employed any broker or finder or incurred any liability for any brokers' fees, commissions or finders' fees as a result of the execution of this Lease.

19.2. <u>Representations and Warranties of Lessee</u>. Lessee hereby makes the following representations and warranties to Lessor effective as of the Effective Date:

19.2.1 <u>Formation</u>. Lessee is a corporation duly formed, validly existing and in good standing under the laws of the Province of Ontario, has full power and authority to conduct its business as presently conducted and to enter into this Lease and perform all obligations thereunder, and is duly authorized to conduct business in Ontario.

19.2.2 <u>Authority</u>. Lessee has the power and authority to enter into, deliver and perform the Lease.

19.2.3 <u>No Violations or Defaults</u>. Neither the execution and delivery of the Lease by Lessor nor the consummation by Lessee of the transactions contemplated in the Lease, nor compliance by Lessee with the terms and provisions of any one or more of the Lease Documents will: (i) violate or conflict with any provision of the instruments or agreements by which the Lessor is formed and/or governed, (ii) violate or conflict with any laws or any judgment, decree or order of any court applicable to or affecting Lessee, (iii) breach the provisions of, or constitute a default under, any contract, agreement, instrument or obligation encumbering the Leased Premises and/or by which Lessee or any Affiliate of Lessee (or their respective assets) is bound.

19.2.4 <u>Consents and Approvals</u>. Except for consents and approvals already obtained in writing and delivered to Lessor, no consents or approvals of, or filings or registrations with any Governmental Authority or with any other third party by Lessee are necessary in connection with the execution, delivery and performance of this Lease by Lessee.

19.2.5 <u>Broker</u>. Neither Lessee nor any affiliate of Lessee nor any of their respective officers, directors or employees has employed any broker or finder or incurred any

liability for any brokers' fees, commissions or finders' fees as a result of the execution of this Lease.

19.3. <u>No Other Representations and Warranties; As-Is, Where-Is</u>. Except for the representations expressly contained in this <u>Section 21</u>, each of the Parties acknowledges and agrees that (i) there are no other representations, statements or warranties, express or implied, have been made by, or on behalf of, the other Party hereto; and the Parties have relied on no such other representations, statements or warranties, (ii) it has undertaken and is relying upon its own due diligence evaluation of the Leased Premises, and (iii) it is entering into this Lease with the understanding and agreement that it is assuming the risk of any adverse conditions or matters relating to the Property and the Leased Premises that might exist or arise in the future.

20. <u>General Provisions</u>.

20.1. <u>Notices: Payments</u>. The address of each Party for all notices required or permitted to be given hereunder shall be as follows, or such other address of which the other Party has received notice:

If to Lessee:

Archer-Daniels-Midland Company 4666 E. Faries Parkway Decatur, IL 62526 Attention: Justin Onken Email: Justin.Onken@adm.com

If to Lessor:

The Corporation of the City of Port Colborne 66 Charlotte Street Port Colborne L3K 3C8 Attention: City Clerk

20.1.1 <u>Delivery</u>. All notices shall be in writing, and may be delivered by any of the following methods, with all delivery charges and/or postage pre-paid: personal delivery (including delivery by private courier services), reputable overnight courier service (i.e., Federal Express, UPS, DHL), United States first class certified mail with return-receipt requested, registered mail from Canada Post, or facsimile transmission with receipt confirmed. Any notice personally delivered shall be deemed to have been validly and effectively given on the date of such delivery, unless such date shall not be a business day, in which case such delivery shall be deemed to have been validly and effectively given on the next succeeding business day. Any notice transmitted by facsimile shall be deemed to have been validly and effectively given on the date on which it is transmitted and receipt is confirmed; *provided* that it is received during normal business hours (i.e., between 9:00 a.m. and 5:00 p.m. local time of the recipient), and otherwise on the next succeeding business day. Any notice sent by reputable overnight courier or by United States first class certified mail or Canada Post registered mail shall be deemed to have been validly and effectively given on the date of the receipt for delivery thereof. 20.1.2 <u>Payments</u>. Payments shall be made to Lessor, at Lessor's election, either (a) by wire transfer to an account designated by Lessor, or (b) by check delivered to Lessor's address as set forth in this Section, or such other address specified by Lessor. Payments to Lessor shall not be deemed made until delivered to Lessor in accordance with the foregoing.

20.2. <u>Approvals and Consents Generally</u>. Whenever in this Lease the approval or consent of either Party is required or contemplated, unless otherwise specified such approval or consent shall in the sole discretion of such Party.

20.3. <u>Amendments</u>. This Lease may not be amended or terminated, in whole or in part, nor may any of the provisions be waived, except by a written instrument executed by the Party against whom enforcement of such amendment, termination or waiver is sought.

20.4. <u>Time is of the Essence</u>. Time is of the essence with respect to the performance of every provision of this Lease.

20.5. <u>Further Documents</u>. Each Party agrees to perform such further acts and execute such further documents as may be necessary or appropriate to carry out the expressed intents and purposes of this Lease.

20.6. <u>Severance Clause</u>. If any term or provision of the Lease, or the application thereof to any Person or circumstance shall, to any extent, be determined by judicial order or decision to be invalid or unenforceable, the remainder of this Lease or the application of such term or provision to persons or circumstances other than those as to which it is held to be invalid or unenforceable shall not be affected thereby, and each term and provision of this Lease shall be valid and shall be enforced to the fullest extent permitted by law.

20.7. <u>Interest on Past-Due Obligations</u>. Except as otherwise expressly provided in this Lease, whenever this Lease requires the payment of interest on any amount due from either Party to the other, such interest shall be at the rate of two percent (2%) per annum plus the prime rate announced from time to time by the Bank of America, or the maximum rate permitted under Legal Requirements, whichever is less, from the date due (the "**Overdue Rate**"). Payment of such interest (in and of itself) shall not excuse or cure any default by Lessee under this Lease.

20.8. <u>Entire Agreement</u>. This Lease contains all agreements of the Parties with respect to the subject matter hereof. No prior agreement or understanding pertaining to any such matter shall be effective. This Lease may be modified only by a writing signed by all Parties.

20.9. <u>Waiver</u>. No waiver by Lessor or Lessee of any provision hereof shall be deemed a waiver of any other provision hereof or of any subsequent breach of the same or any other provision. A Party's consent to or approval of any act shall not be deemed to render unnecessary the obtaining of such Party's consent to or approval of any subsequent act.

20.10. <u>Binding Effect; Successors and Assigns</u>. This Lease shall bind the Parties, their personal representatives, successors and assigns.

20.11. <u>Execution in Counterparts</u>. This Lease may be executed in any number of counterparts, each of which shall be deemed to be an original and all of which shall be deemed to be one and the same instrument. PDF or facsimile counterparts shall be deemed originals.

20.12. <u>Resolution of Drafting Ambiguities</u>. Each Party acknowledges that it was represented by counsel in connection with the preparation, execution and delivery of this Lease and that such Party's counsel reviewed and participated in the revision of this Lease and all exhibits and schedules hereto and that any rule of construction under the laws of Ontario to the effect that ambiguities are to be resolved against the drafting Party shall not be employed in the interpretation of any of the provisions of this Lease.

20.13. <u>Exhibits</u>. All exhibits attached to this Lease are incorporated in this Lease by this reference as though set forth in full in this Lease.

20.14. <u>Captions</u>. The headings to the Sections of this Lease have been inserted solely for convenience of reference and shall not modify, define or limit the express provisions of this Lease.

20.15. <u>No Joint-Venture or Partnership</u>. Nothing contained in this Lease shall be deemed or construed to create or constitute a partnership, joint venture, or other co-ownership by and between the Parties as to the rights, duties and obligations of the Parties hereunder. The respective obligations of each Party shall be construed as separate and independent obligations of each respective Party, and shall not be deemed joint or several.

20.16. <u>Governing Law</u>. This Lease shall be construed and enforced in accordance with and governed by the laws of the Province of Ontario.

20.17. <u>No Consequential Damages</u>. Notwithstanding anything to the contrary in this Lease, no Party shall be liable for any indirect, consequential, punitive, special or exemplary damages.

20.18. Confidentiality. Each of Lessor and Lessee shall keep the terms of this Lease confidential for the benefit of the other Party, and shall not to disclose such terms to anyone, by any manner or means, directly or indirectly, without the prior written consent of the other Party; however, Lessor and Lessee may each disclose the terms and conditions of this Lease to its lawyers, accountants, contractors, employees, affiliates and direct or indirect investors, and existing or prospective financial partners, lenders or purchasers (collectively, such Party's "Representatives"), and/or if required by Law or court order, provided all persons to whom either Party is permitted hereunder to disclose such terms and conditions are advised of the confidential nature of such terms and conditions and agree to maintain the confidentiality thereof (in each case, prior to disclosure). The consent by Lessor or Lessee to any disclosures shall not be deemed to be a waiver on the part of Lessor or Lessee of any prohibition against any future disclosure. Notwithstanding the foregoing, the Lessee understands that the Lessor is a municipal corporation and that: (i) this Lease may require the approval of its Council; and (ii) the Lessor subject to Freedom of Information legislation and may be required to disclose certain confidential information in accordance with the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA). This Section shall survive the termination or expiry of this Agreement.

[Remainder of This Page is Intentionally Left Blank]

IN WITNESS WHEREOF, Lessor and Lessee have executed this Lease as of the Effective Date.

LESSOR:

The Corporation of the City of Port Colborne

By:

Name: Title:

By:___

Name: Title:

We have authority to bind the City.

LESSEE:

ADM Agri-Industries Company, a Canadian corporation

Ву: _____

Name: Title:

I have authority to bind the Corporation.

EXHIBIT A-1 Description of the Property

The Demised Premises are part of PIN 64457-0164 (LT) which PIN is legally described as:

LOT 1 S/S SUGAR LOAF ST, 2 S/S SUGAR LOAF ST, 3 S/S SUGAR LOAF ST, 4 S/S SUGAR LOAF ST, 5 S/S SUGAR LOAF ST, 6 S/S SUGAR LOAF ST, 7 S/S SUGAR LOAF ST, 8 S/S SUGAR LOAF ST, 9 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 1 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 2 S/S SUGAR LOAF ST PLAN 845: WATER LOT IN FRONT OF LOT 3 S/S SUGAR LOAF ST PLAN 845: WATER LOT IN FRONT OF LOT 4 S/S SUGAR LOAF ST PLAN 845: WATER LOT IN FRONT OF LOT 5 S/S SUGAR LOAF ST PLAN 845: WATER LOT IN FRONT OF LOT 6 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 7 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 8 S/S SUGAR LOAF ST PLAN 845; WATER LOT IN FRONT OF LOT 9 S/S SUGAR LOAF ST PLAN 845: PT WATER LT IN FRONT OF LT 10 S/S SUGAR LOAF ST PL 845; PT LT 10 S/S SUGAR LOAF ST PL 845; PT WATER LT IN FRONT OF LT 29 CON 1 HUMBERSTONE: PT LAND UNDER THE WATERS OF LAKE ERIE IN FRONT OF THE TOWNSHIPS OF WAINFLEET, HUMBERSTONE AND BERTIE; PT LT 13 S/S SUGAR LOAF ST PL 987, 988 & 989; PT GRAVEYARD ON LAKESHORE IN REAR OF LOTS 11, 12 AND 13 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF LT 28 CON 1 HUMBERSTONE: PT WATER LT IN FRONT OF STRIP FRONTING LT 1 LAKESHORE, IN REAR OF LT 3 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF STRIP FRONTING LT 2 LAKESHORE, IN REAR OF LT 4 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF STRIP FRONTING LT 3 LAKESHORE, IN REAR OF LT 5 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF LT 4 ON THE LAKESHORE, IN REAR OF LT 6 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF LT 5 ON THE LAKESHORE, IN REAR OF LT 7 S/S SUGAR LOAF ST PL 987, 988 & 989; PT WATER LT IN FRONT OF LT 6 ON THE LAKESHORE, IN REAR OF LT 8 S/S SUGAR LOAF ST PL 987, 988 & 989; PT SAND LT ON LAKESHORE, W OF KING ST IN REAR OF LT 1 & 2 S/S SUGAR LOAF ST PL 987. 988 & 989 AS IN PC14715 & PT 1, 2, 5, 7, 8, 9, 59R7889, PT 2, 3, 4, 5, 6, 59R10446, PT 1, 30R11708, EXCEPT PARTS 1, 2 & 3 PLAN 30R11870 AND PART 2 PLAN 59R17855; CITY OF PORT COLBORNE

EXHIBIT A-2 Depiction of Leased Premises



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EXHIBIT A-3 Depiction of Truck Turn Around



The Corporation of the City of Port Colborne

By-law No. _____

Being a By-law to Authorize Alternative Methods of Voting for the 2026 Municipal Election.

Whereas at its meeting of June 24, 2025, the Council of The Corporation of the City of Port Colborne (Council) approved the recommendations of the Services Department, Report No. 2025-136, Subject: 2026 Municipal Election Voting Methods; and

Whereas Section 42 of the *Municipal Elections Act, S.O. 1996* provides that a municipal council may on or before May 1 in the year of the election, pass a by-law authorizing the use of vote-counting equipment at Municipal Elections, such as vote tabulators, and authorizing the use of alternative voting methods that do not require electors to attend at a voting place in order to vote;

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

- 1. The use of vote tabulators is hereby authorized in respect of the 2026 Municipal Election.
- 2. The use of vote by mail is hereby authorized, at the discretion of the City Clerk, in respect of the 2026 Municipal Election.

Enacted and passed this 24th day of June 2025.

William C. Steele Mayor

Charlotte Madden City Clerk

The Corporation of the City of Port Colborne

By-law No. _____

Being a by-law to Adopt Amendment No. 19 to the Official Plan for the City of Port Colborne

Whereas it is deemed expedient to further amend the Official Plan, heretofore adopted by Council for the City of Port Colborne Planning Area; 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

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

- 1. That Official Plan Amendment No. 19 to the Official Plan for the City of Port Colborne Planning Area, consisting of the attached schedules and explanatory text is hereby adopted.
- 2. That this by-law shall come into force and take effect on the day of passing thereof.

Enacted and passed this 24th day of June 2025.

William C. Steele Mayor

Charlotte Madden City Clerk AMENDMENT NO. 19 TO THE OFFICIAL PLAN FOR THE PORT COLBORNE PLANNING AREA

242 to 246 West Side Road

Date: June 24, 2025

AMENDMENT NO. 19

TO THE

OFFICIAL PLAN

FOR THE

CITY OF PORT COLBORNE

242 to 246 West Side Road

This Amendment to the Official Plan for the City of Port Colborne, which has been adopted by the Council of the Corporation of the City of Port Colborne, is hereby approved in accordance with Sections 17 and 21 of the *Planning Act* R.S.O. 1990, c. P.13, as Amendment No. 19 to the Official Plan for the City of Port Colborne.

Date: June 24, 2025

AMENDMENT NO.19

TO THE

OFFICIAL PLAN

FOR THE

CITY OF PORT COLBORNE

242 to 246 West Side Road

INDEX

The Statement of Components

- Part A The Preamble Purpose Location Basis
- Part B The Amendment Introductory Statement Details of the Amendment Implementation & Interpretation
- Part C The Schedules

PART A - THE PREAMBLE

<u>Purpose</u>

The purpose of Official Plan Amendment No. 19 is to amend Schedule A: City Wide Land Use Plan and create a site-specific policy to facilitate the development of the subject lands, shown on the attached Schedule A, for an 8-storey apartment building.

Location

The lands affected by this amendment are legally described as Lots 36 to 40, Registered Plan No. 826 in the City of Port Colborne, Regional Municipality of Niagara, municipally known as 242-246 West Side Road. A map of the subject properties is attached as Schedule "A" to this Official Plan Amendment No. 19.

<u>Basis</u>

Currently, the subject lands are designated Urban Residential on Schedule A (City-Wide Land Use) and are located within the delineated Urban Area and Built Boundary of the City as per Schedule A1 of the OP.

An application has been made to amend the City of Port Colborne's Official Plan and Zoning By-law for the subject properties to provide for and permit a 112 dwelling unit apartment building. The proposed density is 198 units per hectare. The development provides residential intensification at a location serviced by existing services and infrastructure. It is intended to also approve an Amendment to the City's Zoning By-law 6575/30/18, rezoning of the lands from the existing First Density Residential (R1) Zone, in part abutting Highway 58 / West Side Road and Third Density Residential (R3) Zone to an "R4-XX Site-specific Fourth Density Residential Zone".

The proposal is:

- Consistent with the Provincial Planning Statement (2024) by promoting growth within a settlement area;
- Conforms to the Niagara Official Plan through the promotion of growth in urban areas; and,
- Conforms to the Port Colborne Official Plan by introducing residential uses at an appropriate location, while meeting the City's intensification target and promoting growth within the Built Boundary.

PART B - THE AMENDMENT

All of this part of the document entitled PART "B" – "The Amendment" consisting of the following text and map designated Schedule "A", constitutes Amendment No. 19 to the Official Plan for the City of Port Colborne.

Introductory Statement

This part of the document entitled Details of the Amendment, consisting of the following text and map designated Schedule "A", constitutes Amendment No. 19 to the Official Plan for the City of Port Colborne.

The Official Plan for the Port Colborne Planning Area is hereby amended as follows:

Mapping Changes

1. Schedule A: City Wide Land Use is hereby amended by identifying the subject lands as "LANDS SUBJECT TO SPECIAL POLICY 3.2.5 on Schedule A".

Text Changes

2. New SPECIAL POLICY 3.2.5 to be added:

Notwithstanding Policy 3.2.1 c) of the Official Plan a high-density development may be permitted:

- I. With a maximum density of up to 198 units per net hectare;
- II. With frontage on West Side Road and Franklin Avenue; and,
- III. With ground floor parking and associated residential uses.

Implementation & Interpretation

The implementation and interpretation of this amendment shall be in accordance with the respective policies of the Port Colborne Official Plan and an amendment to the City Zoning By-law to rezone the subject lands.

PART C – THE APPENDICES

The following schedules constitute part of Amendment No. 19 and are included to support the Amendment.

Appendix 1 – Draft Minutes of the Public Meeting Appendix 2 – Development and Government Relations Department Reports 2024-201 and 2025-133

The Corporation of the City of Port Colborne

By-law no. _____

Being a by-law to amend Zoning By-law 6575/30/18, as amended, respecting lands legally described as Lots 36 to 40, Registered Plan 826 and known as 242 to 246 West Side Road, City of Port Colborne, Regional Municipality of Niagara

Whereas By-law 6575/30/18 is a By-law of The Corporation of the City of Port Colborne restricting the use of land and the location and use of buildings and structures; and,

Whereas the Council of The Corporation of the City of Port Colborne desires to amend the said By-law.

Now Therefore, and pursuant to the provisions of Section 34 of the Planning Act, R.S.O. 1990, The Corporation of the City of Port Colborne enacts as follows:

- 1. This amendment shall apply to those lands described on Schedule "A" attached to and forming part of this By-law.
- That the Zoning Map referenced as Schedule "A8" forming part of By-law 6575/30/18, as amended, is hereby further amended by rezoning the subject lands from Residential Third Density (R3) Zone to Residential Fourth Density Zone (R4-89-H) -Holding and from Residential First Density (R1) Zone to Residential Fourth Density Zone (R4-89-H) - Holding.
- 3. That Section 37.2 entitled "List of Special Provisions" of Zoning By-law 6575/30/18, as amended, is hereby further amended by adding the following:

a) Special Provision R4-89-H

- i. Notwithstanding the provisions of Section 8.7 b), e), f) and h) of the Residential Fourth Density Zone (R4), the following Zone Requirements for Apartment Building shall apply:
 - 1. Minimum Lot Area Per Unit: 50 square metres per unit
 - 2. Minimum Corner Side Yard (Franklin Avenue): 6.0 metres
 - 3. Minimum Rear Yard: 3.8 metres
 - 4. Maximum Height: 31 metres (8 storeys)
- ii. Notwithstanding the provisions of Section 3.1.1, 3.2, 3.7 b), 3.10 d) and 3.11.1 a), the following provisions for parking and loading shall apply:
 - 1. Minimum Parking Spaces for an Apartment Building: 116
 - 2. Standard Parking Space Obstructed on Two Sides: 3.0 metres by 5.2 metres
 - 3. Two Accessible Spaces Side by Side: 2.5 metres by 5.2 metres
 - 4. Minimum Width of a Two-way Driveway to a Parking Area: 6.3 m
 - 5. Minimum Loading Space: None required
 - 6. Minimum landscape buffer between a lot line abutting a public road, for a parking area of greater than 100 spaces: 3 metres
 - 7. Minimum landscape buffer between a lot line abutting a residential zone, for a parking area of greater than 100 spaces: 3 metres
- iii. Notwithstanding the provisions of the R4-89 Zone, the use of the property for an apartment building shall not occur until the Holding symbol (H) on the "R4-89-H" zone is removed. Removal of the Holding Symbol (H) may only occur when the following conditions have been met to the satisfaction of the City:

- 1. The owner enters into a Site Plan Agreement with the City that addresses access, pedestrian connections and circulation, noise mitigation, grading, stormwater management, daylighting triangle requirements, road widenings, snow storage, waste management, landscaping, screening of parking, fencing, entrance locations, lighting, easements and other functional design requirements.
- 2. The owner enters into a Site Plan Agreement and/or Development Agreement for the construction of Franklin Avenue through to West Side Road subject to the Ministry of Transportation's review of a Traffic Impact Study, and the provision of required intersection improvements and/or signalization as well as water, wastewater and storm water services within the extended right-of-way, ensuring all are constructed or installed to municipal standards with proper securities in place.
- 4. That this by-law shall come into force and take effect on the day that it is passed by Council, subject to the provisions of the *Planning Act*.
- 5. The City Clerk is hereby authorized and directed to proceed with the giving notice of the passing of this By-law, in accordance with the *Planning Act*.

Enacted and passed this 24th, day of June, 2025.

William C. Steele Mayor

Charlotte Madden City Clerk

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 June 24, 2025

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 June 24, 2025, 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.
- 2. That where no individual by-law has been or is passed with respect to the taking of any action authorized in or with respect to the exercise of any powers by the Council, then this by-law is deemed for all purposes to be the by-law required for such authorization or exercise of any powers.
- 3. 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.
- 4. That the Clerk is authorized to affect any minor modifications, corrections, or omissions, solely of an administrative, numerical, grammatical, semantical, or descriptive nature to this by-law or its schedules after the passage of this by-law.

Enacted and passed this 24th day of May 2025.

William C. Steele Mayor

Charlotte Madden City Clerk