

**City of Port Colborne  
Council Meeting Agenda**

**Date:** Tuesday, January 27, 2026  
**Time:** 6:30 pm  
**Location:** 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. Proclamations**
- 7. Presentations**
  - 7.1 Niagara Regional Chair Greeting**

- 8. 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](http://www.portcolborne.ca/delegation), email [deputyclerk@portcolborne.ca](mailto:deputyclerk@portcolborne.ca) or phone 905-228-8118.

- 9. Mayor's Report**

10. **Regional Councillor's Report**

11. **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.

11.1 Approval of Minutes

a. Regular Council Meeting - December 9 2025	1
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11.2 Receipt of Minutes of Boards & Committees

a. Downtown Business Improvement Area	
a. January 22, 2025	10
b. March 19, 2025	13
c. May 21, 2025	16
d. September 10, 2025	19

b. Port Colborne Public Library Board	
a. December 3, 2025	22

c. Healthcare Advisory Committee	
a. October 29, 2025	26
b. November 24, 2025	29

11.3 Staff Reports

a. 2026 Interim Tax Billing, 2026-09	32
b. Recommendation Report for Site Specific Zoning By-law Amendment- 5088 Highway 140- File D14-06-25, 2026-06	37
c. Recommendation Report for Site Specific Zoning By-law Amendment- 639 Main Street West- File D14-05-25, 2026-08	61

11.4	Receipt of Correspondence Items	
a.	Recognition of the City of Port Colborne as an Age -Friendly Community by the Ontario Government	82
b.	City of Thorold - Assessment Processes and Methodologies of the Municipal Property Assessment Corporation (MPAC)	84
c.	Niagara Region - Waste Management 2026 Operating Budget and Requisition	86
d.	Niagara Region - 2026 Budget - Water and Wastewater Operating Budget, Rate Setting and Requisition	105
e.	Niagara Peninsula Conservation (Bill 68) - NPCA Position on the Regional Consolidation of Ontario's Conservation Authorities - Opposition Received from Various Ontario Municipalities	155
f.	The Honourable Jill Dunlop, Ministry of Emergency Preparedness and Response Subject: Emergency Management Modernization Act Achieves Royal Assent	206
g.	Member of Parliament for Vancouver East, Jenny Kwan - Bill C-233, the No More Loopholes Act	208
h.	Ministry of Municipal Affairs and Housing - Notice of Minister's Order - Appointment of the Niagara Region Chair	217

## **12. Items Requiring Separate Discussion**

12.1	Recommendation Report for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision- Millar's Crossing- Files D09-07-24, D14-11-24 and D12-05-24, 2026-12	220
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## **13. Staff Remarks**

## **14. Councillors' Remarks**

## **15. Motions**

## **16. Notice of Motions**

## **17. By-laws**

17.1	By-law No. 7419/03/26	271
	Being a by-law to exempt the lands known as Plan 283 Part Lot 19 Part Lot 20 NP849 from Part Lot Control provisions of the <i>Planning Act</i>	
17.2	By-law No. 7420/04/26	272
	Being a by-law to provide for an Interim tax levy for the year 2026	
17.3	By-law No. 7421/05/26	274
	Being a by-law to amend Zoning By-law 6575/30/18 respecting Part of lands legally described as Parts 16 & 20 on Lot 19, and Part of the Road Allowance Between Lots 18 and 19, on Concession 5, Geographic Township of Humberstone in the City of Port Colborne, Regional Municipality of Niagara	
17.4	By-law No. 7422/06/26	277
	Being a by-law to amend Zoning By-law 6575/30/18 respecting Part of lands legally described as Part of Lot 32, Concession 2, Geographic Township of Humberstone in the City of Port Colborne, Regional Municipality of Niagara	
17.5	By-law No. 7423/07/26	279
	Being a By-law to Levy the Interim Charges for the Northland Estates Municipal Drain	
17.6	By-law No. 7424/08/26	280
	Being a By-law to Adopt Amendment No. 22 to the Official Plan for the City of Port Colborne	
17.7	By-law No. 7425/09/26	287
	Being a By-law under the provisions of Section 34 of the Planning Act, R.S.O.1990, to amend By-law No. 6575/30/18, the Zoning By-law of the City of Port Colborne, as amended, respecting a 4.97 hectare assembly of lands, consisting of five distinct parcels, four of which do not have assigned municipal addresses, including PIN 641410024, PIN 641410032, and PIN 641410031, the latter being the only one with an assigned address at 1029 Steele Street, Port Colborne, and parts of PIN 641410386 and PIN 641410393, herein referred to as the "subject lands" - "Millar's Crossing".	
18.	<b>Closed Session</b>	

18.1 Approval of Closed Session Minutes

- a. Regular Council Meeting (Closed Session) - November 12, 2025
- b. Regular Council Meeting (Closed Session) - November 25, 2025

18.2 Staff Reports

- a. Confidential Human Resources Employee Negotiations Update  
Confidential Human Resources Employee Negotiations Update pursuant to the *Municipal Act, 2001*, Subsection 239(2)(d) labour relations or employee negotiations.
- b. Office of the Chief Administrative Officer Report 2026-15 - Status Update on Legal Matters  
Status Update on Legal Matters, 2026-15 pursuant to the *Municipal Act, 2001*, subsection 239(2)(b) personal matters about an identifiable individual, including municipal or local board employees, subsection 239(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board and subsection 239(2)(f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose.
- c. CAO 2026 Goals and Development Plan - Report 1, 2026-01 , 2026-01  
CAO 2026 Goals and Development Plan - Report 1 pursuant to the *Municipal Act, 2001*, Subsection 239(2)(b) personal matters about an identifiable individual, including municipal or local board employees.

19. Back to Open Session

20. Procedural Motions

21. Confirmatory By-law

21.1 By-law No. 7426/10/26

295

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

**22. Adjournment**

## **City of Port Colborne**

### **Council Meeting Minutes**

**Date:** **Tuesday, December 9, 2025**  
**Time:** **6:30 pm**  
**Location:** **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  
D. Elliott, Councillor  
T. Hoyle, Councillor  
W. Steele, Mayor (presiding officer)

**Member(s) Absent:** E. Beauregard, Councillor  
F. Danch, Councillor

**Staff Present:** E. Acs, Chief Planner  
B. Boles, Chief Administrative Officer  
J. Beaupre, Deputy Clerk  
G. Bisson, Senior Health Advisor  
G. Long, Director of Development and Government Relations  
C. Madden, City Clerk  
K. Martel, Manager of Planning  
J. Peazel-Graham, Manager of Communications  
S. Shypowskyj, Director of Public Works

#### **1. Call to Order**

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

#### **2. National Anthem**

Geneviève-Renée Bisson, Senior Health Advisor, sang the national anthem.

#### **3. Land Acknowledgement**

Jessica Beaupre, Deputy Clerk, read the 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**

**C-25- 244**

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

That the Council agenda dated December 9, 2025, be confirmed, as circulated.

Carried

**5. Disclosures of Interest**

**5.1 Councillor E. Beauregard - Request for Draft Plan of Subdivision Extension- Rosedale Estates Subdivision, 2025-235**

Eric Beauregard declared an indirect pecuniary interest as his employer is the agent for the owner.

**6. Proclamations**

There were no proclamations.

**7. Presentations**

**7.1 Holiday Choir Performance**

Students from McKay Public School sang holiday carols.

**7.2 Framed Christmas Cards Presentation - Youth Artists from Port Colborne Elementary Schools**

Mayor Steele presented the framed Christmas cards to the youth artists.

**8. Delegations**

There were no delegations.

**9. Mayor's Report**

A copy of the Mayor's report is attached.

## **10. Regional Councillor's Report**

The Regional Councillor gave a report to Council.

## **11. Consent Agenda**

Item 11.4 e was lifted from the consent agenda and considered as item 12.1 under item 12, Items Requiring Separate Discussion.

### **C-25- 245**

Moved by Councillor D. Elliott

Seconded by Councillor M. Bagu

That Council hereby approves the listed consent items on the December 9, 2025, Council agenda; and

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

Carried

#### **11.1 Approval of Minutes**

- a. Regular Council Meeting - November 25, 2025**
- b. Public Meeting - December 2, 2025**

#### **11.2 Receipt of Minutes of Boards & Committees**

- a. Port Colborne Downtown Business Improvement Area - February 21, 2024**
- b. Environmental Advisory Committee - September 10, 2025**
- c. Port Colborne Public Library Board - October 1, 2025**
- d. Port Colborne Museum, Heritage and Culture Board - October 21, 2025**

#### **11.3 Staff Reports**

- a. Code of Conduct for Human Trafficking Prevention in the Niagara Region, 2025-236**
- b. Comprehensive CIP East Waterfront CIPA Tax Increment Grant – 80 Nickel Street, 2025-241**
- c. Request for Draft Plan of Subdivision Extension- Rosedale Estates Subdivision, 2025-235**

- d. **Canada Housing Infrastructure Fund – Contribution Agreement, 2025-240**

**11.4 Receipt of Correspondence Items**

- a. **Niagara Peninsula Conservation - Federal Program Changes - 2 Billion Trees**
- b. **City of Brantford - Professional Activity Day on Municipal Election Day - School Boards**
- c. **Town of Goderich and Town of Parry Sound - Endorsement of Accessible and Effective Alcohol Container Return System in Ontario**
- d. **City of Windsor - Bill 68 and Conservation Authorities Act**

**12. Items Requiring Separate Discussion**

**12.1 City of Welland - Letter to Mayors, A Call to Action: Standing Together for Justice and the Protection of Canada's Children**

**C-25- 246**

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

That Council support the correspondence from the City of Welland: Letter to Mayors, a Call to Action: Standing Together for Justice and the Protection of Canada's Children.

Carried

**13. Staff Remarks**

**Gary Long, Director of Development and Government Relations**, wished everyone a Merry Christmas and a happy holiday, and noted he is looking forward to working with the Mayor and Council in 2026.

**Steve Shypowskyj, Director of Public Works**, wished everyone a Merry Christmas. He also thanked those who attended the water, wastewater and stormwater open house.

**Erik Acs, Chief Planner**, wished everyone a Merry Christmas, and noted that next week Asahi Kasei will be using the new access to their site off of Highway 140.

**Jasmine Peazel-Graham, Manager of Communications**, wished everyone a Merry Christmas.

**Bryan Boles, Chief Administrative Officer**, thanked staff for their efforts this year. He also thanked residents for participating in public engagement opportunities, and he thanked Council for their support during his first year as the Chief Administrative Officer.

**Charlotte Madden, City Clerk**, wished everyone a Happy Holiday Season. She also thanked Council, staff and the community for their dedication, collaboration and hard work throughout 2025, and is looking forward to continuing to work together in 2026.

#### **14. Councillors' Remarks**

**Councillor Aquilina** noted the December council meeting is her favourite council meeting every year. She wished everyone a Merry Christmas and thanked staff for their hard work this year.

**Councillor Bagu** thanked Public Works staff for ensuring the Eagle Marsh Drain bridge project was completed on time. He also wished everyone a Merry Christmas and noted he is looking forward to celebrating the New Year on the afternoon of Dec. 31 at the Vale Health and Wellness Centre.

**Councillor Bruno** inquired to Steve Shypowskyj, Director of Public Works, about closures on Barber Drive. He also thanked Erik Acs, Chief Planner and Bryan Boles, Chief Administrative Officer, for meeting with residents to discuss planning matters. He wished everyone a Merry Christmas and noted 2025 was a busy year, and city staff did exceptional work. Lastly, he thanked Bram Cotton, Economic Development Officer, for his work on report 2025-241.

**Councillor Elliott** thanked Port Colborne Fire and Emergency Services, Public Works and the Building department for assistance over the past few weeks. He encouraged everyone to enjoy their break and noted he has never seen the City this busy. He wished everyone a Merry Christmas.

**Councillor Hoyle** thanked staff for their work. He wished everyone a Merry Christmas and a Happy New Year.

**Councillor Bodner** wished everyone a Merry Christmas and a Happy New year, and he thanked his fellow Councillors for working together. He noted it was great to work with staff during a busy year and is looking forward to the work of Council in the next year.

**15. Motions**

There were no motions.

**16. Notice of Motions**

There were no notices of motions.

**17. Procedural Motions**

There were no procedural motions.

**18. By-laws**

**C-25- 247**

Moved by Councillor T. Hoyle

Seconded by Councillor M. Bagu

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

- By-law No. 7413/104/25
- By-law No. 7414/105/25
- By-law No. 7415/106/25
- By-law No. 7416/107/25

Carried

**18.1 By-law No. 7413/104/25**

**18.2 By-law No. 7414/105/25**

**18.3 By-law No. 7415/106/25**

**18.4 By-law No. 7416/107/25**

**19. Adjournment**

Mayor Steele adjourned the meeting at 7:22 p.m.

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William C. Steele, Mayor

Charlotte Madden, City Clerk

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## **PORT COLBORNE**

### **MAYOR'S REPORT TO COUNCIL TUESDAY, DECEMBER 9, 2025**

#### **HOLIDAY EVENTS RECAP**

Santa is officially in Port Colborne! He arrived Saturday afternoon in true marine fashion; via pilot boat along the Welland Canal. This event was presented by Downtown Port Colborne. Thank you to everyone who came out to join us Saturday night at the Lighted Santa Claus Parade! What an incredible evening of community spirit and holiday cheer!

The winners from Port Colborne's Lighted Santa Claus Parade are:

**Community Group:** EEC Saint Joseph

**Business Category:** W2 Dance Studio

**Musical Category:** Port Colborne High School Concert Band and Drumline

**Honorable Mentions:** Maple Meadows Farm & Event Centre & Sherk Mobile Maintenance

Finally, a big thank you to Peters Excavating Inc. for helping us bring Santa to Port with their incredible reindeer and sleigh!

Sunday December 7 marked Port Colborne Historical & Marine Museum 's 49th Annual Grand Old Christmas Festival. Attendees stepped into the magic of the season at our beautifully decorated heritage village, enjoyed chestnut roasting & warm apple cider by the fire, carollers singing their favourite holiday tunes, horse-drawn carriage rides and much more!

Join us at the Vale Health & Wellness Centre on New Year's Eve for an afternoon of family-friendly fun! Then stick around for a dazzling fireworks show at 6 p.m. outside the Centre.

This FREE event is open to everyone. We kindly encourage attendees to bring donations in support of Port Cares.

 14 Wednesday, December 31, 2025

 2 p.m. to 6 p.m.

#### Event Schedule:

2 to 3:15 p.m. - YMCA Free Family Open Swim (Lane and Leisure Pools Open)

3:45 to 5 p.m. - YMCA Free Family Open Swim (Lane and Leisure Pools Open)

2 to 5:30 p.m. - YMCA Gym Activities and Games - Gym 1 & 2

2 to 5:30 p.m. - Free Community Family Skate presented by Rankin Construction Inc. - Rink 1 & 2

3 to 4 p.m. - YMCA Dance Party with Rumi from KPop Demon Hunters - Gym 1

4 to 5 p.m. - Skate with Spiderman - Rink 1

2 to 5:30 p.m. - New Year's Eve Photobooth presented by the Port Colborne Public Library

2 to 5:30 p.m. - Face Painting and Glitter Tattoos

2 to 5:30 p.m. - Let It Snow - Modelled Magic Snowmen Crafts - Community Resource Room - 1st Floor (Gym)

6 p.m. - Fireworks - Behind Vale Health & Wellness Centre (weather permitting)

#### HOLIDAY DRIVE |

The City of Port Colborne is once again hosting the All Hands on Deck Holiday Drive.

Running until Wednesday, Dec. 17, the initiative will collect new unwrapped toys or books and non-perishable food for Port Cares, new and used clean coats and new mittens for Birchway Niagara, and new and gently used CSA-certified safety boots for Habitat for Humanity Niagara Region.

Drop-off locations include:

- Fire Hall (3 Killaly Street W)
- Engineering and Operations Centre (1 Killaly Street W)

- Vale Health and Wellness Centre (550 Elizabeth Street)
- City Hall (66 Charlotte Street)
- Port Colborne Public Library (310 King Street)

## **PROJECT ZERO MEDIA LAUNCH**

Today, Enbridge Gas Ontario, the Fire Marshal's Public Fire Safety Council and Port Colborne Fire and Emergency Services announced they are working together to improve home safety and bring fire and carbon monoxide-related deaths down to zero. Port Colborne Fire and Emergency Services received 222 combination smoke and carbon monoxide alarms through Safe Community Project Zero – a public education campaign that will provide more than 14,200 alarms to residents in 75 communities across Ontario.

This year, Enbridge Gas invested \$450,000 in Safe Community Project Zero, and over the past 17 years, the program has provided more than 115,000 alarms to Ontario fire departments. When properly installed and maintained, combination smoke and carbon monoxide alarms help provide the early warning to safely escape from a house fire or carbon monoxide exposure. Carbon monoxide is a toxic, odourless gas that is a by-product of incomplete combustion of many types of common fuels. Chief Double reminds us that “having working smoke alarms in every home, on every floor, is the most critical step we can take as a community to save lives in the case of a fire or carbon monoxide exposure.”. Port Colborne residents are invited to visit [forms.portcolborne.ca/Smoke-Alarm-Program](http://forms.portcolborne.ca/Smoke-Alarm-Program) or call 905-835-2900 to learn more about having one of the new alarms installed for free.

## **EMPIRE SANDY HOLIDAY PROMOTION**

Enjoy 15% off Empire Sandy Cruises during Canal Days from now until December 25. More information including the promotional code, can be found on the Canal Days website.

**That concludes my report for this evening.**

**City of Port Colborne**  
**Downtown Business Improvement Area**

**Date:** Wednesday, January 22, 2025  
**Time:** 6:00 pm  
**Location:** BIA Office- Main Training Room, Port Cares Admin Building  
92 Charlotte Street, Port Colborne, L3K 3E1

**Members Present:** R. Poisson  
A. Cognale  
L. Beverly  
H. Hamilton  
Sarah Armstrong  
Sara Nunziato  
Ben Terreberry  
Jenni Darlow

**Staff Present:** D. Elliott, Councillor  
O. Loeffen, Business Community and Events Ambassador  
G. Higginbotham, Tourism Coordinator

**1. Call to Order**

6:04 pm meeting called to order by the Chair.

**2. Adoption of Agenda**

That the agenda dated January 22, 2025, be confirmed, as circulated or as amended.

Moved By Harry Hamilton  
Seconded By Ben Terreberry

Carried

**3. Disclosures of Interest**

None.

**4. Approval of Minutes**

Secretary did not include this detail.

## 5. Staff Updates

### Chair Update: Rosemari Poisson

- Tugboat Santa 150 children along the canal, St. James Hall is booked for this year
- Christmas lights downtown will stay up until mid-February
- Lighthouse, anchors, compasses and sailboats for light posts will be added in the spring
- Construction - City did a great job communicating with businesses affected by construction
- Storm sewer needs to be replaced as it collapsed
- Sidewalk replaced and more accessible
- Budget Discussion Meeting
- Discrepancy with \$750.00 grant from the City of Niagara Falls
- Bank statement \$93,200.44 as of today
- Hire a staff member to apply for a grant that would pay their wage, put forth the application
- Community Grant Application for the Veterans' cross walk across from The Legion

### Councilor Update: Dave Elliott

- City budget passed; water bills changed due to the region, identified where the largest leaks are and will work on those first
- Short term rentals - waiting for by-laws to be written

### BIA Liaison Update: Olga Loeffen

- Sportsfest is coming up Feb.7th-9th, no fee to join
- New bunny for Easter egg Hunt - Peter Rabbit inspired
- Tugboat Bunny 10:00am-4:30pm 10:00am - 4:30pm at YMCA
- Polar Bear Plunge - team building and fundraising goes to special Olympics

- Clarence Street - paving will be done during off hours for as little impact as possible

**6. Order of Business**

None.

**7. New Business**

**8. Adjournment**

The Chair adjourned the meeting at approximately 7:40pm.

**City of Port Colborne**  
**Downtown Business Improvement Area**

**Date:** **Wednesday, March 19, 2025**  
**Time:** **6:00 pm**  
**Location:** **BIA Office- Main Training Room, Port Cares Admin Building**  
**92 Charlotte Street, Port Colborne, L3K 3E1**

**Members Present:** R. Poisson  
L. Beverly  
Sarah Armstrong  
Sara Nunziato  
Ben Terreberry

**Member(s) Absent:** A. Cognale  
H. Hamilton  
Jenni Darlow

**Staff Present:** D. Elliott, Councillor  
O. Loeffen, Business Community and Events Ambassador  
G. Higginbotham, Tourism Coordinator

**1. Call to Order**

The Chair called the meeting to order at 6:06pm.

**2. Adoption of Agenda**

That the agenda dated March 19, 2025, be confirmed, as circulated or as amended.

Moved By Ben Terreberry  
Seconded By Larry Beverly

Carried

**3. Disclosures of Interest**

None.

**4. Approval of Minutes**

That the minutes from the previous meeting dated February 21, 2025, be approved.

Moved By Larry Beverly  
Seconded By Ben Terreberry

## 5. Staff Updates

### **Chair Update: Rosemari Poisson**

- Letter for radio ad, 6 weeks filled so far - \$250 per ad
- EB Chargers are in a lease agreement with The City multiple spots throughout the city
- Cruise Ships are starting up on April 3rd, docking on East Side; printed and digital ads available for local businesses
- West Street – construction started on March 11th, one block at a time hoping to be done by the end of May/June- a block a week for timeline
- Market registration has started, farmers take priority, Easter Market Thursday before Good Friday
- Bank Balance \$99,000.00

### **BIA Liaison Update: Olga Loeffen**

- Top Hat Ceremony March 22nd @ 8AM
- Grand Opening March 21st West Street Studio from 2pm-4pm
- 20th Anniversary March 29th Glam Girl from 12pm-2pm
- Hydro Update has begun approx. a week per block, end of May-Beginning of June to end
- West Street Pergola Update: has hardware for sun shades, will have hydro lower and upper, 20x40, end of April
- Clarence & King Street portion of the hydro installation, relining the water main anticipated to happen end of April beginning of May sidewalks then road to follow

### **Councilor Update: Dave Elliott**

- Clarence Street storm sewer only a week over timeline, lining of the water main throughout The City,  
cutting edge technology, satellite imaging will show where leaks are in Port  
Colborne next 3-5 years  
noticeable change in water loss
- City Council meeting on March 25th with results of Healthcare Survey
- Mayor Bill Steele lost provincial election

## **6. Discussion and Finalizing Events for 2025**

- Mother's Day May 11th Food donation(non-expired) or purchase gives you a ballot
- Father's Day June 15th Food donation(non-expired) or purchase gives you a ballot
- Canada Day July 1
- Canal Days August 1-4
- Harvest Festival October 4th 11am-3pm
- Witches Walk October 30th
- Fa la la Ladies night – November 20th 5pm-8pm Monica from 270 West
- Tugboat Santa December 6 - 1pm
- Art Crawl revival potentially Chris Summerhayes will be part of the conversation

## **7. Order of Business**

None to report.

## **8. New Business**

None to report.

## **9. Adjournment**

The Chair adjourned the meeting at approximately 8:00pm.

**City of Port Colborne**  
**Downtown Business Improvement Area**

**Date:** **Wednesday, May 21, 2025**  
**Time:** **6:00 pm**  
**Location:** **BIA Office- Main Training Room, Port Cares Admin Building**  
**92 Charlotte Street, Port Colborne, L3K 3E1**

**Members Present:** R. Poisson  
L. Beverly  
Sara Nunziato  
Ben Terreberry  
Jenni Darlow

**Member(s) Absent:** A. Cognale  
H. Hamilton  
Sarah Armstrong

**Staff Present:** D. Elliott, Councillor  
G. Higginbotham, Tourism Coordinator

**1. Call to Order**

The Chair called the meeting to order at approximately 6:07 pm

**2. Adoption of Agenda**

That the Downtown BIA Agenda, dated May 21, 2025, be approved as circulated.

Moved By Larry Beverly  
Seconded By Ben Terreberry

Carried

**3. Disclosures of Interest**

None to report.

**4. Approval of Minutes**

That the minutes from the previous meeting dated March 19, 2025, be approved.

Moved By Larry Beverly  
Seconded By Ben Terreberry

Carried

## 5. Staff Updates

### Chair Update – Rosemari Poisson

- Mother's Day Promo - more ballots than last year and Candy Safari missed on the participation list
- BIA received close to 600\$ in local goods for each basket
- Father's Day Promo - will be the same, Portside Petals will have the prizes at their location, Ben will pick up from shops if necessary
- Radio Advertising – sold out last year in one week, 4 weeks still available this year
- Market Update – Opened May 2, 2025, and runs until October 1, 2025
- Niagara Regional Health Department has extended new policies for vendors this year
- Ridgeway Lavendar closed, New Port Colborne businesses Hey Babe, Wellness on West had its Grand Opening, Sprout Plant Bar, Grills Cheese, Hair We Go has sold their building and Port Thrift has purchased the building
- West St. construction is delayed due to conduits located beneath the surface pavement
- West St. will be closed for 3 days next week for pergola construction
- Hydro construction should be complete by June, and waterfront construction should be complete in July
- Cruise Nights moved to H.H. Knoll from Clarence Street due to construction

### Councillor Elliott's Update

- Construction on schedule

- Monday, Tuesday, Wednesday next week for the footings for pergola, parking stalls on West Street will be closed during these 3 days.
- A lot of surveys have been put out for public opinions, water boundary and council composition, chicken survey, health care, childcare, short term rentals,
- By-law (licensing fee, # of people, out of town owners will need a local contact person who manages the rental, etc.) purposed for short term rentals, Sherkston Shores will be impacted
- Open House regarding short term rentals Wednesday June 4th 2:00pm, Thursday June 5th 3:00pm
- ADU are allowed on your property if it does not exceed the square footage of your property
- Clarence Street will be complete June 11th per contractor schedule, then Rankin will be back to fix the road
- West Street, poles to be installed in 2 weeks, pavement expected end of June, first week of July
- 50th Anniversary of The Port Colborne Museum and Archives, beautiful space that we are lucky to have.
- The positions on the Health Care Committee have been filled, outstanding response

Moved By Sara Nunziato  
 Seconded By Larry Beverly

Vice Chair Anna Marie has resigned, the BIA needs a third person who can sign the cheques, we can nominate or self-nominate a board member, Ben Terreberry has been nominated to take the position of Vice Chair.

Carried

## 6. **New Business**

None.

## 7. **Adjournment**

The Chair adjourned the meeting.

**City of Port Colborne**  
**Downtown Business Improvement Area**

**Date:** Wednesday, September 10, 2025  
**Time:** 6:00 pm  
**Location:** BIA Office- Main Training Room, Port Cares Admin Building  
92 Charlotte Street, Port Colborne, L3K 3E1

**Members Present:** R. Poisson  
H. Hamilton  
Sara Nunziato  
Ben Terreberry  
Jenni Darlow

**Member(s) Absent:** L. Beverly  
Sarah Armstrong

**Staff Present:** D.Elliott, Councillor

**1. Call to Order**

6:04 pm meeting called to order by the Chair

**2. Adoption of Agenda**

Motion to approve agenda first Harry seconded by Ben.

**3. Disclosures of Interest**

None.

**4. Approval of Minutes**

Motion to approve meeting minutes from June, Harry seconded by Ben.

**5. Staff Updates**

**5.1 Chair Update**

Approval of Audit by Accountant: Voted on and approved by the board via email; on Wednesday July 5th, 2025, the board approved the financial audit from Grant Thornton and submitted to the City of Port Colborne.

- a. Truth and Reconciliation Bench Purchase**
  - Indigenous Commemorative Truth & Reconciliation Bench to be installed through the City seeking a good spot for it
  - Michelle from Lakehouse Decor suggested it be facing East
- b. 14th Annual Downtown Harvest Festival**
  - 14th Annual Harvest Festival Saturday October 4th 11:00am-3:00pm
  - Pony rides, antique fire truck, YMCA will have a kids zone at King George Park, Horse & Buggy, Top Shot Interactive hockey skills game at Mariners Park Junior B Port Colborne Sailors will be running the games, photo op at Market shed, Guild Hall craft sale, Heartland Forest is getting back about the train ride, Indigenous community may do a ceremony, charity and donations could be a positive aspect of the event, operatic society will perform
- c. Signage at Cruise Ship Docks**
  - Cruise Ship Dock Signage, put a sign up where the cruise ship docks 24"x36", directional signage with a post to direct cruisers downtown

## **5.2 Councilor Update**

N/A

## **5.3 Business Community & Events Ambassador Update**

- Last community concert update - Taylor Swift Tribute with The Optimist Club, Lions, Hospital Coalition & Port Cares attending
- Lighted Santa Claus Parade application are live, no fee to participate, please include it in the BIA newsletter to go out to the businesses

## **6. Order of Business**

## **7. New Business**

- H. Hamilton Update – the Legion worked with the city and will be putting in a Veterans cross walks from the Legion to King George Park to Bella and Blooms flower shop and the legion to Shoppers Drug Mart

-the Legion is celebrating 100 years (next year) open in Port Colborne with lots of events, red and white hatch parks with black letters lest we forget and a red ribbon with a kneeling soldier

**8. Adjournment**

Motion to adjourn by Chair at 7:07pm



## Port Colborne Public Library Board Meeting Minutes

<b>Date:</b>	<b>Wednesday, December 3, 2025</b>
<b>Time:</b>	<b>6:00 pm</b>
<b>Location:</b>	<b>Library Auditorium, Port Colborne Public Library 310 King St, Port Colborne</b>
<b>Members Present:</b>	M. Bagu, Councillor H. Cooper B. Ingram, Chair C. MacMillan B. Beck M. Booth E. Tanini
<b>Member(s) Absent:</b>	A. Desmarais, Vice Chair A. Smits
<b>Staff Present:</b>	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 approximately 6:15 PM.

### **2. Land Acknowledgement**

The Chair recited the Land Acknowledgement.

### **3. Disclosures of Interest**

There were no disclosures of interest.

### **4. Adoption of Agenda**

Correspondence Item 7.5 a. Joint Statement from NFPL and SCPL was lifted from the Consent Items and moved to Discussion Item 8.3.

Moved by C. MacMillan

Seconded by M. Booth

That the agenda dated December 3, 2025, be confirmed as amended.

Carried

**5. Approval of Minutes**

Moved by Councillor M. Bagu  
Seconded by H. Cooper

That the Minutes dated October 1, 2025, be confirmed, as circulated.

Carried

**6. Presentations**

**6.1 Touch-a-Truck Book - Verbal Update (R. Tkachuk)**

The CEO presented a verbal update on the Touch-a-Truck Book project.

**7. Consent Items**

Moved by E. Tanini  
Seconded by C. MacMillan

That the Board approves Consent Items 7.1 to 7.4, as presented

Carried

**7.1 Staff Reports**

- a. **CEO's Report - October/November 2025**
- b. **Librarian Report - September 2025**
- c. **Summer Report 2025**
- d. **2026 Program Plan**

**7.2 Circulation Reports**

- a. **Circulation Report, September 2025**
  - a. **Circulation Snapshot, September 2025**
- b. **Circulation Report, October 2025**
  - a. **Circulation Snapshot, October 2025**
- c. **3rd Quarter Circulation Report**

**a. Circulation Snapshot, 3rd Quarter**

**7.3 Financial Reports**

- a. 2025 Operating Budget (as of October 31, 2025)**
- b. 2025 Operating Budget (as of November 28, 2025)**

**7.4 Media Items**

- a. Dreams Became a Reality at the Library: Seven Community Winners Announced**
- b. Off-the-Shelf Newsletter, November/December 2025**

**8. Discussion Items**

**8.1 2023/2024 Impact of Technology Services in Ontario Libraries**

The CEO presented the 2023/2024 Impact of Technology Services in Ontario Libraries report from Library Impact Ontario.

**8.2 Reciprocal Borrowing Agreement - Verbal Update (R. Tkachuk)**

The CEO provided an update to the Reciprocal Borrowing Agreement established with the Niagara Falls Public Library Board.

**8.3 Joint Statement from NFPL and SCPL**

The CEO provided an update on the joint statement from Niagara Falls Public Library and St. Catharines Public Library.

**9. Confidential Items**

Moved by H. Cooper

Seconded by C. MacMillan

That the Board do now proceed into closed sessions in order to address the following matters at approximately 6:45 PM.

Carried

**9.1 Confidential Human Resources Matter**

Moved by E. Tanini

Seconded by M. Booth

That the Board do now rise from closed session at approximately 7:00 PM.

Carried

**10. Roundtable**

Trustee Booth wished everyone a good holiday and stated how proud she is of library staff.

The Chair wished everyone happy holidays.

**11. Next Meeting Date and Adjournment**

The next meeting will be held Wednesday, January 7, 2026, at 6 PM in the Library Auditorium.

The Chair adjourned the meeting at 7:02 PM.

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Bryan Ingram, Chair

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Rachel Tkachuk, Chief Executive Officer (Board Secretary-Treasurer)

**City of Port Colborne**  
**Healthcare Advisory Committee Meeting Minutes**

**Date:** **Wednesday, October 29, 2025**  
**Time:** **3:00 pm**  
**Location:** **Committee Room 3-City Hall**  
**66 Charlotte Street, Port Colborne, Ontario, L3K 3C8**

**Members Present:** C. Tamas  
M. Lallouet  
T. Triano  
P. McGarry  
R. Bodner, Councillor (non-voting)  
M. Aquilina, Councillor (non-voting) (entered at 3:20 p.m.)  
W. Steele, Mayor (non-voting)

**Member(s) Absent:** S. McDowell

**Staff Present:** J. Beaupre, Deputy Clerk  
G. Bisson, Senior Community Engagement Officer

**Others Present:** R. Bulmer - Assistant to the Mayor and Council, City of Orillia  
A. White – RN (School Health Division), Niagara Health

**1. Call to Order**

Dr. McGarry, Vice Chair, called the meeting to order at 3 p.m.

**2. Adoption of the Agenda**

Moved By M. Lallouet  
Seconded By T. Triano

That the Healthcare Advisory Committee Agenda, dated October 29, 2025, be approved.

Carried

### **3. Disclosures of Interest**

There were no disclosures of interest.

### **4. Approval of Minutes**

#### **4.1 Healthcare Advisory Committee - October 15, 2025**

Moved By M. Lallouet  
Seconded By C. Tamas

That the Healthcare Advisory Committee minutes dated October 15, 2025, be approved.

Carried

### **5. Presentations**

#### **5.1 Rory Bulmer, Assistant to Mayor and Council, City of Orillia**

Rory Bulmer, Assistant to the Mayor and Council from the City of Orillia presented to the Committee on the Orillia case study.

#### **5.2 Austin White, RN, Public Health Nurse - School Health Division, Niagara Region Public Health**

Austin White, RN from Niagara Region Public Health in the School Health Division presented to the Committee on health challenges youth are facing.

### **6. New Business**

Geneviève-Renée Bisson, Senior Community Engagement Advisor, inquired to the committee if there were any other speakers they would like to invite to speak at the committee. The committee members discussed hearing more about mental health and addictions in the community, home care, and the indigenous community; they also discussed the meeting schedule. The committee members also inquired about the possibility of collaborating with NHT and the possibility of a wound care clinic.

Geneviève-Renée also informed the committee that a consultant for healthcare has been found to provide an update from the previous report, and a regulatory lawyer has also been found to conduct research. Lastly, she noted the Port Colborne Healthcare Coalition is having town hall on November 6, 2025, at 6:30 p.m.; the Mayor, the Chief Administrative Officer, and the Regional Councillor will be in attendance.

Moved By M. Lallouet  
Seconded By C. Tamas

That the November 10, 2025, Healthcare Advisory Committee be cancelled.

Carried

Moved By T. Triano  
Seconded By M. Lallouet

That the November 26, 2025, meeting at 3 p.m. be rescheduled to November 24, 2025, at 6 p.m.

Carried

**7. Adjournment**

The Vice Chair adjourned the meeting at 4:24 p.m.

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Dr. Philip McGarry, Vice-Chair

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Jessica Beaupre, Deputy Clerk

**City of Port Colborne**  
**Healthcare Advisory Committee Meeting Minutes**

**Date:** **Monday, November 24, 2025**  
**Time:** **6:00 pm**  
**Location:** **Council Chambers, 3rd Floor, City Hall**  
**66 Charlotte Street, Port Colborne**

**Members Present:** C. Tamas  
T. Triano  
P. McGarry  
M. Aquilina, Councillor (non-voting)  
R. Bodner, Councillor (non-voting)  
W. Steele, Mayor (non-voting)

**Member(s) Absent:** M. Lallouet  
S. McDowell

**Staff Present:** J. Peazel-Graham, Manager of Communications  
G. Bisson,  
B. Boles, Chief Administrative Officer

**Others Present:** B. Mosely, ESRI Canada  
S. Watts, ESRI Canada

**1. Call to Order**

Dr. McGarry, Vice Chair, called the meeting to order at 6:06 p.m.

**2. Adoption of the Agenda**

Moved By C. Tamas  
Seconded By T. Triano

That the Healthcare Advisory Committee Agenda, dated November 24, 2025, be approved.

Carried

**3. Disclosures of Interest**

There were no disclosures of interest.

**4. Approval of the Minutes**

There were no minutes.

**5. Presentations**

**5.1 Brian Mosley - ESRI Canada**

Brian Mosley and Dr. Sandy Watts from ESRI Canada presented to the Committee.

Moved By T. Triano

Seconded By C. Tamas

That the Healthcare Advisory Committee recommend staff speak with ESRI Canada and the Niagara Ontario Health Team to collect healthcare related data needed to create the dataset for a Port Colborne specific GIS mapping project that will identify patient attachment rates, access to services and other healthcare priorities.

Carried

**6. Information Package 7**

There were no questions on information package 7.

**7. New Business**

**7.1 New Meeting Dates and Times**

The next meeting will be held on Monday, December 15, 2025, at 6 p.m. The first meeting in the new year will be held on Monday, January 26, 2026 at 6 p.m. The dates for the February and March meetings will be set after checking the availability of members.

**7.2 Staff Update**

There were no staff updates.

**8. Adjournment**

The Vice Chair adjourned the meeting at 7:28 p.m.

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Dr. Philip McGarry, Vice Chair

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Geneviève-Renée Bisson, Senior  
Health Advisor



**PORT COLBORNE**

**Subject: 2026 Interim Tax Billing**

**To: Council**

**From: Financial Services Department**

Report Number: 2026-09

Meeting Date: January 27, 2026

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**Recommendation:**

That Financial Services Department Report 2026-09 be received; and

That the by-law to authorize the 2026 interim levy of taxes for all property tax classes, from the last revised assessment roll, before the adoption of the estimates for the year and final levy rates are established, be brought forward for approval.

---

**Purpose:**

The purpose of this report is to recommend that Council adopt an Interim Levy By-law to issue an interim tax bill in accordance with Section 317(1) of the *Municipal Act*, S.O. 2001, as amended, for the purpose of providing cash flow to meet expenditures prior to the adoption of the budget estimates and until final tax rates are provided.

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**Background:**

The levy of interim taxes is legislated under the *Municipal Act*, S.O., 2001. Council has passed an Interim Levy By-law every year at 50% of the prior year's taxes on each property.

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**Discussion:**

When the 2025 Assessment Roll for the 2026 taxation year is received, Financial Services staff will verify and balance this Roll in preparation of a Collector's Roll for this billing. Each tax account is updated using the new Assessment Roll.

The interim tax bill will be calculated for all property tax classes in accordance with Section 317(3) of the *Municipal Act*, S.O. 2001, as amended. The interim levy calculation cannot exceed 50% of the 2025 final levy, as adjusted.

The interim tax bill for all property tax classes will be mailed by February 6, 2026, with due dates of February 27 and April 30, 2026. These due dates are determined based on the last working day of the respective month. The due dates are within the twenty-one (21) days of the mailing date, in accordance with Section 343(1) of the *Municipal Act*.

In 2026, staff are suggesting Council consider July 24 and September 28, 2026, as the due dates for the final tax bill. The dates proposed are similar to 2025.

The final tax due dates will be finalized when the 2026 municipal tax rates are set following the Niagara Region completing their budget process and tax policy work, including finalizing property tax ratios.

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### **Internal Consultations:**

Internally, the timing of cash flows to meet expenditure requirements has been discussed through the development of the 2026 Capital and Related Project Budget and Levy Budget.

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### **Financial Implications:**

If Council adopts the proposed Interim Levy By-law (as in prior years) to issue an interim tax bill in accordance with Section 317(1) of the *Municipal Act*, S.O. 2001, as amended, for the purpose of providing cash flow to meet expenditures requirements there are no financial implications.

Alternatively, should Council not pass the proposed Interim Levy By-law, the municipality will incur increased borrowing costs and will require a larger temporary borrowing limit as property taxpayers would only be issued one final tax bill later in the year.

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### **Public Engagement:**

This report serves to provide public notification.

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## **Strategic Plan Alignment:**

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

- Environment and Climate Change
- Welcoming, Livable, Healthy Community
- Economic Prosperity
- Increased Housing Options
- Sustainable and Resilient Infrastructure

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## **Conclusion:**

Staff recommend Council approve the proposed interim tax billing outlined in this report.

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## **Appendices:**

- a. Draft 2026 Interim Tax Levy By-law

Respectfully submitted,

Adam Pigeau, CPA, CA  
Chief Financial Officer/Treasurer  
905-228-8019  
[adam.pigeau@portcolborne.ca](mailto:adam.pigeau@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 provide for an Interim tax levy for the year 2026

Whereas Section 317 of the *Municipal Act*, S.O. 2001, c.25, as amended, provides that the Council of a local municipality, before the adoption of the estimates for the year under Section 290, may pass a by-law levying amounts on the assessment of property in the local municipality rateable for local municipal purposes; and

Whereas the Council of this municipality deems it appropriate to provide for such interim levy on the assessment of property in this municipality.

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

In this by-law, the following words shall be defined as:

"Minister" shall mean the Minister of Finance

"MPAC" shall mean the Municipal Property Assessment Corporation

1. The amounts levied shall be as follows:

1.1 For the Residential, Pipeline, Farm, Farmland Awaiting Development, Railway Right-of-Way, and Managed Forest property classes, there shall be imposed and collected an interim levy of:

- a) the percentage prescribed by the Minister under Section 317(10) of the *Municipal Act*; or;
- b) 50%, if no percentage is prescribed, of the total annualized taxes for municipal and school purposes levied on property in the year 2025.

1.2 For the Multi-Residential, New Multi-Residential, Commercial, Parking Lot, Shopping Centre, Industrial and Large Industrial property classes, there shall be imposed and collected an interim levy of:

- a) the percentage prescribed by the Minister under Section 317(10) of the *Municipal Act*; or,
- b) 50%, if no percentage is described, of the total annualized taxes for municipal and school purposes levied on property in the year 2025.

The amounts shall be levied on the assessment according to the Assessment Roll, as returned by MPAC.

2. For the purposes of calculating the total amount of taxes for the year 2025 under paragraph 1, if any taxes for municipal and school purposes were levied on a property for only part of 2025 because assessment was added to the Collector's Roll during 2025, an amount shall be added equal to the additional taxes that would have been levied on the property if taxes for municipal and school purposes had been levied for the entire year.
3. The provisions of this by-law apply in the event that assessment is added for the year 2026 to the Collector's Roll after the date this by-law is passed and an interim levy shall be imposed and collected.

4. All taxes levied and collected under this by-law shall be payable to the Office of the Treasurer, or any financial institution within the City of Port Colborne. Payment must be received at City Hall on or before the due dates in accordance with the provisions of this by-law.
5. The interim tax levy imposed by this by-law shall have a date of demand being February 6<sup>th</sup>, 2026 and shall be paid in two instalments due on the following dates:
  - 5.1 One-half thereof on the **27th day of February of 2026**;
  - 5.2 One-half thereof on the **30th day of April of 2026**;Non-payment of the amount on the dates stated above shall constitute default and any subsequent instalments shall forthwith become payable.  
Properties registered for the preauthorized monthly payment program will have their taxes payable in automatic instalments at the first of the month beginning January 2, 2026 or the beginning of the month following enrolment.
6. The Treasurer may mail or cause to be mailed a notice specifying the amount of taxes payable and due dates for payment to the address of the residence or place of business of each person taxed under this by-law, unless the taxpayer directs the Treasurer, in writing, to send the bill to another address, in which case it shall be sent to that address. This direction will continue until revoked by the taxpayer in writing.
7. The notice to be mailed under this by-law shall contain the particulars provided for in this by-law and the information required to be on the tax bill under Section 343 of the *Municipal Act*.
8. The final levy for the year 2026 to be made under the *Municipal Act* shall be reduced by the amount to be raised by the levy imposed by this by-law.
9. The provisions of s. 317 of the *Municipal Act*, as amended, apply to this by-law with necessary modifications.
10. The Treasurer shall be authorized to accept part payment from time to time on account of any taxes due, and to give a receipt of such part payment, provided that acceptance of any such part payment shall not affect the collection of any percentage charge imposed and collectable in respect of non-payment or late payment of any taxes or any instalment of taxes.
11. Nothing in this by-law shall prevent the Treasurer from proceeding at any time with the collection of any tax, or any part thereof, in accordance with the provisions of the statutes and by-laws governing the collection of taxes.
12. In the event of any conflict between the provisions of this by-law and any other by-law, the provisions of this by-law shall prevail.
13. This by-law shall come into force and take effect on the day of the final passing thereof.

Enacted and passed this 27th day of January 2026.

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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk



**Subject: Recommendation Report for Site Specific Zoning By-law Amendment- 5088 Highway 140- File D14-06-25**

**To: Council**

**From: Planning and Development Department**

Report Number: 2026-06

Meeting Date: January 27, 2026

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**Recommendation:**

That Planning and Development Department Report 2026-06 be received; and

That the Zoning By-law Amendment, attached to this report as Appendix A, being a bylaw to amend Zoning By-law 6575/30/18 for the lands municipally known as 5088 Highway 140, in the City of Port Colborne, Regional Municipality of Niagara, be approved; and

That no further public meeting is required for the consideration of this by-law, pursuant to Section 34(17) of the *Planning Act*; 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 a privately initiated Zoning By-law Amendment (ZBA) application (file number D14-06-25) submitted by Stantec Consulting Limited, on behalf of Asahi Kasei Battery Separator Canada Corporation for the lands municipally known as 5088 Highway 140.

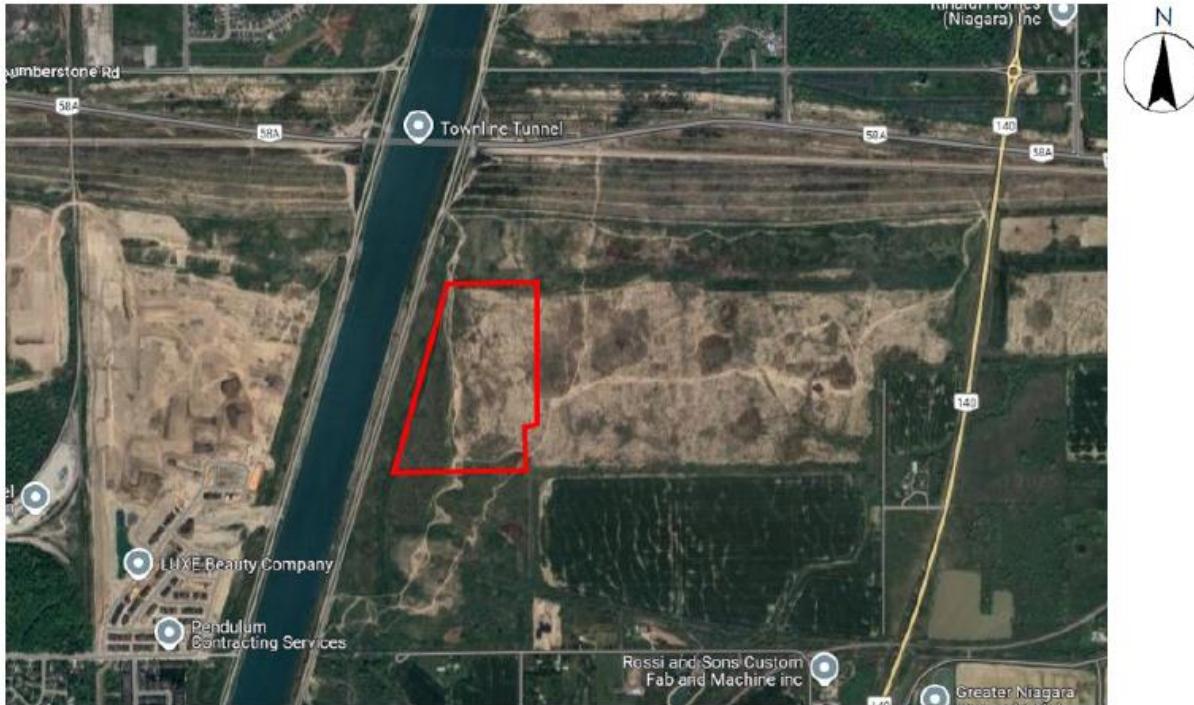
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**Background:**

The Subject Lands form a portion of the property municipally known as 5088 Highway 140, in the City of Port Colborne, Ontario. It is legally described as Parts 16 & 20 on Lot 19, and Part of the Road Allowance Between Lots 18 and 19, on Concession 5, in the Geographic Township of Humberstone, in the City of Port Colborne, in the Regional

Municipality of Niagara. The Subject Lands are approximately 14 ha (34.6 acres) in size and are located east of the Welland Canal. It is located south of the CN railway, west of Highway 140, and are located on vacant rural lands north of the City's Urban Area Boundary.

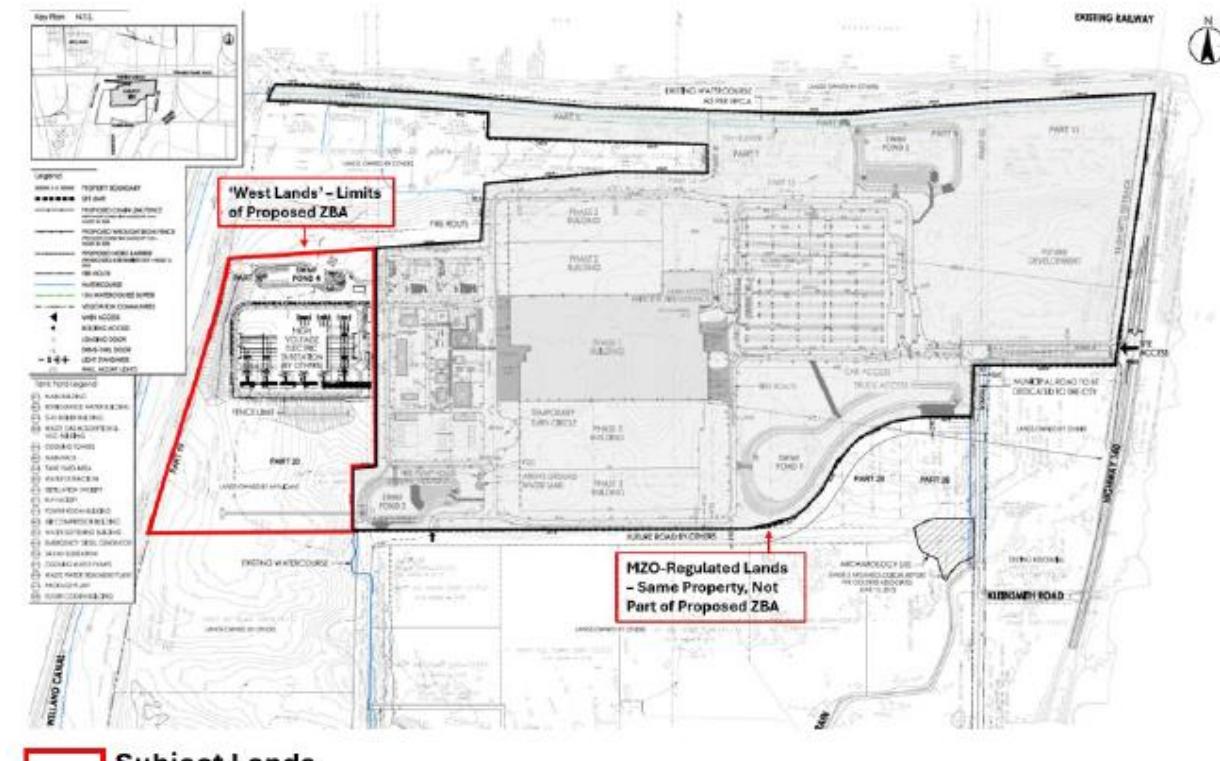
The image below shows the extent of the lands subject to the ZBA, for reference.



 **Subject Lands**

In August 2024, a Minister's Zoning Order (MZO), under O.Reg. 337/24, was made for the eastern portion of the property located at 5088 Highway 140 to support the development of a heavy industrial facility (the Asahi Kasei battery separator plant).

When the MZO was approved, the West Lands, which are subject to the site-specific ZBA application, were not yet owned by the proponent. The image below provides a visual reference of the Subject Lands relative to the MZO lands.



**Subject Lands**

The ZBA application is being proposed to enable the development of a high voltage electric substation, a stormwater management pond, and two berms, all of which are intended to support the operations of the Asahi Kasei battery separator plant. The intent of the proposed ZBA is to remove the two existing Holding provisions on the Subject Lands, and to establish a Site-Specific Zone with special provisions, which would mirror those granted by the previously approved Minister's Zoning Order (MZO) that currently regulates the eastern portion of the property.

A complete application for this Zoning By-law Amendment was submitted by Stantec on November 4, 2025. The materials submitted as part of this Application include:

- Archaeological Letter from Ministry
- Updated PIN ownership plan
- PIN sheet
- Environmental Impact Study
- Functional Servicing Report
- Habitat Management Plan
- MTE Headwater Drainage Feature Assessment
- MZO Approval Documentation
- Noise Study
- NPCA Site Alteration Permit Approval

- Planning Justification Report
- Preliminary SWM report
- SAR Conservation Trust Payment Receipt
- Site Plan
- Stage 1 Archeological Assessment
- Stage 2 Archeological Assessment
- SWM Addendum West Lands Site
- SWM Report
- TIS Report
- MTO Permit

Copies of relevant supporting materials have been made available on the City's Current Applications Webpage.

### **Site and Surrounding Area Description**

The Subject Lands are designated Rural Employment and Special Study Area, in accordance with the City's Official Plan; and, Heavy Industrial with Special Provision 46 (HI-46) and Industrial Development with Special Provision 47 and a Holding Provision (ID-47-H) in accordance with the City's Zoning By-law.

The Official Plan and Zoning in place on the Subject Lands reflect an Ontario Municipal Board (OMB) decision made in 2013 to permit the development of a petrochemical storage and distribution facility, which was ultimately never built (OMB File No. PL090828 and OMB File No. PL090829).

While the Zoning Schedule currently shows the lands as HI-46-H, staff note that Council passed By-laws 6849/99/20 and 6836/86/20 in November and December of 2020, which removed the Holding provision from the portion of the lands zoned HI-46. These changes were not consolidated into the Zoning By-law mapping, and the schedule is therefore incorrect. Staff consider By-laws 6849/99/20 and 6836/86/20 to be the in-force instruments for the HI-46 lands. Based on City records, the Holding provision remains in effect for the lands zoned ID-47-H.

A description of lands adjacent to the subject lands are outlined below

<u>North</u> <ul style="list-style-type: none"><li>• Vacant rural lands</li></ul>	<u>East</u> <ul style="list-style-type: none"><li>• MZO Lands (future heavy industrial)</li><li>• Vacant rural lands</li><li>• Residential dwellings</li></ul>
<u>South</u> <ul style="list-style-type: none"><li>• Vacant rural lands</li><li>• Residential dwellings</li></ul>	<u>West</u> <ul style="list-style-type: none"><li>• Welland Canal</li></ul>

The application seeks to establish a blanket zone across the Subject Lands, by removing the existing Holding provision and rezoning it to the Heavy Industrial Zone with special provisions (HI-50). The proposed amendment includes both mapping changes (Schedule A2) and text changes (Section 37).

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## **Discussion:**

This application has 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 (2013), and the City of Port Colborne Comprehensive Zoning Bylaw 6575/30/18. The following subsections provide a summary and evaluation of the proposal relative to these documents.

### **Planning Act**

Section 2 of the Planning Act (the Act) 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 impacts a planning matter, the decisions of 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”. Section 34 of the Act allows for the consideration of a Zoning By-law Amendment.

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.

Provincial Interest (Planning Act S.2)	Summary Assessment
a) The protection of ecological systems, including natural areas, features and functions	An Environmental Impact Study (MTE, June 2025) assessed natural heritage features and species at risk habitat. It concluded that impacts can be mitigated through timing restrictions and erosion controls, and compensation for Eastern Meadowlark habitat has been provided per Ontario Regulation 830/21. The study confirms the development can proceed with recommended mitigation, demonstrating regard for ecological protection.
b) The protection of the agricultural resources of the Province	The lands are not prime agricultural lands and have long been designated for industrial/employment use. The proposal

	does not compromise agricultural resources.
c) The conservation and management of natural resources and the mineral resource base	Not applicable; the lands are not identified as mineral resource areas and are intended for employment development.
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest	Stage 1 and 2 assessments (Golder, 2012 & 2015) concluded Subject Lands have low archaeological potential and are an “Area of No Further Concern.” No further work required.
e) The supply, efficient use and conservation of energy and water	The Functional Servicing Report (Stantec, Dec 2024) and SWM Report (Stantec, Mar 2025) confirm the site is serviceable for water and wastewater through phased implementation. Interim on-site water storage and wastewater treatment will be provided until municipal services are available, ensuring efficient use and conservation of water resources.
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	The amendment facilitates infrastructure to support a major employment use on lands designated for industrial development, ensuring efficient use of planned servicing solutions.
g) The minimization of waste	Waste management will be addressed through Site Plan Control.
h) The orderly development of safe and healthy communities;	The proposal facilitates the consolidation of two additional parcels into the larger land assembly that supports the Asahi Kasei battery separator plant approved through a Minister’s Zoning Order (MZO). This amendment ensures consistent zoning permissions across the assembled lands, enabling coordinated site planning and orderly development.
i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	Not applicable.
j) The adequate provision of a full range of housing, including affordable housing	Not applicable.
k) The adequate provision of employment opportunities	The amendment directly supports significant employment generation

	through the Asahi Kasei facility and associated infrastructure.
l) The protection of the financial and economic well-being of the Province and its municipalities	The proposal supports economic development objectives and long-term municipal fiscal health through job creation and industrial investment.
m) The co-ordination of planning activities of public bodies	This is achieved through integration with MZO lands and alignment with municipal and provincial approvals.
n) The resolution of planning conflicts involving public and private interests	The proposal aligns with local, regional, provincial and federal objectives for employment lands and economic resilience.
o) The protection of public health and safety	Not applicable.
p) The appropriate location of growth and development	While outside the Urban Area, the lands are designated for employment uses and are intended to be consolidated with the adjacent MZO lands to support the Asahi Kasei facility, representing an appropriate location for development and supporting economic growth.
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	While primarily an industrial use, the proposal incorporates landscaping and bicycle parking, supporting sustainable design principles.
r) The promotion of built form that, <ul style="list-style-type: none"> <li>(i) is well-designed,</li> <li>(ii) encourages a sense of place, and</li> <li>(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant</li> </ul>	Not directly applicable to an industrial use; however, site design will be addressed through Site Plan Control to ensure functional and safe layout.
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate	Not applicable.

In summary, the proposal has regard for Section 2 of the *Planning Act*.

## **Provincial Planning Statement, 2024**

The Provincial Planning Statement, 2024 (PPS) establishes the policy direction on matters of provincial interest related to land use planning and development, which is to be implemented through Official Plans. Section 3 of the Planning Act requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The Subject Lands are considered rural lands within a rural area, in accordance with the PPS framework, as they are located outside of the Port Colborne Settlement Area Boundary. Accordingly, the applicable policies of Section 2.5 respecting rural areas; Section 2.8 respecting employment; Section 3, respecting Land Use Compatibility; and, Section 4 respecting Natural and Cultural Heritage must be considered. A brief analysis of the proposed amendment in relation to the applicable PPS policies is provided in this section.

Policy 2.5.1e) directs that rural areas should be supported by promoting diversification of the economic base and employment opportunities, including value-added products. The proposed amendment will consolidate two parcels into the larger land assembly for the Asahi Kasei battery separator plant. This project is part of Ontario's strategy to attract electric vehicle battery manufacturing and strengthen the clean technology supply chain. It will create significant employment, support advanced manufacturing, and diversify the local, regional, and provincial economy. In staff's opinion, the application is consistent with this policy direction.

The policies of the PPS direct planning authorities to plan for and protect employment areas for current and future uses, while ensuring that the necessary infrastructure is provided. Specifically, Policy 2.8.1.1 a) and b) direct planning authorities to provide an appropriate range and mix of employment, institutional, and broader mixed uses to meet long-term needs; and, provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses. The Subject Lands are strategically located near major goods movement corridors, including Highway 140, CN rail, and the Welland Canal, offering connectivity for industrial operations. Further, the proposed amendment ensures cohesive zoning and coordinated site planning across the assembled lands, supporting the long-term viability of this employment area and meeting the needs of existing and future businesses.

Policy 2.8.1.2 e) requires that matters of land use compatibility be addressed through appropriate transitions to sensitive land use. More specifically, the policies of Section 3 of the PPS provide more detail on how land use compatibility can be maintained, stating that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. Based on a review of the

materials submitted by the applicant, it is staff's opinion that the proposed high-voltage substation is located to maximize separation from residential uses, with additional mitigation measures including berms and acoustic barriers. Noise and air quality assessments submitted confirm compliance with provincial standards, ensuring compatibility and protection of public health.

Section 4 of the PPS contains a set of policies aimed at ensuring the wise use and management of resources, including guidance on the protection of natural heritage and cultural heritage and archaeology.

The policies of Section 4.1 prohibit development in significant wetlands and requires protection of species at risk and fish habitat. The Environmental Impact Statement submitted with this application, and in support of the MZO on the adjacent lands, confirms no provincially significant wetlands on or adjacent to the site. It also confirmed that there is no direct fish habitat on the Subject Lands and that there are no anticipated impacts to the indirect fish habitat, provided that standard erosion and sediment control measures are adhered to. The study also found that there are Species at Risk (SAR) habitat (Eastern Meadowlark and Bobolink), for which compensation is to be provided in accordance with Ontario Regulation 830/21. The applicant's planning report indicates that at present, a Bobolink and Eastern Meadowlark Management Plan has been prepared by MTE (dated March 7, 2025), and a payment has been made to the Species at Risk Conservation Trust (receipt dated February 27, 2025).

The subject lands are identified on Schedule "K" of the NOP (2022) as containing archaeological potential. Accordingly, Policy 4.6.2 of the PPS is relevant to the application. Policy 4.6.2 directs that planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved. Previously completed Stage 1 and 2 Archaeological Assessments determined the Subject Lands have low archaeological potential and are an "Area of No Further Concern." No further archaeological work is required, satisfying PPS cultural heritage policies.

Based on the analysis above, it is staff's opinion that the proposed Zoning By-law Amendment is consistent with the PPS, 2024. The amendment supports economic development, protects natural and cultural resources, ensures efficient servicing, and maintains land use compatibility in accordance with provincial policy direction.

## **Niagara Official Plan, 2022**

The Niagara Official Plan (NOP) provides the long-term land use planning framework for development across the Niagara Region, including the City of Port Colborne. As a result of the passing of Bill 185, the NOP is deemed to be a local Official Plan for Planning Act applications. The NOP designates the Subject Lands as follows:

- Rural Lands, in accordance with Schedule F- Agricultural Land Base;

- Rural Employment (Niagara Economic Centre), in accordance with Schedule G- Employment Areas;
- Area of Archaeological Potential, in accordance with Schedule K- Areas of Archaeological Potential; and,
- Future Employment Area, in accordance with Appendix 2- Urban Expansion Areas and future Employment areas.

Chapter 4.2 of the NOP establishes policies for employment areas, with an emphasis on protecting and planning lands that support economic development and investment. Specifically, Policy 4.2.1.14 requires that employment areas near major goods movement facilities and corridors, such as the Welland Canal, CN rail, and Provincial highways, be protected and planned for employment uses; and Policy 4.2.2.2 identifies the Niagara Economic Gateway as a priority location for major facilities, manufacturing, and supply-chain operations. The proposed amendment is in alignment with these overarching policies, based both on geographic location and proposed use.

The proposed amendment facilitates the development of critical infrastructure, including a high-voltage substation and stormwater management facilities, which are necessary to support the operation of the Asahi Kasei battery separator plant on adjacent lands. This is consistent with Policy 4.2.4.9, which encourages intensification and expansion of employment uses through zoning and economic development initiatives. In addition, Policy 4.2.1.15 permits sustainable private servicing for employment development where municipal services are constrained, provided that appropriate technical measures are in place. The Functional Servicing Report confirms that interim servicing will be provided until municipal services are available, satisfying this policy direction. Further, the proposed amendment does not introduce sensitive land uses and maintains the employment function of the larger employment area, consistent with the intent of the Rural Employment Area designation.

Schedules C1 and related policies of the NOP identify the Natural Environment System and associated overlays. Based on the Environmental Impact Study submitted with the application, the Subject Lands do not contain features within the Provincial Natural Heritage System or the Region's Natural Environment System Overlay. The removal of a watercourse and species-at-risk habitat has been authorized through NPCA and provincial approvals, including compliance with Ontario Regulation 830/21. These measures satisfy the requirements of Section 3.1 of the NOP, which directs that development avoid or mitigate impacts on natural heritage features.

Section 5.2 of the NOP permits interim private servicing for employment development where municipal services are constrained, subject to appropriate technical review and transition planning. The Functional Servicing Report confirms that the proposed infrastructure can be accommodated through phased servicing, with interim private systems until municipal services are available. This approach is consistent with NOP policies and supports the orderly development of employment lands.

With respect to cultural heritage and archaeology, Section 6.4 of the NOP requires that archaeological resources be conserved prior to development. Previously completed Stage 1 and 2 Archaeological Assessments determined the Subject Lands have low archaeological potential and are an “Area of No Further Concern.” No further archaeological work is required, satisfying NOP cultural heritage policies.

A longer-term vision for future growth in the Region, beyond the time horizon of the Plan, is set out in NOP. Within this future vision, the Subject Lands are identified as a future employment area on Appendix 2. The proposed amendment will enable development and provide infrastructure that supports employment activity and the future vision for employment already contemplated by the NOP.

In staff’s opinion, the proposed Zoning By-law Amendment conforms to the general intent and applicable policies of the Niagara Official Plan. The proposed amendment facilitates the development of critical infrastructure (high-voltage substation, stormwater management pond, and berms) required to support the operation of the Asahi Kasei battery separator plant on adjacent lands. The amendment supports economic development objectives, maintains consistency with environmental and cultural heritage policies, and aligns with NOP objectives to protect employment lands for long-term use and optimize the use of designated employment areas.

### **City of Port Colborne Official Plan, 2013**

The City of Port Colborne Official Plan (OP) provides policy directives to manage and direct growth and development in the municipality, and the effects of such growth on the social, economic, built, and natural environment. The subject lands are designated as follows in the OP:

- Rural Employment and Special Study Area, in accordance with Schedule A: City-wide Land Use; and,
- Stream and Fish Habitat, in accordance with Schedule B: Natural Heritage.

The following analysis considers the relevant OP policies as they relate to the proposed Zoning By-law Amendment.

Section 2.3 of the OP recognizes Port Colborne’s strategic position as a provincial economic gateway and directs the City to work collaboratively with all levels of government to support growth in key sectors such as advanced manufacturing and logistics (Policy 2.3.2.c). Policy 2.3.2.e promotes the utilization of existing industrial lands along the east and west sides of the Welland Canal and lands adjacent to the proposed Niagara to GTA Corridor, which are delineated as Special Study Area on Schedule A. Policy 2.4.6.3.b further commits the City to work with industries to retain and foster growth. The proposed amendment supports these objectives by enabling infrastructure necessary for the operation of the Asahi Kasei battery separator plant.

Policies for Rural Employment lands are set out in Section 3.12 of the OP. The Planned function for the Rural Employment designation, in accordance with the Preamble of

Section 3.12 is to facilitate the development of dry industrial uses. It further states that new or expanding development within the Rural Employment designation must demonstrate that the use cannot be located within the Urban Area due to land use compatibility issues or specific locational requirements such as proximity to transportation networks. In the case of the proposed rezoning, the primary purpose is to support infrastructure for the adjacent MZO lands. The process for identifying and selecting the MZO lands was partly based on their proximity to Highway 140, CN rail, and the Welland Canal, and its scale cannot be accommodated within the Urban Area. As such, the planned function and locational policy test set out in Section 3.12 is met.

Policy 3.12.1 d) states that the environmental policies of the OP shall apply to development on Rural Employment lands. Schedule B identifies a stream corridor on the Subject Lands and fish habitat on adjacent lands. The Environmental Impact Study confirms the presence of one headwater drainage feature classified as indirect fish habitat. No direct fish habitat or critical habitat was identified. Mitigation measures, including erosion and sediment controls, will be implemented through Site Plan Control, consistent with OP policies for natural heritage protection.

Policy 3.12.1 e) of the OP requires that new or expanding development complete a Functional Servicing Report and Hydrogeological Reports to support the new or expanding use. The applicant has provided a Functional Servicing Report and Hydrogeological Review confirming that the proposed infrastructure can be serviced through private systems, consistent with OP Policy.

In accordance with Policy 3.12.1 h) buffering between industrial uses and residential areas, including increased setbacks, landscaping, and screening is to be provided. The proposal meets this policy as the site plan includes berms and fencing to mitigate potential impacts. With respect to mitigating negative impacts, per Policy 3.12.1 j), applicants must also demonstrate compliance with applicable federal, provincial, and regional guidelines. Supporting studies, including noise and air quality assessments, confirm compliance and satisfy Policy 3.12.1 j).

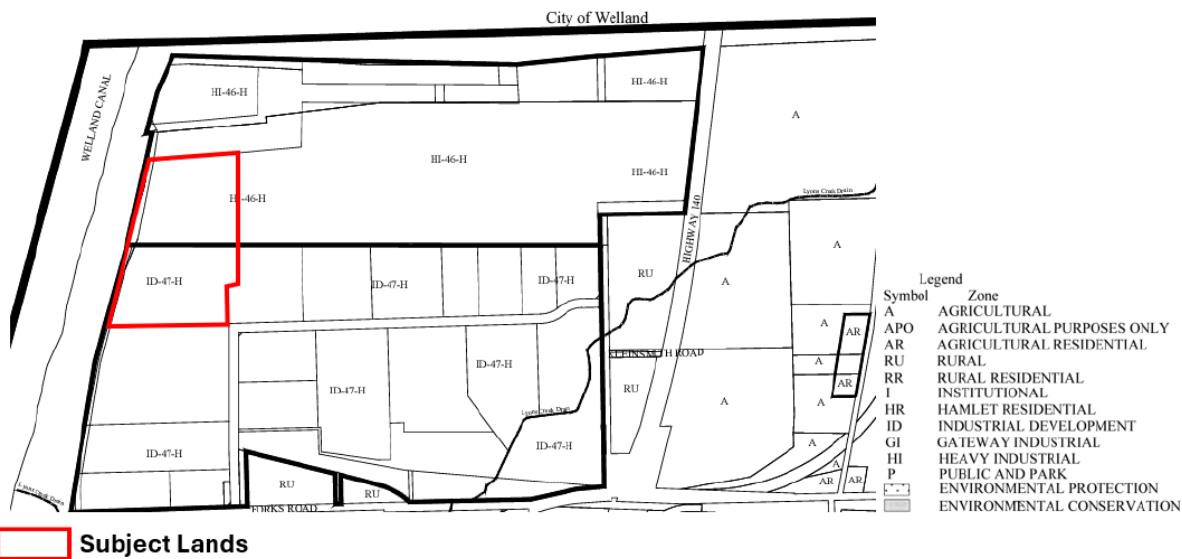
The Subject Lands are also within the Niagara to GTA Corridor Special Study Area, as identified in Section 3.15.1 of the OP. Lands within this area will be subject to comprehensive planning through a future Secondary Plan and will be reserved to prevent intervening land uses. The proposed amendment is consistent with this intent, as it supports employment uses contemplated by the existing designation and does not introduce incompatible development.

In staff's opinion, the proposed Zoning By-law Amendment conforms to the general intent and applicable policies of the City of Port Colborne Official Plan.

City of Port Colborne Zoning By-law 6575/30/18

The Subject Lands are Zoned Heavy Industrial with Special Provision 46 (HI-46) and Industrial Development with Special Provision 47 and a Holding Provision (ID-47-H) in accordance with the City's Zoning By-law.

Although the Zoning Schedule identifies the entire property as HI-46-H, Council approved By-laws 6849/99/20 and 6836/86/20 in November and December 2020 to remove the Holding provision from the HI-46 portion of the lands. These amendments were not reflected in the consolidated Zoning By-law mapping, resulting in an incorrect schedule. Copies of the approved By-laws that removed the Holding Provision are included in this report as Appendix B and C, for ease of reference. For clarity, staff confirm that the HI-46 lands are no longer subject to a Holding provision, while the Holding provision continues to apply to the ID-47-H lands.



The site-specific zoning provisions currently in place were applied through a previous Ontario Municipal Board decision for a different development concept. The development proposal requires amendments to permit the Subject Lands to be used for infrastructure purposes to support the operation of the Asahi Kasei battery separator plant, since the special provisions of the HI-46 zone only permits a 56-tank petrochemical storage facility; and, the special provisions of the ID-47-H zone requires that a further ZBA be made in order to establish permitted uses on the site.

The proposed amendment includes both mapping changes (Schedule A2), which will rezone the lands to Heavy Industrial with Special Provision (HI-50); and, text changes, which will be incorporated into Section 37: Special Provisions.

Key highlights of the requested amendment are summarized as follows:

- For the purposes of this Site-Specific Zone, the lands zoned as HI-50 in this Zoning By-law shall be deemed to be a single lot, and despite any future

severance, partition or division of these lands, the special provisions provided under this section for HI-50, shall apply to all of these lands as if no severance, partition or division occurred;

- Minimum frontage: 30 metres, which may be along an unopened or future road allowance;
- Minimum front yard and corner exterior side yard setbacks: 7.5 metres;
- Minimum interior side yard setback: 3 metres;
- Minimum rear yard setback: 8 metres;
- Maximum height: 15 metres;
- Minimum parking spaces 1,400, of which 27 are to be accessible;
- Minimum bicycle parking spaces: 30;
- The minimum landscaped open space within a parking area shall be equal to 10 per cent of the parking area and shall be provided within the parking area or within 10 metres of the parking area limit;
- Loading areas are permitted to be located in all yards;
- Outdoor storage and outdoor processing is permitted in all yards, including yards abutting highways or arterial collector roads; and,
- Accessory uses may account for up to 20 per cent of the total gross floor area of the principal use.

The proposed site-specific provisions are intended to accommodate the unique operational requirements of the Asahi Kasei facility and associated infrastructure. These provisions provide flexibility for site design while maintaining appropriate development standards related to setbacks, parking, landscaping, and accessory uses. The proposed zoning framework ensures compatibility with surrounding industrial uses and supports the City's economic development objectives.

The site-specific provisions for the HI-50 zone have been designed to mirror and extend the zoning permissions established through the Minister's Zoning Order (MZO). This approach ensures consistency in development standards across the entire employment campus and facilitates the integration of the Subject Lands with the MZO lands for a cohesive and holistic development pattern. By aligning the zoning regulations, the amendment supports efficient site planning, shared infrastructure, and coordinated implementation of mitigation measures, while reducing regulatory fragmentation between the two portions of the property.

It is staff's opinion that the requested Zoning By-law Amendment is appropriate and necessary to implement the intended use of the Subject Lands in a manner that is consistent with the City's Official Plan and the broader planning framework for employment lands.

### **Holding (H) Provision**

As noted previously, a Holding (H) provision applies to a portion of the Subject Lands. The particulars of the H provision are as follows:

*“Development on the subject lands shall not occur until the Holding Symbol (H) on the ID-47-H (Dry Industrial Development – Holding) zone is removed through an amending By-law enacted by the City of Port Colborne. Removal of the Holding Symbol (H) may only occur when:*

- i) *The Owner enters into and registers on title a Site Plan Agreement with the City of Port Colborne which will include recommendations made in the supporting technical studies conducted in association with the development application*
- ii) *Appropriate technical studies are submitted including a Phase 2 Archaeological Study, a Geotechnical Study, a Noise Study, an Air Quality Study, Site Access and Traffic Study, a Vibration Study, a Tree Preservation Plan, an Environmental Impact Statement, and a Risk Assessment Report dependent upon the use proposed. A pre-consultation meeting will be held to identify which studies are required and to scope the extent of the studies. The above mentioned technical studies and their recommendations are to be satisfactory to the City of Port Colborne; and*
- iii) *Prior to the City entering to the Site Plan Agreement, approval shall be obtained from the applicable approval authority which identifies an appropriate location and design for a private sewage disposal system and private water supply system to adequately and appropriately service the proposed use.”*

Staff note that, in addition to the materials provided by a previous applicant as part of the removal of the H in 2020, several technical studies required for the removal of the H have already been completed in association with the proposed manufacturing facility on the adjacent MZO Lands. These studies were prepared with a broader study area that included the Subject Lands, the MZO Lands, and other lands to the south. The following studies have been completed to date and address conditions tied to Holding (H) removal:

- Phase 2 Archaeological Assessment
- Geotechnical Study
- Noise Study
- Air Quality/Emissions Study
- Traffic Impact Study
- Environmental Impact Study/Statement

The original intent of the Holding provision, which is to ensure appropriate technical review and mitigation, has largely been satisfied through the studies completed to date. A Site Plan Control application has been submitted for the MZO-regulated portions of the site, and it is close to receiving Site Plan Control Approval with a nearly finalized

Site Plan Agreement. It is staff's understanding that the Subject Lands will be integrated with the eastern portions of the property through a future Amendment to the Site Plan Agreement, once consistent zoning provisions are in place. Any remaining requirements can be secured through Site Plan Control and other applicable approvals prior to construction. On this basis, staff are satisfied that removal of the Holding provisions is appropriate and consistent with the intent of the Zoning By-law and Official Plan policies.

The proposed Zoning By-law Amendment, inclusive of the removal of the Holding provision that applies to a portion of the Subject Lands; and, the application of a site-specific Heavy Industrial Zone (HI-50), represents an appropriate and necessary refinement to the City's zoning framework. The amendment facilitates the development of critical infrastructure to support the Asahi Kasei battery separator plant, aligns with the City's economic development objectives, and maintains compatibility with surrounding industrial uses. Technical matters related to site design and mitigation will be addressed through Site Plan Control and other applicable approvals.

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### **Internal Consultations:**

The Draft ZBA was circulated to appropriate internal departments and to external agencies on November 7, 2025. There have been no formal comments received from internal departments and external agencies on the proposed Zoning By-law Amendment as of the date of writing this report.

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### **Financial Implications:**

There are no direct financial implications associated with this report.

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### **Public Engagement:**

Notice of the Public Meeting was circulated in accordance with the requirements of the *Planning Act*. A sign was posted on the property on November 10, 2025. One member of the public attended and spoke at the Statutory Public Meeting held on December 2, 2025. There have been no written comments received as of the date of preparing this report.

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### **Strategic Plan Alignment:**

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

- Welcoming, Livable, Healthy Community
- Economic Prosperity

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## **Conclusion:**

The ZBA recommended in Appendix A of this report has been prepared after reviewing the application against the applicable Provincial, Regional, and City planning policies. This recommendation is consistent with the Provincial Planning Statement, conforms to the Niagara Official Plan and the City of Port Colborne Official Plan, and represents good planning that is in the public interest.

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## **Appendices:**

- a. Zoning By-law Amendment
- b. By-law 6836/86/20
- c. By-law 6849/99/20

Respectfully submitted,

Kelly Martel, MCIP, RPP  
Planning Manager  
905-228-8130  
kelly.martel@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 Zoning By-law 6575/30/18 respecting Part of lands legally described as Parts 16 & 20 on Lot 19, and Part of the Road Allowance Between Lots 18 and 19, on Concession 5, Geographic Township of Humberstone in the 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.
2. That the Zoning Map referenced as Schedule "A2" forming part of By-law 6575/30/18 is hereby amended by rezoning the lands outlined in a hatched pattern on Schedule A of this Amendment to "Heavy Industrial with Special Provision 50" (HI-50).
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:

**Special Provision: HI-50**

Notwithstanding the provisions of the Heavy Industrial (HI) Zone, the following shall apply:

- a) For the purposes of this Site-Specific Zone, the lands zoned as HI-50 in this Zoning By-law shall be deemed to be a single lot, and despite any future severance, partition or division of these lands, the special provisions provided under this section for HI-50, shall apply to all of these lands as if no severance, partition or division occurred.
- b) Every use of land and every erection, location or use of any building or structure is prohibited on the Subject Lands, except for the following uses:
  - i. Heavy industrial uses
  - ii. Detached buildings or structures that are accessory to the principal use on the same lot
  - iii. Accessory uses, including but not limited to a high-voltage electric substation
- c) The following zoning requirements apply to the uses permitted on lands zoned HI-50:
  - i. The minimum lot frontage is 30 metres, which may be along an unopened or future road allowance
  - ii. The minimum front yard setback is 7.5 metres
  - iii. The minimum corner exterior side yard setback is 7.5 metres
  - iv. The minimum interior side yard setback is 3 metres
  - v. The minimum rear yard setback is 8 metres

- vi. The maximum building height is 15 metres
- vii. The minimum number of parking spaces is 1,400
- viii. The minimum number of accessible parking spaces is 27
- ix. The minimum number of outdoor bicycle parking spaces is 30
- x. The minimum landscaped open space within a parking area shall be equal to 10 per cent of the parking area and shall be provided within the parking area or within 10 metres of the parking area limit
- xi. Loading areas are permitted to be located in all yards
- xii. Outdoor storage and outdoor processing is permitted in all yards, including yards abutting highways or arterial collector roads
- xiii. Accessory uses may account for up to 20 per cent of the total gross floor area of the principal use

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 [numbered day] day of [month], [year].

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William C. Steele  
Mayor

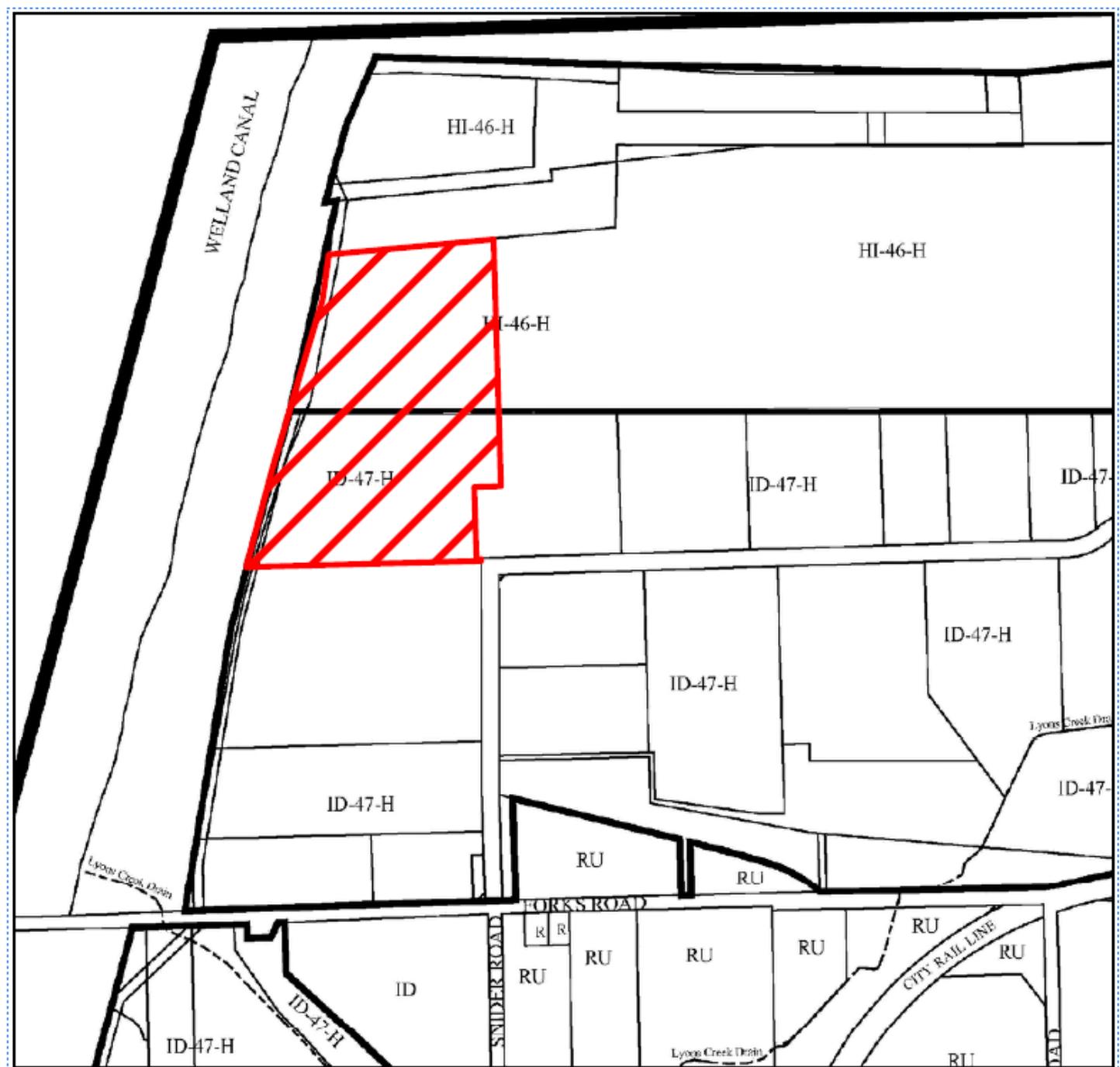
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Charlotte Madden  
City Clerk

SCHEDULE 'A'

**ZONING BY-LAW AMENDMENT NO. \_\_\_\_\_**

**TO THE  
CITY OF PORT COLBORNE ZONING BY-LAW NO. 6575/30/18  
SCHEDULE "A2"**



Land to be re-zoned to "Heavy Industrial with Special Provision 50" (HI-50).



N.T.S.  
NOVEMBER 2025

The Corporation of the City of Port Colborne

By-law no. 6836/86/20

Being a by-law to amend Zoning By-law 6575/30/18 respecting lands legally described as Part of Lots 16, 17, 18 and 19, part of the road allowance between Lots 16 and 17, part of the road allowance between Lots 18 and 19, in the City of Port Colborne, Regional Municipality of Niagara. The property is municipally known as the Nyon Oil lands generally south of the CN Rail lane, west of Highway 140 and east of Canal Road in the City of Port Colborne.

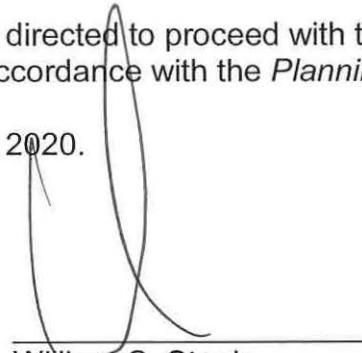
Whereas By-law 6575/30/18 is a by-law of The Corporation of the City of Port Colborne restricting the use of land and the location and use of buildings and structures; and

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.
2. The Special Provision: HI-46-H of Section 37.2 entitled Special Provisions of Zoning By-law 6575/30/18, as amended, is hereby further amended by removing provision b) i) and b) iii) which read:
  - i) The Owner enters into and registers on title a Site Plan Agreement with the City of Port Colborne which will include recommendations made in the supporting technical studies conducted in association with the development application;
  - iii) Prior to the City entering to the Site Plan Agreement, approval shall be obtained from the applicable approval authority which identifies an appropriate location and design for a private sewage disposal system and private water supply system to adequately and appropriately service the proposed use;
3. 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*.
4. 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*.

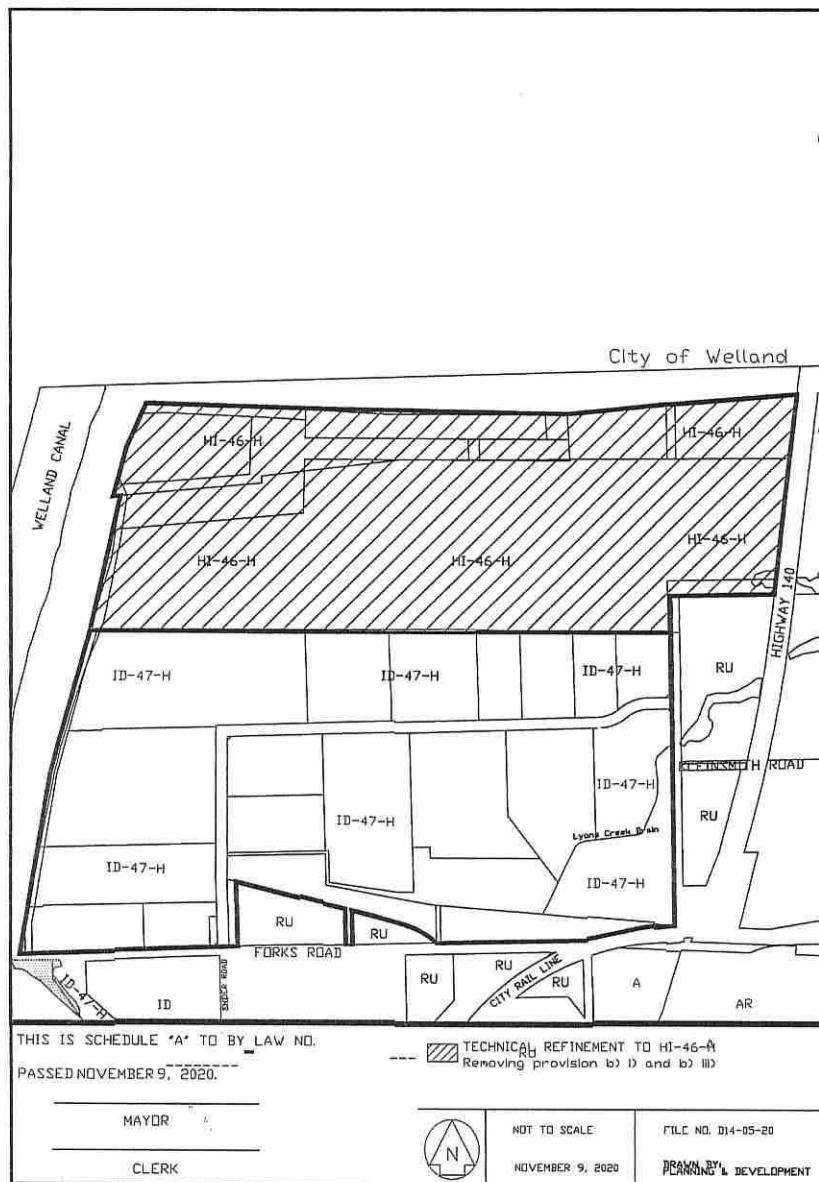
Enacted and passed this 9<sup>th</sup> day of November, 2020.



William C. Steele  
Mayor



Amber LaPointe  
City Clerk



This is Schedule "a" to By-law No. 6836/86/20

Passed ~~November~~ 9<sup>th</sup>, 2020.



Clerk

The Corporation of the City of Port Colborne

By-law no. 6849/99/20

Being a by-law to amend Zoning By-law 6575/30/18 respecting lands legally described as Part of Lots 16, 17, 18 and 19, part of the road allowance between Lots 16 and 17, part of the road allowance between Lots 18 and 19, in the City of Port Colborne, Regional Municipality of Niagara. The property is municipally known as the Nyon Oil lands generally south of the CN Rail lane, west of Highway 140 and east of Canal Road in the City of Port Colborne.

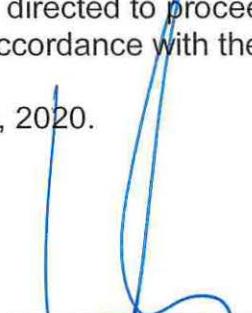
Whereas By-law 6575/30/18 is a by-law of The Corporation of the City of Port Colborne restricting the use of land and the location and use of buildings and structures; and

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.
2. The Special Provision: HI-46-H of Section 37.2 entitled Special Provisions of Zoning By-law 6575/30/18, as amended, is hereby further amended by removing the H holding provision.
3. 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*.
4. 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 9th day of December, 2020.

  
William C Steele  
Mayor

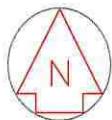
  
Amber LaPointe  
Clerk

City of Welland



THIS IS SCHEULE "A" TO BY-LAW NO. 6849/99/20 HI-46 lands where the H holding is removed  
PASSED ON THE DECEMBER 14, 2020.

MAYOR  
*John Smith*  
CLERK



NOT TO SCALE

NOVEMBER 9, 2020

FILE NO. D14-05-20

DRAWN BY  
PLANNING & DEVELOPMENT



**PORT COLBORNE**

**Subject: Recommendation Report for Site Specific Zoning By-law  
Amendment- 639 Main Street West- File D14-05-25**

**To: Council**

**From: Planning and Development Department**

Report Number: 2026-08

Meeting Date: January 27, 2026

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**Recommendation:**

That Planning and Development Department Report 2026-08 be received; and

That the Zoning By-law Amendment, attached to this report as Appendix A, being a bylaw to amend Zoning By-law 6575/30/18 for the lands municipally known as 639 Main Street West, in the City of Port Colborne, Regional Municipality of Niagara, be approved; and

That no further public meeting is required for the consideration of this by-law, pursuant to Section 34(17) of the *Planning Act*; and

That the City Clerk be directed to issue the Notices of Decisions regarding the By-laws in accordance with the *Planning Act*.

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**Purpose:**

The purpose of this report is to provide Council with a recommendation regarding a privately initiated Zoning By-law Amendment (ZBA) application (file number D14-05-25), submitted by Craig Rhoë of GSP Group, on behalf of 1683164 Ontario Ltd. and TODCO Investments Inc. for the lands municipally known as 639 Main Street West.

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**Background:**

The B&C Truck Centre is a tenant at 639 Main Street West (hereinafter referred to as the “639 Lands”). The existing motor vehicle repair facility on the 639 Lands is currently encroaching onto the vacant lands located to the north of the property, which is owned by TODCO Investments Incorporated (hereinafter referred to as the “TODCO Lands”).

This encroachment has existed for approximately 20 years. The image below shows the extent of the 639 Lands and the TODCO lands, for reference.



TODCO has provisionally agreed to sever and sell 0.61 acres (2,459 sq. m) of the affected land to the owners of 639 Main Street West to support the continued use of their tenant B&C Truck Centre. To facilitate this transaction, a consent application was filed with the City on October 2, 2025. The application sought to sever the subject lands from TODCO's property and merge them with 639 Main Street West. The proposed severance application was approved by the Committee of Adjustment on November 19, 2025. The lands to be severed and added to 639 Main will continue to be used for Highway Commercial purposes; however, the adjustment of the lot has resulted in a "split zone" scenario, as the TODCO lands are not zoned for Highway Commercial uses (the TODCO Lands are in the "Residential Development" (RD) Zone).

In order to address this condition, a rezoning process is required for the 639 Lands to extend the Highway Commercial zone to match the adjusted boundary, which will allow for the continued and legal use for highway commercial purposes associated with the B&C Truck Centre. A condition of the consent is that final approval of a Zoning By-law amendment for Part 1 to permit the continued use of the lands for "Highway Commercial" purposes be obtained to the satisfaction of the Chief Planner. A complete application for this Zoning By-law Amendment (ZBA) was submitted by GSP Group on October 23, 2025. The materials submitted as part of this application include a Severance Sketch, Planning Justification Report, Draft Zoning By-law Amendment and Schedule, and Parcel Register and PIN Map. A copy of the supporting materials have

been made available on the City's Current Applications webpage and a statutory public meeting under the Planning Act was held on December 2, 2025.

The image below shows the location of the portion of lands subject to the proposed Zoning By-law Amendment.



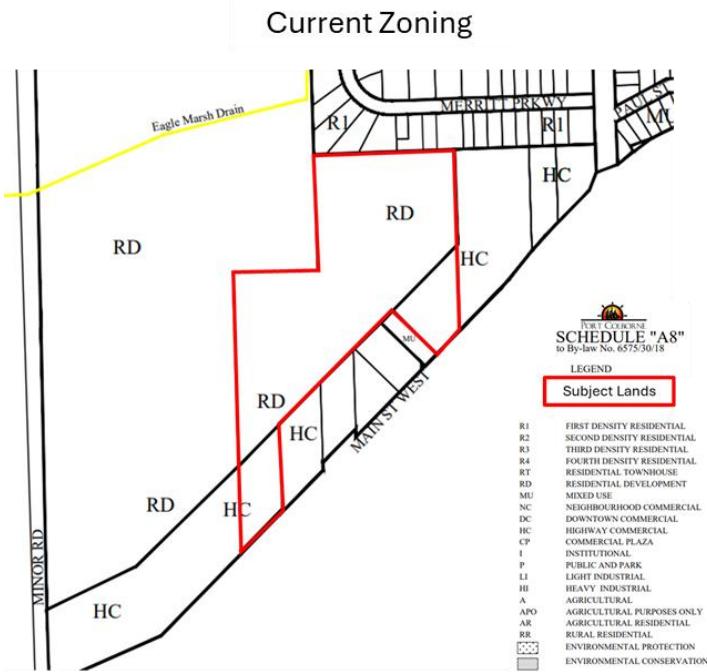
### Site and Surrounding Area Description

The Subject Lands are designated Urban Residential, in accordance with the City's Official Plan; and, zoned Residential Development (RD) and Highway Commercial (HD), in accordance with the City's Zoning By-law 6575/30/18.

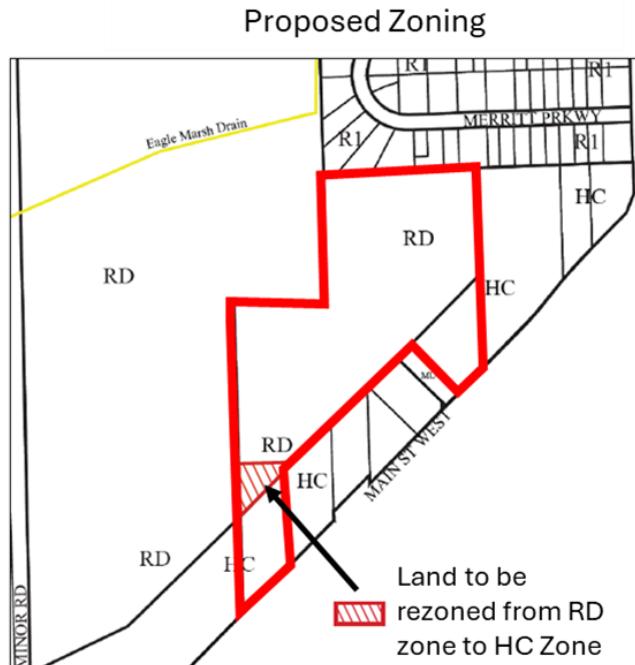
Lands adjacent to the subject lands, inclusive of the remnant and receiving lands include a mix of commercial and residential land uses, as outlined below

<u>North</u> <ul style="list-style-type: none"><li>• Vacant lands</li><li>• Residential subdivision</li></ul>	<u>East</u> <ul style="list-style-type: none"><li>• Commercial plaza</li><li>• Drive through restaurants</li><li>• Gas bars</li><li>• Car wash</li><li>• Motels</li><li>• Former car dealership</li></ul>
<u>South</u> <ul style="list-style-type: none"><li>• Auto parts store</li><li>• Motel</li><li>• Residential subdivision</li></ul>	<u>West</u> <ul style="list-style-type: none"><li>• Vacant urban lands</li></ul>

The image below shows the zoning of the subject and surrounding lands.



The application proposes an amendment to the zoning of 0.61 acres (0.24 hectares) of land owned by TODCO that will be conveyed to 639 Main Street West, where the existing motor vehicle garage will continue to operate. The image below shows the extent of the zone change.



The Zoning By-law Amendment consists of a map change only, to extend the HC zone. No changes to the provisions of the HC zone are being sought.

## **Discussion:**

This application has 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 (2013), and the City of Port Colborne Comprehensive Zoning Bylaw 6575/30/18. The following subsections provide a summary and evaluation of the proposal relative to these documents.

### **Planning Act**

Section 2 of the Planning Act (the Act) 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 impacts a planning matter, the decisions of 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”. Section 34 of the Act allows for the consideration of a Zoning By-law Amendment.

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.

Provincial Interest (Planning Act S.2)	Summary Assessment
a) The protection of ecological systems, including natural areas, features and functions	The subject lands do not contain, and are not adjacent to any natural areas, features or functions.
b) The protection of the agricultural resources of the Province	The subject lands are located within the Port Colborne Settlement Area Boundary. The Zoning Amendment will not affect Agricultural resource areas.
c) The conservation and management of natural resources and the mineral resource base	The subject lands are not within areas designated for mineral extraction and do not contain natural resources.
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest	The subject lands do not contain, and are not adjacent to any features of cultural, historic or scientific interest.  The subject lands are mapped as having archaeological potential in the Niagara Official Plan. However, as no physical development or disturbance to the ground is proposed as part of the application, any

	potential archaeological resources will remain undisturbed and conserved.
e) The supply, efficient use and conservation of energy and water	The zoning application involves a change in Zone mapping on Schedule A8 of Zoning By-law 6875/30/18.  No changes or affects to the supply, efficient use and conservation of energy and water will occur because of the application and mapping change.
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	The lands being conveyed and rezoned are used for outdoor storage, temporary parking of vehicles being services and maneuvering. No other services are proposed or needed to support the use of the lands for the current purposes.
g) The minimization of waste	The application will have no impact on waste.
h) The orderly development of safe and healthy communities;	The addition of the subject lands to 639 Main Street west is orderly as the subject lands are located immediately adjacent to the existing motor vehicle repair garage operation.
i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	Not applicable
j) The adequate provision of a full range of housing, including affordable housing	Not applicable
k) The adequate provision of employment opportunities	Not applicable
l) The protection of the financial and economic well-being of the Province and its municipalities	Not applicable
m) The co-ordination of planning activities of public bodies	Not applicable
n) The resolution of planning conflicts involving public and private interests	The application will rectify an existing conflict between two private landowners.
o) The protection of public health and safety	Not applicable
p) The appropriate location of growth and development	The zoning by-law amendment reflects an urban use, contiguous to the primary operation. The location and geometry of the subject lands are proper for the application.

q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	No new development is proposed. This application seeks to remedy an existing encroachment issue
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	No development is proposed on the Subject Lands. The existing built form will remain unaltered.
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate	No development is proposed on the Subject Lands.

In summary, the proposal has regard for Section 2 of the *Planning Act*.

### **Provincial Planning Statement, 2024**

The Provincial Planning Statement, 2024 (PPS) establishes the policy direction on matters of provincial interest related to land use planning and development, which is to be implemented through Official Plans. Section 3 of the Planning Act requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The subject lands are identified as being within a settlement area in the City's Official Plan and, as such, the applicable policies of Section 2.3 of the Provincial Planning Statement must be considered. Section 2.3.1.1 of the PPS states that settlement areas shall be the focus of growth and development. The application is consistent with Policy 2.3.1 of the PPS by facilitating the continued use of lands within the Settlement Area Boundary for desirable and permitted urban purposes.

Policy 3.6.2 of the PPS states that: Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems. 639 Main Street West is currently connected to municipal services including watermain and sanitary sewer. The addition of the subject lands to the rear of the property will not result in any increased need for servicing, or a change in servicing method. The subject land will continue to be used for the current purposes of outdoor storage, parking, and maneuvering. The remnant lands owned by TODCO are not currently serviced but remain able to establish a site servicing connection along the property's Main Street West frontage.

Section 4.6 of the PPS pertains to cultural heritage resources and archaeology within Ontario. The subject lands, inclusive of the remnant TODCO Lands and 639 Main Street

West, do not contain any built cultural heritage resources or cultural heritage landscapes, as defined by the PPS. However, the subject lands are identified on Schedule "K" of the NOP (2022) as containing archaeological potential. Accordingly, Policy 4.6.2 of the PPS is relevant to the application. Policy 4.6.2 directs that planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved. The subject lands are actively being used as part of a commercial motor vehicle repair garage operation. The subject lands are utilized as an outdoor storage, temporary parking, and maneuvering area. No new buildings or structures are proposed as part of the submitted Consent and Zoning applications. Any development or site alteration occurring on the subject lands would be subject to a site plan approval application process that would provide an opportunity for any necessary archaeological assessment work to be requested by the City or other review agencies.

Planning staff are of the opinion that the proposed ZBA is consistent with the PPS.

### **Niagara Official Plan, 2022**

The Niagara Official Plan (NOP) provides the long-term land use planning framework for development across the Niagara Region, including the City of Port Colborne. As a result of the passing of Bill 185, the NOP is deemed to be a local Official Plan for Planning Act applications. The NOP designates the Subject Lands as follows:

- Urban Area and Designated Greenfield Area, in accordance with Schedule B- Regional Structure;
- Regional Road, in accordance with Schedule J1- Transportation Infrastructure; and,
- Area of Archaeological Potential, in accordance with Schedule K- Areas of Archaeological Potential.

The goals, objectives and policies of Chapter 2 of the NOP pertain primarily to land within Settlement Areas. This chapter of the Plan implements the long-term growth and development strategy for the Region to the year 2051. Generally, the NOP directs growth to settlement areas where municipal servicing and a range and mix of existing land uses are found. The policies of Chapter 2 support the creation of complete communities within the region that can offer a diverse range of housing, job opportunities and land uses that can accommodate the needs of daily living. The application has been filed to remedy an existing encroachment incurred by a local commercial business on a large parcel of vacant residentially zoned land. To continue the use of the subject lands for existing commercial purposes, an amendment is required. The amendment will not introduce any new uses that should not occur within the Settlement Area and will not affect the ability of the City of Port Colborne to meet its population, employment, or intensification targets. The application is technical in nature and conforms with the policies of Chapter 2 of the NOP.

As noted, the subject lands are identified as being with an area of archaeological potential. Regional policies related to Archaeology are found within Section 6.4 of Chapter 6 of the Plan. Policy 6.4.2.1 of the NOP (2022) states that: Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved or the land has been investigated and cleared or mitigated following clearance from the Province. The application conforms with Policy 6.4.2.1 as the scope of the amendment is limited to a mapping change. No new structures or site alterations are proposed at this time, and any potential resources will remain conserved within the native soil that is located under the thick gravel overburden. If any development or site alteration is proposed on the subject lands in the future, an Assessment should be undertaken to ensure continued conformity with Policy 4.6.2.1.

It is staff's opinion that the ZBA recommended in Appendix A conforms to the NOP.

### **City of Port Colborne Official Plan, 2013**

The City of Port Colborne Official Plan (OP) provides policy directives to manage and direct growth and development in the municipality, and the effects of such growth on the social, economic, built, and natural environment. The subject lands are designated as follows in the OP:

- Urban Residential (TODCO) and Highway Commercial (639), in accordance with Schedule A: City-Wide Land use;

The policies of Section 3.2 (Urban Residential) and Section 3.8 (Highway Commercial) are relevant to the Zoning By-law Amendment application and are evaluated below.

The TODCO lands, inclusive of the subject lands, are designated "Urban Residential" on Schedule 'A' (City Wide Land Use) of the Official Plan. This designation permits a full range of residential land uses and accessory uses, as well as small scale commercial uses that are typically found within neighborhoods. The existing use of the subject lands as part of the adjacent motor vehicle repair garage operation is not permitted by the Urban Residential Policies of the Official Plan. The exact location of the "Urban Residential" designation boundary is subject to the interpretation policies of Section 11.7 of the OP, which are discussed later on in this Report.

In the western end of the City of Port Colborne's Urban Area, the "Highway Commercial" designation has been generally applied to lands along the north side of Main Street West between West Side Road and Minor Road that have established commercial land uses. Lands found to the west of the existing residential dwellings along Third Avenue and north of Killaly Street are also designated Highway Commercial on Schedule A of the OP. As set out in the preamble of Section 3.8 of the OP, the areas identified as Highway Commercial represent areas of existing and future commercial development within the Urban Area which cater primarily to the travelling public, in proximity to arterial roads and highways. Within these areas, the predominant use of

lands shall include, but is not limited to hotels and motels; automobile sales and service establishments; places of amusement or recreation; restaurants with take-out and/or drive-through facilities; and accessory uses to the aforementioned uses, including a residence for a caretaker. The existing motor vehicle repair garage operation (B&C Truck Centre) is a permitted use within the "Highway Commercial" land use designation. The use of the subject lands for such purposes is not currently permitted due to the lands being designated as "Urban Residential" on Schedule "A" of the OP. The exact location of the boundary between the two land use designations is subject to the interpretation policies of Section 11.7 of the OP, which are discussed later on in this Report.

Section 3.8.1 of the OP contains general policies that apply to Highway Commercial designated lands. Based on the context of the applicable policies in Section 3.8.1, Policies a), e), g) and h) are relevant to the Zoning By-law Amendment. The existing motor vehicle repair garage use is currently subject to a Site Plan Agreement. For any future development or Site Alteration, a Site Plan Amendment would be required. The Zoning By-law Amendment reflects the existing extent of the motor vehicle repair garage operation. No new expansion of the use or site, or the development of new structures is contemplated that would trigger the need for a Site Plan Amendment. The City has not requested that a Site Plan Amendment be undertaken. With regards to site access and entryways per Policy 3.8.1, the existing access to 639 Main Street West and the TODCO lands will remain unaltered. No new accesses or reconfigurations are proposed that would require a traffic study to be prepared. Additionally, no new commercial floor space is proposed as part of the application, only a recognition of the location on the existing use on the adjacent TODCO lands. Accordingly, the application conforms with Policy 3.8.1 of the OP.

As noted previously, there are two land use designations that apply to the Subject Lands. The TODCO lands are Urban Residential, while the 639 Lands are Highway Commercial. The boundary adjustment to rectify the encroachment issue results in a portion of the new boundary of the 639 Lands falling within the Urban Residential designation. Policy 11.7.1 of the Port Colborne Official Plan provides guidance to the reader on interpreting land use designation boundaries within the Plan's Schedules, establishes the order of precedence between general and site-specific policies, and outlines circumstances under which the Plan may be modified without a formal amendment.

Policy 11.7.1 policy reads as follows:

*"11.7.1 Boundaries and Policies*

*a) The land use designation boundaries are general except where they align with fixed or recognizable features such as roads, railways, watercourses or similar types of features. Where the intent of the Plan*

*is maintained, minor adjustments to boundaries will not require an amendment to this Plan.*

*b) Where there may be a conflict between City-wide land use policy and site-specific land use policy, the site-specific land use policy shall prevail.*

*c) A formal Official Plan Amendment is not required to make topographical, grammatical, re-numbering or other such minor corrections to the Plan.”*

In this circumstance, it is staff's opinion that an Official Plan Amendment is not required as the general intent of the OP is maintained. The limited reduction in Urban Residential designated greenfield land to accommodate the existing encroachment will not have a significant impact on the long-term planning goals and objectives of City or forecasted growth targets that are outlined within the Official Plan; and, the purpose and intent of the Highway Commercial designation is maintained. An administrative update to the Official Plan would be the appropriate time to revise the visual extent of the designation on Schedule 'A' of the OP. Staff will work with our retained planning consultants on the Official Plan to implement this new boundary. In the interim, under the policies of Section 11.7, staff consider the full extent of the 639 lands to fall within the Highway Commercial designation.

Planning staff are of the opinion that the Zoning Amendment, as included in Appendix A, conforms to the Official Plan.

### **City of Port Colborne Zoning By-law 6575/30/18**

The TODCO lands are zoned Residential Development (RD) and the 639 Lands are zoned Highway Commercial (HC), in accordance with the Zoning By-law. The application proposes an amendment to the zoning of 0.61 acres (0.24 hectares) of land owned by TODCO that will be conveyed to 639 Main Street West, where the existing motor vehicle garage will continue to operate.

The TODCO lands will continue to retain the RD Zoning. There is no intention by TODCO to amend the zoning of the remnant lands.

The B&C Truck Centre operating at 639 Main Street West services both regular Motor Vehicles and Large Motor Vehicles. The existing use is a permitted use within the Highway Commercial Zone. The subject lands will be added to 639 Main Street West for continued use as part of the motor vehicle repair garage operation and therefore require Highway Commercial zoning to permit the continued and legal use of the lands for that purpose. The proposed amendment to Schedule A8 of the Zoning By-law will enact this permission.

The related boundary adjustment does not result in any Zoning compliance issues for the retained or receiving lands. The Zoning By-Law Amendment remains limited to a

mapping change on Schedule A8 of Zoning By-law 6575/30/18. It is staff's opinion that the requested Zoning By-law Amendment is appropriate.

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### **Internal Consultations:**

The Draft ZBA was circulated to appropriate internal departments and to external agencies on November 7, 2025. There have been no formal comments received from internal departments and external agencies on the proposed Zoning By-law Amendment as of the date of writing this report. The following comments, which were received from internal departments and agencies as part of the Consent application, are provided for information purposes:

<b>Commenter</b>	<b>Comments</b>
<b>Drainage Superintendent</b>	The parcel is within the known watershed of the Eagle Marsh Drain. The report for the Eagle Marsh Drain is currently under review. If the application is approved and actions are taken to complete the requirements of the boundary adjustment prior to the completion of the drainage report then no actions are required by the drainage superintendent, however, if the new Engineer's Drainage Report is completed prior to the completion of the application, a drainage apportionment agreement will be required to adjust the engineer's report. Please consult with the Drainage Superintendent prior to finalization of application.
<b>Fire Department</b>	No concerns.
<b>Deputy Chief Building Official</b>	No comments.
<b>Engineering Technologist</b>	No comments.
<b>Niagara Peninsula Conservation Authority</b>	NPCA notes that the proposed boundary adjustment is outside the NPCA regulated features and does not encroach into any regulated features. As such, NPCA has no objection to the proposed boundary adjustment. NPCA notes that a portion of the eastern part of the Subject Property is impacted by potential unevaluated wetland.
<b>Ministry of Transportation (MTO)</b>	No comments received.

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## **Financial Implications:**

There are no financial implications directly related to the City

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## **Public Engagement:**

Notice of the Public Meeting was circulated in accordance with the requirements of the *Planning Act*. The Notice was mailed to property owners within a 120-metre radius of the Subject Lands on November 7, 2025. A sign was posted on the property on November 10, 2025. The Statutory Public Meeting under the Planning Act was held on December 2, 2025. There were no members of the public in attendance at the Public Meeting. There have been no comments from the public received as of the date of preparing this report.

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## **Strategic Plan Alignment:**

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

- Welcoming, Livable, Healthy Community

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## **Conclusion:**

The ZBA recommended in Appendix A of this report has been prepared after reviewing the application against the applicable Provincial, Regional, and City planning policies. This recommendation is consistent with the Provincial Planning Statement, conforms to the Niagara Official Plan and the City of Port Colborne Official Plan, and represents good planning that is in the public interest.

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## **Appendices:**

- a. Zoning By-law Amendment

Respectfully submitted,

Kelly Martel, MCIP, RPP  
Planning Manager  
905-228-8130

kelly.martel@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 Zoning By-law 6575/30/18 respecting Part of lands legally described as Part of Lot 32, Concession 2, Geographic Township of Humberstone in the 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.
2. That the Zoning Map referenced as Schedule "A8" forming part of By-law 6575/30/18 is hereby amended by changing those lands described on Schedule A from "Residential Development" (RD) to "Highway Commercial" (HC).
3. 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.
4. 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 [numbered day] day of [month], [year].

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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk

**SCHEDULE 'A'**  
**ZONING BY-LAW AMENDMENT NO. \_\_\_\_\_**

TO THE  
**CITY OF PORT COLBORNE ZONING BY-LAW NO. 6575/30/18**  
**SCHEDULE "A8"**



LAND TO BE REZONED FROM THE RESIDENTIAL DEVELOPMENT (RD) ZONE  
TO THE HIGHWAY COMMERCIAL (HC) ZONE



N.T.S

OCTOBER 2025



**Subject: Interim Billing of the Northland Estates Municipal Drain**  
**To: Council**  
**From: Public Works Department**

Report Number: 2026-10

Meeting Date: January 27, 2026

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**Recommendation:**

That Public Works Department Report 2026-10 be received; and

That the interim billing of the Northland Estates Municipal Drain be invoiced in accordance with the Drainage Act, as outlined in Appendix A of Public Works Department Report 2026-210; and

That the By-law to levy the actual costs incurred for the preparation of the drainage report and tribunal fees, be approved.

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**Purpose:**

This report has been prepared to provide Council with an update on the Northland Estates Municipal Drain project and to request approval for the interim billing of the works.

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**Background:**

The Northland Estates Drain is a tributary to the Eagle Marsh Drain. The drain was petitioned for by the developer of the Northland Estates subdivision situated to the north and west of Coronation Drive as depicted within the map below.



The following is a sequential list of events leading us to this point:

**November 13, 2021** – Spriet Associates Engineers & Architects was appointed to complete a new engineer's report

**July 25, 2023** – On-site meeting to inform residents

**August 27, 2024** – Council meeting: provisional adoption of the report

**October 23, 2024** – Court of Revision (1 appellant)

**February 24, 2025** – Tribunal Pre-Hearing

**May 20, 21, 2025** – Tribunal Hearing

**October 14, 2025** – Third Reading of the By-law

## **Discussion:**

The Engineering works including, survey, design, and public consultation, of the Northland Estates Municipal Drain have concluded. Staff are recommending that the accumulated costs to date be billed to the developer. The total amount of costs incurred for engineering, mailing, and tribunal fees is \$35,912.62, which includes applicable interest up to December 31, 2025. When construction concludes, a final future billing will be issued.

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## **Internal Consultations:**

Consultation was held with the City's Finance Division to obtain all incurred costs.

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## **Financial Implications:**

When the municipality undertakes work on a municipal drain, the costs are initially carried by the City until billing occurs, at which time the costs are recovered from property owners in the watershed. In addition to the incurred costs, interest fees are also collected.

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## **Public Engagement:**

The *Drainage Act R.S.O. 1990* includes required consultation. In addition to these requirements, staff continue to liaise with the developer to ensure the project's success. When construction of the drain takes place, further consultation with the developer and affected property owners will take place.

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## **Strategic Plan Alignment:**

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

- Increased Housing Options
- Sustainable and Resilient Infrastructure

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## **Conclusion:**

It is recommended the City proceed with passing the by-law as defined in Section 61(1), a Levy by-law, of the *Drainage Act R.S.O. 1990* to complete the interim billing of the drainage works in the amount of \$35,912.62.

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## **Appendices:**

- a. Northland Estates Municipal Drain Interim Levy By-law

Respectfully submitted,

Alana Vander Veen  
Drainage Superintendent  
905-288-8127  
Alana.VanderVeen@portcolborne.ca

## **Report Approval:**

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

**The Corporation of the City of Port Colborne**

**By-Law No. \_\_\_\_\_**

**Being a By-law to Levy the Interim Charges for the  
Northland Estates Municipal Drain**

Whereas Section 61 Chapter D.17 of the *Drainage Act* R.S.O. 1990 requires the municipality to pass a levy by-law to impose the costs of a municipal drain on the assessed lands as stated in the engineer's report; and

Whereas By-law 72678/89/24, Being a By-law to Provide for Drainage Works in the City of Port Colborne in the Regional Municipality of Niagara, known as the Northland Estates Municipal Drain, was enacted the 14 day of October, 2025, and provided for the drainage works of the Northland Estates Municipal Drain based on the estimates contained in the drainage report dated August 14, 2024, as submitted by Brandon Widner P. Eng, from the firm of Spiet Associates Engineers & Architects; and

Whereas the Municipality has chosen to send an interim bill for the costs incurred to prepare the Engineer's Report through to the third reading of the bylaw. The total actual costs incurred were \$ 35,912.62 and a final bill will be issued upon completion of the construction.

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

1. That the Treasurer levy the costs incurred to the petitioner assessed for the completion of the Engineer's report prior to the completion of construction of the drain with an interim bill.
2. That the owner assessed may have the option of submitting full payment of the net cost or making yearly payments over a period of 5 years at 5% interest per annum. If the full payment is not received by March 13, 2026, the balance will be billed over a period of 5 years at 5% interest per annum on the final tax bill beginning in the year 2026 and ending in the year 2030.
3. That in the event of nonpayment, the City of Port Colborne's penalty and interest charges on outstanding accounts receivable, By-law 6841/91/20 shall be followed.
4. This by-law shall come into force and take effect on the day of its final passing.

Enacted and passed this 27th day of January 2026.

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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk

**From:** Minister Seniors and Accessibility (MSAA)  
<MinisterSeniorsAccessibility@ontario.ca>  
**Sent:** Friday, December 12, 2025 6:42 PM  
**To:** Sloane McDowell <Sloane.McDowell@portcolborne.ca>; Mayor  
<mayor@portcolborne.ca>  
**Subject:** Ontario Age Friendly Community Recognition Award / Prix de reconnaissance  
des collectivités amies des aînés

**French message follows.**

Dear Sir/Madam:

I want to congratulate the City of Port Colborne on being officially recognized as an **Age-Friendly Community** by the Ontario Government!

It is my pleasure to invite you to the **Ontario Age-Friendly Community Recognition Ceremony** on the evening of **January 18<sup>th</sup>, 2026, at 6:30 p.m.** at the **Sheraton Centre Toronto Hotel**. The ceremony will coincide with the 2026 Rural Ontario Municipalities Association (ROMA) conference.

Please note that registration for the ROMA conference is not required to attend this Recognition Ceremony.

The Ceremony will provide an opportunity to celebrate the achievements of many communities, recognizing their contributions toward making Ontario more accessible and inclusive for people of all ages and abilities. Age-friendly communities create more inclusive physical and social environments that support older adults to live safely, enjoy good health and stay active and involved. Your community, along with others across Ontario, is being recognized for its achievements in building spaces that are more inclusive of older adults.

Ontario's recognition of your work would also support your community in obtaining recognition nationally (through the Public Health Agency of Canada) and internationally (through the World Health Organization).

I am looking forward to greeting you in person at the **AFC Recognition Ceremony** on **January 18<sup>th</sup>, 2026**. To confirm your attendance, please RSVP by January 7, 2026, at [Age-Friendly Communities \(AFC\) Ontario Recognition Ceremony Tickets, Sun, 18 Jan 2026 at 6:30 PM | Eventbrite](#)

**Congratulations on your achievement** and thank you for your dedication to creating an age-friendly Ontario. Your efforts make Ontario a better place for seniors and helps to strengthen our communities and our province.

Sincerely,

Raymond Cho Minister

Ministry for Seniors and Accessibility

Bonjour,

Je tiens à féliciter City of Port Colborne d'avoir été officiellement reconnue comme une **collectivité amie des aînés** par le gouvernement de l'Ontario.

J'ai le plaisir de vous inviter à la **cérémonie de reconnaissance des collectivités amies des aînés de l'Ontario**, qui se tiendra le **18 janvier 2026 à partir de 18 h 30**, à l'**hôtel Sheraton Centre Toronto**. La cérémonie coïncidera avec le congrès 2026 de l'Association des municipalités rurales de l'Ontario (ROMA).

Veuillez noter qu'il n'est pas nécessaire de s'inscrire au congrès ROMA pour assister à cette célébration.

La cérémonie sera l'occasion de souligner les réalisations de nombreuses collectivités et de rendre hommage à leurs efforts pour rendre l'Ontario plus accessible et plus inclusif pour les personnes de tous âges et de toutes capacités. Les collectivités amies des aînés créent des milieux physiques et sociaux plus inclusifs qui permettent aux personnes âgées de vivre en toute sécurité, d'être en bonne santé et de rester actives et engagées. Votre collectivité compte au nombre de celles qui sont reconnues pour leurs réalisations dans la construction d'espaces plus inclusifs pour les personnes âgées.

La reconnaissance de votre travail par l'Ontario pourrait également aider votre collectivité à obtenir une reconnaissance nationale (par l'Agence de santé publique du Canada) et internationale (par l'Organisation mondiale de la santé).

Je me réjouis de vous accueillir en personne lors de la **cérémonie de reconnaissance des CAA le 18 janvier 2026**. Pour confirmer votre participation, veuillez répondre avant le 7 janvier 2026 à [Age-Friendly Communities \(AFC\) Ontario Recognition Ceremony Tickets, Sun, 18 Jan 2026 at 6:30 PM | Eventbrite](https://www.eventbrite.ca/e/age-friendly-communities-afc-ontario-recognition-ceremony-tickets-181212111017).

**Félicitations pour votre réussite** et merci de votre volonté de participer à la création d'un Ontario favorable aux personnes âgées. Vos efforts font de l'Ontario un meilleur endroit pour les personnes âgées et contribuent à renforcer nos collectivités et notre province.

Veuillez agréer l'expression de ma considération distinguée.

Raymond Cho

Ministre

Ministère des Services aux aînés et de l'Accessibilité

**Avis de confidentialité :** Ce courriel contient des renseignements destinés exclusivement à son destinataire. Si vous avez reçu ce courriel par erreur, nous vous serions reconnaissants de bien vouloir nous en informer sur le site Web du ministère à l'adresse [Ministère des Services aux aînés et de l'Accessibilité](https://www.ontario.ca/ministere-des-services-aux-aînés-et-de-l-accessibilité) et de détruire tout exemplaire de ce message. Merci.



# Thorold

OFFICE OF THE CITY CLERK

Nicholas Debono, City Clerk  
3540 Schmon Parkway, P.O. Box 1044  
Thorold, ON L2V 4A7

December 10, 2025

**SENT ELECTRONICALLY**

To the Municipal Property Assessment Corporation

**Re: 14.3 Motion respecting the assessment processes and methodologies of the Municipal Property Assessment Corporation (MPAC)**

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Please be advised that the Council of the Corporation of the City of Thorold, at its meeting held on December 9, 2025, considered the aforementioned topic and passed the following resolution:

The Corporation of the City of Thorold enacts as follows:

WHEREAS the Municipal Property Assessment Corporation (MPAC) is responsible for assessing all properties in Ontario and plays a key role in determining municipal property taxes;

WHEREAS MPAC assessments are based on estimated market value and do not adequately reflect the lived realities of homeowners who are not selling or profiting from their property;

WHEREAS municipalities across Ontario have experienced significant resident concern and financial strain due to rapid increases in assessed values, particularly in legacy neighbourhoods with long-term residents;

WHEREAS the Province of Ontario reported a \$42.7 billion increase in property tax revenue resulting from reassessments and new development growth;

AND WHEREAS municipalities such as Thorold have limited control or recourse in addressing the inequities created by the current MPAC system;

NOW THEREFORE BE IT RESOLVED THAT the Corporation of the City of Thorold enacts as follows:

1. That Thorold City Council **FORMALLY REQUESTS** that the Province of Ontario conduct a comprehensive review of MPAC's residential property

assessment model, with an emphasis on ensuring fairness, transparency, and protection for long-term homeowners;

2. That Thorold City Council **FORMALLY REQUESTS** MPAC provide detailed reporting on the number and type of reassessments conducted annually within the City of Thorold, with an overview of their process of selecting properties for reassessment and methodology used in conducting reassessments; and
3. That City Staff **BE DIRECTED** to circulate this motion to all Niagara municipalities, the Region of Niagara, and the Association of Municipalities of Ontario (AMO), seeking their support and endorsement, and to MPAC, the office of MPP Jeff Burch, and the office of Premier Doug Ford.

Thank you,



Nicholas Debono  
City Clerk, City of Thorold

cc. The Honourable Doug Ford, Premier of Ontario  
Jeff Burch, MPP Niagara Centre  
Niagara Regional Municipalities

- Niagara Falls
- Port Colborne
- St Catharines
- Welland
- Grimsby
- Lincoln
- Niagara-on-the-Lake
- Pelham
- Wainfleet
- West Lincoln
- Fort Erie

Niagara Region  
The Association of Municipalities of Ontario

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

December 12, 2025

**CL 17-2025, December 11, 2025**

**BRcotw 8-2025, November 20, 2025**

**CSD 56-2025, November 20, 2025**

**LOCAL AREA MUNICIPALITIES****SENT ELECTRONICALLY****Waste Management 2026 Operating Budget and Requisition**

CSD 56-2025

Regional Council, at its meeting held on December 11, 2025, passed the following recommendation of its Budget Review Committee of the Whole:

That Report CSD 56-2025, dated November 20, 2025, respecting Waste Management 2026 Operating Budget and Requisition, **BE RECEIVED** and the following recommendation **BE APPROVED**:

1. That the following recommendations **BE APPROVED**:
  - a) A 2026 Waste Management Services net operating budget increase of \$199,646, or 0.44%, over the 2025 net operating budget;
  - b) A 2026 Waste Management Services gross operating budget of \$52,890,107 and net operating budget of \$45,784,358;
  - c) That the net operating budget amount of \$45,784,358 be apportioned between the local area municipalities in accordance with the methodology approved in Report PWA 55-2011 and outlined in Appendix 2 to Report CSD 56-2025;
  - d) That the necessary by-laws be prepared and presented to Council for consideration; and
  - e) That a copy of this report be circulated to the local area municipalities.

A copy of CSD 56-2025 and By-law 2025-67 are enclosed for your reference.

Yours truly,



Ann-Marie Norio

Regional Clerk

:kl

CLK-C 2025-130

cc: B. Brens, Acting Director, Financial Management & Planning  
T. Ellis, Commissioner, Corporate Services  
K Beach, Executive Assistant, Commissioner, Corporate Services

**Subject:** Waste Management 2026 Operating Budget and Requisition

**Report to:** Budget Review Committee of the Whole

**Report date:** Thursday, November 20, 2025

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## **Recommendations**

1. That the following recommendations **BE CONSIDERED** as part of the final budget deliberations at the December 11, 2025, Budget Review Committee of the Whole;
  - a) A 2026 Waste Management Services net operating budget increase of \$199,646, or 0.44%, over the 2025 net operating budget;
  - b) A 2026 Waste Management Services gross operating budget of \$52,890,107 and net operating budget of \$45,784,358;
  - c) That the net operating budget amount of \$45,784,358 be apportioned between the local area municipalities in accordance with the methodology approved in Report PWA 55-2011 and outlined in Appendix 2 to Report CSD 56-2025;
  - d) That the necessary by-laws be prepared and presented to Council for consideration; and
  - e) That a copy of this report be circulated to the local area municipalities.

## **Key Facts**

- The proposed Waste Management Services (WMS) net operating budget represents an overall increase of \$199,646, or 0.44%, over 2025 as shown in Note 4 of Appendix 1 to Report CSD 56-2025.
- Key drivers to the proposed 2026 budget include discontinuing non-eligible source (NES) recycling collection services such as small businesses, inflation, fuel pricing, increased contract pricing, and labour related costs.
- Approximately 80% of all services provided by WMS are being executed through external contracts, therefore the budget is subject to inflation and fuel volatility.
- Assessment growth for Niagara Region and Area Municipalities has not been finalized; however, estimated assessment growth of 1.59% is included in Appendix 2 to Report CSD 56-2025. The estimate of 1.59% for 2026 results in the net requisition decrease to be approximately 1.15% (0.44% less growth of 1.59%) with an estimated average typical annual residential decrease of \$2.60 per year.

- The net requisition amount has been allocated in accordance with the methodology approved in Report PWA 55-2011. The impacts by municipality in Appendix 3 to Report CSD 56-2025 are affected by the budget increase, growth in households by municipality, and the enhanced services as requested and selected by each Local Area Municipality (LAM).

## Financial Considerations

The gross operating expenditures are \$52.9 million, which net of revenues of \$7.1 million equates to a net requisition of \$45.8 million. This represents an increase of \$0.2 million, or 0.44%, over the 2025 net requisition as outlined in Note 4 of Appendix 1 to Report CSD 56-2025. A thorough review of operating needs and key contract assumptions has been completed which resulted in a reduction from the increase as presented through 2026 Budget Planning Strategy (Report CSD 31-2025).

Table 1 – Summary of Proposed WMS Budget (in millions of dollars)

Waste Management 2026 Budget Summary	2025	2026	Increase (Decrease) %
Base Operating Expenses Net of Revenues (Note 1)	\$41.3	\$42.1	1.66%
Capital Transfers (Note 2)	4.6	4.6	0.00%
Transfers from Reserve for One-Time Costs	(0.3)	-	0.77%
<b>Net Budget Requisition before Program Changes</b>	<b>\$45.6</b>	<b>\$46.7</b>	<b>2.43%</b>
Lapse of NES Recycling Services	-	(1.2)	(2.55%)
Growth – Operating Costs of Capital	(0.0)	0.2	0.37%
Capital Financing - WMS	-	0.0	0.04%
Capital Financing - Allocated	-	0.1	0.15%
<b>Total Net Budget Requisition before Assessment Growth</b>	<b>\$45.6</b>	<b>\$45.8</b>	<b>0.44%</b>
<b>Total Net Budget Requisition after Assessment Growth of 1.59%</b>			<b>(1.15%)</b>

Note 1 – Base operating expenses net of revenues before base program delivery changes and program changes.

Note 2 – Includes the annual base budget transfers to the Landfill Liability Reserve and the Capital Reserve of \$2.4 million and \$1.8 million, respectively.

A schedule providing the budgeted revenues and expenditures for 2025 and 2026 by type of expenditure is included as Appendix 1 to Report CSD 56-2025.

## **Analysis**

### **Base Budget Increases, Pressures, and Mitigations**

The 2026 operating and multi-year budgets are impacted by the extended producer responsibility transition (EPR) ending in 2025 and not anticipating the receipt of producer responsibility funding. The operating budget is also impacted by several other external factors, such as escalating fuel prices, CPI rates, and contracted services.

Approximately 80% of the operating-related costs are in the form of outsourced costs and are subject to contract escalations and conditions. The remaining operating-related costs are associated with program-related purchases, budgeted repairs and maintenance, utilities, labour related costs, program support, consulting, and other administration costs.

The pressures in base operations that contribute to the increase of \$1.1 million or 2.43% are:

- \$1.1 million increase in operational contracts such as base level collection costs, and waste, recycling and household hazardous waste drop-off depot services
- \$0.6 million decrease in anticipated funding from EPR transition
- \$0.4 million decrease in Transfers from Funds budgeted for a one-time consulting engagement to conduct household waste composition studies completed in 2025 (fully offset by decrease in one-time consulting costs)
- \$0.4 million net increase in labour related costs, allocation of costs between departments, and share of supplemental taxes

Pressures noted above have been partially offset by the following:

- \$0.5 million decrease in one-time consulting engagement (fully offset by decrease in budgeted transfer from funds) and savings from transition from print to digital collection guide
- \$0.4 million increase in organics processing and hazardous waste funding
- \$0.3 million increase in tipping fees and garbage tag fees (from \$2.85 per tag to \$3.30 per tag)
- \$0.2 million savings in grounds maintenance at naturalization and closed landfill sites and elimination of recycling cart purchases

### **Program Changes**

Pressures in base operations are also impacted by allowing NES recycling services to lapse, growth for operating costs of capital, and capital financing which contribute to a decrease of \$1.2 million, or 2.55%, an increase of \$0.2 million, or 0.37%, and \$0.1 million or 0.19%, respectively. The impact of these, which are outlined below, result in the net budget requisition going from an increase of 2.43% to an increase of 0.44% (before assessment growth of 1.59%):

Lapse of NES Recycling Services - \$1.2 million net reduction due to the assumption made that curbside recycling collection services to NES will lapse when recycling collection fully transitions to producers (December 31, 2025).

Growth - Operating Costs of Capital - \$0.2 million increase due to new capital projects for landfill gas monitoring systems.

Capital Financing - Enhanced capital financing for WMS is in alignment with the 2025 Corporate Asset Management Plan (CAMP). Capital financing of \$0.1 million relates to the allocated share of enhanced capital financing from general levy departments that provide services to Waste Management.

### **Reserve Strategy and Forecast**

For 2026, the budget recommends maintaining the annual base budget transfers to the Landfill Liability Reserve and Capital Reserve in the amount of \$2.8 million and \$1.8 million, respectively. With the Asset Retirement Obligations and the updated Landfill Liability Reserve strategy, this reserve is funded to align with the average annual renewal investment (AARI) over the contaminating lifespan of each landfill. The Capital Reserve is funded to align with the 2025 CAMP with a 10-year AARI strategy.

As part of Niagara Region's Reserve and Reserve Funds Policy (C-F-013), minimum and maximum funding targets have been established for reserves. For stabilization reserves, such as the Waste Management Stabilization Reserve, the funding target is 10% to 15% of operating expenditures not including debt repayments. Based on the forecasted balance at the end of 2025 as presented in the Q2 Financial Update, the reserve balance of \$7.8 million will be deemed to be adequately funded, in alignment with funding targets.

Appendix 4 to Report CSD 56-2025 shows the forecasted Waste Management Reserve balances.

## **2026 Waste Management Requisition**

The net requisition amount will be allocated to the LAMs in accordance with the methodology approved in Report PWA 55-2011. As such, base WMS costs will be apportioned based on the 2024 percentage of residential units in each municipality, with the enhanced collection of services and associated disposal costs to be apportioned to the requesting municipalities.

The year-over-year increase in requisition amount by municipality before assessment growth equates to a range of a 0.55% decrease to a 3.70% increase with an average increase of 0.44% as outlined in Appendix 2 to Report CSD 56-2025. The net requisition change by municipality after the 1.59% forecasted assessment growth (as of October 9, 2025) equates to a range of a 3.00% decrease to a 0.10% increase with an average decrease of 1.15% as outlined in Appendix 2 to Report CSD 56-2025. The range is the result of the difference in household growth between LAMs as well as net assessment growth. The WMS levy is collected as a special levy with the Region establishing the tax rates for each municipality (with the exception of Niagara-on-the-Lake).

Appendix 3 to Report CSD 56-2025 provides the impacts of the WMS requisition for 2026 in comparison to 2025 on a cost per typical residential property basis by area municipality. The 1.15% decrease on the budget net of assessment growth of 1.59% will impact the typical residential property from an annual decrease of \$5.52 to an annual increase of \$0.23 depending on the municipality with an average annual decrease of \$2.60 per year.

## **Multi-Year Forecast**

The multi-year forecast to 2028 reflects impacts including inflation, contract pressures, people strategy, and updated reserve strategies. The forecast reflects annual increases of 2.35% for 2027 and 2.70% for 2028. There are many assumptions and unknowns included in these forecasts, and staff will re-evaluate the long-term budget and reserve strategies with the budget cycle each year.

The key assumptions affecting the multi-year forecast are as follows:

- 2027
  - Labour related costs of \$0.3 million including continued investment in the People Strategy
  - Increased pressures of \$0.4 million for inflation and fuel prices on the collection contract
  - Increased pressures of \$0.4 million for inflation on other operating contracts and increase in allocated corporate support costs
- 2028
  - Labour related costs increase of \$0.2 million
  - Increased pressures of \$0.4 million for inflation and fuel prices on the collection contract
  - Increased pressures of \$0.4 million for inflation on other operating contracts and increase in allocated corporate support costs

## **Risk and Opportunities**

Contracted services which are subject to contract escalations and other external conditions such as CPI and fuel adjustments are a risk in the 2026 budget. If these factors exceed the forecasted amounts, this could result in variances to the proposed budget. However, the adequately funded stabilization reserve would help address any variances that may occur.

## **Outcome of NES Decision**

Allowing curbside recycling collection services to NES to lapse when recycling collection fully transitions to producers has been reflected in the 2026 proposed budget. Should Council direction be anything other than what is included in the proposed budget, below are the additional impacts to the 2026 WMS net operating budget increase of \$199,646, or 0.44%, over the 2025 net operating budget:

- Provide separate collection with no collection day changes – additional 6.95% over the 2025 net operating budget
- Provide separate collection with route optimization – additional 5.64% over the 2025 net operating budget
- Provide separate collection inside downtown business areas (DBAs) only – additional 1.29% over the 2025 net operating budget
- Provide enhanced level of service only – additional 0.49% over the 2025 net operating budget

### 2029 Collection Contract

A major budget pressure ahead is the 2029 collection contract. Based on market conditions and trends from other municipalities, we are currently projecting an increase in collection costs of approximately over 50% with key drivers of this projected increase being inflation, equipment, fuel cost increases, and labour market pressures.

Staff are in the early stages of determining potential collection scenarios and anticipated costs for these scenarios, in advance of the request for proposal anticipated to be completed in 2027.

Staff will continue to work through strategies to determine the best approach to mitigate any potential pressures in 2029, including the possible extension of the existing contracts.

### Alternatives Reviewed

None.

### Relationship to Council Strategic Priorities

The 2026 Waste Management Services proposed budget aligns with Niagara Region's 2023 – 2026 Council Strategic Priorities supporting an Effective Region, a Green and Resilient Region, and an Equitable Region.

## Other Pertinent Reports

- PWA 55-2011 – Waste Management Services Financing Study  
(Please contact the Niagara Region for a copy of this Report)
- PWC-C 24-2021 – Residential Blue Box Program – Final Producer Responsibility Regulation  
([https://www.google.com/url?client=internal-element-cse&cx=005774670460367375179:kxndu-yx3mm&q=https://pub-niagararegion.escribemeetings.com/filestream.ashx%3FDocumentId%3D17373&sa=U&ved=2ahUKEwiUkO2T9rqQAxUXMmlAHX7nCSQQFnoECAUQAg&usg=A0Vwv2goYObB8JDeYICm19r\\_tmq](https://www.google.com/url?client=internal-element-cse&cx=005774670460367375179:kxndu-yx3mm&q=https://pub-niagararegion.escribemeetings.com/filestream.ashx%3FDocumentId%3D17373&sa=U&ved=2ahUKEwiUkO2T9rqQAxUXMmlAHX7nCSQQFnoECAUQAg&usg=A0Vwv2goYObB8JDeYICm19r_tmq))
- PWC-C 7-2025 – Update on Advocacy Efforts Regarding Recycling Collection Services for Non-Eligible Sources  
(<https://www.google.com/url?client=internal-element-cse&cx=005774670460367375179:kxndu-yx3mm&q=https://pub-niagararegion.escribemeetings.com/filestream.ashx%3FDocumentId%3D43630&sa=U&ved=2ahUKEwiqrrGq9rqQAxXBLIkFHTKwIT8QFnoECAQQAg&usg=A0vVaw0UPwbrFxm2XC6m2JYEturc>)
- PW 40-2025 – Recycling Collection to Non-Eligible Sources Following End of Provincial Transition period December 31, 2025  
(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=09ee09de-e0ac-4e2f-836e-6e5cd83fdafc&Agenda=Agenda&lang=English&Item=13&Tab=attachments>)
- Confidential PWC-C 16-2025 Collection to NES at the end of the provincial transition period on December 31, 2025
- CSD 31-2025 – 2026 Budget Planning  
(<https://www.google.com/url?client=internal-element-cse&cx=005774670460367375179:kxndu-yx3mm&q=https://pub-niagararegion.escribemeetings.com/filestream.ashx%3FDocumentId%3D43587&sa=U&ved=2ahUKEwjHjlzT9rqQAxXMFmlAHHe7LDtQQFnoECAYQAg&usg=A0vVaw1WybFMhF-txm5OC7TK7y12>)

- [CSD 27-2025 – 2025 Corporate Asset Management Plan](#)

([https://www.google.com/url?client=internal-element-cse&cx=005774670460367375179:kxndu-yx3mm&q=https://pub-niagararegion.escribemeetings.com/filestream.ashx%3FDocumentId%3D43353&sa=U&ved=2ahUKEwj8qLh9rqQAxXOF1kFHT60EssQFnoECAYQAg&usg=AOvVaw2Dr02ac9L6Q3oq\\_Wo-\\_Nvr](https://www.google.com/url?client=internal-element-cse&cx=005774670460367375179:kxndu-yx3mm&q=https://pub-niagararegion.escribemeetings.com/filestream.ashx%3FDocumentId%3D43353&sa=U&ved=2ahUKEwj8qLh9rqQAxXOF1kFHT60EssQFnoECAYQAg&usg=AOvVaw2Dr02ac9L6Q3oq_Wo-_Nvr))

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**Prepared by:**

Beth Brens, CPA, CA  
Associate Director, Budgets Planning &  
Strategy  
Financial Management & Planning

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**Recommended by:**

Tim Ellis, CPA, CMA  
Commissioner / Treasurer  
Corporate Services

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**Submitted by:**

Ron Tripp, P.Eng.  
Chief Administrative Officer

This report was prepared in consultation with Mackenzie Glenney, Program Financial Specialist and reviewed by Renee Muzzell, Manager, Program Financial Support and Catherine Habermebl, Director, Waste Management Services.

## **Appendices**

Appendix 1 2026 Waste Management Schedule of Revenues and Expenditures by Object of Expenditure

Appendix 2 Proposed 2026 Requisition by Municipality

Appendix 3 2026 Waste Management Requisition for Typical Residential Property by Municipality

Appendix 4 2026 to 2028 Forecasted Waste Management Reserve Balances

**2026 Waste Management Schedule of Revenues and Expenditures by Object of Expenditure**

Object of Expenditure	2025 WMS Budget Total (\$)	2026 WMS Budget Base (\$)	2026 WMS Budget Base Program Delivery Change (\$)	2026 WMS Budget Growth - Operating Costs of Capital (\$)	2026 WMS Budget Capital Financing (\$)	2026 WMS Budget Total (\$)	Total Variance (\$)	Total Variance (%)	Notes
Labour Related Costs	4,541,979	4,779,866	0	0	0	4,779,866	237,887	5.24%	
Administrative	1,505,895	1,111,220	(58,000)	0	0	1,053,220	(452,675)	-30.06%	(1)
Operational & Supply	38,228,895	39,456,824	(1,356,327)	0	0	38,100,497	(128,398)	-0.34%	(2)
Occupancy & Infrastructure	1,133,800	1,037,096	0	0	0	1,037,096	(96,704)	-8.53%	
Equipment, Vehicles, Technology	354,680	356,661	0	0	0	356,661	1,981	0.56%	
Partnership, Rebate, Exemption	235,263	199,226	0	0	0	199,226	(36,037)	-15.32%	
Financial Expenditures	153,692	153,692	0	0	0	153,692	0	0.00%	
Transfers To Funds	4,602,930	4,602,930	0	156,000	16,829	4,775,759	172,829	3.75%	(3)
Allocation Between Departments	411,190	507,958	0	0	0	507,958	96,768	23.53%	
Gross Expenditure Subtotal	51,168,324	52,205,473	(1,414,327)	156,000	16,829	50,963,975	(204,349)	-0.40%	
Taxation	(46,416,368)	(47,781,032)	1,481,981	(168,806)	(83,032)	(46,550,889)	(134,521)	0.29%	(4)
By-Law Charges and Sales	(5,370,931)	(5,540,781)	(89,174)	0	0	(5,629,955)	(259,024)	4.82%	(5)
Other Revenue	(892,418)	(739,265)	30,000	0	0	(709,265)	183,153	-20.52%	(6)
Transfer from Funds	(350,000)	0	0	0	0	0	350,000	-100.00%	(1)
Gross Revenue Subtotal	(53,029,717)	(54,061,078)	1,422,807	(168,806)	(83,032)	(52,890,109)	139,608	-0.26%	

Object of Expenditure	2025 WMS Budget Total (\$)	2026 WMS Budget Base (\$)	2026 WMS Budget Base Program Delivery Change (\$)	2026 WMS Budget Growth - Operating Costs of Capital (\$)	2026 WMS Budget Capital Financing (\$)	2026 WMS Budget Total (\$)	Total Variance (\$)	Total Variance (%)	Notes
Net revenue before indirect allocations	(1,861,393)	(1,855,605)	8,480	(12,806)	(66,203)	(1,926,134)	(64,741)	3.48%	
Indirect Allocations	1,861,393	1,855,605	(8,480)	12,806	66,203	1,926,134	64,741	3.48%	
Net revenue after indirect allocations	0	0	0	0	0	0	0	0.00%	
FTE - Permanent	35.7	35.7	0.0	0.0	0.0	35.7	0.0		
FTE - Temporary	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
FTE - Total	35.7	35.7	0.0	0.0	0.0	11.7	0.0		
Student	11.7	11.7	0.0	0.0	0.0	11.7	0.0		

(1) Decrease in base due to a one-time consulting engagement to conduct household waste composition studies completed in 2025 for \$350,000 which is fully offset by the decrease in Transfer from Funds as it was funded by the Waste Management Stabilization Reserve. Decrease in base program delivery change due to transition from print to digital waste collection guide.

(2) Increase in base is largely driven by increases in contract costs including drop-off depot services and collection services. Decrease in base program delivery change is driven by the assumption made that curbside recycling collection services to non-eligible sources will lapse when recycling collection fully transitions to producers (December 31, 2025).

(3) Increase in growth - operating costs of capital is due to new capital projects for landfill gas monitoring systems. Increase in capital financing is for enhanced capital financing of the Waste Management Capital Reserve in alignment with the 2025 Corporate Asset Management Plan (CAMP).

(4) Included in Taxation is Waste Management's portion of supplemental taxes revenue which decreased by \$65,125. The remaining increase in Taxation of \$199,646 equates to the increase in the total net requisition.

(5) Increase in base is due to increase in landfill sites tipping fees and garbage tag fees (\$2.85 to \$3.00 per tag). Increase in base program delivery change is due to increase in residential waste drop-off sites tipping fees and a garbage tag fees (\$3.00 to \$3.30 per tag).

(6) Decrease in base from discontinued producer transition funding.

**Proposed 2026 Requisition by Municipality**

Municipality	2025 Requisition (\$000)	2026 Proposed Requisition (\$000)	2025 vs 2026 Increase/(Decrease) (\$000)	2025 vs 2026 Increase/(Decrease) (%)	Taxable Assessment Growth (%) (Note 1)	Net Increase/(Decrease) (%)
Fort Erie	\$ 3,435	\$ 3,442	\$ 6	0.19%	-2.20%	-2.01%
Grimsby	\$ 2,542	\$ 2,528	\$ (14)	-0.55%	-0.27%	-0.81%
Lincoln	\$ 2,238	\$ 2,242	\$ 4	0.19%	-1.46%	-1.27%
Niagara Falls	\$ 9,024	\$ 9,152	\$ 128	1.41%	-1.32%	0.10%
Niagara-on-the-Lake (Note 2)	\$ 1,959	\$ 1,952	\$ (7)	-0.36%	-0.64%	-1.00%
Pelham	\$ 1,608	\$ 1,612	\$ 5	0.29%	-2.64%	-2.36%
Port Colborne	\$ 2,187	\$ 2,177	\$ (10)	-0.47%	-2.53%	-3.00%
St. Catharines	\$ 13,431	\$ 13,439	\$ 9	0.07%	-0.40%	-0.34%
Thorold	\$ 2,229	\$ 2,312	\$ 83	3.70%	-4.39%	-0.69%
Wainfleet	\$ 668	\$ 666	\$ (1)	-0.20%	-0.92%	-1.12%
Welland	\$ 5,121	\$ 5,125	\$ 4	0.08%	-2.02%	-1.94%
West Lincoln	\$ 1,144	\$ 1,138	\$ (6)	-0.53%	-1.35%	-1.88%
<b>Total</b>	<b>\$ 45,585</b>	<b>\$ 45,784</b>	<b>\$ 200</b>	<b>0.44%</b>	<b>-1.59%</b>	<b>-1.15%</b>

Note 1 - Total taxable assessment growth percentage of 1.59% represents Niagara estimated growth for 2025 as of October 9, 2025.

Note 2 - NOTL assessment growth value on increase in residential units NOT CVA (as per NOTL requisition methodology).

**Change in Residential Units - 2026 Budget over 2025 Budget**

Municipality	Residential Units 2025 Budget	Residential Units 2026 Budget	Increase	Increase (%)
Fort Erie	16,690	16,858	168	1.0%
Grimsby	12,205	12,252	47	0.4%
Lincoln	10,618	10,636	18	0.2%
Niagara Falls	40,379	40,850	471	1.2%
Niagara-on-the-Lake	9,057	9,121	64	0.7%
Pelham	7,657	7,745	88	1.1%
Port Colborne	10,452	10,489	37	0.4%
St. Catharines	61,639	62,045	406	0.7%
Thorold	10,549	11,049	500	4.7%
Wainfleet	3,269	3,284	15	0.5%
Welland	24,918	25,196	278	1.1%
West Lincoln	5,704	5,704	0	0.0%
<b>Total</b>	<b>213,137</b>	<b>215,229</b>	<b>2,092</b>	<b>1.0%</b>

Source: Municipal Property Assessment Corporation (MPAC)

**Estimated 2026 Requisition For Typical Residential Property by Municipality**

Municipality	2025 Final CVA (Note 1)	2025 Final WM Tax Rate	2025 Final WM Taxes	2026 Draft CVA (Note 1)	2026 Draft WM Tax Rate (Note 2)	Estimated 2026 WM Taxes	Annual Increase/ (Decrease) (\$)	Annual Increase/ (Decrease) (%) (Note 4)	Net Monthly Increase/ (Decrease) (\$)
Fort Erie	236,947	0.00072526	\$ 171.85	236,947	0.00071099	\$ 168.47	\$ (3.38)	-1.97%	\$ (0.28)
Grimsby	451,067	0.00045925	\$ 207.15	451,067	0.00045552	\$ 205.47	\$ (1.68)	-0.81%	\$ (0.14)
Lincoln	405,015	0.00049435	\$ 200.22	405,015	0.00048818	\$ 197.72	\$ (2.50)	-1.25%	\$ (0.21)
Niagara Falls	285,480	0.00058591	\$ 167.27	285,480	0.00058672	\$ 167.50	\$ 0.23	0.14%	\$ 0.02
Niagara-on-the-Lake (Note 3)									
Pelham	402,909	0.00050226	\$ 202.37	402,909	0.00049072	\$ 197.72	\$ (4.65)	-2.30%	\$ (0.39)
Port Colborne	203,084	0.00092938	\$ 188.74	203,084	0.00090218	\$ 183.22	\$ (5.52)	-2.93%	\$ (0.46)
St. Catharines	274,556	0.00073270	\$ 201.17	274,556	0.00073024	\$ 200.49	\$ (0.68)	-0.34%	\$ (0.06)
Thorold	284,755	0.00062335	\$ 177.50	284,755	0.00061924	\$ 176.33	\$ (1.17)	-0.66%	\$ (0.10)
Wainfleet	321,350	0.00060362	\$ 193.97	321,350	0.00059693	\$ 191.82	\$ (2.15)	-1.11%	\$ (0.18)
Welland	231,671	0.00080948	\$ 187.53	231,671	0.00079406	\$ 183.96	\$ (3.57)	-1.90%	\$ (0.30)
West Lincoln	387,741	0.00049541	\$ 192.09	387,741	0.00048621	\$ 188.52	\$ (3.57)	-1.86%	\$ (0.30)

Notes

Note 1 - 2025 and 2026 average CVA for typical household based on average value from 2025 tax policy study.

Note 2 - 2026 draft WM rates based on 2025 tax policy (except discount factors), 2026 draft requisition amounts and 2026 estimated returned roll assessment values.

Note 3 - NOTL charge to residents based on fixed household amount as calculated by NOTL and therefore not included in this analysis.

Note 4 - Differs from Net Increase/(Decrease)% per Appendix 2 due to rounding.

**Forecasted Waste Management Reserve Balances**  
(in thousands of dollars)

<b>Waste Management Stabilization Reserve</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
Opening Balance	\$ 7,794	\$ 8,067	\$ 8,349
Interest Allocation	273	282	292
Closing Balance	\$ 8,067	\$ 8,349	\$ 8,641

**Stabilization Reserve Funding Targets (Note 1)**

Minimum Funding Target	\$ 4,805	\$ 4,926	\$ 5,081
Maximum Funding Target	\$ 7,207	\$ 7,389	\$ 7,622

<b>Waste Management Capital Reserve</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
Opening Balance	\$ 33,078	\$ 33,219	\$ 35,097
Interest Allocation	1,140	1,175	1,117
Base Operating Budget Transfer to Reserve	1,874	1,891	1,831
Capital Budget Transfer from Reserve (Note 2)	(2,873)	(1,188)	(8,187)
Closing Balance	\$ 33,219	\$ 35,097	\$ 29,858

**Capital Reserve Funding Target**

Adequately funded in alignment with 2025 Asset Management Plan

<b>Landfill Liability Reserve</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
Opening Balance	\$ 8,632	\$ 10,564	\$ 4,757
Interest Allocation	330	263	181
Base Operating Budget Transfer to Reserve	2,902	2,902	2,824
Capital Budget Transfer to from Reserve (Note 3)	(1,300)	(8,973)	(2,000)
Closing Balance	\$ 10,564	\$ 4,757	\$ 5,761

**Landfill Liability Reserve Funding Target**

Adequately funded in Alignment with Average Annual Renewal Investment over the contaminating lifespan of each landfill

**Notes**

Note 1 - As per Niagara Region's Reserve and Reserve Funds Policy (C-F-013), the funding target for the Waste Management Stabilization Reserve is 10% to 15% of operating expenditures not including debt repayments.

Note 2 - Budgeted transfer from reserve represents transfers out of the Waste Management Capital Reserve in order to fund capital projects.

Note 3 - Budgeted transfer from reserve represents transfers out of the Landfill Liability Reserve in order to fund capital projects.

## THE REGIONAL MUNICIPALITY OF NIAGARA

## BY-LAW NO. 2025-67

A BY-LAW TO ADOPT THE 2026 WASTE  
MANAGEMENT BUDGET FOR THE REGIONAL  
MUNICIPALITY OF NIAGARA

WHEREAS subsection 289 (1) of the Municipal Act 2001, S.O. 2001, c.25, as amended, requires that an upper-tier municipality shall in each year prepare and adopt a budget; and,

WHEREAS the Council of the Regional Municipality of Niagara adopted its 2026 Waste Management Budget as described herein.

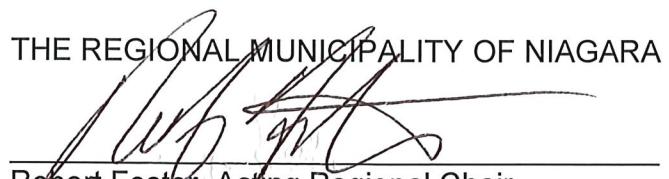
NOW THEREFORE the Council of The Regional Municipality of Niagara enacts as follows:

1. That the 2026 Waste Management Gross Operating Budget of \$52,890,107 and Net Operating Budget of \$45,784,358 be and is hereby adopted.
2. That the 2026 budgeted net Waste Management Operating Budget be apportioned to the lower-tier municipalities as follows:

Municipality	2026 Net Budget Allocation (\$)
Fort Erie	3,441,557
Grimsby	2,527,609
Lincoln	2,241,817
Niagara Falls	9,151,864
Niagara-on-the-Lake	1,951,922
Pelham	1,612,361
Port Colborne	2,176,904
St. Catharines	13,439,348
Thorold	2,311,504
Wainfleet	666,480
Welland	5,125,100
West Lincoln	1,137,892
Total	45,784,358

3. That this by-law shall come into force and effect on the day upon which it is passed.

THE REGIONAL MUNICIPALITY OF NIAGARA

  
Robert Foster, Acting Regional Chair

  
Ann-Marie Norio, Regional Clerk

Passed: December 11, 2025

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

December 12, 2025

**CL 17-2025, December 11, 2025****BR COTW 10-2025, December 4, 2025****CSD 57-2025, December 4, 2025****LOCAL AREA MUNICIPALITIES****SENT ELECTRONICALLY**

2026 Budget - Water and Wastewater Operating Budget, Rate Setting and Requisition  
CSD 57-2025

Regional Council, at its meeting held on December 11, 2025, passed the following recommendation of its Budget Review Committee of the Whole:

That Report CSD 57-2025, dated December 4, 2025, respecting 2026 Budget – Water and Wastewater Operating Budget, Rate Setting and Requisition, **BE RECEIVED** and the following recommendation **BE APPROVED**:

1. That the following recommendations **BE CONSIDERED** as part of the final budget deliberations at the December 11, 2025, Budget Review Committee of the Whole;
  - a) That the 2026 Water and Wastewater net operating base budget increase of \$1,037,456 (or 0.60%) plus \$10,840,372 (or 6.25%) for capital financing over the 2025 operating budget **BE APPROVED**;
  - b) That an increase of \$1,007,107 (or 0.57%) over the 2025 operating budget **BE APPROVED** to support additional staffing resources for service delivery;
  - c) That the 2026 Water Operations gross operating budget of \$62,162,525 and net budget in the amount of \$59,770,817 for the Water Budget, Rates and Requisition **BE APPROVED**;
  - d) That the proposed fixed water requisition shown in Appendix 3 to Report CSD 57-2025 as amended, based on 25% of the Region's water net operating budget for the year and divided by twelve (12) to determine the monthly charge, to be billed to each of the serviced Local Area Municipalities starting January 1, 2026, apportioned based on their previous three year's average water supply volumes, **BE APPROVED**;

- e) That the Region's proposed 2026 variable water rate of \$0.783 per m<sup>3</sup> to be effective January 1, 2026, and calculated by taking 75% of the Region's water net operating budget and dividing by the estimated supply volume, to be billed on a monthly basis to each serviced Local Area Municipality based on the previous month's metered flows, **BE APPROVED**;
- f) That the 2026 Wastewater Operations gross operating budget of \$131,291,303 and net budget in the amount of \$126,662,585 for the Wastewater Budget, Rates and Requisition **BE APPROVED**;
- g) That the proposed 2026 fixed wastewater requisition as shown in Appendix 5 to Report CSD 57-2025 as amended, based on 100% of the Region's net operating budget for the year and divided by twelve (12) to determine the monthly charge, to be billed to each of the Local Area Municipalities starting January 1, 2026, apportioned based on their previous three year's average wastewater supply volumes, **BE APPROVED**;
- h) That the 2026 wastewater monthly bills **INCLUDE** the reconciliation for the 2024 net requisition allocation based on actual wastewater flows versus the estimated flows, as shown in Appendix 6 to Report CSD 57-2025 as amended;
- i) That the necessary by-laws **BE PREPARED** and **PRESENTED** to Council for consideration; and
- j) That a copy of Report CSD 57-2025 **BE CIRCULATED** to the Local Area Municipalities.

A copy of Report CSD 57-2025 and applicable by-laws are enclosed.

Yours truly,



Ann-Marie Norio

Regional Clerk

:kl

CLK-C 2025-131

cc:            B. Brens, Acting Director, Financial Management & Planning  
                  T. Ellis, Commissioner, Corporate Services  
                  K. Beach, Executive Assistant, Commissioner, Corporate Services

**Subject:** 2026 Budget – Water and Wastewater Operating Budget, Rate Setting and Requisition

**Report to:** Budget Review Committee of the Whole

**Report date:** Thursday, December 4, 2025

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## Recommendations

1. That the following recommendations **BE CONSIDERED** as part of the final budget deliberations at the December 11, 2025, Budget Review Committee of the Whole;
  - a) That the 2026 Water and Wastewater net operating base budget increase of \$2,772,942 (or 1.60%) plus \$12,575,856 (or 7.25%) for capital financing over the 2025 operating budget **BE APPROVED**;
  - b) That an increase of \$1,007,107 (or 0.57%) over the 2025 operating budget **BE APPROVED** to support additional staffing resources for service delivery;
  - c) That the 2026 Water Operations gross operating budget of \$62,737,466 and net budget in the amount of \$62,081,243 for the Water Budget, Rates and Requisition **BE APPROVED**;
  - d) That the proposed fixed water requisition shown in Appendix 3 to Report CSD 57-2025, based on 25% of the Region's water net operating budget for the year and divided by twelve (12) to determine the monthly charge, to be billed to each of the serviced Local Area Municipalities starting January 1, 2026, apportioned based on their previous three year's average water supply volumes, **BE APPROVED**;
  - e) That the Region's proposed 2026 variable water rate of \$0.813 per m<sup>3</sup> shown in Table 2 of Report CSD 57-2025, to be effective January 1, 2026 and calculated by taking 75% of the Region's water net operating budget and dividing by the estimated supply volume, to be billed on a monthly basis to each serviced Local Area Municipality based on the previous month's metered flows, **BE APPROVED**;
  - f) That the 2026 Wastewater Operations gross operating budget of \$132,451,847 and net budget in the amount of \$127,823,129 for the Wastewater Budget, Rates and Requisition **BE APPROVED**;

- g) That the proposed 2026 fixed wastewater requisition as shown in Appendix 5 to Report CSD 57-2025, based on 100% of the Region's net operating budget for the year and divided by twelve (12) to determine the monthly charge, to be billed to each of the Local Area Municipalities starting January 1, 2026, apportioned based on their previous three year's average wastewater supply volumes, **BE APPROVED**;
- h) That the 2026 wastewater monthly bills **INCLUDE** the reconciliation for the 2024 net requisition allocation based on actual wastewater flows versus the estimated flows, as shown in Appendix 6 to Report CSD 57-2025;
- i) That the necessary by-laws **BE PREPARED** and **PRESENTED** to Council for consideration; and
- j) That a copy of Report CSD 57-2025 **BE CIRCULATED** to the Local Area Municipalities.

## Key Facts

- The proposed Water net budget represents a \$5.0 million increase, or 8.78% over 2025; the proposed Wastewater net budget represents an \$11.3 million increase, or 9.74% over 2025, for a combined Water and Wastewater budget increase of 9.42% as shown below in Table 1, and as outlined in Appendix 1 to Report CSD 57-2025.
- Key drivers to the 2026 budget include continued investment in required repairs and maintenance on equipment and facilities, inflation, contract pressures, and people strategy support, offset by savings in favourable contract pricing in biosolids haulage.
- The 2026 Budget Strategy proposed a total Water and Wastewater budget increase of 9.05% (1.80% for base budget expenditures and 7.25% for capital financing) however the revised budget estimates, primarily related to proposed incremental staff resources, has increased the proposed combined increase to 9.42% (1.60% for base budget expenditures, 7.25% for capital financing, and 0.57% for program changes).
- The approved 2025 Asset Management Plan (AMP) recommends a yearly increase of 7.25% on the combined water and wastewater rate and requisition for enhanced capital financing over a 10-year period to work towards achieving asset sustainability which has been included in the proposed 2026 Water and Wastewater operating budget.

- The 2026 proposed budget includes seven incremental staff to assist in maintenance, service delivery and risk mitigation which are identified in Recommendation 2.2 (see Appendix 7 to Report CSD 57-2025 for a list of the proposed staffing positions).
- The requisition methodology conforms to Council's approved cost recovery methodology from 2011, which was reaffirmed through report CSD 61-2015, on July 2, 2015. The methodology apportions to the LAMs water at 75% variable rate and 25% as a fixed component and wastewater 100% fixed. The current methodology is currently under review based on feedback received from LAM partners.
- The proposed variable water rate is increased to \$0.813 per m<sup>3</sup> (2025 = \$0.751 per m<sup>3</sup>) attributed to the budget increase, partially offset by an estimated increase in projected water flows of 250,000 cubic metres (m<sup>3</sup>) for 2026.

## **Financial Considerations**

The Water and Wastewater Division's proposed 2026 net budget amount of \$189.9 million represents a \$16.4 million net increase or 9.42% (1.60% for base operating, 7.25% for enhanced capital financing, and 0.57% for staffing program changes) from the 2025 budget, as shown in Table 1. The total net cost related to the Water program is \$62.1 million, representing a net increase of \$5.0 million, or 8.78% from 2025. The remaining \$127.8 million relates to the Wastewater program, which has increased by \$11.3 million, or 9.74% from 2025. The proposed gross budget and comparison to the 2025 net budget are outlined in Table 1.

**Table 1 – Summary of Proposed Water and Wastewater Budget (in millions)**

Water and Wastewater 2026 Budget Summary	Water (\$)	Wastewater (\$)	Total (\$)
2025 Net Requisition	57.1	116.5	173.5
2026 Budget:			
Total Operating Expenses	26.9	66.4	93.4
Business Support	2.8	4.6	7.4
Reserve Transfer and Debt Charges	28.5	52.4	80.9
2026 Base Gross Budget Total	58.2	123.5	181.6
Less: Revenues	(0.7)	(4.6)	(5.3)
2026 Net Base Budget	57.5	118.8	176.3
<b>% Change</b>	<b>0.75%</b>	<b>2.01%</b>	<b>1.60%</b>
Enhanced Capital Financing (7.25%)	4.2	8.4	12.6
Growth – Staffing (0.57%)	0.4	0.6	1.0
2026 Net Requisition	62.1	127.8	189.9
Percentage Change	<b>8.78%</b>	<b>9.74%</b>	<b>9.42%</b>

## Analysis

The 2026 Water and Wastewater budgets were developed giving consideration to current inflation, historical results (2024 actuals and 2025 forecast), operational and maintenance concerns, legislative compliance, standard operating procedures, and cross-divisional and corporate business support costs. The 2026 recommended budget is higher than the Budget Strategy estimated budget increase of 9.05% primarily due to the inclusion of incremental staff program changes not included in the Budget Strategy estimates (incremental 0.57%).

## Budget for Base Services

The 2026 Budget Strategy estimated a base services increase of \$3.1 million (1.80%) on the 2025 Water and Wastewater combined rate and requisition. The 2026 Budget Strategy considered the impact of base services including chemical costs, repairs and maintenance, utilities, and labour related costs. A budget savings in the new biosolids haulage contract has assisted in offsetting inflationary base budget increases. The actual proposed increase for base services is \$2.8 million (1.60%) or a decrease of \$0.3 million (0.20%) from the 2026 Budget Strategy. This is primarily due to a refinement of contractual estimates, including lower than anticipated chemical costs.

Given the largely fixed-cost nature of the operations (i.e., chemicals, utilities, biosolids haulage and disposal, property taxes, previously approved debt charges), inflationary impacts on program delivery are significant with limited opportunity for budget mitigation without risking core service delivery. Of the total gross budget amount of \$195.2 million for 2026, approximately 94% of the total amount is fixed as it relates to treatment of Water and Wastewater, and capital financing. The remaining 6% can be classified as discretionary expenditures that do not specifically relate to Water and Wastewater treatment (i.e., combined sewer overflow grants, and certain building maintenance such as snow removal and grass cutting).

The base pressures to the budget of \$2.8 million (1.60%) are largely due to the following:

- \$1.1 million or 3.7% increase to labour related costs as per current labour contracts and policies
- \$0.9 million or 12.7% increase in equipment repairs and maintenance due to rising costs and an increase demand in repairing aging infrastructure
- \$0.5 million or 10.1% increase in grounds and building repairs and maintenance due to contractual increases and usage assumptions
- \$0.5 million or 3.6% inflationary increases in utilities and property taxes
- \$0.2 million or 1.4% increase in chemical costs as a result of contractual price increases
- \$0.3 million or 1.5% increase in levy related internal and corporate support costs and debt servicing
- \$0.4 million decrease in budgeted hauled sewage revenue as Council directed staff to implement a single blended rate hauled sewage fee structure as opposed to a multi-rate cost recovery fee structure subsequent to the 2025 operating budget approval. The estimated revenues under a multi-rate cost recovery fee structure were included in the 2025 operating budget and were greater than estimated revenues under a single blended rate.

The base pressures noted above were partially offset by identified savings noted below:

- \$1.1 million decrease or 11.7% in Regional biosolids haulage and disposal costs due to favourable pricing terms realized on a new haulage contract signed in late 2024.

## **Budget for Capital Financing**

The 2026 Operating Budget includes an annual capital contribution increase of 7.25% (increase from 7.22% as part of the 2021 AMP) over a ten-year period to achieve capital sustainability in alignment with the Council approved 2025 AMP. The backlog of Water and Wastewater capital projects was estimated at \$1.3 billion as part of the 2025 AMP. The requirement to continue to increase investment to adequately sustain the water and wastewater system are real and present as has been previously communicated to Council.

## **Program Changes – Staffing**

The recommended 2026 Water and Wastewater operating budget includes the request for 7.0 incremental permanent full-time equivalent (FTE) staff to focus on preventative maintenance activities, support optimal program delivery, an increasing capital portfolio on major capital maintenance projects, and ensuring training and certifications meets regulatory requirements. These resources result in an incremental budget impact of \$1.0 million (0.57% over the 2025 Water and Wastewater budget). Appendix 7 to Report CSD 57-2025 details the position titles, rationale for positions, and budget related impacts per position.

## **One-Time Expenditures**

The proposed 2026 Water and Wastewater operating budget also includes one-time consulting engagements for designated substance surveys in Water and Wastewater facilities for health and safety purposes. These consulting engagements will be funded by Water and Wastewater stabilization reserves totalling \$0.6 million (\$0.2 million from the Water Stabilization Reserve and \$0.4 million from the Wastewater Stabilization Reserve). There is no overall impact on the proposed 2026 Water and Wastewater requisition of these one-time expenditures proposed.

## **Reserves and Debt**

Operating reserves - The Water and Wastewater Divisions utilize stabilization reserves to mitigate operating deficits and fund one-time expenditures. The Wastewater Stabilization Reserve is forecasted to have a balance at the end of 2025 in the amount of \$2.1 million and the Water Stabilization Reserve is forecasted to have a balance of \$3.0 million. Based on the reserve targets of 10% to 15% of operating expenses, the minimum 2026 target for these reserves is \$7.6 million and \$3.0 million respectively for

Wastewater and Water. The Wastewater Stabilization Reserve is considered underfunded and could impact the ability to mitigate risks.

Capital reserves - The projected annual Capital reserve contributions until 2034 based on the 2025 AMP recommendations (7.25% incremental annually) have been included in Appendix 2 to Report CSD 57-2025. The Capital reserve strategy proposes continued contributions in order to fund larger capital projects over a 10-year period in alignment with the 2025 AMP recommendations.

Debt - Council previously approved debt of \$253 million for South Niagara Falls Waste Water Treatment Solution (WWTS) with \$75.56 million to be funded from the Wastewater rates and the balance from Development Charges. In accordance with Budget Policy, the 2026 budget includes the debt charge placeholder of \$4.6 million which will be used on an annual basis to substitute the rate supported debt approved for the project until project is complete, and debentures issued in approximately 2029. This strategy was supported by Council with the approval of the 2024 Water and Wastewater operating budget recommendations. This will reduce rate supported debt from \$75 million to approximately \$45 million by 2029. The strategy continues to allow for future debt charges to be reduced, may mitigate increased project capital costs and inflation, manage overall Regional debt capacity, and provide greater operating budget flexibility.

## **Water Requisition**

Fixed Water - As per Council's approved methodology, \$15,520,311 (25%) of the net Water budget will be recovered from fixed monthly requisitions to the local municipalities based on historical flows. Appendix 3 to Report CSD 57-2025 summarizes the fixed amounts to be billed to each LAM based on this methodology.

The historical water flows and percentages utilized are included in Appendices 3 and 4 to Report CSD 57-2025. This annual amount based on the historical flows is then divided by 12 to determine the monthly charge to be billed to each of the serviced LAMs starting January 1, 2026. Also included as part of Appendix 3 to Report CSD 57-2025 is the annual impact on the fixed water requisition between 2025 and 2026 for each LAM.

Variable Water - The remaining \$46,560,932 (75%) will be charged through the variable rate. The recommended variable rate of \$0.813 per m<sup>3</sup> as outlined in Table 2 is based on an overview of the water trends and related risks outlined in more detail in Appendix 4 to Report CSD 57-2025. Flow estimates are volatile and are dependent on weather conditions and growth in the region. Based on 2024 and 2025 water trends, an increase to the water flows forecast in the amount of 250,000 m<sup>3</sup>, for a total of 57,250,000 m<sup>3</sup>, is

proposed for the 2026 operating budget. The proposed variable water rate increase is \$0.0623, or 8.29%, over the 2025 rate of \$0.751 which is attributed to the budget increase and partially offset by the increase in the estimated water flows.

**Table 2 – Variable Water Rate for 2026 Net Budget**

2026 Variable Water Rate	\$/Volume
Variable Allocation (75% x \$62,081,243)	\$46,560,932
2026 Water Flow Forecast (m <sup>3</sup> )	57,250,000
Variable Rate (\$/m <sup>3</sup> )	\$0.813

### **Wastewater Requisition**

The wastewater net requisition is recovered 100% from fixed monthly requisitions to the local municipalities, apportioned based on the historical three-year average flows. The annual amount is divided by twelve (12) to determine the monthly charge to each of the serviced LAMs starting January 1, 2026. Appendix 5 to Report CSD 57-2025 provides the fixed amounts to be billed to each LAM based on this methodology, as well as the historical wastewater flows and apportionments and the comparison of the fixed wastewater requisition amount between 2025 and 2026 for each LAM.

As per Council's approved cost recovery methodology, the 2026 monthly Wastewater charges will include reconciliation of the 2024 Wastewater requisition payments. Municipal 2024 rebates or charges will be based on their respective share of actual flows versus the estimated share used to initially allocate the 2024 charges. This reconciliation results in a total of \$316,787 in payments to, and \$316,787 in rebates from, the local municipalities included as Appendix 6 to Report CSD 57-2025. Tables outlining the calculation of the reconciliation and the total charge including the 2026 requisition and 2024 reconciliation by local municipality have been included in Appendix 6 to Report CSD 57-2025 as well.

## **Multi-Year Forecast**

Staff have prepared the multi-year forecast using the 7.25% annual contribution to capital increase recommended in the 2025 AMP as well as inflationary impacts of other operating expenditures. The forecast reflects annual increases of 9.54% in 2027 and 9.37% in 2028. The key assumptions impacting the multi-year forecast are the continued investments in the People Strategy, inflation on contracted services and supplies, and annual increases of contributions to capital of 7.25% as noted above. There are many assumptions and unknowns included in these forecasts, and staff will re-evaluate the long-term budget and capital strategies with the budget cycle each year.

It is important to note that the Water and Wastewater division is currently undergoing a number of studies on process and procedure optimization in its various sections. These initiatives will help identify opportunities for greater efficiency and sustainability. The findings will also inform future budget processes by providing recommendations on any incremental resources that may be required to support ongoing maintenance of aging infrastructure and operational improvements. These studies will provide further recommendations on incremental resources to be considered as part of future budget processes. Staff will bring forth these recommendations from these studies once known. As these recommendations are unknown at this time, estimates have not been quantified or included as part of the multi-year operating budget.

## **Risks and Opportunities**

- Unanticipated equipment and underground infrastructure failure may impact repairs and maintenance expenditures which are becoming more frequent given the age and condition of the infrastructure. The Wastewater Stabilization Reserve is underfunded which limits the ability to mitigate these impacts.
- Inflation, tariffs, and global supply chain challenges may have a budget impact on expenditures required to support program delivery.
- Council approved CL-C 111-2024 in December 2024 for the equal phased annual increases of the single blended hauled sewage rate to full cost recovery of \$89 per 1000 gallons by January 1, 2028. This results in an increase to \$77 per 1000 gallons in 2026 from \$71 per 1000 gallons in 2025. Should these fees not be approved, the budgeted incremental revenues from these amounts will need to be mitigated throughout 2026.

- Water and wastewater flows are weather dependent creating volatility in treatment costs and directly impact the variable portion of the water rate billed to LAMs.
- Without the support of increased capital financing over a multi year period, asset deterioration and backlog will continue to grow.

## Alternatives Reviewed

The 2026 budget is in alignment with the budget strategy received by Council to sustain core services and maintain base service delivery.

At the discretion of the Council, programs can be identified for elimination from or in addition to the budget. If this action is taken, staff request the opportunity to provide impacts and risks with these decisions.

## Relationship to Council Strategic Priorities

The 2026 Water and Wastewater proposed budgets support Council's strategic priorities of Effective Region by delivering fiscally responsible and sustainable services.

## Other Pertinent Reports

- [PW 45-2023 Safe Drinking Water Act](https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=6018a681-cfa7-46df-a06b-7c56447bcf99&Agenda=Agenda&lang=English&Item=15&Tab=attachments)  
(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=6018a681-cfa7-46df-a06b-7c56447bcf99&Agenda=Agenda&lang=English&Item=15&Tab=attachments>)
- [PW 39-2020 South Niagara Falls WWTs Update](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjUxNbq66iQAxUxJNAFHRIh0QFnoECCEQAQ&url=https%3A%2F%2Fwww.niagararegion.ca%2Fprojects%2Fsouth-niagara-falls-treatment-plant%2Fpdf%2Fesr-v4-6.pdf&usg=AOvVaw1wQ9cuuxK7obvnawdv3F-b&opi=89978449)  
(<https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjUxNbq66iQAxUxJNAFHRIh0QFnoECCEQAQ&url=https%3A%2F%2Fwww.niagararegion.ca%2Fprojects%2Fsouth-niagara-falls-treatment-plant%2Fpdf%2Fesr-v4-6.pdf&usg=AOvVaw1wQ9cuuxK7obvnawdv3F-b&opi=89978449>)

- [PW 39-2021 South Niagara Falls Wastewater Treatment Plant – Budget and Property](https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=57da1d2d-c54e-4133-930c-2b8220245489&Agenda=Merged&lang=English&Item=14&Tab=attachments)  
(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=57da1d2d-c54e-4133-930c-2b8220245489&Agenda=Merged&lang=English&Item=14&Tab=attachments>)
- [CL-C 111-2024 Hauled Sewage Rates – Outline of Fee Options, Costs and Impacts](https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=33c65e0b-de4c-497b-98a4-2daa68f1e117&Agenda=Merged&lang=English)  
(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=33c65e0b-de4c-497b-98a4-2daa68f1e117&Agenda=Merged&lang=English>)
- [CSD 31-2025 2026 Budget Planning](https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=e3a88f66-79d7-4e81-b1c8-5b100254d3e1&Agenda=Agenda&lang=English)  
(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=e3a88f66-79d7-4e81-b1c8-5b100254d3e1&Agenda=Agenda&lang=English>)
- [CSD 27-2025 2025 Corporate Asset Management Plan](https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=a47aba61-6a60-4aaa-a15a-3c848d9dad44&Agenda=Agenda&lang=English)  
(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=a47aba61-6a60-4aaa-a15a-3c848d9dad44&Agenda=Agenda&lang=English>)

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**Prepared by:**

Beth Brens, CPA, CA  
Associate Director, Budgets Planning &  
Strategy  
Financial Management & Planning

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**Recommended by:**

Tim Ellis, CPA, CMA  
Commissioner / Treasurer  
Corporate Services

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**Submitted by:**

Ron Tripp, P.Eng.  
Chief Administrative Officer

This report was prepared by Dan Ane, Senior Program Financial Specialist and reviewed by Renee Muzzell, Manager, Program Financial Support and Phillip Lambert, Director, Water and Wastewater and reviewed by Catherine Habermeier, Acting Commissioner, Public Works.

## Appendices

- Appendix 1      2026 Water and Wastewater Schedule of Revenues and Expenditures by Object of Expenditure
- Appendix 2      Forecasted Water and Wastewater Transfers to Capital Reserves
- Appendix 3      Fixed Water Requisition by Municipality for 2026 Net Budget, Water Flows by Municipality and Fixed Water Requisition by Municipality
- Appendix 4      Water Volume Analysis
- Appendix 5      Fixed Wastewater Requisition by Municipality
- Appendix 6      Wastewater Flows by LAM, Allocation Percentages, 2024 Fixed Wastewater Requisition Including Reconciliation by Municipality
- Appendix 7      Water and Wastewater 2026 Program Changes - Staffing

## 2026 Water and Wastewater Schedule of Revenues and Expenditures by Object of Expenditure

Object of Expenditure	2025 Water Budget Total (\$)	2025 Wastewater Budget Total (\$)	2025 Combined Total (\$)	2026 Water Budget Total (\$)	2026 Wastewater Budget Total (\$)	2026 Combined Total (\$)	Combined Total Variance (\$)	Total Combined Variance (%)	Note
Compensation	9,167,033	14,753,996	23,921,029	9,686,239	15,389,230	25,075,469	1,154,440	4.8%	(1)
Administrative	522,757	769,632	1,292,389	631,707	1,177,922	1,809,629	517,240	40.0%	(2)
Operational & Supply	3,275,143	17,892,214	21,167,357	3,032,046	17,171,910	20,203,956	(963,401)	(4.6%)	(3)
Occupancy & Infrastructure	6,265,455	12,989,978	19,255,433	6,440,046	13,729,004	20,169,050	913,617	4.7%	(4)
Equipment, Vehicles, Technology	1,501,731	4,600,904	6,102,635	1,565,950	5,279,250	6,845,200	742,565	12.2%	(5)
Partnership, Rebate, Exemption	96,900	4,000,000	4,096,900	110,700	4,000,000	4,110,700	13,800	0.3%	
Transfers To Funds	26,384,199	38,425,226	64,809,425	30,550,401	46,945,246	77,495,647	12,686,222	19.6%	(6)
Allocation Between Departments	2,472,103	4,020,500	6,492,603	2,317,985	4,009,455	6,327,440	(165,163)	(2.5%)	
Allocation Within Departments	3,226,199	5,316,504	8,542,703	3,576,554	6,270,033	9,846,587	1,303,884	15.3%	(1), (7)
<b>Gross Expenditure Subtotal</b>	<b>52,911,520</b>	<b>102,768,954</b>	<b>155,680,474</b>	<b>57,911,628</b>	<b>113,972,050</b>	<b>171,883,678</b>	<b>16,203,204</b>	<b>10.4%</b>	
Taxation	(57,071,267)	(116,477,200)	(173,548,467)	(62,081,243)	(127,823,129)	(189,904,372)	(16,355,905)	9.4%	
By-Law Charges & Sales	(24,000)	(2,483,478)	(2,507,478)	(24,000)	(2,194,578)	(2,218,578)	288,900	(11.5%)	(8)

Object of Expenditure	2025 Water Budget Total (\$)	2025 Wastewater Budget Total (\$)	2025 Combined Total (\$)	2026 Water Budget Total (\$)	2026 Wastewater Budget Total (\$)	2026 Combined Total (\$)	Combined Total Variance (\$)	Total Combined Variance (%)	Note
Other Revenue	(489,993)	(2,032,940)	(2,522,933)	(477,223)	(2,034,140)	(2,511,363)	11,570	(0.5%)	
Transfers From Funds	(30,000)	(30,000)	(60,000)	(155,000)	(400,000)	(555,000)	(495,000)	825.0%	(9)
<b>Gross Revenue Subtotal</b>	<b>(57,615,260)</b>	<b>(121,023,618)</b>	<b>(178,638,878)</b>	<b>(62,737,466)</b>	<b>(132,451,847)</b>	<b>(195,189,313)</b>	<b>(16,550,435)</b>	<b>9.3%</b>	
<b>Net Expenditure (revenue) before indirect allocations</b>	<b>(4,703,740)</b>	<b>(18,254,664)</b>	<b>(22,958,404)</b>	<b>(4,825,838)</b>	<b>(18,479,797)</b>	<b>(23,305,635)</b>	<b>(347,231)</b>	<b>1.5%</b>	
Indirect Allocation	2,602,497	4,215,879	6,818,376	2,755,086	4,609,843	7,364,929	546,553	8.0%	(10)
Capital Financing Allocation	2,101,240	14,038,787	16,140,027	2,070,752	13,869,954	15,940,706	(199,321)	(1.2%)	
Allocation Subtotal	4,703,739	18,254,667	22,958,403	4,825,838	18,479,797	23,305,635	347,232	1.5%	
<b>Net Expenditure (revenue) after indirect allocations</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FTE - Permanent			280.0			287.0	7.0		
FTE - Temporary			4.0			4.0	-		
FTE - Total			284.0			291.0	7.0		
Student			2.0			2.0	-		

Notes:

- (1) Base increases (\$0.8M) in alignment with current labour contracts and policies. Includes \$0.3M in additional program change staff allocated to the Water and Wastewater divisions. All operating costs associated with Capital Planning and Asset Management, Integrated Systems & Engineering are allocated to Water & Wastewater through an Allocation Within Department.
- (2) Increase due to additional one-time consulting budget totalling \$0.6M to conduct designated substance surveys fully funded by Water and Wastewater stabilization reserves
- (3) Decline due to favourable pricing realized with new biosolids haulage contract (\$1.1M) partially offset with increases to chemicals due to pricing increases (\$0.1M)
- (4) Includes inflationary increase in utilities and property taxes (\$0.5M), an increase in R&M buildings/grounds due to contractual price increases (\$0.2M), and an increase in R&M buildings due to aging infrastructure and price increases (\$0.2M)
- (5) Increase primarily related to R&M machinery due to aging infrastructure and cost escalations
- (6) Includes enhanced capital financing of \$12.6M
- (7) Increase in Allocation Within Department primarily due additional base costs R&M and other inflationary costs in Integrated Systems (\$0.5M) as well as additional program change staff budgeted in Integrated Systems (\$0.5M)
- (8) Includes reduction in budget for hauled sewage revenue of (\$0.3M) as the 2025 budget was prepared under the assumption a multi rate hauled sewage structure would be adopted in 2025 and Council directed a one rate structure subsequent to budget preparation
- (9) One-time transfer from the Water and Wastewater Stabilization reserves to fund designated substance surveys in WWW facilities
- (10) Increase primarily a result of an increase in corporate allocation of insurance premiums (\$0.1M) and IT support (\$0.2M)

**Table 1**

Capital Financing (\$M)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Target Balance
Water	\$26	\$31	\$35	\$40	\$45	\$51	\$58	\$64	\$72	\$80	\$82
Wastewater	\$33	\$41	\$51	\$61	\$71	\$83	\$97	\$111	\$126	\$143	\$154
<b>Total</b>	<b>\$59</b>	<b>\$72</b>	<b>\$86</b>	<b>\$101</b>	<b>\$116</b>	<b>\$134</b>	<b>\$155</b>	<b>\$175</b>	<b>\$198</b>	<b>\$223</b>	<b>\$236</b>

Note 1 - This is a capital financing forecast included in the operating budget as transfers to reserves

Note 2 - Forecasted transfers do not include the South Niagara Falls operating cost placeholder transferred to the capital reserve

**Table 1 - Fixed Water Requisition by Municipality for 2026 Net Budget**

Municipality	3-Year Avg. (%)	Allocation (\$)	Monthly (\$)
Fort Erie	7.97%	\$1,236,603	\$103,050
Grimsby	5.05%	\$783,056	\$65,255
Lincoln	4.46%	\$691,527	\$57,627
Niagara Falls	25.54%	\$3,963,715	\$330,310
Niagara-on-the-Lake	5.23%	\$811,362	\$67,613
Pelham	2.67%	\$415,087	\$34,591
Port Colborne	5.00%	\$776,093	\$64,674
St. Catharines	25.38%	\$3,938,352	\$328,196
Thorold	4.52%	\$702,160	\$58,513
Welland	12.55%	\$1,947,435	\$162,286
West Lincoln	1.64%	\$254,919	\$21,243
<b>Total</b>	<b>100.00%</b>	<b>\$15,520,311</b>	<b>\$1,293,359</b>

**Table 2 - Water Flows by Municipality**

Municipality	3-Year Avg. per 2025 By-law (ML)	3-Year Avg. per 2025 By-law (%)	3-Year Avg. per 2026 By-law (ML)	3-Year Avg. per 2026 By-law (%)
Fort Erie	4,651	8.21%	4,652	7.97%
Grimsby	2,912	5.14%	2,946	5.05%
Lincoln	2,545	4.49%	2,601	4.46%
Niagara Falls	14,523	25.65%	14,910	25.54%
Niagara-on-the-Lake	3,025	5.34%	3,052	5.23%
Pelham	1,498	2.65%	1,561	2.67%
Port Colborne	2,687	4.75%	2,919	5.00%
St. Catharines	14,233	25.14%	14,815	25.38%
Thorold	2,459	4.34%	2,641	4.52%
Welland	7,156	12.64%	7,326	12.55%
West Lincoln	927	1.64%	959	1.64%
<b>Total</b>	<b>56,616</b>	<b>100.00%</b>	<b>58,382</b>	<b>100.00%</b>

**Table 3 - Fixed Water Requisition by Municipality**

Municipality	2025 (\$000)	2026 (\$000)	Difference (\$000)	Difference (%)
Fort Erie	1,172	1,237	65	5.51%
Grimsby	734	783	49	6.71%
Lincoln	641	692	50	7.84%
Niagara Falls	3,660	3,964	304	8.30%
Niagara-on-the-Lake	762	811	49	6.42%
Pelham	378	415	38	9.96%
Port Colborne	677	776	99	14.62%
St. Catharines	3,587	3,938	351	9.80%
Thorold	620	702	82	13.30%
Welland	1,803	1,947	144	7.99%
West Lincoln	234	255	21	9.10%
<b>Total</b>	<b>14,268</b>	<b>15,520</b>	<b>1,252</b>	<b>8.78%</b>

**Water Volume Analysis**

Flows in ML	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Projected Flows for Rate Setting	57,000	57,000	57,250	57,250	57,250	57,250	57,250	57,000	57,000	57,250
Actual Flows (2025 based on Q3 Forecast)	56,986	58,491	55,458	55,517	54,065	56,239	56,474	58,459	60,884	N/A
Variance	-14	1,491	-1,792	-1,733	-3,185	-1,011	-776	1,459	3,884	N/A

The 2025 actual flows are estimated to finish the year higher than projected flows (6.8%). The forecasted water usage in 2025 is estimated to total 60,884 ML. This is a result of continued growth of households served in Niagara as well as hot and dry summer conditions.

The water volume forecast for 2026 has been prepared giving consideration to historical trends and current considerations resulting in an increase in estimated flows comparable to the values used from 2019-2023.

The 2024 flows were a result of a hot and dry summer weather year as well as continued growth of residents and business served in Niagara. 2018 flows represented a hot and dry summer weather year. 2017, 2019, 2022 and 2023 experienced very wet summers. The 2020 flows were impacted by a dry summer and COVID-19 shutdowns. The 2021 flows were impacted by a combination of a wet spring/summer and continued COVID-19 related shutdowns through the year.

Variation in water flows may also be experienced as a result of capital repairs to address water loss at Region and Local levels, growth in user base, and increased conservation efforts.

**Table 1 - Fixed Wastewater Requisition by Municipality for 2026 Net Budget**

Municipality	3-Year Avg. (%)	Allocation (\$)	Monthly (\$)
Fort Erie	9.44%	\$12,071,810	\$1,005,984
Grimsby	5.70%	\$7,280,650	\$606,721
Lincoln	3.85%	\$4,917,343	\$409,779
Niagara Falls	20.07%	\$25,648,549	\$2,137,379
Niagara-on-the-Lake	4.53%	\$5,792,791	\$482,733
Pelham	2.12%	\$2,715,370	\$226,281
Port Colborne	5.18%	\$6,627,303	\$552,275
St. Catharines	26.28%	\$33,588,422	\$2,799,035
Thorold	6.39%	\$8,161,748	\$680,146
Welland	14.75%	\$18,858,615	\$1,571,551
West Lincoln	1.69%	\$2,160,526	\$180,044
<b>Total</b>	<b>100.00%</b>	<b>\$127,823,129</b>	<b>\$10,651,927</b>

**Table 2 - Wastewater Flows by Municipality**

Municipality	3-Year Avg. per 2025 By-law (ML)	3-Year Avg. per 2025 By-law (%)	3-Year Avg. per 2026 By-law (ML)	3-Year Avg. per 2026 By-law (%)
Fort Erie	7,243	9.68%	6,828	9.44%
Grimsby	4,088	5.47%	4,118	5.70%
Lincoln	2,912	3.89%	2,781	3.85%
Niagara Falls	14,885	19.90%	14,506	20.07%
Niagara-on-the-Lake	3,246	4.34%	3,276	4.53%
Pelham	1,554	2.08%	1,536	2.12%
Port Colborne	3,904	5.22%	3,748	5.18%
St. Catharines	19,815	26.50%	18,997	26.28%
Thorold	4,776	6.39%	4,616	6.39%
Welland	11,106	14.85%	10,666	14.75%
West Lincoln	1,257	1.68%	1,222	1.69%
<b>Total</b>	<b>74,786</b>	<b>100.00%</b>	<b>72,294</b>	<b>100.00%</b>

**Table 3 - Fixed Wastewater Requisition by Municipality**

Municipality	2025 (\$000)	2026 (\$000)	Difference (\$000)	Difference (%)
Fort Erie	11,281	12,072	791	7.01%
Grimsby	6,367	7,281	913	14.34%
Lincoln	4,535	4,917	383	8.44%
Niagara Falls	23,183	25,649	2,465	10.63%
Niagara-on-the-Lake	5,056	5,793	737	14.58%
Pelham	2,421	2,715	294	12.16%
Port Colborne	6,081	6,627	546	8.99%
St. Catharines	30,861	33,588	2,727	8.84%
Thorold	7,439	8,162	723	9.72%
Welland	17,297	18,859	1,562	9.03%
West Lincoln	1,957	2,161	203	10.39%
<b>Total</b>	<b>116,477</b>	<b>127,823</b>	<b>11,346</b>	<b>9.74%</b>

Note:

(1) Municipalities with increases above the average are generally the municipalities that have the highest assessment growth, meaning that average impact to be expected by the average user will be less than the percentage change noted in the requisition due to the relative increase in the number of users (i.e. properties).

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 1 - Wastewater Flows by Municipality**

Municipality	3-Year Avg. per 2024 By- law (ML)	2024 By-Law Period Actual Flows <sup>1</sup>
Fort Erie	7,239	6,501
Grimsby	2,985	4,105
Lincoln	3,210	2,754
Niagara Falls	13,640	14,780
Niagara-on-the-Lake	2,979	3,232
Pelham	1,449	1,537
Port Colborne	3,865	3,468
St. Catharines	19,446	19,098
Thorold	4,671	4,542
Welland	10,759	10,006
West Lincoln	1,218	1,225
<b>Total</b>	<b>71,462</b>	<b>71,248</b>

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 2 - Wastewater Fixed Allocation Percentages**

Municipality	3-Year Avg. per 2024 By- law (ML)	2024 By-Law Period Actual Flows <sup>1</sup>	Difference
Fort Erie	10.13%	9.12%	-1.01%
Grimsby	4.18%	5.76%	1.58%
Lincoln	4.49%	3.86%	-0.63%
Niagara Falls	19.09%	20.74%	1.66%
Niagara-on-the-Lake	4.17%	4.54%	0.37%
Pelham	2.03%	2.16%	0.13%
Port Colborne	5.41%	4.87%	-0.54%
St. Catharines	27.21%	26.80%	-0.41%
Thorold	6.54%	6.38%	-0.16%
Welland	15.06%	14.04%	-1.01%
West Lincoln	1.71%	1.72%	0.01%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>0.00%</b>

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 3 - Wastewater Fixed Allocation Charge Reconciliation (\$000)**

Municipality	3-Year Avg. per 2024 By-law (ML) <sup>1, 2</sup>	2024 By-Law Period Actual Flows <sup>1</sup>	Underpayment/ (Overpayment) <sup>3</sup>
Fort Erie	10,260	9,241	(1,019)
Grimsby	4,231	5,835	1,604
Lincoln	4,549	3,914	(635)
Niagara Falls	19,330	21,009	1,679
Niagara-on-the-Lake	4,221	4,595	374
Pelham	2,054	2,185	131
Port Colborne	5,478	4,930	(548)
St. Catharines	27,559	27,147	(412)
Thorold	6,620	6,457	(163)
Welland	15,248	14,223	(1,025)
West Lincoln	1,727	1,741	14
<b>Total</b>	<b>101,277</b>	<b>101,277</b>	<b>-</b>

Sum of Overpayment: (3,802)  
Percentage of Requisition 3.75%

**Notes:**

1 - 2024 By-law period to date consists of the 12 month period from January 2024 to December 2024

2 - Charges paid excludes payments made/rebates received for 2022 reconciliation

3 - Underpayments/(Overpayments) based on comparing 2 different allocation methodologies (3 yr avg vs. actual flows during by-law period)

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 4 - Fixed Wastewater Requisition Including Reconciliation by Municipality Comparison**

Municipality	Requisition 2025 By-law (\$000)	Requisition 2026 By-law (\$000)	Reconciliation 2025 By-law (2023 Rec.) (\$000)	Reconciliation 2026 By-law (2024 Rec.) (\$000)	Total Charge 2025 By-law (\$000)	Total Charge 2026 By-law (\$000)	Difference (\$000)	Difference (%)
Fort Erie	11,281	12,072	(788)	(1,019)	10,493	11,053	560	5.34%
Grimsby	6,367	7,281	1,712	1,604	8,079	8,885	806	9.97%
Lincoln	4,535	4,917	(379)	(635)	4,156	4,282	126	3.04%
Niagara Falls	23,183	25,649	1,429	1,679	24,612	27,328	2,716	11.03%
Niagara-on-the-Lake	5,056	5,793	329	374	5,385	6,167	782	14.52%
Pelham	2,421	2,715	96	131	2,517	2,846	329	13.09%
Port Colborne	6,081	6,627	(92)	(548)	5,989	6,079	90	1.51%
St. Catharines	30,861	33,588	(2,789)	(412)	28,071	33,176	5,105	18.19%
Thorold	7,439	8,162	(68)	(163)	7,371	7,999	628	8.52%
Welland	17,297	18,859	604	(1,025)	17,901	17,834	(67)	-0.38%
West Lincoln	1,957	2,161	(54)	14	1,903	2,175	272	14.27%
<b>Total</b>	<b>116,477</b>	<b>127,823</b>	<b>-</b>	<b>-</b>	<b>116,477</b>	<b>127,823</b>	<b>11,346</b>	<b>9.74%</b>

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 5 - 2024 Wastewater Reconciliation by Municipality**

Municipality	Reconciliation (\$)	Monthly Rebate (\$)	Monthly Payment (\$)
Fort Erie	(1,018,238)	(84,853)	
Grimsby	1,604,134		133,678
Lincoln	(634,910)	(52,909)	
Niagara Falls	1,678,210		139,851
Niagara-on-the-Lake	373,404		31,117
Pelham	131,603		10,967
Port Colborne	(548,039)	(45,670)	
St. Catharines	(411,796)	(34,316)	
Thorold	(163,556)	(13,630)	
Welland	(1,024,902)	(85,409)	
West Lincoln	14,090		1,174
<b>Total</b>	<b>-</b>	<b>(316,787)</b>	<b>316,787</b>

Position	FTE	Operating Impact \$ (Millions)	Rationale for Position
Maintenance Schedulers	3.0	0.36	<p>The addition of three (3) Maintenance Schedulers will enhance workforce efficiency, increase equipment reliability, and reduce total lifecycle costs. Maintenance Schedulers will support the effective organization and allocation of resources (labour, materials, and tools) by organizing, planning, and scheduling maintenance activities.</p>
Wastewater Maintenance Manager	1.0	0.16	<p>Position will support the Division's transition away from an emergency driven/reactive maintenance program to a preventive and performance-based maintenance program, and ensure appropriate action is taken to meet the maintenance needs, including capital projects, of the various buildings and facilities of the Division.</p>
Water Maintenance Manager	1.0	0.16	<p>Position will support the Division's transition away from an emergency driven/reactive maintenance program to a preventive and performance-based maintenance program and ensure appropriate action is taken to meet the maintenance needs, including capital projects, of the various buildings and facilities of the Division.</p>
WWW Engineering Management Office Lead	1.0	0.18	<p>The position will be responsible for implementing standardized project management practices, fostering continuous improvement, and introducing innovative process systems to enhance efficiency, accountability, and transparency in project execution.</p>
WWW Training and Certification PM	1.0	0.14	<p>This position will oversee all training and certification programs and supervise the WWW Training Advisor. The position will ensure that staff are properly equipped to meet current and future operational demands, safety standards, and environmental regulations.</p>
<b>Totals</b>	<b>7.0</b>	<b>\$1.00</b>	

2026 Water and Wastewater Schedule of Revenues and Expenditures by Object of Expenditure

Object of Expenditure	2025 Water Budget Total (\$)	2025 Wastewater Budget Total (\$)	2025 Combined Total (\$)	2026 Water Budget Total (\$)	2026 Wastewater Budget Total (\$)	2026 Combined Total (\$)	Combined Total Variance (\$)	Total Combined Variance (%)	Note
Compensation	9,167,033	14,753,996	23,921,029	9,686,239	15,389,230	25,075,469	1,154,440	4.8%	(1)
Administrative	522,757	769,632	1,292,389	631,707	1,177,922	1,809,629	517,240	40.0%	(2)
Operational & Supply	3,275,143	17,892,214	21,167,357	3,032,046	17,171,910	20,203,956	(963,401)	(4.6%)	(3)
Occupancy & Infrastructure	6,265,455	12,989,978	19,255,433	6,440,046	13,729,004	20,169,050	913,617	4.7%	(4)
Equipment, Vehicles, Technology	1,501,731	4,600,904	6,102,635	1,565,950	5,279,250	6,845,200	742,565	12.2%	(5)
Partnership, Rebate, Exemption	96,900	4,000,000	4,096,900	110,700	4,000,000	4,110,700	13,800	0.3%	
Transfers To Funds	26,384,199	38,425,226	64,809,425	30,550,401	46,945,246	77,495,647	12,686,222	19.6%	(6)
Allocation Between Departments	2,472,103	4,020,500	6,492,603	2,317,985	4,009,455	6,327,440	(165,163)	(2.5%)	
Allocation Within Departments	3,226,199	5,316,504	8,542,703	3,576,554	6,270,033	9,846,587	1,303,884	15.3%	(1), (7)
<b>Gross Expenditure Subtotal</b>	<b>52,911,520</b>	<b>102,768,954</b>	<b>155,680,474</b>	<b>57,911,628</b>	<b>113,972,050</b>	<b>171,883,678</b>	<b>16,203,204</b>	<b>10.4%</b>	
Taxation	(57,071,267)	(116,477,200)	(173,548,467)	(62,081,243)	(127,823,129)	(189,904,372)	(16,355,905)	9.4%	
By-Law Charges & Sales	(24,000)	(2,483,478)	(2,507,478)	(24,000)	(2,194,578)	(2,218,578)	288,900	(11.5%)	(8)

Object of Expenditure	2025 Water Budget Total (\$)	2025 Wastewater Budget Total (\$)	2025 Combined Total (\$)	2026 Water Budget Total (\$)	2026 Wastewater Budget Total (\$)	2026 Combined Total (\$)	Combined Total Variance (\$)	Total Combined Variance (%)	Note
Other Revenue	(489,993)	(2,032,940)	(2,522,933)	(477,223)	(2,034,140)	(2,511,363)	11,570	(0.5%)	
Transfers From Funds	(30,000)	(30,000)	(60,000)	(155,000)	(400,000)	(555,000)	(495,000)	825.0%	(9)
<b>Gross Revenue Subtotal</b>	<b>(57,615,260)</b>	<b>(121,023,618)</b>	<b>(178,638,878)</b>	<b>(62,737,466)</b>	<b>(132,451,847)</b>	<b>(195,189,313)</b>	<b>(16,550,435)</b>	<b>9.3%</b>	
<b>Net Expenditure (revenue) before indirect allocations</b>	<b>(4,703,740)</b>	<b>(18,254,664)</b>	<b>(22,958,404)</b>	<b>(4,825,838)</b>	<b>(18,479,797)</b>	<b>(23,305,635)</b>	<b>(347,231)</b>	<b>1.5%</b>	
Indirect Allocation	2,602,497	4,215,879	6,818,376	2,755,086	4,609,843	7,364,929	546,553	8.0%	(10)
Capital Financing Allocation	2,101,240	14,038,787	16,140,027	2,070,752	13,869,954	15,940,706	(199,321)	(1.2%)	
Allocation Subtotal	4,703,739	18,254,667	22,958,403	4,825,838	18,479,797	23,305,635	347,232	1.5%	
<b>Net Expenditure (revenue) after indirect allocations</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FTE - Permanent			280.0			287.0	7.0		
FTE - Temporary			4.0			4.0	-		
FTE - Total			284.0			291.0	7.0		
Student			2.0			2.0	-		

Notes:

- (1) Base increases (\$0.8M) in alignment with current labour contracts and policies. Includes \$0.3M in additional program change staff allocated to the Water and Wastewater divisions. All operating costs associated with Capital Planning and Asset Management, Integrated Systems & Engineering are allocated to Water & Wastewater through an Allocation Within Department.
- (2) Increase due to additional one-time consulting budget totalling \$0.6M to conduct designated substance surveys fully funded by Water and Wastewater stabilization reserves
- (3) Decline due to favourable pricing realized with new biosolids haulage contract (\$1.1M) partially offset with increases to chemicals due to pricing increases (\$0.1M)
- (4) Includes inflationary increase in utilities and property taxes (\$0.5M), an increase in R&M buildings/grounds due to contractual price increases (\$0.2M), and an increase in R&M buildings due to aging infrastructure and price increases (\$0.2M)
- (5) Increase primarily related to R&M machinery due to aging infrastructure and cost escalations
- (6) Includes enhanced capital financing of \$12.6M
- (7) Increase in Allocation Within Department primarily due additional base costs R&M and other inflationary costs in Integrated Systems (\$0.5M) as well as additional program change staff budgeted in Integrated Systems (\$0.5M)
- (8) Includes reduction in budget for hauled sewage revenue of (\$0.3M) as the 2025 budget was prepared under the assumption a multi rate hauled sewage structure would be adopted in 2025 and Council directed a one rate structure subsequent to budget preparation
- (9) One-time transfer from the Water and Wastewater Stabilization reserves to fund designated substance surveys in WWW facilities
- (10) Increase primarily a result of an increase in corporate allocation of insurance premiums (\$0.1M) and IT support (\$0.2M)

**Table 1**

Capital Financing (\$M)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Target Balance
Water	\$26	\$31	\$35	\$40	\$45	\$51	\$58	\$64	\$72	\$80	\$82
Wastewater	\$33	\$41	\$51	\$61	\$71	\$83	\$97	\$111	\$126	\$143	\$154
<b>Total</b>	<b>\$59</b>	<b>\$72</b>	<b>\$86</b>	<b>\$101</b>	<b>\$116</b>	<b>\$134</b>	<b>\$155</b>	<b>\$175</b>	<b>\$198</b>	<b>\$223</b>	<b>\$236</b>

Note 1 - This is a capital financing forecast included in the operating budget as transfers to reserves

Note 2 - Forecasted transfers do not include the South Niagara Falls operating cost placeholder transferred to the capital reserve

**Table 1 - Fixed Water Requisition by Municipality for 2026 Net Budget**

Municipality	3-Year Avg. (%)	Allocation (\$)	Monthly (\$)
Fort Erie	7.97%	\$1,236,603	\$103,050
Grimsby	5.05%	\$783,056	\$65,255
Lincoln	4.46%	\$691,527	\$57,627
Niagara Falls	25.54%	\$3,963,715	\$330,310
Niagara-on-the-Lake	5.23%	\$811,362	\$67,613
Pelham	2.67%	\$415,087	\$34,591
Port Colborne	5.00%	\$776,093	\$64,674
St. Catharines	25.38%	\$3,938,352	\$328,196
Thorold	4.52%	\$702,160	\$58,513
Welland	12.55%	\$1,947,435	\$162,286
West Lincoln	1.64%	\$254,919	\$21,243
<b>Total</b>	<b>100.00%</b>	<b>\$15,520,311</b>	<b>\$1,293,359</b>

**Table 2 - Water Flows by Municipality**

Municipality	3-Year Avg. per 2025 By-law (ML)	3-Year Avg. per 2025 By-law (%)	3-Year Avg. per 2026 By-law (ML)	3-Year Avg. per 2026 By-law (%)
Fort Erie	4,651	8.21%	4,652	7.97%
Grimsby	2,912	5.14%	2,946	5.05%
Lincoln	2,545	4.49%	2,601	4.46%
Niagara Falls	14,523	25.65%	14,910	25.54%
Niagara-on-the-Lake	3,025	5.34%	3,052	5.23%
Pelham	1,498	2.65%	1,561	2.67%
Port Colborne	2,687	4.75%	2,919	5.00%
St. Catharines	14,233	25.14%	14,815	25.38%
Thorold	2,459	4.34%	2,641	4.52%
Welland	7,156	12.64%	7,326	12.55%
West Lincoln	927	1.64%	959	1.64%
<b>Total</b>	<b>56,616</b>	<b>100.00%</b>	<b>58,382</b>	<b>100.00%</b>

**Table 3 - Fixed Water Requisition by Municipality**

Municipality	2025 (\$000)	2026 (\$000)	Difference (\$000)	Difference (%)
Fort Erie	1,172	1,237	65	5.51%
Grimsby	734	783	49	6.71%
Lincoln	641	692	50	7.84%
Niagara Falls	3,660	3,964	304	8.30%
Niagara-on-the-Lake	762	811	49	6.42%
Pelham	378	415	38	9.96%
Port Colborne	677	776	99	14.62%
St. Catharines	3,587	3,938	351	9.80%
Thorold	620	702	82	13.30%
Welland	1,803	1,947	144	7.99%
West Lincoln	234	255	21	9.10%
<b>Total</b>	<b>14,268</b>	<b>15,520</b>	<b>1,252</b>	<b>8.78%</b>

**Water Volume Analysis**

Flows in ML	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Projected Flows for Rate Setting	57,000	57,000	57,250	57,250	57,250	57,250	57,250	57,000	57,000	57,250
Actual Flows (2025 based on Q3 Forecast)	56,986	58,491	55,458	55,517	54,065	56,239	56,474	58,459	60,884	N/A
Variance	-14	1,491	-1,792	-1,733	-3,185	-1,011	-776	1,459	3,884	N/A

The 2025 actual flows are estimated to finish the year higher than projected flows (6.8%). The forecasted water usage in 2025 is estimated to total 60,884 ML. This is a result of continued growth of households served in Niagara as well as hot and dry summer conditions.

The water volume forecast for 2026 has been prepared giving consideration to historical trends and current considerations resulting in an increase in estimated flows comparable to the values used from 2019-2023.

The 2024 flows were a result of a hot and dry summer weather year as well as continued growth of residents and business served in Niagara. 2018 flows represented a hot and dry summer weather year. 2017, 2019, 2022 and 2023 experienced very wet summers. The 2020 flows were impacted by a dry summer and COVID-19 shutdowns. The 2021 flows were impacted by a combination of a wet spring/summer and continued COVID-19 related shutdowns through the year.

Variation in water flows may also be experienced as a result of capital repairs to address water loss at Region and Local levels, growth in user base, and increased conservation efforts.

**Table 1 - Fixed Wastewater Requisition by Municipality for 2026 Net Budget**

Municipality	3-Year Avg. (%)	Allocation (\$)	Monthly (\$)
Fort Erie	9.44%	\$12,071,810	\$1,005,984
Grimsby	5.70%	\$7,280,650	\$606,721
Lincoln	3.85%	\$4,917,343	\$409,779
Niagara Falls	20.07%	\$25,648,549	\$2,137,379
Niagara-on-the-Lake	4.53%	\$5,792,791	\$482,733
Pelham	2.12%	\$2,715,370	\$226,281
Port Colborne	5.18%	\$6,627,303	\$552,275
St. Catharines	26.28%	\$33,588,422	\$2,799,035
Thorold	6.39%	\$8,161,748	\$680,146
Welland	14.75%	\$18,858,615	\$1,571,551
West Lincoln	1.69%	\$2,160,526	\$180,044
<b>Total</b>	<b>100.00%</b>	<b>\$127,823,129</b>	<b>\$10,651,927</b>

**Table 2 - Wastewater Flows by Municipality**

Municipality	3-Year Avg. per 2025 By-law (ML)	3-Year Avg. per 2025 By-law (%)	3-Year Avg. per 2026 By-law (ML)	3-Year Avg. per 2026 By-law (%)
Fort Erie	7,243	9.68%	6,828	9.44%
Grimsby	4,088	5.47%	4,118	5.70%
Lincoln	2,912	3.89%	2,781	3.85%
Niagara Falls	14,885	19.90%	14,506	20.07%
Niagara-on-the-Lake	3,246	4.34%	3,276	4.53%
Pelham	1,554	2.08%	1,536	2.12%
Port Colborne	3,904	5.22%	3,748	5.18%
St. Catharines	19,815	26.50%	18,997	26.28%
Thorold	4,776	6.39%	4,616	6.39%
Welland	11,106	14.85%	10,666	14.75%
West Lincoln	1,257	1.68%	1,222	1.69%
<b>Total</b>	<b>74,786</b>	<b>100.00%</b>	<b>72,294</b>	<b>100.00%</b>

**Table 3 - Fixed Wastewater Requisition by Municipality**

Municipality	2025 (\$000)	2026 (\$000)	Difference (\$000)	Difference (%)
Fort Erie	11,281	12,072	791	7.01%
Grimsby	6,367	7,281	913	14.34%
Lincoln	4,535	4,917	383	8.44%
Niagara Falls	23,183	25,649	2,465	10.63%
Niagara-on-the-Lake	5,056	5,793	737	14.58%
Pelham	2,421	2,715	294	12.16%
Port Colborne	6,081	6,627	546	8.99%
St. Catharines	30,861	33,588	2,727	8.84%
Thorold	7,439	8,162	723	9.72%
Welland	17,297	18,859	1,562	9.03%
West Lincoln	1,957	2,161	203	10.39%
<b>Total</b>	<b>116,477</b>	<b>127,823</b>	<b>11,346</b>	<b>9.74%</b>

Note:

(1) Municipalities with increases above the average are generally the municipalities that have the highest assessment growth, meaning that average impact to be expected by the average user will be less than the percentage change noted in the requisition due to the relative increase in the number of users (i.e. properties).

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 1 - Wastewater Flows by Municipality**

Municipality	3-Year Avg. per 2024 By- law (ML)	2024 By-Law Period Actual Flows <sup>1</sup>
Fort Erie	7,239	6,501
Grimsby	2,985	4,105
Lincoln	3,210	2,754
Niagara Falls	13,640	14,780
Niagara-on-the-Lake	2,979	3,232
Pelham	1,449	1,537
Port Colborne	3,865	3,468
St. Catharines	19,446	19,098
Thorold	4,671	4,542
Welland	10,759	10,006
West Lincoln	1,218	1,225
<b>Total</b>	<b>71,462</b>	<b>71,248</b>

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 2 - Wastewater Fixed Allocation Percentages**

Municipality	3-Year Avg. per 2024 By- law (ML)	2024 By-Law Period Actual Flows <sup>1</sup>	Difference
Fort Erie	10.13%	9.12%	-1.01%
Grimsby	4.18%	5.76%	1.58%
Lincoln	4.49%	3.86%	-0.63%
Niagara Falls	19.09%	20.74%	1.66%
Niagara-on-the-Lake	4.17%	4.54%	0.37%
Pelham	2.03%	2.16%	0.13%
Port Colborne	5.41%	4.87%	-0.54%
St. Catharines	27.21%	26.80%	-0.41%
Thorold	6.54%	6.38%	-0.16%
Welland	15.06%	14.04%	-1.01%
West Lincoln	1.71%	1.72%	0.01%
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>0.00%</b>

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 3 - Wastewater Fixed Allocation Charge Reconciliation (\$000)**

Municipality	3-Year Avg. per 2024 By-law (ML) <sup>1, 2</sup>	2024 By-Law Period Actual Flows <sup>1</sup>	Underpayment/ (Overpayment) <sup>3</sup>
Fort Erie	10,260	9,241	(1,019)
Grimsby	4,231	5,835	1,604
Lincoln	4,549	3,914	(635)
Niagara Falls	19,330	21,009	1,679
Niagara-on-the-Lake	4,221	4,595	374
Pelham	2,054	2,185	131
Port Colborne	5,478	4,930	(548)
St. Catharines	27,559	27,147	(412)
Thorold	6,620	6,457	(163)
Welland	15,248	14,223	(1,025)
West Lincoln	1,727	1,741	14
<b>Total</b>	<b>101,277</b>	<b>101,277</b>	<b>-</b>

Sum of Overpayment: (3,802)  
Percentage of Requisition 3.75%

**Notes:**

1 - 2024 By-law period to date consists of the 12 month period from January 2024 to December 2024

2 - Charges paid excludes payments made/rebates received for 2022 reconciliation

3 - Underpayments/(Overpayments) based on comparing 2 different allocation methodologies (3 yr avg vs. actual flows during by-law period)

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 4 - Fixed Wastewater Requisition Including Reconciliation by Municipality Comparison**

Municipality	Requisition 2025 By-law (\$000)	Requisition 2026 By-law (\$000)	Reconciliation 2025 By-law (2023 Rec.) (\$000)	Reconciliation 2026 By-law (2024 Rec.) (\$000)	Total Charge 2025 By-law (\$000)	Total Charge 2026 By-law (\$000)	Difference (\$000)	Difference (%)
Fort Erie	11,281	12,072	(788)	(1,019)	10,493	11,053	560	5.34%
Grimsby	6,367	7,281	1,712	1,604	8,079	8,885	806	9.97%
Lincoln	4,535	4,917	(379)	(635)	4,156	4,282	126	3.04%
Niagara Falls	23,183	25,649	1,429	1,679	24,612	27,328	2,716	11.03%
Niagara-on-the-Lake	5,056	5,793	329	374	5,385	6,167	782	14.52%
Pelham	2,421	2,715	96	131	2,517	2,846	329	13.09%
Port Colborne	6,081	6,627	(92)	(548)	5,989	6,079	90	1.51%
St. Catharines	30,861	33,588	(2,789)	(412)	28,071	33,176	5,105	18.19%
Thorold	7,439	8,162	(68)	(163)	7,371	7,999	628	8.52%
Welland	17,297	18,859	604	(1,025)	17,901	17,834	(67)	-0.38%
West Lincoln	1,957	2,161	(54)	14	1,903	2,175	272	14.27%
<b>Total</b>	<b>116,477</b>	<b>127,823</b>	<b>-</b>	<b>-</b>	<b>116,477</b>	<b>127,823</b>	<b>11,346</b>	<b>9.74%</b>

Wastewater Flows by LAM and  
2024 Fixed Wastewater Requisition Including  
Reconciliation by Municipality

CSD 57-2025  
Appendix 6

**Table 5 - 2024 Wastewater Reconciliation by Municipality**

Municipality	Reconciliation (\$)	Monthly Rebate (\$)	Monthly Payment (\$)
Fort Erie	(1,018,238)	(84,853)	
Grimsby	1,604,134		133,678
Lincoln	(634,910)	(52,909)	
Niagara Falls	1,678,210		139,851
Niagara-on-the-Lake	373,404		31,117
Pelham	131,603		10,967
Port Colborne	(548,039)	(45,670)	
St. Catharines	(411,796)	(34,316)	
Thorold	(163,556)	(13,630)	
Welland	(1,024,902)	(85,409)	
West Lincoln	14,090		1,174
<b>Total</b>	<b>-</b>	<b>(316,787)</b>	<b>316,787</b>

Position	FTE	Operating Impact \$ (Millions)	Rationale for Position
Maintenance Schedulers	3.0	0.36	<p>The addition of three (3) Maintenance Schedulers will enhance workforce efficiency, increase equipment reliability, and reduce total lifecycle costs. Maintenance Schedulers will support the effective organization and allocation of resources (labour, materials, and tools) by organizing, planning, and scheduling maintenance activities.</p>
Wastewater Maintenance Manager	1.0	0.16	<p>Position will support the Division's transition away from an emergency driven/reactive maintenance program to a preventive and performance-based maintenance program, and ensure appropriate action is taken to meet the maintenance needs, including capital projects, of the various buildings and facilities of the Division.</p>
Water Maintenance Manager	1.0	0.16	<p>Position will support the Division's transition away from an emergency driven/reactive maintenance program to a preventive and performance-based maintenance program and ensure appropriate action is taken to meet the maintenance needs, including capital projects, of the various buildings and facilities of the Division.</p>
WWW Engineering Management Office Lead	1.0	0.18	<p>The position will be responsible for implementing standardized project management practices, fostering continuous improvement, and introducing innovative process systems to enhance efficiency, accountability, and transparency in project execution.</p>
WWW Training and Certification PM	1.0	0.14	<p>This position will oversee all training and certification programs and supervise the WWW Training Advisor. The position will ensure that staff are properly equipped to meet current and future operational demands, safety standards, and environmental regulations.</p>
<b>Totals</b>	<b>7.0</b>	<b>\$1.00</b>	

THE REGIONAL MUNICIPALITY OF NIAGARA

BY-LAW NO. 2025-68

A BY-LAW TO ADOPT THE 2026 WASTEWATER  
BUDGET AND SET THE REQUISITIONS TO BE  
CHARGED FOR WASTEWATER RECEIVED FROM  
THE LOWER-TIER MUNICIPALITIES  
FOR THE PERIOD OF  
JANUARY 1, 2026 TO DECEMBER 31, 2026

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WHEREAS section 11 of the Municipal Act, 2001, S.O. 2001, c.25, provides that a municipality may pass by-laws respecting services and things that the municipality is authorized to provide;

WHEREAS section 390 of the Municipal Act, 2001, S.O. 2001, c.25, provides that the definition of a person includes a municipality;

WHEREAS section 391 of the Municipal Act, 2001, S.O. 2001, c.25, provides that a municipality is authorized to impose fees or charges on persons for costs payable by it for services or activities provided or done by or on behalf of any other municipality;

WHEREAS wastewater received from the lower-tier municipalities is a service provided by The Regional Municipality of Niagara on behalf of the lower-tier municipalities within the Niagara Region; and,

WHEREAS the Council of the Regional Municipality of Niagara passed By-Law No.119-2011 which indicated that, consistent with the wastewater reconciliation methodology described in PWA 87-2011, a reconciliation adjustment will commence with the 2013 Budget.

NOW THEREFORE the Council of The Regional Municipality of Niagara enacts as follows:

1. That the 2026 Wastewater Gross Operating Budget of \$131,291,303 and Net Operating Budget of \$126,662,585 be and hereby is adopted.
2. That the 2026 budgeted net wastewater operating budget be apportioned to the lower-tier municipalities based on their proportionate share of the Region's total three-year average historical wastewater flows.

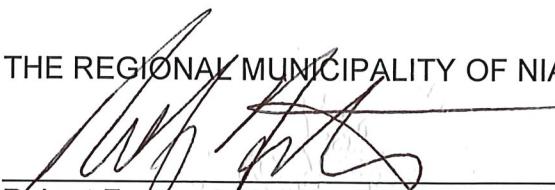
3. That the 2026 wastewater bills also include reconciliation of the 2024 net requisition allocated based on actual wastewater flows versus the estimated flows.
4. That the lower-tier municipalities be requisitioned during the period January 1, 2026 to December 31, 2026 as follows:

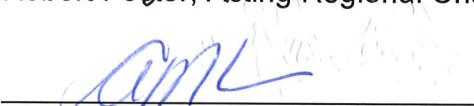
Municipality	2026 Net Budget Allocation (\$)	2024 Reconciliation (\$)	Total (\$)	Monthly (\$)
Fort Erie	\$11,962,207	(1,018,238)	\$10,943,969	\$911,997
Grimsby	\$7,214,547	1,604,134	\$8,818,681	\$734,890
Lincoln	\$4,872,697	(634,910)	\$4,237,787	\$353,149
Niagara Falls	\$25,415,679	1,678,210	\$27,093,888	\$2,257,824
Niagara-on-the-Lake	\$5,740,196	373,404	\$6,113,600	\$509,467
Pelham	\$2,690,717	131,603	\$2,822,319	\$235,193
Port Colborne	\$6,567,132	(548,039)	\$6,019,093	\$501,591
St. Catharines	\$33,283,463	(411,796)	\$32,871,667	\$2,739,306
Thorold	\$8,087,645	(163,556)	\$7,924,089	\$660,341
Welland	\$18,687,392	(1,024,902)	\$17,662,490	\$1,471,874
West Lincoln	\$2,140,910	14,090	\$2,155,001	\$179,583
<b>Total</b>	<b>\$126,662,585</b>	<b>-</b>	<b>\$126,662,585</b>	<b>\$10,555,215</b>

5. That the Treasurer of the Regional Corporation shall submit similar invoices on or before the 15th day of each month commencing February 15, 2026 for the monthly requisition. Such monthly invoices shall continue thereafter until December monthly requisition has been invoiced. Each lower-tier municipality shall remit the amount on each such invoice to the Treasurer of the Regional Corporation on or before the last business day of the month in which such invoice is submitted.

6. That in the event of default of payment of any monies payable under this by-law by the lower-tier municipality, interest at the rate of 15 per cent per annum shall be added to the amount in arrears from the date of default until the date of payment thereof.
7. That this by-law shall come into force and effect on the day upon which it is passed.

THE REGIONAL MUNICIPALITY OF NIAGARA

  
Robert Foster, Acting Regional Chair

  
Ann-Marie Norio, Regional Clerk

Passed: December 11, 2025

THE REGIONAL MUNICIPALITY OF NIAGARA

BY-LAW NO. 2025-69

A BY-LAW TO ADOPT THE 2026 WATER BUDGET  
AND TO SET THE REQUISITION TO BE CHARGED  
FOR WATER SUPPLIED TO LOWER-TIER  
MUNICIPALITIES FOR THE PERIOD JANUARY 1,  
2026 TO DECEMBER 31, 2026

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WHEREAS Section 11 of the Municipal Act, 2001, S.O. 2001, c.25, provides that a municipality may pass by-laws respecting services and things that the municipality is authorized to provide;

WHEREAS section 390 of the Municipal Act, 2001, S.O. 2001, c.25, provides that the definition of a person includes a municipality;

WHEREAS section 391 of the Municipal Act, 2001, S.O. 2001, c.25, provides that a municipality is authorized to impose fees or charges on persons for costs payable by it for services or activities provided or done by or on behalf of any other municipality;

WHEREAS water supplied to the lower-tier municipalities is a service provided by The Regional Municipality of Niagara on behalf of the lower-tier municipalities within the Niagara Region.

NOW THEREFORE the Council of The Regional Municipality of Niagara enacts as follows:

1. That the 2026 Water Gross Operating Budget of \$62,162,525 and Net Operating Budget of \$59,770,817 be and hereby is adopted.
2. That 75% of the Net Operating Budget, \$44,828,113 be recovered from the lower-tier municipalities based on actual metered water flows multiplied by the Region's annually set uniform water rate.
3. That the rate payable by the lower-tier municipalities for treated water supplied by the Regional Waterworks system shall be established at \$0.783 for every cubic meter supplied to each lower-tier municipality for the period of January 1, 2026 to December 31, 2026.

4. That 25% of the Net Operating Budget, \$14,942,704 be apportioned to the lower-tier municipalities based on their proportionate share of the Region's total three-year average historical flows.
5. That the lower-tier municipalities be requisitioned during the period January 1, 2026 to December 31, 2026 as follows:

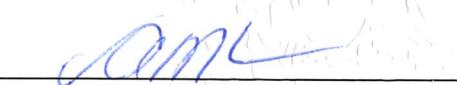
Municipality	3-Year Avg. (%)	Allocation (\$)	Monthly (\$)
Fort Erie	7.97%	\$1,190,582	\$99,215
Grimsby	5.05%	\$753,914	\$62,826
Lincoln	4.46%	\$665,791	\$55,483
Niagara Falls	25.54%	\$3,816,201	\$318,017
Niagara-on-the-Lake	5.23%	\$781,166	\$65,097
Pelham	2.67%	\$399,639	\$33,303
Port Colborne	5.00%	\$747,210	\$62,268
St. Catharines	25.38%	\$3,791,782	\$315,982
Thorold	4.52%	\$676,028	\$56,336
Welland	12.55%	\$1,874,959	\$156,247
West Lincoln	1.64%	\$245,432	\$20,453
Total	100.00%	\$14,942,704	\$1,245,225

6. That the Treasurer of the Regional Corporation shall submit similar invoices on or before the 15th day of each month commencing February 15, 2026 for the monthly requisition. Such monthly invoices shall continue thereafter until the December monthly requisition has been invoiced. Each lower-tier municipality shall remit the amount of each such invoices to the Treasurer of the Regional Corporation on or before the last business date of the month in which such invoice is submitted.
7. That in the event of default of payment of any monies payable under this by-law by a lower-tier municipality, interest at the rate of 15 per cent per annum shall be added to the amount in arrears from the date of default until the date of payment thereof.

8. That this by-law shall come into force and effect on the day upon which it is passed.

THE REGIONAL MUNICIPALITY OF NIAGARA

  
Robert Foster, Acting Regional Chair

  
Ann-Marie Norio, Regional Clerk

Passed: December 11, 2025

December 5, 2025  
**SENT ELECTRONICALLY**

3350 Merrittville Hwy. Unit 9  
Thorold Ontario L2V 4Y6  
905.788.3135 | [info@npca.ca](mailto:info@npca.ca) | [npca.ca](http://npca.ca)

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**RE: NPCA Position on the regional consolidation of Ontario's conservation authorities**

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Please be advised that at the NPCA's Special Meeting held on December 5, 2025, the following resolution was passed:

**Resolution No. FA-131-2025**

Moved by: Stew Beattie

Seconded by: Brian Grant

**WHEREAS** the municipalities of the Niagara Peninsula watershed agreed to form the Niagara Peninsula Conservation Authority in 1959 under the *Conservation Authorities Act* to protect people, property, farmland and natural resources through watershed-based decision making informed by local science and knowledge, and municipal representation;

**AND WHEREAS** the Provincial Government has amended the *Conservation Authorities Act* through Bill 68 "Plan to Protect Ontario (Budget Measures)" that allows for establishing the Ontario Provincial Conservation Agency to oversee the transition to Regional Conservation Authorities, and direct the strategic direction, finances, and operational activities of the new Regional Conservation Authorities, imposing additional costs on municipalities to fund the Agency via fees levied on the new Regional Conservation Authority;

**AND WHEREAS** the Ministry of the Environment, Conservation and Parks has posted Environmental Registry Notice No. 025-1257 ("Proposed Boundaries for the Regional Consolidation of Ontario's Conservation Authorities"), proposing to reduce Ontario's 36 conservation authorities to 7 regional entities as part of a broader restructuring;

**AND WHEREAS** under this proposal, the Niagara Peninsula Conservation Authority would be consolidated into a new "Western Lake Ontario Regional Conservation Authority" together with the Hamilton Conservation Authority, Halton Region Conservation Authority and Credit Valley Conservation, forming a single organization extending along the western Lake Ontario shoreline from Niagara through Halton and Peel, encompassing urban and rural watershed that support the Greater Toronto-Hamilton corridor;

**AND WHEREAS** the proposed "Western Lake Ontario Regional Conservation Authority" is to span approximately 4,900 square kilometres and serve 28 municipalities comprised of nearly 2 million people, thereby risking local representation and the delivery of locally-focused programs and services;

**AND WHEREAS** the participating municipalities lying within NPCA's jurisdiction fund approximately 52% of the annual operating budget of NPCA through municipal levies, compared to the annual provincial transfer payment of approximately 0.5%;

December 5, 2025  
**SENT ELECTRONICALLY**

3350 Merrittville Hwy. Unit 9  
Thorold Ontario L2V 4Y6  
905.788.3135 | [info@npca.ca](mailto:info@npca.ca) | [npca.ca](http://npca.ca)

**AND WHEREAS** in September 2018, the Auditor General of Ontario published their report on the Special Audit of the Niagara Peninsula Conservation Authority, with 20 recommendations to the conservation authority and 4 recommendations to the Ministry of the Environment, Conservation and Parks to improve governance, operations, policies and processes to strengthen the delivery of programs and services, which have been fully implemented by Niagara Peninsula Conservation Authority, who is committed to continuous improvement;

**AND WHEREAS** NPCA has consistently met provincial permitting review standards 96% of the time;

**AND WHEREAS** watershed municipalities benefit from having conservation authority staff available locally that know our watersheds, municipal staff, communities, Indigenous community representatives, developers, consultants, and environmental non-government agencies;

**Now Therefore Be It Resolved:**

**THAT** the NPCA Board of Directors (“the Board”) does not support the proposed “Western Lake Ontario Regional Conservation Authority” boundary configuration outlined in Environmental Registry Notice 025-1257 as the proposal lacks sufficient justification, would significantly diminish local governance, and fails to recognize the effectiveness and efficiencies already achieved within existing watershed-based models; and

**AND THAT** the Board affirms that large-scale regional consolidation is unnecessary, would introduce substantial transition costs, and would divert resources away from frontline watershed programs.

**AND THAT** the Board further asserts that restructuring at this scale would erode local decision-making, weaken municipal accountability, and disrupt long-standing community partnerships that are central to delivering responsive watershed management;

**AND THAT** the Board urges the Province to strengthen centralized standards, resources, and communication rather than undertaking broad structural amalgamation and to provide sustainable, predictable provincial funding across conservation authorities—particularly where gaps exist—to enable local conservation authorities to advance ongoing digitization and systemization work that has already resulted in improved efficiency and consistency in recent years;

**AND THAT** the Board requests that the Ministry engage meaningfully and collaboratively with affected municipalities, conservation authorities, and local First Nations before advancing any consolidation, to ensure that any changes reflect both local needs and the practical realities of implementation;

December 5, 2025  
**SENT ELECTRONICALLY**

3350 Merrittville Hwy. Unit 9  
Thorold Ontario L2V 4Y6  
905.788.3135 | [info@npca.ca](mailto:info@npca.ca) | [npca.ca](http://npca.ca)

**AND THAT** the Board believes that the Province's proposed new online permitting portal can be implemented within the existing conservation authority framework without requiring structural amalgamation;

**AND THAT** this resolution be included as part of the Niagara Peninsula Conservation submission to the Environmental Registry of Ontario and forwarded to Niagara Region, the lower-tier municipalities within Niagara Region, City of Hamilton, Haldimand County, Mississaugas of the Credit First Nation, Six Nations of the Grand River, Niagara Peninsula Source Protection Committee, Association of Municipalities of Ontario (AMO), Conservation Ontario, local area MPPs, and all Conservation Authorities in Ontario.

**CARRIED**

A copy of the submission for NPCA Comments on ERO #025-1257 has been attached for your convenience.

Sincerely,



Melanie Davis  
Manager, Office of the CAO & Board  
Niagara Peninsula Conservation Authority

cc: Leilani Lee-Yates, Chief Administrative Officer/Secretary-Treasurer

December 5, 2025

Public Input Coordinator  
MECP Conservation and Source Protection Branch  
300 Water Street North Tower, 5<sup>th</sup> Floor  
Peterborough, ON  
K9J 3C7  
Canada

Sent Via Email: [ca.office@ontario.ca](mailto:ca.office@ontario.ca)

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**RE: Niagara Peninsula Conservation Authority (NPCA) Comments on ERO #025-1257 – Proposed Boundaries for the Regional Consolidation of Ontario’s Conservation Authorities**

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Thank you for the opportunity to provide comments on the proposed boundaries and criteria for the regional consolidation of Ontario’s Conservation Authorities (CAs). On Nov. 27, 2025, Bill 68, *Plan to Protect Ontario Act (Budget Measures), 2025 (No.2)* received Royal Assent and the amendments to the *Conservation Authorities Act* allow for the establishment of the Ontario Provincial Conservation Agency (OPCA). It is our understanding the OPCPA is intended to:

- Streamline and standardize service delivery by setting clear, province-wide performance standards;
- Support the consistent application of provincial standards for assessing, managing and mitigating flood risks across Ontario, including managing centralized data, updated floodplain mapping and overseeing improved maintenance of CA-managed infrastructure like dams, to manage flood and other natural hazards;
- Develop a single, digital permitting platform to provide a faster, more predictable approvals process and improved customer service, while maintaining high environmental standards;
- Develop clear performance goals of CAs to report on annually to support continuous improvements; and
- Oversee the implementation of a regional watershed-based consolidation of CAs, following consultation with the public, municipalities, and other partners including Indigenous communities.

Further, on November 7, 2025, the Province posted a policy proposal to consolidate Ontario’s 36 CAs into seven Regional Conservation Authorities (RCAs) on the Environmental Registry of Ontario (ERO) and is seeking feedback on proposed boundaries and the criteria applied to inform the proposed boundaries, with a deadline of December 22, 2025. The seven proposed RCAs are Lake Erie RCA, Huron-Superior RCA, Western Lake Ontario RCA, Central Lake Ontario RCA, Eastern Lake Ontario RCA, St. Lawrence RCA, and Northeastern Ontario RCA.

Under this proposal, NPCA would fall under the Western Lake Ontario RCA, along with Hamilton Conservation Authority (HCA), Conservation Halton (CH) and Credit Valley Conservation (CVC). The boundaries of the Western Lake Ontario RCA extend along the western Lake Ontario shoreline from Niagara through Halton and Peel, encompassing urban and rural watersheds that support the Greater Toronto-Hamilton corridor. The RCA is primarily based on the western portion of the Northern Lake Ontario and Niagara River Secondary Watershed.

The proposed Western Lake Ontario RCA would also include the Niagara Peninsula Source Protection Area, Halton-Hamilton Source Protection Region and Credit Valley Source Protection Area (which belongs to the Credit Valley – Toronto and Region – Central Lake Ontario Source Protection Region).

NPCA staff and Board of Directors appreciate the engagement sessions organized by Todd McCarthy, Minister of Environment, Conservation and Parks, Hassaan Basit, Chief Conservation Executive, and MECP staff to provide further information on the provincial proposal and role of OPCA. NPCA senior leadership has engaged with NPCA and municipal staff and reached out to Indigenous partners (Mississaugas of the Credit First Nation (MCFN), Six Nations of the Grand River, and Niagara Region Métis Council) to inform them of the provincial proposal and how we may continue to work together during any transition process. NPCA was circulated comments prepared by MCFN staff, dated Dec. 1, 2025, and we agree with and support their comments and concerns.

While we support the proposed provincial investments in technology, standardization and modernization, the proposed RCA framework would create complexities and risks to local municipal representation and decision-making, local expertise, and delivery of programs and services. Given the proposed criteria and boundaries for the RCAs and the uncertainties and risks associated with the proposal, the NPCA does not support the proposed RCA framework. Comments and concerns related to the proposal are highlighted below. Detailed responses to the questions included in the ERO posting are provided in Appendix I. NPCA Board of Directors Resolution FA-131-2025 is appended as Appendix II.

#### Justification for a Regional Conservation Authority Framework

While it is understood that OPCA and the proposed RCA framework are intended to help get shovels in the ground faster on building homes and other local infrastructure projects while strengthening the vital role CAs play in managing watersheds and protecting communities from floods and natural hazards, CAs have not benefited from reviewing any assessments or analyses that have determined the need to restructure Ontario's current CA framework. With the various amendments to the *Conservation Authorities Act* and the standardization of regulated areas and development permit requirements through *Ontario Regulation 41/24*, CAs have been responsive to implement legislative changes and improve policies and processes through a coordinated approach.

For the NPCA and stemming from the 2018 Auditor General of Ontario report of the NPCA, we have undertaken tremendous work over the last several years to improve our governance, operations, policies and processes to strengthen the delivery of programs and services. NPCA has implemented all 20 recommendations within the Auditor General report and is focused on continuous improvements through updating planning and permitting policies, updating corporate policies, developing new guiding strategies, enhancing procedures, and implementing other modernization initiatives, including investments in software and data management. We have set an example for how CAs can implement best management practices and we remain committed to improving the delivery of our programs and services for the health and well-being of our local watersheds and communities.

Currently, NPCA is meeting provincial government set timelines for issuing development permits 96% of the time and continues to coordinate with municipal partners and developers while taking a solutions-focused approach to improving service delivery. We have invested in a permit management system, CityView, and will soon launch an online portal for permit submissions and tracking. We have also been investing in creating new and updated floodplain mapping as well as maintaining our online regulation mapping and open data

portal. For NPCA, it would be more beneficial to have clearer goals and guidelines that are evidence-based to drive further modernization and streamlining than restructure the CA framework. With the current CA framework in place, OPCA could provide added value by coordinating future enhancements across the CAs.

#### Governance of Regional Conservation Authorities

The proposed Western Lake Ontario RCA would cover approximately 490,000 ha of land and a population of nearly two million people. The new regional watershed-based boundaries would include portions of five upper-tier municipalities (Niagara, Halton, Peel, Dufferin and Wellington), three single-tier municipalities (Hamilton, Haldimand, and Toronto), and 25 lower-tier municipalities. Currently, the four governing Boards of Directors include a total of 53 members. While all four CAs offer similar watershed-based programs and services, they are scaled to unique local community needs and watershed management objectives.

The Niagara Peninsula watershed alone spans over 242,000 ha of land, includes 15 municipalities with approximately 480,000 residents. The watershed encompasses approximately 90 km of the Lake Erie shoreline, approximately 50 km of the Lake Ontario shoreline, the Niagara River, portions of the Niagara Escarpment, and the northernmost range of the Carolinian Life Zone. The Welland Canal supports cargo shipping between Lake Ontario and Lake Erie, bypassing the Niagara Escarpment and Niagara Falls.

There are nearly 5,000 km of watercourses in NPCA's watershed jurisdiction that are part of three major drainage basins: Lake Ontario, Lake Erie, and the Niagara River. Numerous streams, rivers, and creeks, such as Twelve Mile Creek and Twenty Mile Creek, flow into Lake Ontario, while the Welland River and other tributaries drain into the Niagara River, a critical waterway connecting the two Great Lakes. The Lake Erie basin includes the southern portion of the watershed, with its own network of smaller streams and wetlands. Together, these interconnected water systems form the hydrological foundation of NPCA's jurisdiction.

In general comparison to the three other CAs within the proposed Western Lake Ontario RCA, the NPCA has the largest watershed jurisdiction with the least number of staff, and smallest operating budget. In terms of land holdings, NPCA and CVC have a similar size of CA-owned lands, followed by CH and then HCA with the largest land holdings. With the two Great Lakes Shorelines, the NPCA jurisdiction represents the largest length of coastal shorelines and communities.

For the Western Lake Ontario RCA, going from the current combined oversight of 53 Board representatives to anything less will be challenging and risks losing diverse voices at the table. It is difficult to understand how the RCA Board would result in more efficient decision-making with less costs incurred by funding municipalities. Further, the functional separation from local communities risks the 70-80 years of relationships and trust that have been built up in each CA watershed.

#### Consolidation of Assets and Liabilities

Each CA is an independent corporate entity that manages its own budgets, expenditures, reserves, infrastructure and landholdings. Further, each CA within the proposed Western Lake Ontario RCA has its own Foundation, which are also independent corporate entities with the focused mandates of raising funds for the projects and programs of their CAs.

As independent corporations, the four CAs within the Western Lake Ontario RCA have their own internal financial processes and systems, contracts with banking institutions for financial and investment services, and financial assets and liabilities (e.g. debt servicing). The process to consolidate assets and liabilities of the four CAs and their Foundations would be complex and lengthy. A cost-benefit analysis and legal review of such a merger should be completed before any consideration of implementing an RCA framework.

Amalgamating landownership and land management will be equally complex. Legal instruments such as land titles, surveys, easement agreements, etc. will need to be reviewed in detail, and the costs and legal implications assessed prior to any CA consolidation.

Further, CAs are actively increasing self-generated revenues through sources such as user-fees, plan review and permit fees, facility rentals, annual park passes, camping, and external grant funding to decrease reliance on municipal levies. Operating and Capital Budgets to deliver watershed programs and services are established based on the performance of self-generated revenues. Should the Provincial Government move forward with an RCA framework, any self-generated revenues, municipal levies and financial assets must be committed to the jurisdiction from which they were collected.

#### Costs to Regional Conservation Authorities and Municipalities

NPCA is concerned that the proposed RCA framework will result in increased costs incurred by the RCAs and their municipal funding partners. The OPCA funding model allows a provincial agency to charge back fees to RCAs for providing support services to implement agency directives and can cost apportion operating costs to RCAs. Before the OPCA is established, a cost-benefit analysis should be undertaken to demonstrate that there will be no increased costs incurred by CAs and their funding municipalities and specify the value-added services of the Agency.

Costs associated with consolidation would include without limitation, legal services, harmonizing HR systems and policies, harmonizing salaries and benefits, integrating IT and GIS services, harmonizing services and delivery processes, equipment and facility upgrades, communications and marketing, additional debt service to cover costs, and increased levies. While some costs would be one-time transition related costs, others will be ongoing costs to maintain operations and infrastructure of the larger corporation.

The participating municipalities within NPCA's jurisdiction (Niagara, Hamilton and Haldimand) fund approximately 52% of the annual operating budget of NPCA through municipal levies, compared to the annual s. 39 natural hazard provincial transfer payment of approximately 0.5%. The remaining revenues are obtained through self-generated program revenues (27%), federal grant funding (6.5%), provincially funded programs such as Drinking Water Source Protection Program and the Niagara River Remedial Action Plan (3%), and other sources through cost-sharing programs and fundraising efforts (11%). NPCA's increased self-generated revenue efforts has resulted in a decreased reliance on municipal contributions since 2021. NPCA's ability to generate additional revenues or increase dependence on municipal levies to cover costs incurred resulting from the transition to an RCA framework will be very limited and resources would be diverted away from front-line natural hazard and watershed management programs that support local communities.

As noted, we support and welcome renewed provincial investment in CAs to enhance process improvements, IT transformations and modernization efforts. It is recommended that the province immediately reassess the s. 39 natural hazard transfer payments to provide sustainable, predictable provincial funding across conservation

authorities—particularly where gaps exist—to enable local CAs to advance ongoing digitization and systemization work that has already resulted in improved efficiency and consistency in recent years.

#### Risks to Delivery of Local Watershed Programs and Services

With the additional administrative oversight of the OPCA, RCA Boards representing larger and more diverse communities and potentially complex budgeting processes, there is a serious concern that our dedicated expert staff will be unable to deliver the same quality of programs and services that our communities expect. The NPCA recommends that the province pause any further implementation of OPCA and consideration of an RCA framework, and instead assess the use of legislative, regulatory and incentive tools that are already available to achieve the desired standardization and modernization of CAs.

Should the Province decide to move forward with the RCA framework, it will be imperative that existing staff complements be maintained, and RCAs can fill roles that will enable the continuation of current programs and services, to ensure continuity of front-line services without disruption, including commitments under agreements with our member municipalities. It is worth noting that the NPCA is a unionized work environment. The Collective Agreement between the NPCA and OPSEU Local 212 expires at the end of 2025 and bargaining is expected to begin in the Spring of 2026.

Thank you again for the opportunity to participate in discussions with the Minister, Chief Conservation Executive, and MECP staff and provide constructive input to ensure that any future framework continues to address the unique needs of our watersheds and achieves an effective balance between watershed protection and housing goals.

Should further amendments to the *Conservation Authorities Act* and related regulations to implement OPCA and the RCAs be proposed, we would welcome the opportunity to provide further comments related to policy reform.

Sincerely,



John Metcalfe  
Chair, NPCA Board of Directors



Leilani Lee-Yates, BES, MSPL.RPD, MCIP, RPP  
Chief Administrative Officer/Secretary-Treasurer

**What do you see as key factors to support a successful transition and outcome of regional conservation authority consolidation?**

Theme	Comments
Preserve and Promote Local Institutional Knowledge	<p>A transitional framework that incorporates and promotes the involvement of CA front-line staff is essential to ensure localized expertise and input is built-in from the beginning. To maintain and enhance service delivery there must not be any job losses during and post-transition to an RCA framework.</p> <p>Position needs and skills may be specific in each CA based on the local watershed objectives, and as such, the mandate for the structure and/or design of roles must be maintained at the local CA level.</p>
Preserve Municipal Governance and Decision-Making	<p>Consolidation of CAs poses risks to local, grassroots initiatives, it is imperative that local presence is maintained and strengthened to keep our communities informed throughout transitional phases.</p> <p>To further preserve local decision-making, transparency and clear delineations of authority of the OPCA and RCAs need to be established and communicated effectively.</p>
Phasing Transitional Periods with a focus on Standardization before Amalgamations	<p>Many areas of focus proposed for the OPCA (i.e. province-wide permitting platform and digital innovations) are initiatives that could be established across conservation authorities under their current structures.</p> <p>Software and standard processes can be CA lead and be prioritized, followed by amalgamations with existing local CA Boards in place to oversee their own amalgamations.</p> <p>Preventing transformation saturation will ensure these priority initiatives are implemented efficiently and successfully.</p>
Consider alignment of Source Protection Boundaries	Source Protection Regions were identified as a key factor in establishing proposed boundaries for regional conservation authorities.

Appendix I – Niagara Peninsula Conservation Authority (NPCA) Comments on ERO #025-1257

<b>Theme</b>	<b>Comments</b>
	<p>The proposed regional consolidation has the Niagara Peninsula Source Protection Authority merge with the Halton-Hamilton Source Protection Region and the Credit Valley Source Protection Area (which belongs to the Credit Valley – Toronto and Region – Central Lake Ontario Source Protection Region). The Niagara Peninsula is the only standalone Source Protection Authority included in the Western Lake Ontario RCA along with two Source Protection Regions.</p> <p>If the regional consolidation of the conservation authorities proceeds as proposed, there are several potential upcoming changes to the Source Protection Program as a result.</p> <p>Some of these potential changes could include:</p> <ul style="list-style-type: none"><li>• Reduction of 19 Source Protection Regions/Areas down to 7 to match the proposed regional conservation authorities.</li><li>• Subsequent reduction of 19 Source Protection Committees down to 7.</li><li>• Restructuring of Source Protection Committees and their member allocations.</li><li>• Consolidation of Source Protection Plans and Assessment Reports.</li><li>• Source Protection Plan policy review and restructuring.</li></ul> <p>Should the Province proceed with a RCA framework, it is recommended that the boundaries of the RCAs align with the boundaries of the 19 Source Protection Regions/Areas.</p>
Clear Communication and Collaboration on Transition Frameworks	Engaging appropriate staff from RCAs through targeted working groups would ensure subject matter experts co-develop components of transitions that relate to their work.

**What opportunities or benefits may come from a regional conservation authority framework?**

Theme	Comments
Provincial investments to enhance conservation authority operations while maintaining recognition of unique watershed characteristics / challenges	There are opportunities to enhance conservation authority operations with consistent policies and procedures while maintaining recognition for the diversity of landscapes across Ontario. However, enhancements can be coordinated through the OPCA under the current CA framework.
Investing in and empowering CA strengths through a standardized framework.	<p>Ensuring CAs have access to similar expertise and resources across Ontario is welcomed, but priority should be given to implementing changes where CAs have identified demonstrable need.</p> <p>Given that CAs currently meet Provincial Government legislated permit review timelines 90% or more of the time, the proposed changes would likely result in diminishing returns for the taxpayer. The benefits, therefore, would come from avoiding the many risks of moving quickly without evidence of needed changes and real measurements.</p>
A provincially sponsored integrated watershed management program	Provincial guidance and sponsorship of the next generation of integrated watershed management programs is welcomed to support economic and environmental resilience across Ontario, and conservation authorities are uniquely positioned to deliver these programs alongside their natural hazard mandate. There is an opportunity to reduce long-term costs by preventing flood damage, erosion, and infrastructure failures while protecting property values by maintaining healthy watersheds and greenspaces that attract growth in the community. It remains unclear how an RCA framework would be more beneficial than coordinating integrated watershed programs through the OPCA under the current CA framework.

**Do you have suggestions for how governance could be structured at the regional conservation authority level, including suggestions around board size, make-up and the municipal representative appointment process?**

Theme	Comments
Ensure Board composition of RCAs accounts for the vast complexities and size of jurisdictions	<p>Current governance structures rely on population and property value-based approaches to determine municipal representation on Boards that would not capture the needs of the larger RCA watershed. This would result in the largest municipal jurisdictions having disproportionately low rates of representation.</p> <p>Under the proposed RCA structure, it is imperative that governance models reflect the size of jurisdictions served to ensure that all urban and rural areas are appropriately represented on the Board.</p> <p>A “one-size fits all” approach may not work. It is recommended that the OPCA consult with the municipalities within each RCA to determine the best formula/methodology for ensuring local representation balanced with ensuring efficiency of the Board.</p> <p>A set of core competencies should be developed to ensure RCA Board members have the desired experience and expertise to make local decisions related to CA mandates and responsibilities. Further, the Ministry or OPCA should provide a Board orientation and training session for each term of service.</p>
Municipal appointments must be maintained	<p>Participating municipalities provide substantial levy support to conservation authorities and should maintain their autonomy to appoint their allotted number of board members. In addition to elected official appointments, citizen and Indigenous community representation should be included.</p> <p>With changes to the <i>Planning Act</i> regarding removal of planning responsibilities from upper-tier municipalities there is an opportunity to explore how to best align RCA governance with local municipal planning responsibilities.</p>

Appendix I – Niagara Peninsula Conservation Authority (NPCA) Comments on ERO #025-1257

<b>Theme</b>	<b>Comments</b>
Consider transitional supports for newly established RCA Boards	<p>If RCA Boards are enacted after the 2026 municipal election, new Board members will be facing a plethora of information as they join a Board for brand-new institutions.</p> <p>The Province should explore establishing transitional supports to ensure newly established RCA Boards have institutional knowledge readily available for a pre-determined transitional period.</p> <p>This could include: extending current board terms for 2 years to support the RCA, appointing staff and/or Indigenous representatives</p>
Maintain local watershed offices with independent delegated authority to serve local communities	<p>The current CA offices should remain as local watershed offices with delegated responsibilities from the RCA Boards to ensure the continuous delivery of local programs and services, such as permit approvals, procurement and contract approvals, recruitment and management of staff, executing agreements and binding the authority, and preparing operating and capital budgets.</p> <p>Senior leadership of local offices could coordinate across the RCA through staff committees and report to the RCA Board or Committees, such as an Executive Committee, Governance Committee, or Finance Committee.</p> <p>The option to form public advisory committees or ad-hoc committee at the local level should remain.</p> <p>Equally important to maintain are the current local CA Foundations and their Boards who connect with donors and the community to raise funds to directly support the work of CAs. Foundations are a key source of revenue for non-mandatory programs and services, and have built community trust and confidence over several decades. Foundations must continue to operate without disruption.</p>

**Do you have suggestions on how to maintain a transparent and consultative budgeting process across member municipalities within a regional conservation authority?**

Theme	Comments
Prioritize Municipal Engagement in Budget Development	<p>A transparent and consultative budgeting process should clearly outline the scope of services and timelines for delivery, with measurable outcomes that are co-developed to meet the unique needs of participating municipalities.</p> <p>Maintain meaningful local representation directly in the budget process so that each local CA has clear input and influence, and local priorities drive levy discussions.</p> <p>Respecting local special levies/funding and municipal service agreements so that locally funded initiatives—such as land acquisition, land management, trail maintenance, restoration projects, or capital works—remain under local control and cannot be redirected without municipal consent.</p> <p>Using a clear, standardized regional budget framework in which each local CA develops its own budget in alignment with local municipalities, and these are then consolidated at the regional level for transparency and oversight.</p>
Consolidation-related Costs must be funded by the province.	<p>NPCA has made significant investments in software, systems and process improvements in recent years. It would be unreasonable for municipal partners to shoulder the cost of Agency-directed initiatives without involvement in the decision-making process.</p> <p>It is recommended that the OPCA fully fund the transitional costs and not download those costs to the municipalities who fund CAs. Costs related to lost opportunity and investments made by CAs should be accounted for and supported by the OPCA. Further, it is recommended that there is an annual audit of OPCA performed, versus the initial 3-year reporting schedule.</p>

Appendix I – Niagara Peninsula Conservation Authority (NPCA) Comments on ERO #025-1257

<b>Theme</b>	<b>Comments</b>
Funds generated by watershed jurisdictions must be retained in their communities	<p>Participating municipalities need to be consulted on any changes and remain confident that the apportionment model is sustainable and equitable.</p> <p>Any self-generated revenues and financial assets rolled into newly established RCAs must be committed to the jurisdiction they were collected from.</p> <p>Ensuring full disclosure and due diligence on assets, liabilities, capital obligations/asset management for all local CAs before any apportionment or levy model is adopted.</p>

**How can regional conservation authorities maintain and strengthen relationships with local communities and stakeholders?**

Theme	Comments
Proactive engagement and awareness initiatives is critical to mitigate risks of disconnection with communities	<p>Locally relevant communications and brand identities are at risk of being lost; communication must be consistent and proactive to ensure interested parties stay informed.</p> <p>There are concerns that RCAs would erode long-standing working relationships that have enabled the collaborative, grassroots approach that underpins NPCAs programs and services.</p> <p>A very cautious implementation process that engages with local communities and interested parties would reduce risk and disruption of programs and services.</p>
Co-development of Transitional Period Phases	<p>Implementation of the transition to RCAs will require a resource shift to focus on consolidating organizational structures, municipal relationships, financial systems, software, and internal processes, pulling resources away from providing programs and services to the communities CAs serve.</p> <p>Co-developing these transition periods will enable CAs and participating municipalities to determine what priorities would best serve their communities now, and how they will get there.</p> <p>It is recommended that the current Board structures for each local CA office remains as is and the amalgamation of Boards is formulated and lead by the local Board representatives. This would provide a sufficient transition period at which time the new RCA Boards would take effect after the 2030 municipal elections. This would mitigate operational disruptions and build trust and confidence in the new governance model.</p>
Ensure responsive representation and accessible staff remain in the communities they serve	Local offices, staff, and programs are essential for timely permitting, service delivery, and effective stewardship. Delivering on community needs is at risk without a known local presence.



2021 Division Road North  
Kingsville, Ontario N9Y 2Y9  
Phone: (519) 733-2305  
[www.kingsville.ca](http://www.kingsville.ca)

November 19, 2025

Honourable Doug Ford, Premier of Ontario  
Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

Public Input Coordinator  
Via Email: [ca.office@ontario.ca](mailto:ca.office@ontario.ca)

Dear Premier Ford,

**Re: Opposition to Proposed Consolidation of Conservation Authorities**

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Please be advised that at its Regular Meeting held Monday, November 17, 2025, the Council of the Corporation of the Town of Kingsville passed the following resolution respecting the matter referenced in the above subject line:

**195-11172025**

**Moved By:** Councillor Neufeld  
**Seconded By:** Councillor Patterson

**Whereas** the Conservation Authorities Act, 1990 (the "Act"), originally enacted in 1946, was established to allow municipalities to form conservation authorities that are equipped to develop and deliver local, watershed-based conservation, restoration and natural resource management programs on behalf of the province and municipalities;

**And whereas** there are thirty-six (36) conservation authorities in Ontario, each of which is distinct and reflects the unique environmental, geographic and community needs of its watershed;

**And whereas** on October 31, 2025, the Minister of the Environment, Conservation and Parks announced the Government's intention to introduce legislation which would amend the Act to create the Ontario Provincial Conservation Agency and consolidate Ontario's 36 conservation authorities into seven (7) regional conservation authorities.

**Now therefore be it resolved that the Council of the Corporation of the Town of Kingsville:**

- Wishes to formally state that it opposes the consolidation of Ontario's conservation authorities without knowing the full financial and operational impact to municipalities and the conservation authorities; and,

- Directs the Acting Clerk to forward a copy of this resolution to the Honourable Doug Ford, Premier of Ontario, the Honourable Minister of the Environment, Conservation and Parks, Todd McCarthy, the Honourable Rob Flack, Ministry of Municipal Affairs and Housing, Anthony Leardi, MPP, Essex, Lisa Gretzky, MPP Windsor West, Andrew Dowie, MPP Windsor-Tecumseh, Trevor Jones, MPP Chatham-Kent-Leamington, AMCTO, AMO and all Ontario Municipalities.

**Carried.**

Please accept this correspondence as an official confirmation of Council's decision with respect to the same. Any questions may be directed to the undersigned.

Sincerely,



Angela Toole  
Acting Manager of Municipal Governance/Clerk  
519-733-2305 ext. 223  
[atoole@kingsville.ca](mailto:atoole@kingsville.ca)

cc. Honourable Todd McCarthy, Minister of the Environment, Conservation and Parks  
Honourable Rob Flack, Minister of Municipal Affairs and Housing  
Anthony Leardi, MPP, Essex  
Lisa Gretzky, MPP, Windsor West  
Andrew Dowie, MPP, Windsor-Tecumseh  
Trevor Jones, MPP, Chatham-Kent-Leamington  
Essex Region Conservation Authority  
Conservation Ontario  
AMCTO  
AMO  
All Ontario Municipalities

December 9, 2025

The Honourable Todd J. McCarthy  
Minister of Environment, Conservation and Parks  
CollegePark, 5<sup>th</sup> Floor  
777 Bay Street  
Toronto, ON M7A 2J3

Dear Honourable Minister McCarthy,

Please be advised that the following resolution was passed by the Council of the Town of Ingersoll at its meeting held on December 8, 2025:

**Moved by Councillor Bowman**  
**Seconded by Councillor Hutson**

**THAT** the Council of the Corporation of the Town of Ingersoll receives the correspondence from the Upper Thames River Conservation Authority regarding Bill 68 as information;

**AND WHEREAS** the Conservation Authorities Act (1946) enables municipalities to establish local conservation authorities, and when municipalities choose to form such authorities, they assume responsibility for governance and funding through the appointment of a Board of Directors and the provision of an annual levy to cover expenses;

**AND WHEREAS** the Town of Ingersoll established the Upper Thames River Conservation Authority with other consenting municipalities within the watershed. (initially formed in 1947)

**AND WHEREAS** local municipalities currently provide approximately 35% of total conservation authority funding, while the Province of Ontario provides approximately 2% (2026 budget);

**AND WHEREAS** municipalities have governed and invested local rate payer funds in their respective conservation authorities for decades, tailoring programs and services to local watershed needs, maintaining accountable service standards, and ensuring fair and predictable costs for ratepayers;

**AND WHEREAS** conservation authorities collectively own and manage thousands of acres of land. Many of these properties were entrusted to the

UTRCA for long-term protection, stewardship, and the public good, with the expectation that such lands would be cared for by locally governed conservation authorities;

**AND WHEREAS** Bill 68 (Schedule 3) proposes the creation of the Ontario Provincial Conservation Agency, a Crown corporation that would assume governance responsibilities and consolidate Ontario's 36 conservation authorities into seven regional authorities, with municipal cost apportionment yet to be defined;

**AND WHEREAS** the Province already possesses the authority to establish overarching legislation, regulations, and standards through the Conservation Authorities Act and the Ministry of the Environment, Conservation and Parks;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of Town of Ingersoll calls on the Government of Ontario to maintain local, independent, municipally governed, watershed-based conservation authorities to ensure strong local representation in decisions related to municipal levies, community-focused service delivery, and the protection and management of conservation lands;

**AND FURTHER THAT** while the Town of Ingersoll supports provincial goals towards consistent permit approval processes, shared services, and digital modernization. It does not support it through imposing a new top-down agency structure creating unnecessary cost, red tape, and bureaucracy, undermining efficiency and responsiveness to local community needs;

**AND FURTHER THAT** the Town of Ingersoll supports efforts to balance expertise, capacity, and program delivery across the province, and requests that the Province work collaboratively with municipalities and local conservation authorities;

**AND FURTHER THAT** the Province respect the roles that Municipalities and Conservation Authorities play in conservation and governance;

**AND FURTHER THAT** a copy of this resolution be sent to:

- The Ontario Minister of Environment, Conservation, and Parks;
- local MPPs;
- Association of Municipalities of Ontario;
- Rural Ontario Municipal Association;
- area Indigenous communities;
- all municipalities;

- Conservation Authorities; and
- Conservation Ontario.

Kind regards,



*Julie Clayton*

Julie Clayton, Deputy Clerk  
[julie.clayton@ingersoll.ca](mailto:julie.clayton@ingersoll.ca)

cc: Ernie Hardeman, Member of Provincial Parliament for Oxford  
Association of Municipalities of Ontario (AMO)  
Rural Ontario Municipal Association (ROMA)  
Area Indigenous Communities  
All municipalities  
Conservation Authorities  
Conservation Ontario



Good afternoon,

The following motion was passed at the Council meeting held on Tuesday, December 9, 2025 -

Rideau Valley Conservation Authority (RVCA) -

**Motion #25-120**

**WHEREAS** the Conservation Authorities Act (1946) enables municipalities to establish local conservation authorities, and when municipalities choose to form such authorities, they assume responsibility for governance and funding through the appointment of a Board of Directors and the provision of an annual levy;

**AND WHEREAS** local municipalities established the Rideau Valley Conservation Authority in 1966, and currently provide approximately 50% of total conservation authority funding, while the Province of Ontario provides approximately 3%;

**AND WHEREAS** municipalities have governed their respective conservation authorities for decades, tailoring programs and services to local watershed needs, maintaining accountable services standards, and ensuring fair and predictable costs for ratepayers;

**AND WHEREAS** Bill 68 (Schedule 3) and ERO posting 025-1257 proposes to consolidate Ontario's 36 conservation authorities into seven regional authorities and create the Ontario Provincial Conservation Agency, a Crown agency that would assume oversight over conservation authorities and have the ability to levy authorities to cover its costs;

**AND WHEREAS** the Province already possesses the authority to establish overarching legislation, regulations, standards and policies across all conservation authorities through the Conservation Authorities Act and the Ministry of Environment, Conservation and Parks.

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Town of Perth calls on the Government of Ontario to maintain local, independent, municipally governed, watershed-based conservation authorities to ensure strong local representation in

decisions related to municipal levies, community-focused service delivery, and the protection and management of conservation lands;

**AND FURTHER THAT** while the Council of the Town of Perth supports provincial goals for consistent permit approval processes, shared services and digital modernization, imposing a new top-down agency structure without strong local accountability and governance risks creating unnecessary cost, red tape, and bureaucracy, thereby undermining efficiency and responsiveness to local community needs;

**AND FURTHER THAT** the Council of the Town of Perth supports efforts to balance expertise, capacity and program delivery across the province, and requests that the province work collaboratively with municipalities and local conservation authorities to determine the most effective level of strategic consolidation to achieve both provincial and local objectives;

**AND FURTHER THAT** a copy of this resolution be sent to the Ontario Minister of Environment, Conservation and Parks, to the local MP(s) and MPP(s), the Association of Municipalities of Ontario, the Rural Ontario Municipal Association, the local conservation authority(s), and all municipalities in Ontario.

**Tracy Bowes**

Deputy Clerk

[deputyclerk@perth.ca](mailto:deputyclerk@perth.ca)

613-267-3311 ext. 2249

80 Gore Street East, Perth, ON K7H 1H9

**PERTH.ca**

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# Township of Central Frontenac

14216 Road 38, P.O. Box 89, Sharbot Lake, ON K0H 2P0  
Tel: 613 279 2935 or 1 800 300 6851, Fax 613 279 2422  
[www.centralfrontenac.com](http://www.centralfrontenac.com)



**December 10, 2025**

The Honourable Todd McCarthy  
College Park, 5<sup>th</sup> Floor  
777 Bay St.  
Toronto, Ontario, M7A 2J3  
Delivered via email: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

**RE: The Proposed Amendments to the Conservation Authorities Act.**

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This is to advise you that at the Council Meeting of December 9, 2025, the following resolution was approved.

**WHEREAS** the Conservation Authorities Act (1946) enables municipalities to establish local conservation authorities, and when municipalities choose to form such authorities, they assume responsibility for governance and funding through the appointment of a Board of Directors and the provision of an annual levy;

**AND WHEREAS** local municipalities established the Rideau Valley Conservation Authority in 1966, the Mississippi Valley Conservation Authority in 1968, and the Quinte Conservation Authority in 1947, and currently provide over 50% of total conservation authority funding, while the Province of Ontario provides less than 5%;

**AND WHEREAS** municipalities have governed their respective conservation authorities for decades, tailoring programs and services to local watershed needs, maintaining accountable services standards, and ensuring fair and predictable costs for ratepayers;

**AND WHEREAS** Bill 68 (Schedule 3) and ERO posting 025-1257 proposes to consolidate Ontario's 36 conservation authorities into seven regional authorities and create the Ontario Provincial Conservation Agency, a Crown agency that would assume oversight over conservation authorities and have the ability to levy authorities to cover its costs;

**AND WHEREAS** the Province already possesses the authority to establish overarching legislation, regulations, standards and policies across all conservation authorities through the Conservation Authorities Act and the Ministry of Environment, Conservation and Parks;

**NOW THEREFORE BE IT RESOLVED THAT** the Corporation of the Township of Central Frontenac calls on the Government of Ontario to maintain local, independent, municipally governed, watershed-based conservation authorities to ensure strong local representation in decisions related to municipal levies, community-focused service delivery, and the protection and management of conservation lands;

**AND FURTHER THAT** while the Corporation of the Township of Central Frontenac supports provincial goals for consistent permit approval processes, shared services and digital modernization, imposing a new top-down agency structure without strong local accountability and governance risks creating unnecessary cost, red tape, and bureaucracy, thereby undermining efficiency and responsiveness to local community needs;

**AND FURTHER THAT** the Corporation of the Township of Central Frontenac supports efforts to balance expertise, capacity and program delivery across the province, and requests that the province work collaboratively with municipalities and local conservation authorities to determine the most effective level of strategic consolidation to achieve both provincial and local objectives;

**AND THAT** a copy of this resolution be sent to the Ontario Minister of Environment, Conservation and Parks, to the local MP(s) and MPP(s), the Association of Municipalities of Ontario, the Rural Ontario Municipal Association, the local conservation authority(s), and all municipalities in Ontario.

Kind Regards,



Jody Legue

Deputy Clerk

jlegue@centralfrontenac.com

cc. via email

Hon. John Jordan MPP, Hon. Scott Reid MP, the Association of Municipalities of Ontario, The Rural Ontario Municipal Association, Quinte Conservation Authority, Mississippi Valley Conservation Authority, Rideau Valley Conservation Authority, Conservation Ontario and all Municipalities in Ontario



## CORPORATION OF THE MUNICIPALITY OF SOUTH HURON

322 Main Street South P.O. Box 759

Exeter Ontario

N0M 1S6

Phone: 519-235-0310 Fax: 519-235-3304

Toll Free: 1-877-204-0747

[www.southhuron.ca](http://www.southhuron.ca)

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December 11, 2025

Via email: [doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)

Premier's Office  
Room 281  
Main Legislative Building, Queen's Park  
Toronto, ON M7A 1A5

Dear Hon. Doug Ford,

### **Re: Opposition to Proposed Consolidation of Conservation Authorities**

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Please be advised that South Huron Council passed the following resolution at their December 1, 2025, Regular Council Meeting:

496-2025

Moved By: Ted Oke

Seconded by: Wendy McLeod-Haggitt

**That South Huron Council supports the November 17, 2025 resolution of Town of Kingsville regarding Opposition to Proposed Consolidation of Conservation Authorities; and**

**That the supporting resolution and originating documentation be circulated to the Premier, Minister of the Environment, Conservation and Parks, Ministry of Municipal Affairs and Housing, MPP Thompson, AMCTO, AMO and all Ontario Municipalities.**

Result: Carried

I have attached the originating correspondence for your reference.

Respectfully,

Kendra Webster, Legislative & Licensing Coordinator  
Municipality of South Huron  
[kwebster@southhuron.ca](mailto:kwebster@southhuron.ca)  
519-235-0310 x. 232

Encl.

cc: Minister of Environment, Conservation and Parks, Hon. Todd J. McCarthy, [todd.mccarthy@pc.ola.org](mailto:todd.mccarthy@pc.ola.org); Minister of Municipal Affairs and Housing, Hon. Rob Flack, [rob.flack@pc.ola.org](mailto:rob.flack@pc.ola.org); MPP, Hon. Lisa Thompson, [lisa.thompson@pc.ola.org](mailto:lisa.thompson@pc.ola.org); AMCTO, [amcto@amcto.com](mailto:amcto@amcto.com); AMO, [resolutions@amo.on.ca](mailto:resolutions@amo.on.ca); and all Ontario Municipalities



## Town of The Blue Mountains

32 Mill Street, Box 310  
THORNBURY, ON N0H 2P0  
<https://www.thebluemountains.ca>

**OFFICE OF:** Mayor Andrea Matrosovs

Email: [mayor@thebluemountains.ca](mailto:mayor@thebluemountains.ca)  
Phone: 519-599-3131 Ext 406

December 5, 2025

Minister of Environment, Conservation and Parks  
College Park  
5th Floor  
777 Bay St.  
Toronto, ON M7A 2J3  
Email: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

**RE: Town of The Blue Mountains Opposition to Bill 68 and the Proposed Consolidation of Ontario's Conservation Authorities**

Honourable Minister McCarthy,

The Town of The Blue Mountains Council would like to express our concerns regarding Bill 68 and the proposed consolidation of Ontario's 36 Conservation Authorities into seven regional authorities. As a community with a strong and long-standing partnership with our local conservation authorities, we believe the proposed regional restructuring does not align with the best interests of our residents or the unique environmental needs of our community.

As a Council, we support provincial efforts to enhance efficiency through standardized fee schedules, policies, guidelines and online permitting systems. However, we believe that these improvements can be achieved without compromising the local expertise, responsiveness and accountability that watershed-based authorities currently provide.

The proposed consolidation raises significant concerns for The Blue Mountains Council regarding the loss of local expertise and the reduction of accessible, timely support for residents, builders and developers. Local conservation authorities possess a deep knowledge of watershed conditions, natural hazards and community priorities that cannot be effectively replicated at a broader regional scale. Centralizing the functions of local conservation authorities risks diluting the community-driven programming and tailored services that protect natural resources and support sustainable development in The Blue Mountains, while also diminishing meaningful municipal representation in decision-making. We are further concerned that a top-down

structure may introduce unnecessary transition costs, red tape and additional layers of bureaucracy, which hinder efficiency, rather than improve it.

Given these concerns, we urge you to reconsider the implications of the proposed amalgamation and to directly engage with municipalities and conservation authorities before finalizing any consolidation boundaries or legislative amendments. We respectfully request that the province consider alternative approaches that maintain local, municipally governed, watershed-based conservation authorities while supporting shared objectives of modernization and efficiency improvements. We believe that strengthening and supporting existing structures, rather than replacing them, will help to preserve local expertise, ensure consistent service delivery, and uphold the principles of community-focused governance.

Thank you for considering the perspective of the Town of The Blue Mountains. We look forward to your response and hopeful reconsideration of this proposal.

Warm regards,

Sincerely,

A handwritten signature in black ink, appearing to read "Matrosovs".

Mayor Andrea Matrosovs  
Town of The Blue Mountains

December 18, 2025

Minister of Environment, Conservation and Parks  
College Park  
5<sup>th</sup> Floor.  
777 Bay St.  
Toronto, ON M7A 2J3  
Email: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

Honourable Minister McCarthy,

**Re: Municipality of Meaford Response to Proposed Consolidation of Ontario's Conservation Authorities**

Please be advised that the Council of the Municipality of Meaford adopted the following resolution at its meeting on December 15, 2025.

Moved by: Councillor Uhrig  
Seconded by: Deputy Mayor Keaveney

**Whereas the Conservation Authorities Act enables municipalities to establish local conservation authorities, and when municipalities choose to form such authorities, they assume responsibility for governance and funding through the appointment of a Board of Directors and the provision of an annual levy to cover expenses; and**

**Whereas the municipalities within Grey and Bruce Counties established the North Grey Region Conservation Authority in 1957 and the Sauble Valley Conservation Authority in 1958 which amalgamated into the Grey Sauble Conservation Authority (GSCA) in 1985; and**

**Whereas local municipalities currently provide approximately 44% of total GSCA funding, while the Province of Ontario provides approximately 7%; and**

**Whereas municipalities have governed their respective conservation authorities for decades, tailoring programs and services to local**

**watershed needs, maintaining accountable service standards, and ensuring fair and predictable costs for ratepayers; and**

**Whereas conservation authorities collectively own and manage thousands of hectares of land, much of which was donated or sold by local residents and entrusted to conservation authorities as a personal legacy for long-term protection, stewardship, and the public good, with the expectation that such lands would be cared for by locally governed conservation authorities; and**

**Whereas Bill 68 (Schedule 3) proposes the creation of the Ontario Provincial Conservation Agency whose objects include overseeing conservation authorities and the transition to a regional watershed-based framework for conservation authorities in Ontario with municipal cost contribution yet to be defined; and**

**Whereas the Ministry of the Environment, Conservation and Parks has posted Environmental Registry Notice No. 025-1257 ("Proposed Boundaries for the Regional Consolidation of Ontario's Conservation Authorities"), proposing to reduce Ontario's 36 conservation authorities to 7 regional entities as part of a broader restructuring; and**

**Whereas under this proposal, the Grey Sauble Conservation Authority (GSCA) would be consolidated into a new "Huron-Superior Regional Conservation Authority" that is over 23,000 square kilometres in size and consists of 80 municipalities; and**

**Whereas the Province already has the authority to establish overarching legislation, regulations and standards through the Conservation Authorities Act and the Ministry of Environment, Conservation and Parks to address issues related to permitting, by establishing guidance, online permitting platforms and technical standards through legislation that could help build homes; and**

**Whereas the GSCA has already undertaken significant modernization work aligned with provincial objectives, including Information Technology / Information Management, and leveraging technology to streamline**

**planning and permit review processes processing 100% of major permits within the provincial timelines in 2024;**

**Therefore be it resolved that the Municipality of Meaford calls on the Government of Ontario to maintain local, independent, municipally governed, watershed-based conservation authorities to ensure strong local representation in decisions related to municipal levies, community-focused service delivery, and the protection and management of conservation lands; and**

**Be it further resolved that the Municipality of Meaford does not support the proposed "Huron-Superior Regional Conservation Authority" boundary configuration outlined in Environmental Registry Notice 025-1257 as the proposal lacks sufficient justification, would significantly diminish local governance, and fails to recognize the effectiveness and efficiencies already achieved within existing watershed-based models; and**

**Be it further resolved that the Municipality of Meaford affirms that large-scale regional consolidation is unnecessary, would introduce substantial transition costs, and would divert resources away from frontline watershed programs. The Council further asserts that restructuring at this scale would erode local decision-making, weaken municipal accountability, and disrupt long-standing community partnerships that are central to delivering responsive watershed management; and**

**Be it further resolved that while the Municipality of Meaford supports provincial goals for consistent permit approval processes, shared services, and digital modernization, imposing a new top-down approach structure without strong local accountability and governance risks creating unnecessary cost, red-tape, and bureaucracy, thereby undermining efficiency and responsiveness to local community needs; and**

**Be it further resolved that the Municipality of Meaford urges the Province to strengthen centralized standards, resources, and tools rather than undertaking broad structural amalgamation and to provide sustainable, predictable provincial funding across conservation authorities to enable local CAs to advance ongoing digitization and systemization work that has**



**already resulted in improved efficiency and consistency in recent years; and**

**Be it further resolved that the Municipality of Meaford believes that the Province's proposed new online permitting portal can be implemented within the existing conservation authority framework without requiring structural amalgamation; and**

**Be it further resolved that the Municipality of Meaford requests that the Ministry engage meaningfully and collaboratively with affected municipalities, conservation authorities, and local Indigenous communities before advancing any consolidation, to ensure that any changes reflect both local needs and the practical realities of implementation; and**

**Be it further resolved that this resolution be included in the Municipality's ERO response and forwarded to the Premier of Ontario, the Minister of the Environment, Conservation and Parks, all of Ontario's municipalities, MPPs, conservation authorities, AMO, and Conservation Ontario.**

Carried - Resolution #2025-46-09

Yours sincerely,

A handwritten signature in black ink, appearing to read "A. Penner".

**Allison Penner**

Deputy Clerk / Manager, Legislative Services  
Municipality of Meaford  
21 Trowbridge Street West, Meaford  
519-538-1060, ext. 1110 | [apenner@meaford.ca](mailto:apenner@meaford.ca)



cc: The Honourable Doug Ford, Premier of Ontario  
All Ontario Municipalities  
All Ontario Members of Provincial Parliament  
All Ontario Conservation Authorities  
Association of Municipalities of Ontario (AMO)  
Conservation Ontario  
Submission to Environmental Registry Notice 025-1257

December 17, 2025

Ontario Minister of Environment, Conservation and Parks  
5th Floor, 777 Bay Street  
Toronto, Ontario M7A 2J3

Sent via email: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

To Hon. Todd McCarthy

**Re: Grey Highlands Resolution 2025-732**

Please be advised that the following resolution was passed at the December 17, 2025 meeting of the Council of the Municipality of Grey Highlands.

**2025-732**

**That Council receive report CAO.25.10, Conservation Authorities Act proposed changes for information; and**

**Whereas the Conservation Authorities Act (1946) empowers municipalities such as Grey Highlands to establish local conservation authorities, and when municipalities choose to form such authorities, they assume responsibility for governance and funding through the appointment of a Board of Directors and the provision of an annual levy to cover expenses; and**

**Whereas the Municipality of Grey Highlands is a unique vast rural area that contains three watershed jurisdictions within its boundaries, being served by the Saugeen Valley Conservation Authority (SVCA), the Grey Sauble Conservation Authority (GSCA), and the Nottawasaga Valley Conservation Authority (NVCA); and**

**Whereas local municipalities, including Grey Highlands, currently provide a significant portion of total conservation authority funding, while the Province of Ontario provides a much smaller share; and**

**Whereas municipalities have governed their respective conservation authorities for decades, tailoring programs and services to local watershed needs, maintaining accountable service standards, and ensuring fair and predictable costs for ratepayers; and**

**The Municipality of Grey Highlands**

206 Toronto Street South, Unit One - P.O. Box 409 Markdale, Ontario N0C 1H0  
519-986-2811 Toll-Free 1-888-342-4059 Fax 519-986-3643  
[www.greyhighlands.ca](http://www.greyhighlands.ca) [info@greyhighlands.ca](mailto:info@greyhighlands.ca)

**Whereas conservation authorities collectively own and manage thousands of acres of land, much of which was donated by local residents and entrusted to conservation authorities as a personal legacy for long-term protection, stewardship, and the public good, with the expectation that such lands would be cared for by locally governed conservation authorities; and**

**Whereas Bill 68 (Schedule 3) proposes the creation of the Ontario Provincial Conservation Agency, a Crown corporation that would assume governance responsibilities and consolidate Ontario's 36 conservation authorities into seven regional authorities, with municipal cost apportionment yet to be defined; and**

**Whereas the Province already possesses the authority to establish overarching legislation, regulations, and standards through the Conservation Authorities Act and the Ministry of the Environment, Conservation and Parks; now**

**Therefore be it resolved that the Council of the Municipality of Grey Highlands calls on the Government of Ontario to maintain local, independent, municipally governed, watershed-based conservation authorities to ensure strong local representation in decisions related to municipal levies, community-focused service delivery, and the protection and management of conservation lands; and**

**That while Grey Highlands supports provincial goals for consistent permit approval processes, shared services, and digital modernization, imposing a new top-down agency structure without strong local accountability and governance risks creating unnecessary cost, red tape, and bureaucracy, thereby undermining efficiency and responsiveness to local community needs; and**

**That Grey Highlands supports efforts to balance expertise, capacity, and program delivery across the province, and requests that the Province work collaboratively with municipalities and local conservation authorities to determine the most effective level of strategic consolidation to achieve both provincial and local objectives; and**

**That a copy of this resolution be sent to the Ontario Minister of Environment, Conservation, and Parks, to the local MP and MPPs, the Association of Municipalities of Ontario, the Rural Ontario Municipal Association, Saugeen Valley Conservation Authority, Grey Sauble Conservation Authority, Nottawasaga Valley Conservation Authority and all municipalities in Ontario.**

A recorded vote was requested by Deputy Mayor Nielsen.  
**By a vote of 7-0, CARRIED.**

**The Municipality of Grey Highlands**

206 Toronto Street South, Unit One - P.O. Box 409 Markdale, Ontario N0C 1H0  
519-986-2811 Toll-Free 1-888-342-4059 Fax 519-986-3643  
[www.greyhighlands.ca](http://www.greyhighlands.ca) [info@greyhighlands.ca](mailto:info@greyhighlands.ca)

If you require anything further, please contact this office.

Sincerely,

Amanda Fines-VanAlstine  
Manager of Corporate Services/Municipal Clerk  
Municipality of Grey Highlands

cc. MP, Alex Ruff [alex.ruff@parl.gc.ca](mailto:alex.ruff@parl.gc.ca)  
MPP, Paul Vickers [paul.vickers@ontario.ca](mailto:paul.vickers@ontario.ca)  
Association of Municipalities of Ontario [resolutions@smo.on.ca](mailto:resolutions@smo.on.ca)  
Rural Ontario Municipal Association [roma@toma.on.ca](mailto:roma@toma.on.ca)  
Saugeen Valley Conservation Authority [publicinfo@svca.on.ca](mailto:publicinfo@svca.on.ca)  
Grey Sauble Conservation Authority [t.lanthier@greysauble.on.ca](mailto:t.lanthier@greysauble.on.ca)  
Nottawasaga Valley Conservation Authority [admin@nvca.on.ca](mailto:admin@nvca.on.ca)  
All municipalities in Ontario

**The Municipality of Grey Highlands**

**206 Toronto Street South, Unit One - P.O. Box 409 Markdale, Ontario N0C 1H0**  
**519-986-2811 Toll-Free 1-888-342-4059 Fax 519-986-3643**  
**[www.greyhighlands.ca](http://www.greyhighlands.ca) [info@greyhighlands.ca](mailto:info@greyhighlands.ca)**



December 16, 2025

The Honorable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto ON M7A 1A1

Sent by Email

Dear: Honorable Doug Ford,

**RE: Proposed Boundaries for the Regional Consolidation of Ontario's Conservation Authorities.**

The Council of the Corporation of Tay Valley Township at its meeting held on December 9<sup>th</sup>, 2025, adopted the following resolution:

**RESOLUTION #C-2025-12-14**

**MOVED BY:** Wayne Baker  
**SECONDED BY:** Angela Pierman

**"WHEREAS**, water resources and water availability is the defining issue of this century due to the impacts of climate change which Tay Valley Township has already experienced (through dry wells and below normal river levels this summer and floods in 2017 and 2019),

**AND WHEREAS**, Ontario's Conservation Authorities play a critical role in watershed management, flood mitigation, drought mitigation, and public safety;

**AND WHEREAS**, Tay Valley Township has already experienced negative consequences of centralized management of water resources from afar (the Ministry of Natural Resources staff in Toronto have previously directed the depth of water at the Pike Lake Dam be lowered during a pickerel spawn event resulting in the death of the pickerel);

**AND WHEREAS**, municipalities must retain a strong, meaningful voice to ensure that local knowledge, local priorities and local risks are fully considered;

**AND WHEREAS**, the Conservation Authorities Act (1946) enables municipalities to establish local conservation authorities, and when municipalities choose to form such authorities, they assume responsibility for governance and funding through the appointment of a Board of Directors and the provision of an annual levy;

**AND WHEREAS**, local municipalities established the Rideau Valley Conservation Authority in 1966 and the Mississippi Valley Conservation Authority in 1968 and currently provide over 50% of total conservation authority funding, while the Province of Ontario provides less than 5%;

**AND WHEREAS**, municipalities have governed their respective conservation authorities for decades, tailoring programs and services to local watershed needs, maintaining accountable services standards, and ensuring fair and predictable costs for ratepayers;

**AND WHEREAS**, Bill 68 (Schedule 3) and ERO posting 025-1257 propose to consolidate Ontario's 36 conservation authorities into seven regional authorities and create the Ontario Provincial Conservation Agency, a Crown agency that would assume oversight over conservation authorities and have the ability to levy authorities to cover its costs;

**AND WHEREAS**, the Province already possesses the authority to establish overarching legislation, regulations, standards and policies across all conservation authorities through the Conservation Authorities Act and the Ministry of Environment, Conservation and Parks;

**NOW THEREFORE BE IT RESOLVED THAT**, Tay Valley Township strongly urges the Provincial Government of Ontario to withdraw all sections of Bill 68 related to Amendments to the Conservation Authorities Act;

**BE IT FURTHER RESOLVED THAT**, Tay Valley Township calls on the Government of Ontario to maintain local, independent, municipally governed, watershed-based conservation authorities to ensure strong local representation in decisions related to municipal levies, community-focused service delivery, and the protection and management of conservation lands;

**BE IT FURTHER RESOLVED THAT**, the Province be requested to re-introduce any proposed changes as a standalone bill to proceed through the regular legislative process (First and Second Readings, Committee Review, stakeholder submissions and public consultation) to ensure the impacts on watershed management, environmental protection and public safety are fully and transparently captured;

**BE IT FURTHER RESOLVED THAT**, while Tay Valley Township supports provincial goals for consistent permit approval processes, shared services and digital modernization, imposing a new top-down agency structure without strong local accountability and governance risks creating unnecessary cost, red tape, and bureaucracy, thereby undermining efficiency and responsiveness to local community needs;

**BE IT FURTHER RESOLVED THAT**, Tay Valley Township supports efforts to balance expertise, capacity and program delivery across the province, and requests that the province work collaboratively with municipalities and local conservation authorities to determine the most effective level of strategic consolidation to achieve both provincial and local objectives;

**BE IT FURTHER RESOLVED THAT**, Tay Valley Township calls on the province to consider any potential amalgamation of Conservation Authorities on the basis of their abiotic, biologic and cultural characteristics (i.e. remove the Cataraqui Region and all lands not draining to the Ottawa River);

**BE IT FURTHER RESOLVED THAT**, the province maintains the local knowledge of the unique natural resources, weather and climactic features of the RVCA and MVCA watersheds through local staffing;

**BE IT FURTHER RESOLVED THAT**, the current assets (including financial reserves and land trusts) of the RVCA and MVCA remain with them to recognize their fiscal prudence and are not used to subsidize conservation authorities with fewer assets or developed upon;

**BE IT FURTHER RESOLVED THAT**, the province ensure that any future governance framework for Ontario's Conservation Authorities includes robust and clearly defined municipal representation, recognizing municipalities as essential partners in protecting watershed and mitigating risks;

**AND BE IT FINALLY RESOLVED THAT**, a copy of this resolution be sent to the Premier of Ontario, Ontario Minister of Environment, Conservation and Parks, Ontario Minister of Finance, to the local MPP, the Association of Municipalities of Ontario, the Rural Ontario Municipal Association, the local conservation authority(s), and all municipalities in Ontario.”

**ADOPTED**

If you require any further information, please do not hesitate to contact the undersigned at (613) 267-5353 ext. 130 or [deputyclerk@tayvalleytwp.ca](mailto:deputyclerk@tayvalleytwp.ca)

Sincerely,



Aaron Watt, Deputy Clerk

cc: Hon. Todd J. McCarthy Ontario Minister of Environment, Conservation and Parks,  
Hon. Peter Bethlenfalvy Ontario Minister of Finance,  
John Jordan, MPP Lanark-Frontenac-Kingston,  
Rural Ontario Municipal Association (ROMA) Association of Municipalities of Ontario (AMO), RVCA, MVCA and all Ontario Municipalities  
Sally McIntyre, General Manager, Mississippi Valley Conservation Authority  
Sommer Casgrain-Robertson, General Manager, Rideau Valley Conservation Authority

/Enclosure



# REPORT

**COMMITTEE OF THE WHOLE**  
December 2<sup>nd</sup>, 2025

**Report #PD-2025-21**  
**Noelle Reeve, Planner**

## **PROPOSED BOUNDARIES FOR THE REGIONAL CONSOLIDATION OF ONTARIO'S CONSERVATION AUTHORITIES**

### **STAFF RECOMMENDATION**

It is recommended:

**“THAT**, staff submit comments to the Environmental Registry of Ontario posting <https://ero.ontario.ca/notice/025-1257> Proposed boundaries for the regional consolidation of Ontario's conservation authorities;

**AND THAT**, this report be circulated to the Honourable Todd J. McCarthy, Minister of Environment, Conservation and Parks; the Honourable Peter Bethlenfalvy, Minister of Finance; local MPP the Honourable John Jordan; Mayor Christa Lowry, the Chair of the Rural Ontario Municipal Association; and Sommer Casgrain Robertson, Rideau Valley Conservation Authority; Sally McIntyre, Mississippi Valley Conservation Authority.”

### **BACKGROUND**

On November 7, 2025, the province of Ontario introduced <https://ero.ontario.ca/notice/025-1257> “Proposed boundaries for the regional consolidation of Ontario's conservation authorities” for public comment by December 22, 2025.

The province states that, “Ontario's 36 conservation authorities play a vital role in watershed management and protecting communities from natural hazards like floods. Conservation authorities deliver programs and services that further the conservation, restoration, and management of natural resources. Conservation authorities review permit applications and issue permits to builders, municipalities and property owners for development activities such as housing developments, installation of sewage systems in areas affected by risks of natural hazards such as floodplains, shorelines, river and stream valleys, and wetlands. Permitting administered by conservation authorities helps to ensure that development does not happen in unsafe areas and that it does not worsen the impacts of flooding or erosion in surrounding areas.”

However, the province believes, “The current system of 36 separate conservation authorities is fragmented, with each conservation authority following different policies, standards, fees and levels of staffing and technical capabilities. This has led to unpredictable and inconsistent

turnaround times for approvals across all conservation authorities, creating uncertainty and delays for builders, landowners and farmers seeking permits, and undermining conservation authorities' ability to protect communities from floods and natural hazards."

Therefore, the province intends to "consolidate the province's 36 conservation authorities into seven regional conservation authorities" (see Attachment 1 Map). Tay Valley Township would be included in the proposed St. Lawrence Regional Conservation Authority (see Attachment 2 Map).

The proposed St. Lawrence Regional Conservation Authority would include 5 conservation authorities (the Rideau Valley, Mississippi Valley, Cataraqui, Raisin Region, and South Nation Conservation Authorities) containing 46 municipalities ranging in population from large (Ottawa, Kingston, Cornwall) to small (Front of Yonge, Westport) and in geographical size from Greater Madawaska to the Town of Merrickville-Wolford (see Attachment 3 for a list).

On November 6, 2025 the province introduced Bill 68, Plan to Protect Ontario Act (Budget Measures), 2025 (No. 2). Schedule 3 of Bill 68 proposes to amend the Conservation Authorities Act to establish the Ontario Provincial Conservation Agency – a provincial board-governed agency – "to provide centralized leadership, efficient governance, strategic direction, and oversight of Ontario's conservation authorities".

"Where the Minister considers it to be in the public interest to do so, the Minister may issue directions to the Agency. The Agency may issue directions to one or more conservation authorities but must first provide the Minister with a copy of the proposed direction, allowing the Minister the opportunity to take specified actions."

"The Agency is authorized to establish and require the payment of fees and to take steps to recover its costs and expenses. Other provisions include limitations on personal liability for specified persons and the barring of specified proceedings. Regulation-making authorities for both the Lieutenant Governor in Council and the Minister are also added to the Act."

## **DISCUSSION**

Since Ontario municipalities are the primary funders of conservation authorities, they should decide the structure of these organizations moving forward. Local municipalities currently provide between 25 per cent and 50 per cent of total conservation authority funding, while the province of Ontario provides approximately three (3) per cent.

There will be 47 municipalities included in our proposed region, going all the way from Deseronto to the Quebec border, Ottawa and close to the Bancroft area. These watersheds vary widely from clay plains to granite bedrock making uniform application of province-wide standards complex. Ensuring that regional authorities can adapt provincial standards to local hydrological and ecological conditions will be critical.

We really appreciate the local connection we have with our conservation authorities and are concerned about what affect the change will have on the local presence of conservation authority staff. Amalgamation of Health Units in our area has seen the closure of 4 local

offices. We would not want to see a similar reduction in service from Conservation Authorities.

It is not clear how the proposed Ontario Provincial Conservation Agency will interact with the new Regional Conservation Authority Boards. It seems like an additional layer of bureaucracy that municipalities will have to pay for.

Turnaround time on permitting through local conservation authorities in Eastern Ontario is currently fast, and according to Peter Young, Planning and Economic Development Director, United Counties of Stormont, Dundas & Glengarry, permitting costs are between 33 and 50 per cent of the costs seen in other conservation authorities across the province.

Will we be saddled with extra costs for the extra layer of bureaucracy the Ontario Provincial Conservation Agency represents? Tay Valley Township has experience with the amalgamation of Police Services Boards into one Lanark County Board and the extra costs that brought.

Thousands of acres of land have been donated as personal legacies for long-term protection and stewardship, entrusted specifically to local conservation authorities, and Bill 68 could negate that giving in the future because of the loss of local connection.

A one-size fits all approach does not always work. It is not clear how many seats local municipalities would have on a regional board. Local influence and representation could be impacted.

The province has asked five questions as part of its public consultation:

- 1) What do you see as key factors to support a successful transition and outcome of regional conservation authority consolidation?

No reduction in levels of protection. Levels of environmental protection should be uniformly raised to the highest level in the same Region. No reduction in service levels to municipalities e.g., report cards on state of watersheds, catchments, etc., provision of permits to the public, etc.

- 2) What opportunities or benefits may come from a regional conservation authority framework?

Providing smaller conservation authorities with better modelling capacity for climate change impacts.

- 3) Do you have suggestions for how governance could be structured at the regional conservation authority level, including suggestions around board size, make-up and the municipal representative appointment process?

For each municipality to have representation, a 47 member board would be needed which seems unwieldy.

4) Do you have suggestions on how to maintain a transparent and consultative budgeting process across member municipalities within a regional conservation authority?

Get the proposed budget into the hands of the municipal representative by August since most municipalities start work on their budgets in September.

5) How can regional conservation authorities maintain and strengthen relationships with local communities and stakeholders?

Increase communication staff so that messages can be delivered in a timely manner.

## STRATEGIC PLAN LINK

**Strong Community and Thriving Economy** – Water is life. Without clean water and safety from flooding and drought there is no economy.

**Healthy Environment** – Without local environmental knowledge, natural heritage will be lost.

## CLIMATE CONSIDERATIONS

Information on microclimates and ecological niches may be lost due to management at a higher level.

## CONCLUSION

The Planner concludes that the Township should comment on the Environmental Registry of Ontario posting so that the province hears which of the proposals the Township supports and hears our concerns about the specific potential negative impacts on our rural area.

## ATTACHMENTS

- 1) Map of Proposed 7 Regional Conservation Authorities
- 2) Map of Proposed St. Lawrence Regional Conservation Authority
- 3) List of Current Conservation Authorities and Municipalities that Would Fall Within the Proposed St. Lawrence Regional Conservation Authority

**Prepared and Submitted By:**



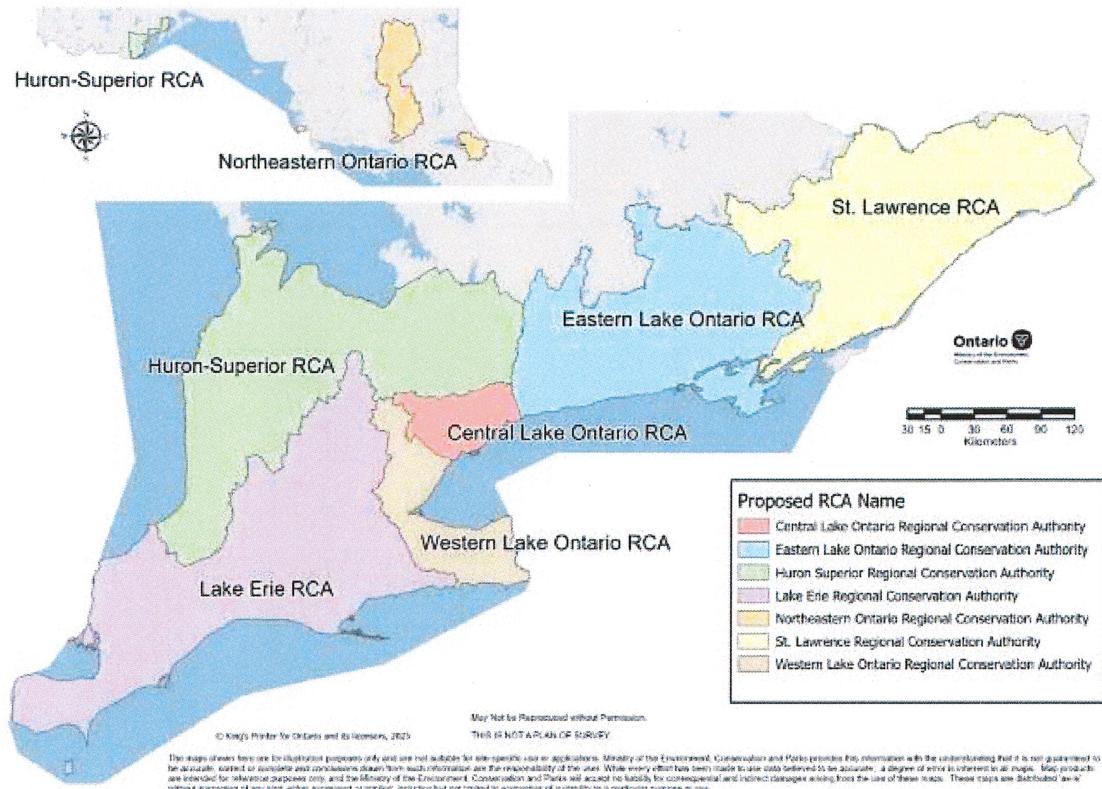
Noelle Reeve,  
Planner

**Approved for Submission By:**



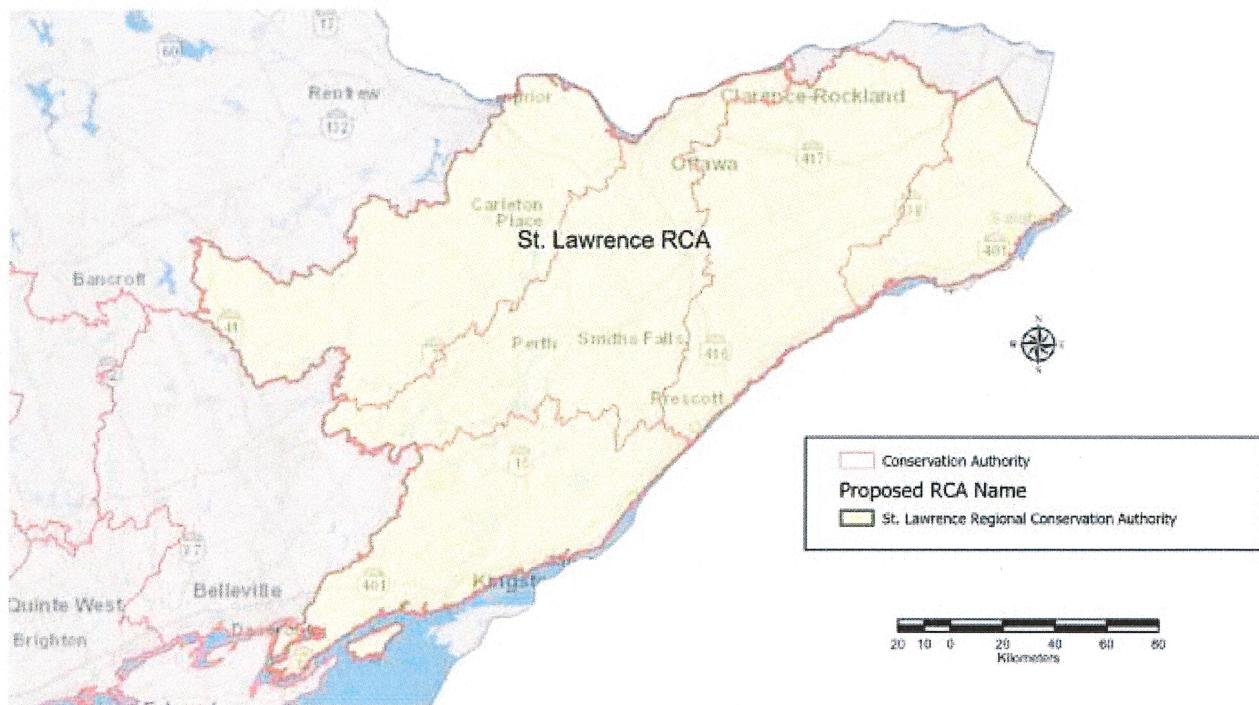
Amanda Mabo,  
Chief Administrative Officer/Clerk

## PROPOSED 7 REGIONAL CONSERVATION AUTHORITIES (RCA)



## Attachment 2

ST. LAWRENCE REGIONAL CONSERVATION AUTHORITY



May Not be Reproduced without Permission.

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Ontario   
Ministry of the Environment  
Conservation 2000 Report

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## Attachment 3

Municipalities that would fall within the proposed St. Lawrence Regional Conservation Authority include:

- City of Brockville
- City of Clarence-Rockland
- City of Cornwall
- City of Kingston
- City of Ottawa
- Municipality of Mississippi Mills
- Municipality of North Grenville
- Municipality of South Dundas
- Municipality of The Nation
- Town of Carleton Place
- Town of Gananoque
- Town of Greater Napanee
- Town of Perth
- Town of Prescott
- Town of Smiths Falls
- Township of Addington Highlands
- Township of Alfred and Plantagenet
- Township of Athens
- Township of Augusta
- Township of Beckwith
- Township of Central Frontenac
- Township of Champlain
- Township of Drummond/North Elmsley
- Township of East Hawkesbury
- Township of Edwardsburgh/Cardinal
- Township of Elizabethtown-Kitley
- Township of Front of Yonge
- Township of Greater Madawaska
- Township of Lanark Highlands
- Township of Leeds and the Thousand Islands
- Township of Loyalist
- Township of Montague
- Township of North Dundas
- Township of North Frontenac
- Township of North Glengarry

18



- Township of North Stormont
- Township of Rideau Lakes
- Township of Russell
- Township of South Frontenac
- Township of South Glengarry
- Township of South Stormont
- Township of Stone Mills
- Township of Tay Valley
- Village of Casselman
- Village of Merrickville-Wolford
- Village of Westport

Current conservation authorities that would make up the proposed St. Lawrence Regional Conservation Authority include:

- Cataraqui Region CA
- Rideau Valley CA
- Mississippi Valley CA
- South Nation River CA
- Raisin Region CA



## Legal and Legislative Services

December 16, 2025

Melanie Davis, Manager, Office of the CAO and Board  
Niagara Peninsula Conservation Authority  
3350 Merrittville Hwy., Unit 9  
Thorold, ON L2V 4Y6

Dear Ms. Davis:

**Re: Regional Consolidation of Ontario's Conservation Authorities**

Please be advised the Municipal Council of the Town of Fort Erie at its meeting of December 15, 2025 received and supported your correspondence dated December 5, 2025 regarding the Niagara Peninsula Conservation Authority's position on the Regional Consideration of Ontario's Conservation Authorities.

A copy of your correspondence dated December 5, 2025, is attached.

Trusting this information will be of assistance to you.

Sincerely,

Peter Todd,  
Manager, Legislative Services / Town Clerk  
[ptodd@forterie.ca](mailto:ptodd@forterie.ca)  
PT:dlk  
Encl.  
c.c. Local Area Municipalities

Mailing Address:

The Corporation of the Town of Fort Erie  
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 4:30 p.m.

Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: [www.forterie.ca](http://www.forterie.ca)



**The Corporation of the Town of Grimsby  
Administration**  
Office of the Town Clerk  
160 Livingston Avenue, Grimsby, ON L3M 0J5  
**Phone:** 905-945-9634 Ext. 2171 | **Fax:** 905-945-5010  
**Email:** vsteele@grimsby.ca

January 16, 2026

SENT VIA E-MAIL

Premier's Office  
111 Wellesley Street, Room 281  
Toronto, ON | M7A 1A4

Attention: Doug Ford, Premier of Ontario

**RE: Support for NPCA Resolution – NPCA Position on the regional  
consolidation of Ontario's conservation authorities**

Please be advised that at its meeting held on January 16, 2026, the Council of the Corporation of the Town of Grimsby passed the following resolution:

**C-26-009**

**Moved by:** Councillor L. Vardy

**Seconded by:** Councillor D. Howe

*Resolved that Council endorse the NPCA's letter opposing the consolidation of Ontario Conservation Authorities.*

**CARRIED**

If you require any additional information, please let me know.

Regards,

Victoria Steele  
Town Clerk

CC: Sam Oosterhoff, MPP  
Niagara Region  
Niagara Peninsula Conservation Authority  
Town of Fort Erie  
Town of Lincoln  
Town of Niagara-on-the-Lake  
City of Niagara Falls  
Town of Pelham  
City of Port Colborne  
City of St. Catharines  
City of Thorold  
Township of Wainfleet  
City of Welland  
Township of West Lincoln

**DATE:** December 9, 2025

**MEMORANDUM TO:** Heads of Council

**SUBJECT:** Emergency Management Modernization Act Achieves Royal Assent

Dear Heads of Council:

I am pleased to let you know that on December 3rd, 2025, the Government of Ontario's *Emergency Management Modernization Act, 2025*, which amends the *Emergency Management and Civil Protection Act* (EMCPA) received Royal Assent.

The EMCPA is Ontario's framework for managing emergencies and defines the authority and responsibilities of the province, municipalities and specific individuals in emergency management.

From ice storms to flooding and wildland fire, the risks facing communities have grown in scale and impact. That's why under the leadership of Premier Ford, Ontario has urgently modernized its legislation to reflect the rapidly changing landscape of emergencies.

The amendments we have made enable a more effective, coordinated and comprehensive approach to emergency management and ensures response plans are tailored to local needs. Key changes now include:

- Clarifying the role of the Ministry of Emergency Preparedness and Response as the provincial lead and one-window contact for coordinating emergency management activities.
- Outlining Ontario Corps as a key provincial emergency resource and capability that can be deployed to supplement local resources to support municipalities, when requested. (An emergency declaration is not required to request provincial support.)
- Strengthening Ontario's commitment to facilitating coordination among municipalities by implementing the joint emergency programs and plans for two or more municipalities.

The legislation will be implemented in phases, with future regulations to support it. Future work will enhance municipal emergency management by providing flexibility for programs based on local needs and capacity. Upcoming regulations will also clarify the process for municipal emergency declarations under the Act to ensure accountability.

Ongoing dialogue and collaboration with municipalities and emergency management partners will be key as the ministry continues engagement to inform future work related to these amendments.

On a personal note, it was a pleasure to meet with many of you this summer, including at the Association of Municipalities of Ontario (AMO) conference to discuss Ontario's emergency management modernization. The feedback we received has been instrumental in shaping these legislative amendments.

Thank you for your continued partnership and dedication to protect Ontario. I hope to see you at the Rural Ontario Municipal Association Conference in January. Your commitment to emergency management makes a difference, and I look forward to moving this important work forward with you.

Sincerely,

A handwritten signature in black ink, appearing to read "Jill Dunlop".

The Honourable Jill Dunlop  
Minister of Emergency Preparedness and Response

cc: Rob Flack, Minister of Municipal Affairs and Housing  
Robin Jones, President, Association of Municipalities of Ontario

**From:** Kwan, Jenny - M.P. <Jenny.Kwan@parl.gc.ca>  
**Sent:** Monday, December 08, 2025 4:43 PM  
**To:** Kwan, Jenny - M.P. <Jenny.Kwan@parl.gc.ca>  
**Subject:** Bill C-233, the No More Loopholes Act / le project de loi C-233, la loi visant à éliminer les échappatoires

You don't often get email from jenny.kwan@parl.gc.ca. [Learn why this is important](#)

Dear elected officials,

I'm writing to share important information about Bill C-233 — the No More Loopholes Act — a Private Member's Bill that I introduced in the House of Commons in September, and to urge broad support for this legislation at Second Reading in late February 2026.

This bill takes a straightforward but essential step: it closes the longstanding loophole that allows Canadian-made arms, components, and military technologies to be exported to the United States without permits, risk assessments, or transparency. This bill is essential to stop Canadian arms from being used to violate human rights abroad. Having your municipality's endorsement would be important to me.

Bill C-233 brings Canada's export-control system in line with the rules we already apply to the rest of the world. It strengthens our compliance with the Arms Trade Treaty (ATT), which Canada adopted in 2019, and ensures we meet our legal and moral obligations to prevent Canadian goods from contributing to violations of human rights and international humanitarian law.

Today, most military goods sent from Canada to the U.S. require no permits and are not publicly reported. This is not a small technical gap — it represents the majority of Canada's arms-export volume. As a result, parts and components produced in Canada can be incorporated into larger weapons systems in the U.S. and then transferred to high-risk destinations, including places where civilians are already suffering devastating harm.

Bill C-233 addresses this by:

- Ending the blanket U.S. exemption so that **all** military exports, regardless of destination, undergo the same permit, risk-assessment, and accountability process.
- Clarifying that export controls apply to all military parts, components, and related technology.
- Preventing the use of broad “general export permits” for military items, ensuring proper case-by-case assessment.
- Requiring end-use certificates only when they meaningfully reduce the risk of violations such as war crimes.

- Mandating annual public reports on Canada's compliance with the ATT and the Export and Import Permits Act.
- Helping ensure Canada does not contribute — directly or indirectly — to human-rights abuses abroad.

These measures do **not** restrict production, innovation, or legitimate defence cooperation.

They do **not** interfere with military aid to Ukraine, which flows through a separate, streamlined Department of National Defence process.

They do **not** affect how the Canadian Armed Forces acquire equipment. And they do **not** undermine NATO cooperation — in fact, nearly all NATO members already apply the ATT uniformly.

Civil society organizations across the country support closing this loophole. Groups such as Oxfam, Project Ploughshares, Independent Jewish Voices, Arms Embargo Now, Canadians for a Just Peace in the Middle East, LeadNow, and the Canadian Muslim Public Affairs Council have all emphasized that Canada cannot claim to uphold human rights while allowing most of its military exports to remain unreviewed and unreported.

This bill is fundamentally about transparency, accountability, and ensuring Canada's export-control system reflects our values, our treaty obligations, and our commitment to civilian protection. It is not a partisan issue — it is a matter of international law, human dignity, and responsible governance.

I am including a sample letter of support, and a fact sheet, for your reference.

I hope you will join in supporting Bill C-233 and helping to ensure that Canada's role in global arms transfers is consistent, principled, and accountable.

Sincerely,

Jenny Kwan

MP for Vancouver East

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Chers collègues élus,

Je vous écris pour vous communiquer des informations importantes concernant le projet de loi C-233, qui vise à éliminer les lacunes de la Loi sur les licences d'exportation et d'importation; et, pour vous demander de soutenir largement ce projet

de loi d'initiative parlementaire que j'ai présenté à la Chambre des communes en septembre lorsqu'il passera à l'étape de la deuxième lecture à la fin du mois de Février, 2026.

Ce projet de loi propose une mesure simple, mais essentielle: il vise à corriger une lacune de longue date qui permet l'exportation vers les États-Unis d'armes, de composants et de technologies militaires fabriqués au Canada sans permis, sans évaluation des risques et sans transparence. Cette loi est essentielle pour empêcher que les armes canadiennes ne soient utilisées pour violer les droits de la personne à l'étranger. L'appui de votre municipalité serait important pour moi.

Le projet de loi C-233 a pour effet d'harmoniser le système canadien de contrôle des exportations avec des règles que nous appliquons déjà au reste du monde. Il nous permet de mieux respecter le Traité sur le commerce des armes (TCA), que le Canada a signé en 2019, et de nous acquitter de nos obligations légales et morales d'empêcher que des biens canadiens ne contribuent à des violations des droits de la personne et du droit international humanitaire.

À l'heure actuelle, il n'est pas nécessaire d'obtenir un permis pour exporter la majeure partie des biens militaires du Canada vers les États-Unis, et cette information n'est pas rendue publique. On parle ici de la majeure partie du volume des exportations d'armes du Canada. En raison de cette grave lacune technique, les pièces et composants fabriqués au Canada peuvent être utilisés dans des systèmes d'armement plus importants aux États-Unis, puis acheminés vers des destinations à haut risque, notamment des régions où les civils sont déjà victimes de violences dévastatrices.

Pour corriger la situation, le projet de loi C-233 propose :

- de mettre fin à l'exemption générale accordée aux États-Unis, de manière à ce que **toutes** les exportations militaires, quelle que soit leur destination, soient soumises au même processus d'autorisation, d'évaluation des risques et de reddition de comptes;
- de préciser que les contrôles à l'exportation s'appliquent à toutes les pièces, composants et technologies connexes à usage militaire;
- d'empêcher l'utilisation de « permis d'exportation généraux » pour les marchandises militaires, garantissant ainsi une évaluation appropriée au cas par cas;
- d'exiger des certificats d'utilisation finale uniquement lorsqu'ils réduisent de manière significative le risque de violations telles que les crimes de guerre;
- de rendre obligatoire la publication de rapports annuels sur le respect par le Canada du TCA et de la Loi sur les licences d'exportation et d'importation;
- de garantir que le Canada ne contribue pas, directement ou indirectement, à des violations des droits de la personne à l'étranger.

Ces mesures **ne limitent pas** la production, l'innovation ou la coopération légitime en matière de défense.

Elles **ne gênent pas l'aide militaire à l'Ukraine**, qui passe par un processus distinct et simplifié établi par le ministère de la Défense nationale.

Elles **n'ont aucune incidence** sur la façon dont les Forces armées canadiennes acquièrent leur équipement. De plus, elles ne nuisent pas à la coopération avec l'OTAN — en fait, presque tous les membres de l'OTAN observent déjà le TCA de manière uniforme.

Les organisations de la société civile à l'échelle du pays sont favorables à l'élimination de cette lacune. De nombreux groupes, tels qu'OXFAM, Project Ploughshares, Voix juives indépendantes, Arms Embargo Now, Canadiens pour la justice et la paix au Moyen-Orient, LeadNow et le Conseil canadien des affaires publiques musulmanes ont tous fait valoir que le Canada ne peut pas prétendre défendre les droits de la personne alors que la plupart de ses exportations militaires ne font l'objet d'aucun examen ni rapport.

Ce projet de loi vise essentiellement à assurer la transparence et la reddition de comptes et à garantir que le système canadien de contrôle des exportations soit à la hauteur de nos valeurs, de nos obligations issues des traités et de notre engagement envers la protection des civils. Il ne s'agit pas d'une question partisane, mais bien d'une question de droit international, de dignité humaine et de gouvernance responsable.

Je joins à ce message une lettre modèle de soutien et une fiche d'information pour votre information.

J'espère que vous vous joindrez à nous et que vous mobiliserez vos alliés syndicaux et communautaires pour appuyer le projet de loi C-233 et contribuer à ce que le Canada joue un rôle cohérent, fondé sur des principes et responsable dans le cadre des transferts d'armes à l'échelle mondiale.

Je vous prie d'agrérer mes salutations distinguées,

Jenny Kwan

Députée, Vancouver-Est

## **Bill C-233: Myths vs. Facts**

### **Myth 1: Bill C-233 would decimate Canada's defence industry.**

**Fact:** The bill *only* standardizes export controls. It does **not** restrict production, sales, or innovation. It simply applies the same rules to all Group 2 exports.

### **Myth 2: This would weaken Canada's role in NATO.**

**Fact:** Almost every NATO member is part of the Arms Trade Treaty (ATT). Aligning our controls strengthens cooperation with our allies—not the opposite.

### **Myth 3: This would delay critical Canadian support to Ukraine.**

**Fact:** Military aid to Ukraine is sent through the Department of National Defence using a **streamlined process** unaffected by the bill. Bill C-233 focuses on exports to the **United States**, not Europe or Ukraine.

### **Myth 4: This harms the Canadian Armed Forces' access to equipment.**

**Fact:** The bill concerns **exports**, not imports. It does **not** affect how the CAF buys or receives equipment.

### **Myth 5: Canada's export system already covers everything.**

**Fact:** Most Canadian arms exports—those going to the US—are **not** subject to permits, oversight, or transparency. A system cannot be “world-leading” when most exports are exempt from it.

### **Myth 6: The bill adds burdens without improving assessments.**

**Fact:** Canada is required under international law (the ATT) to assess **all** arms exports equally. Current exemptions for US-bound exports leave Canada in violation of these obligations.

### **Myth 7: Canada already applies exemptions more narrowly than other ATT countries.**

**Fact:** Other ATT States Parties, like the UK, still apply oversight and report publicly even when using general licences. Canada does **neither** for most exports to the US.

### **Myth 8: Canada already controls a wider range of items than the ATT requires.**

**Fact:** Controls on dual-use, nuclear, chemical, biological and missile technologies are unrelated to ATT obligations. They are separate systems and not relevant to Bill C-233.

**Myth 9: Canada has been reporting on ATT items for decades.**

**Fact:** The annual report excludes most US-bound exports because they require **no permits**. Canada's report provides only a partial picture of actual arms transfers.

**Myth 10: The US may retaliate with new permit requirements.**

**Fact:** The US already applies its own strict licensing rules (ITAR) to exports to Canada. Bill C-233 does not change this reality.

**Myth 11: Canada has no "loophole."**

**Fact:** Most conventional weapons exported to the US require **no permit at all**. That *is* the loophole.

**Myth 12: Permit-free exports to the US are low-risk because our systems are similar.**

**Fact:** Canada and the US do **not** have similar risk thresholds. Canada restricts transfers that the US routinely allows—including to end-users Canada has barred. Requiring permits prevents Canadian goods from reaching high-risk users via the US.

**Myth 13: The ATT allows Canada to exempt the United States.**

**Fact:** The ATT permits flexibility in structure—not in deciding which obligations to follow. Canada must regulate **all** exports consistently.

**Why Bill C-233 Matters**

- Brings Canada in line with NATO allies
- Closes a major transparency and oversight gap
- Ensures Canadian parts and components cannot be routed to high-risk destinations
- Strengthens Canada's compliance with international law
- Supports long-term efforts to diversify Canada's defence supply chain

## Questions and Answers - A Fact Sheet on Private Member's Bill C-233

### An Act to Amend the Import and Export Permits Act

#### Closing Canada's U.S. Arms-Export Loophole: The "No More Loopholes Act"

##### **Q. What is Canada's current export control regime for arms?**

A. Currently, Canadian exports of military goods and technologies are subject to the Export and Imports Permits Act (EIPA) and the Arms Trade Treaty (ATT).

The EIPA requires Canadian individuals and organizations wishing to export controlled items, including military goods and technologies, to obtain a permit issued by the Minister of Foreign Affairs.

Section 7.3(1) of the EIPA requires the Minister to deny export permit applications for controlled items if there is a "substantial risk" that the export or brokering of the items would undermine peace and security or could be used either to commit or to facilitate serious violations of international humanitarian and human rights laws.

The ATT prohibits signatories from exporting military goods and technologies where at least one of the following situations would exist:

- the exportation would violate United Nations Security Council measures, particularly arms embargoes;
- the exportation would violate the exporting country's obligations under international agreements; or
- the exporting country has knowledge that the controlled items being exported would be used to commit genocide, crimes against humanity or other specified attacks against civilians.

##### **Q: What is the issue regarding Canadian arms-export laws currently?**

They contain giant loopholes:

- Arms, components and technology can be shipped to the United States without permits, risk assessments, or public reporting.
- Once in the U.S., these Canadian-made parts are built into weapons systems – such as F-35 fighter jets and Apache attack helicopters – which are then sent to Israel, Saudi Arabia and other conflict zones.

### **Q: How did this happen?**

In 2019, even though Canada amended its Export and Import Permits Act to align with the Arms Trade Treaty (ATT), however, the U.S. remains exempted.<sup>1</sup> As such, the export or brokering of most military goods and technologies to the US do not need an export permit, allowing this trade to continue unregulated and unreported. For the past two years, arms manufacturers in Canada have profited from this loophole as civilians in Gaza face bombing, starvation, and destruction.

### **Q: If Canada signed onto the Arms Trade Treaty, isn't Canada committed to preventing human rights abuses?**

Yes – on paper. Canada's ATT commitments forbid exporting weapons likely to be used to bomb civilians, starve communities, or commit other human rights violations. In practice, the U.S. loophole undermines those commitments and lets Canadian-made bullets, components, and technology flow into conflicts abroad.

### **Q: What's the impact?**

Project Ploughshares reported that the Canadian Commercial Corporation (CCC) signed a contract worth nearly \$80 million for artillery propellants destined for the U.S.; some were later used in weapons transferred to Israel. Canadian-made parts have been integrated into larger weapons systems now used in Gaza, despite government claims to have blocked similar sales. Each shipment erodes Canada's credibility and risks complicity in alleged breaches of international humanitarian law.

### **Q. What steps have other countries taken to ensure they are not complicit?**

A. Switzerland and Germany implemented end-use control measures that include on-site inspections of exported military goods. Netherlands has language in their laws that would require further assessment if goods are re-exported to other countries.

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<sup>1</sup> 1. [section 2\(a\)](#) of the ECL, which states that Canada's export controls do not apply to U.S. destined exports of most controlled items, including military goods and technologies;

2. GAC's [A Guide to Canada's Export Control List](#), which indicates that, "[u]nless otherwise specified, the export controls for military, dual-use and strategic items contained in this Guide apply to all destinations except the United States"; and

3. Canada–U.S. [reciprocal arrangements](#) that enable trade between Canada and the United States in most military goods and technologies without the need for an export permit. "

### **Q: What is MP Jenny Kwan's Private Member's Bill C-233 proposing?**

MP Jenny Kwan has introduced the No More Loopholes Act, a Private Member's Bill that would:

- End the U.S. exemption. That means no countries will be exempted from permits, risk assessments and accountability. All exports to the United States will be required to undergo the same permit, risk-assessment, and transparency rules as any other country.
- Clarify that export controls includes all parts, components and technology or is necessary for the use of arms, ammunition, implements or munitions of war.
- Prevent the issuance of general export or brokering permits for military goods and technology.
- Require end use certificates only if it would sufficiently mitigate substantial risk of war crimes.
- Require annual reports to Parliament on Canada's compliance with the EIPA and ATT.
- Help end Canada's complicity in human rights violations linked to weapons transfers.

### **Q: Who supports closing the loophole?**

- The UN Human Rights Council and independent UN experts have called for halting arms transfers that fuel violations of humanitarian law.
- Civil-society groups in Canada, including Arms Embargo Now, Lead Now, Canadians for a Just Peace in the Middle East, Oxfam, Project Ploughshares, Independent Jewish Voices and the Canadian Muslim Public Affairs Committee advocate for stronger export controls.
- Canadians across the country who do not want their taxes or industries tied to atrocities.

### **Q: What's the call to action?**

Parliament must act now to:

1. Close the U.S. loophole once and for all.
2. Ensure Canada's export-control laws live up to our international treaty obligations and human rights standards.
3. Prioritize peace and civilian protection over arms-trade profits.

**All MPs – regardless of party – are urged to support the No More Loopholes Act and help end Canada's complicity in war crimes and human rights abuses.**

**Ministry of  
Municipal Affairs  
and Housing**

Office of the Minister

777 Bay Street, 17<sup>th</sup> Floor  
Toronto ON M7A 2J3  
Tel.: 416 585-7000

**Ministère des  
Affaires municipales  
et du Logement**

Bureau du ministre

777, rue Bay, 17<sup>e</sup> étage  
Toronto (Ontario) M7A 2J3  
Tél. : 416 585-7000



234-2025-5025

December 18, 2025

Peter Todd  
Manager, Legislative Services/Town Clerk  
Town of Fort Erie  
[ptodd@forterie.ca](mailto:ptodd@forterie.ca)

Victoria Steele  
Director of Legislative Services/Town Clerk  
Town of Grimsby  
[clerks@grimsby.ca](mailto:clerks@grimsby.ca)

Julie Kirkelos  
Town Clerk/Director of Corporate Services  
Town of Lincoln  
[jkirkelos@lincoln.ca](mailto:jkirkelos@lincoln.ca)

Bill Matson  
City Clerk  
City of Niagara Falls  
[bmatson@niagarafalls.ca](mailto:bmatson@niagarafalls.ca)

Grant Bivol  
Town Clerk/Manager of Legislative Services  
Town of Niagara-on-the-Lake  
[grant.bivol@notl.com](mailto:grant.bivol@notl.com)

Sarah Leach  
Town Clerk  
Town of Pelham  
[sleach@pelham.ca](mailto:sleach@pelham.ca)

Charlotte Madden  
City Clerk  
City of Port Colborne  
[charlotte.madden@portcolborne.ca](mailto:charlotte.madden@portcolborne.ca)

Donna Delvecchio  
City Clerk  
City of St. Catharines  
[ddelvecchio@stcatharines.ca](mailto:ddelvecchio@stcatharines.ca)

Nicholas Debono  
City Clerk  
City of Thorold  
[nicholas.debono@thorold.ca](mailto:nicholas.debono@thorold.ca)

Amber Chrastina  
Township Clerk  
Township of Wainfleet  
[achrastina@wainfleet.ca](mailto:achrastina@wainfleet.ca)

Tara Stephens  
City Clerk  
City of Welland  
[clerk@welland.ca](mailto:clerk@welland.ca)

Jessica Dyson  
Director of Legislative Services/Clerk  
Township of West Lincoln  
[jdyslon@westlincoln.ca](mailto:jdyslon@westlincoln.ca)

Dear Municipal Clerks:

**Subject: Notice of Minister's Order – Appointment of the Niagara Region Chair**

I am writing to inform you that I have appointed Robert (Bob) Douglas Gale as the Chair of the Regional Municipality of Niagara, for a term commencing December 18, 2025, to the end of the current term of council on November 14, 2026. This appointment was made pursuant to authority provided to me under section 218.3 of the *Municipal Act, 2001*.

Please find a copy of the Minister's Order Appointing the Head of Council for the Regional Municipality of Niagara attached for your reference.

If you have any questions related to this appointment, please contact Nathaniel Aguda, Regional Director at [nathaniel.aguda@ontario.ca](mailto:nathaniel.aguda@ontario.ca) or by phone at 647-700-5262.

I look forward to Bob Gale's leadership and contributions in serving the residents of the Region of Niagara.

Please accept my best wishes.

Sincerely,



Hon. Robert J. Flack  
Minister of Municipal Affairs and Housing

c. Kelly Lotimer, Deputy, Regional Clerk, Regional Municipality of Niagara  
Martha Greenberg, Deputy Minister, Ministry of Municipal Affairs and Housing  
Sean Fraser, Assistant Deputy Minister, Municipal and Housing Operations Division  
Caspar Hall, Assistant Deputy Minister, Local Government Division



**Minister's Order  
Appointing the Head of Council for the Regional Municipality of Niagara  
Made under Section 218.3 of the *Municipal Act, 2001***

On November 20, 2025, the council of the Regional Municipality of Niagara declared its seat for the head of council vacant.

In accordance with section 218.3 of the *Municipal Act, 2001*, the Minister may, by order, appoint and fix the duration of the term of the head of council for The Regional Municipality of Niagara, for the term of office beginning in 2022.

**Therefore, I order that:**

- 1. Effective December 18, 2025, Robert Gale is appointed the head of council for The Regional Municipality of Niagara, for a term ending on November 14, 2026.**

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**Arrêté du ministre**

**Nomination du président du conseil de la municipalité régionale de Niagara  
en vertu de l'article 218.3 de la *Loi de 2001 sur les municipalités***

Le 20 novembre 2025, le conseil de la municipalité régionale de Niagara a déclaré que le poste de président du conseil était vacant.

Conformément à l'article 218.3 de la *Loi de 2001 sur les municipalités*, pour le mandat débutant en 2022, le ministre peut, par arrêté, nommer le président du conseil de la municipalité régionale de Niagara et fixer la durée de son mandat.

**En conséquence, j'ordonne ce qui suit :**

- 1. À compter du 18 décembre 2025, Robert Gale est nommé président du conseil de la municipalité régionale de Niagara, pour un mandat se terminant le 14 novembre 2026.**

  
\_\_\_\_\_  
Minister of Municipal Affairs and Housing  
Ministre des Affaires municipales et du Logement

Dated at Toronto this 17 of December 2025  
Fait à Toronto, le 17 décembre 2025



**PORT COLBORNE**

**Subject: Recommendation Report for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision-Millar's Crossing- Files D09-07-24, D14-11-24 and D12-05-24**

**To: Council**

**From: Planning and Development Department**

Report Number: 2026-12

Meeting Date: January 27, 2026

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**Recommendation:**

That Planning and Development Department Report 2026-12 be received; and

That the Official Plan Amendment, attached to this report as Appendix A, be approved; and

That the Zoning By-law Amendment attached as Appendix B to this report, be approved; and

That the Draft Plan of Subdivision and associated Draft Plan Conditions attached as Appendix C to this report, be approved; and

That the City Clerk be directed to issue the Notices of Decisions regarding the applicable planning instruments in accordance with the Planning Act.

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**Purpose:**

The purpose of this report is to provide Council with information and a recommendation regarding applications submitted by 1000427593 Ontario Inc. to facilitate the redevelopment of 4.97 hectares lands located north of the Humberstone neighbourhood in the City of Port Colborne, west of Elm Street, south of Barrick Road, east of Steele Street, and north of Elmvale Crescent.

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## Background:

### Site and Surrounding Area Description

The Subject Lands are located north of the Humberstone neighbourhood in the City of Port Colborne, west of Elm Street, south of Barrick Road, east of Steele Street, and north of Elmvale Crescent. These parcels include PIN 641410024, PIN 641410032, and PIN 641410031, the latter being the only one with an assigned address at 1029 Steele Street, Port Colborne. The fourth parcel, PIN 641410395, were previously owned by the Corporation of the City of Port Colborne and are now owned by the Applicant. Together, these parcels form the area designated for the proposed development, which is being referred to as "Millar's Crossing". The image below shows a location map of the Subject Lands and a description of lands adjacent to the Subject Lands are outlined in the table below



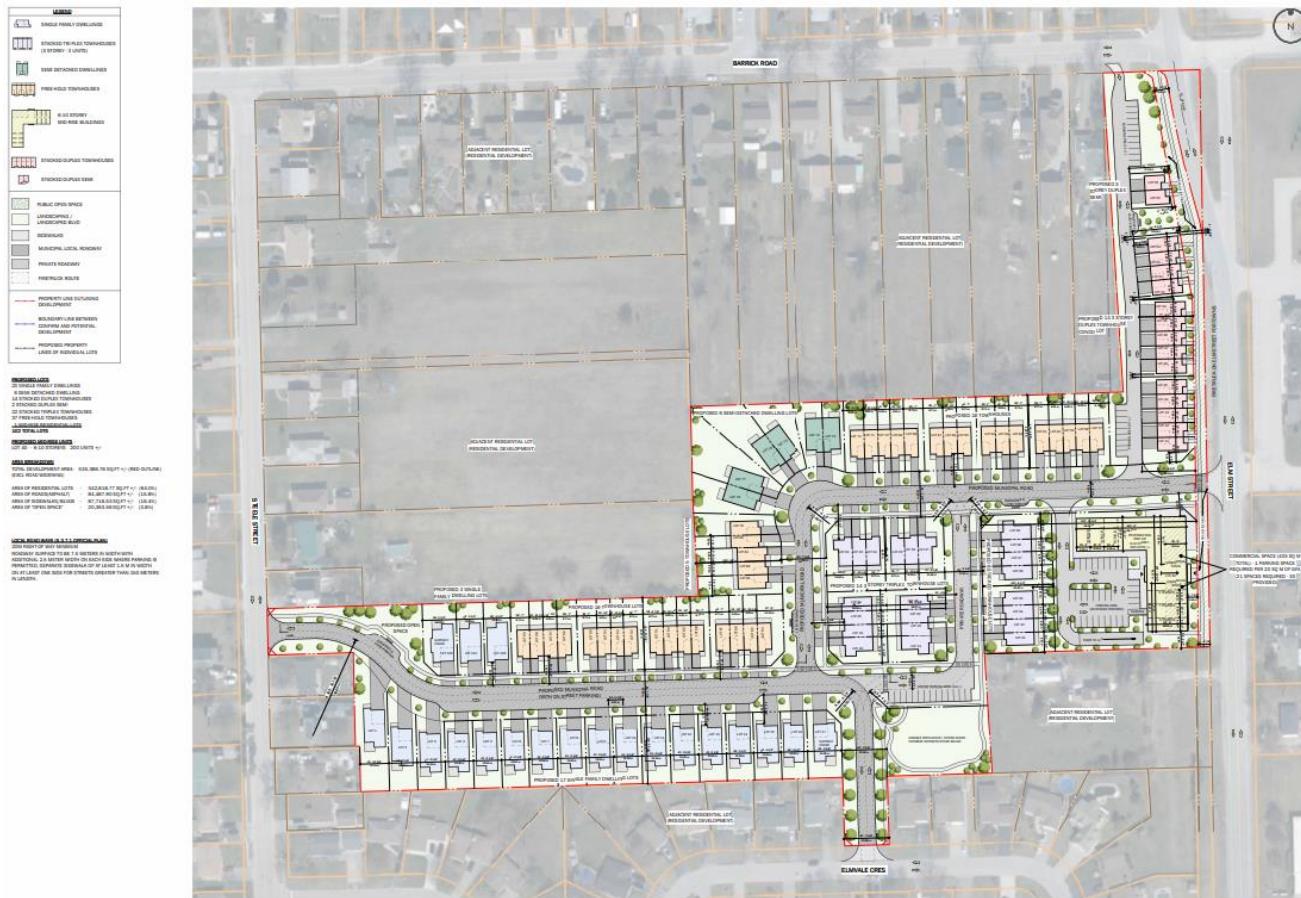
<u>North (along Barrick Road)</u> <ul style="list-style-type: none"><li>• Low-density residential (single-detached dwellings)</li></ul>	<u>East (across Elm Street)</u> <ul style="list-style-type: none"><li>• Light industrial uses including manufacturing, warehousing, and motor vehicle repair</li><li>• Some low-density residential along Barrick Road and vacant land</li></ul>
<u>South</u> <ul style="list-style-type: none"><li>• Low-density residential</li></ul>	<u>West</u> <ul style="list-style-type: none"><li>• Low-density residential and vacant institutional land</li></ul>

## Application Chronology

Applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision were submitted by 1000427593 Ontario Inc. in December 2024 and deemed complete by staff on January 15, 2025.

The development concept submitted with the application proposed a comprehensive development of a land assembly consisting of 4.97 hectares, with a new local road extending from Steele Street to Elm Street with a connection also proposed through to Elmvale Crescent. In terms of built form, the proposal included 20 single-detached dwellings, 6 semi-detached dwellings, 37 street townhouse dwellings, two medium density residential blocks intended to accommodate a range of townhouse forms, including stacked townhouses, back-to-back townhouses, and rear lane townhouses with a potential unit yield of 43 to 115 units over these blocks; and, a high density apartment block with a potential unit yield of 200 units. Heights proposed in the development are typical of the built forms, with the single and semi-detached dwellings being 1-2 storeys; townhouses being 2-3 storeys; higher intensity townhouse forms up to 6 storeys; and, the apartment being up to 10 storeys. Overall, the proposal would facilitate the creation of between 306 and 378 units.

The image below provides an illustration of the development concept, as submitted by the applicant in December of 2024.



The following reports and/or plans were submitted in support of the development of the lands:

- Proposed and signed Draft Plan of Subdivision;
- Conceptual Build-out Plan;
- Conceptual Phasing Plan;
- Draft Official Plan Amendment;
- Draft Zoning By-law Amendment;
- Planning Rationale Report;
- Noise Impact Study;
- Air Quality and Odour Assessment;
- Phase 1, 2 and 3 Archaeological Assessments;
- Ministry Clearance for the Stage 1 and Stage 2 Assessments;
- Functional Servicing Report;
- Geotechnical Study;
- Land Use Compatibility Study;
- Landscape and Streetscape Plan;
- Municipal Servicing Study/Functional Servicing Report;
- Parcel Registers;
- Stormwater Management Plan;
- Topographical Survey;
- Transportation Impact Study/ Parking Analysis; and,
- Urban and Architectural Design Guidelines.

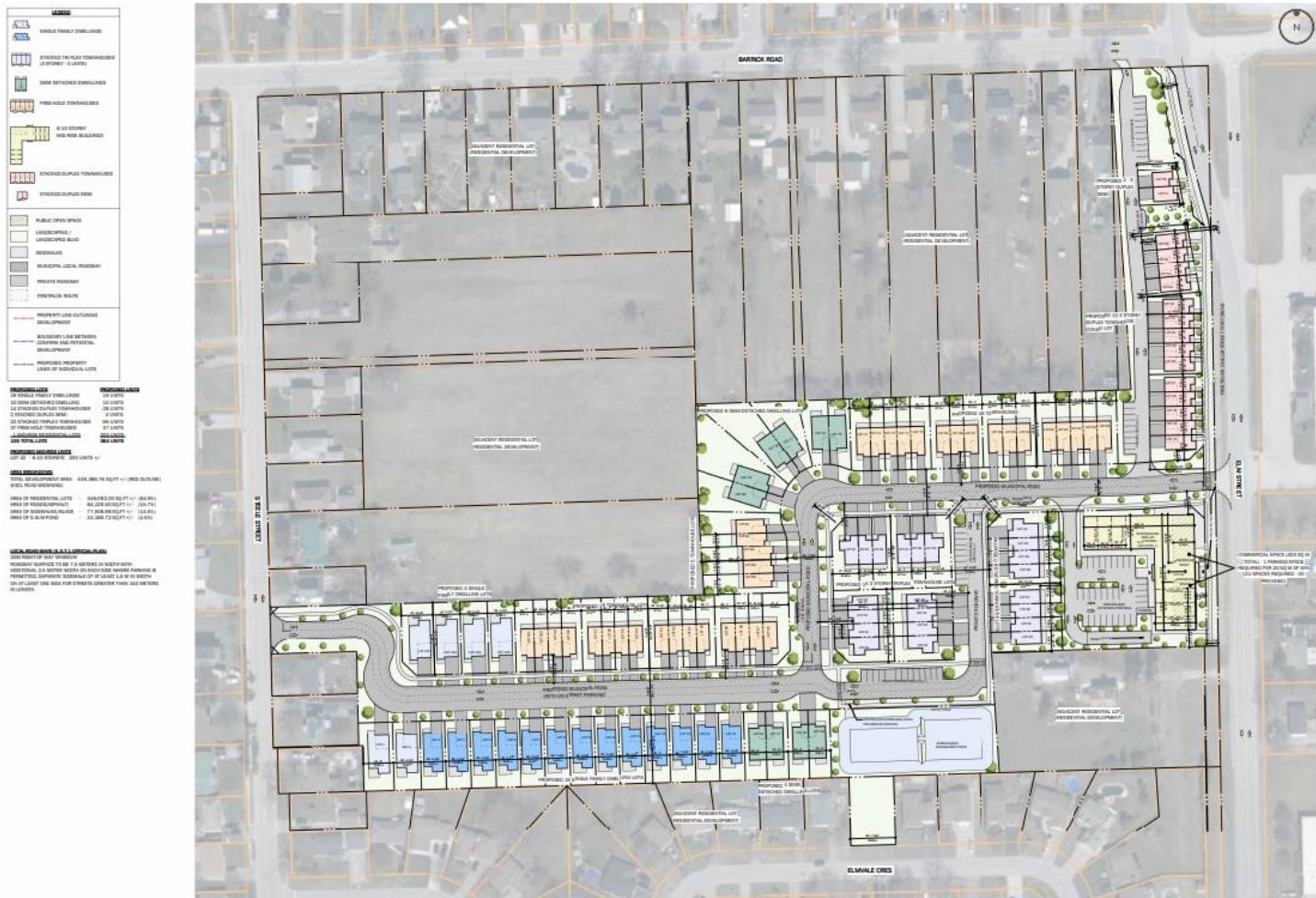
A public meeting was held on February 4, 2025 (Report 2025-24) to provide opportunity for public input into the project. Notice was circulated on January 15<sup>th</sup>, 2025 in accordance with the Planning Act. At the meeting, staff presented a summary of the applications, through Report 2025-24. Several residents attended the public meeting and provided delegations. Written comments were also received. Key concerns raised by members of the public included:

- Concerns with and lack of support for the Elmvale Crescent street connection;
- Concerns with traffic;
- Concerns with proposed building heights;
- Concerns with proposed density;
- Concerns with parking;
- Concerns with neighbourhood change and privacy impacts; and,
- Questions respecting servicing and stormwater management.

The following provides a general summary of technical comments received from applicable agencies and departments:

Commenter/ Agency	Comments
Niagara Region	<p>General support, subject to:</p> <ul style="list-style-type: none"><li>Ensuring that conditions are included in the Draft Plan of Subdivision to implement the recommendations of the Noise Impact Study;</li><li>Ensuring that conditions and warning clauses are included in the Draft Plan of Subdivision to address matters related to cultural heritage and archaeology;</li><li>Further revisions required to the Functional Servicing Report to address Regional and local policies, guidelines and calculations;</li><li>Notes with respect to servicing availability and capacity limitations related to the Omer pumping station;</li><li>Ensuring a condition respecting to servicing capacity is included in the Draft Plan of Subdivision;</li><li>Requirements for private waste collection for the higher density blocks;</li><li>Requirements for the provision of a plan and profile cross-section drawing is of all proposed utilities crossing the existing Region forcemain and trunk watermain on Elm Street. The drawings are required to note the vertical separation, and detail how the Regional mains will be protected and/or supported (if crossing underneath the regional main) during construction.</li></ul>
By-law	No concerns.
CN Power	No concerns.
Port Colborne Drainage Superintendent	No concerns.
Port Colborne Fire	No objection to the application and will deal with fire safety at site plan and building permit stage.
Hydro One	No comments or concerns at this time.
Ministry of Transportation	<ul style="list-style-type: none"><li>No comments to provide as this site is outside of MTO permit jurisdiction.</li><li>No MTO permits or approvals would be required by the proponent for any development at the above address at this time.</li></ul>
City of Port Colborne Development Engineering	<ul style="list-style-type: none"><li>With respect to traffic impact and parking, traffic calming measures are to be implemented at the detailed design stage.</li><li>Comments provided on review of the Functional Servicing Report through the first submission required a revised submission to address City concerns.</li></ul>

Following the public meeting and receipt of internal/agency comments, the applicant was provided with a comment package for their review. Based on these comments, the applicant prepared a revised proposal, along with additional supporting materials, which was submitted to staff in September of 2025. The revised application addressed comments received from the public and commenting agencies through the consultation period. Changes include the removal of the previously proposed Elmvale Crescent connection; realignment of 'Street A'; relocation of the SWM pond; and removal of the park block. The image below provides an illustration of the development concept, as submitted by the applicant in September of 2025.



The following table provides a summary of the proposed land uses and associated unit counts:

Built form/ Type	Lot/ Block #	Unit Count
Low Density Residential (Single-Detached and Semi-Detached)	1-23	29
Medium Density Residential (Street Townhouses)	24-32	37
Medium Density Residential (Other forms of Townhouses, with a 6 Storey Maximum)	33,35	43-115
High Density Residential (10 Storey Mixed Use Apartment)	34	200
Stormwater Management Pond	35	N/A
Total Units	N/A	309-381
Net Residential Density (based on 3.67 hectares of 'developable' area)	N/A	84- 103.8 units per hectare

The following materials were included as part of the revised submission:

- Updated Official Plan Amendment;
- Updated Zoning By-law Amendment;
- Updated Draft Plan of Subdivision;
- Updated Conceptual Build-Out Plan;
- Updated Phasing Plan;
- Updated Landscape Concept;
- Updated Functional Servicing Report; and,
- Ministry Clearance Letter for the Phase 3 Archaeological Assessment.

The revised submission was circulated to applicable internal and external agencies, as well as updated on the City's website. The only comments provided at the time of writing this report were from Development Engineering.

Development Engineering staff reviewed the updated Functional Servicing Report provided with the second submission and note that all concerns have been addressed, however, sanitary capacity may not be available at the time of construction and that all site plan applications for this development will be under the guise of the site plan process and all site plan requirements.

## **Proposed Planning Instruments**

### Proposed Official Plan Amendment

To implement the proposed development, an Official Plan Amendment is required to redesignate the site from Urban Residential to Site-Specific Urban Residential 3.2.7, which will:

- Treat the Subject Lands as one lot for the purpose of calculating density;
- Permit individual lots and blocks within the development to have densities lower or higher than the density policies set out in 3.2.1 a) i), 3.2.1 b) i) and 3.2.1 c) i), so long as the overall net residential density of the lot does not exceed 105 units per hectare;
- Require the provision of 85 square meters of neighbourhood commercial uses for every 100 units of residential development;
- Permit the full range of residential uses throughout the site, with locations for each type of use to be established in the Zoning By-law;
- Requiring site plan control for medium and high density residential forms; and,
- Limiting the location of high density residential built forms (required frontage on an arterial road).

The Official Plan Amendment also redesignates a portion of the Subject Lands to Parks and Open Space (P) in order to define the location of the stormwater management facility.

A copy of the Official Plan Amendment is included as Appendix A to this report.

#### Proposed Zoning By-law Amendment

A proposed Zoning By-law Amendment seeks to rezone the site from Residential Development (RD), First Density Residential (R1) and Fourth Density Residential (R4) to:

- Second Density Residential, Special Provision (R2-26/01);
- Third Density Residential, Special Provision (R3-26/01);
- Fourth Density Residential, Special Provision (R4-26/01);
- Mixed Use, Special Provision (MU-26/01); and
- Public and Park Zone (P).

The proposed Zoning By-law Amendment includes revisions to several zoning provisions, including:

- Reduced lot frontage and lot area;
- Alternate front and rear yards to account for the location of garages, porches and decks;
- Adjusted landscaped area requirements;
- Adjusted interior and corners side yards for street and block townhouses;
- Clarification with respect to parking ratios, such that the parking ratio of 1.1 spaces per units for apartment buildings, back-to-back stacked townhouse, and back-to-back townhouse shall be 1.0 resident spaces and .1 visitor spaces; and,
- Clarification that the required parking associated with the medium density residential block can be located anywhere on that block so long as the minimum number of required spaces is provided

The proposed Zoning By-law Amendment also introduces the following site-specific metrics:

- Introduction of provisions for rear-lane townhouses (which are currently not contemplated in the City's Zoning By-law);
- Introduction of specific yards and setbacks for blocks (relative to Street A);
- Maximum heights for higher density townhouse forms and apartments;
- Maximum number of units for the apartment building;
- A requirement for the provision of a minimum of 85 square metres of non-residential uses; and,
- Definitions for back-to-back stacked townhouse, back-to-back townhouse and rear lane townhouse.

A copy of the Zoning By-law Amendment is included as Appendix B to this report.

#### Proposed Draft Plan of Subdivision

The Draft Plan of Subdivision proposed to implement the development includes a new local road, 29 lots for low density residential buildings (single and semi detached), nine blocks for street townhouses; two blocks for higher density townhouse forms (e.g. back-to-back townhouses, stacked townhouses, rear-lane townhouses), one high density residential block (mixed use apartment building), and one block for stormwater management purposes.

A copy of the Draft Plan of Subdivision and associated Draft Plan Conditions is included as Appendix C to this report.

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## **Discussion:**

The proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision 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 (2013), and the City of Port Colborne Comprehensive Zoning Bylaw 6575/30/18

### **Planning Act**

Section 2 of the Planning Act (the Act) 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 impacts a planning matter, the decisions of 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". Section 34 of the Act allows for the consideration of a Zoning By-law Amendment.

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.

Provincial Interest (Planning Act S.2)	Summary Assessment
a) The protection of ecological systems, including natural areas, features and functions	The subject lands do not contain, and are not adjacent to any natural areas, features or functions.
b) The protection of the agricultural resources of the Province	The subject lands are located within the Port Colborne Settlement Area Boundary. The proposed amendments and draft plan of subdivision will not affect Agricultural resource areas.
c) The conservation and management of natural resources and the mineral resource base	The subject lands are not within areas designated for mineral extraction and do not contain natural resources.
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest	The subject lands are not listed or designated properties of cultural heritage value or interest on the City's Municipal Heritage Register, nor are they located adjacent to any of these resources.
	The subject lands are located within an area of archaeological potential as identified on Schedule K - Areas of Archaeological Potential of the Niagara Official Plan. Accordingly, Stage 1 to 3 Archaeological Assessments were completed by Earthworks Archaeological Services Inc ("Earthworks").  Confirmation of Ministry acceptance for the Stage 1 and Stage 2 Assessments was provided by the applicant as part of their initial submission, and confirmation of Ministry acceptance for the Stage 3 assessment was provided by the applicant as part of their second submission.
e) The supply, efficient use and conservation of energy and water	The applicant provided supporting studies with respect to servicing and stormwater management as part of the proposal. Engineering staff have worked with the applicant to address any identified issues throughout the application review process.

Provincial Interest (Planning Act S.2)	Summary Assessment
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	<p>A Functional Servicing Report and a Traffic Impact and Parking Study have been submitted with the applications and, through the application review process engineering staff have worked with the applicant to address identified issues.</p> <p>Servicing capacity limitations exist at this time, and the applicant is aware of this. City staff are working on additional modelling and inflow and infiltration work to better understand capacity at the Omer Pumping Station. Conditions of draft plan approval include a requirement of written acknowledgement that there is no commitment of servicing allocation and that servicing allocation will not be assigned until the plan is registered.</p>
g) The minimization of waste	The Proposal represents a form of infill and intensification of lands within the Urban, Built-Up area of the City. Intensification and infilling within urban, built-up areas minimize waste by maximizing the use of existing infrastructure and land.
h) The orderly development of safe and healthy communities;	The proposed development will facilitate the orderly development of the site with appropriate development standards while avoiding and mitigating risks to public health and safety.
i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	The Subject Lands are located proximate to multiple schools, daycares, and recreational amenities.
j) The adequate provision of a full range of housing, including affordable housing	The Proposal provides a full range of housing, including single-detached homes, semi-detached homes, townhouses, live-work units, and a high-density mixed-use apartment building, contributing to a diverse housing mix. Although the proposed housing types do not specifically qualify as affordable housing, the variety of options within the subdivision offers future residents homes at different price points, making homeownership more attainable.
k) The adequate provision of employment opportunities	The proposed development incorporates ground floor non-residential uses within the apartment

Provincial Interest (Planning Act S.2)	Summary Assessment
	building, providing for retail and service commercial opportunities.
l) The protection of the financial and economic well-being of the Province and its municipalities	Not applicable
m) The co-ordination of planning activities of public bodies	Not applicable
n) The resolution of planning conflicts involving public and private interests	Not applicable.
o) The protection of public health and safety	The Proposal includes safety features such as proper street connectivity, emergency access, accessibility, and compliance with fire protection requirements.
p) The appropriate location of growth and development	The Proposal is situated within an urban, built-up area with existing infrastructure and services, making it an appropriate location for growth and development
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	The development features pedestrian-friendly streets and connections to major roads. The apartment block will be transit supportive. The proposed development incorporates active transportation opportunities.
r) The promotion of built form that, <ul style="list-style-type: none"> <li>(i) is well-designed,</li> <li>(ii) encourages a sense of place, and</li> <li>(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant</li> </ul>	The proposed development will provide well-designed built forms and include a range of amenity spaces and connections that are accessible and will contain passive and active recreational opportunities.
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate	The Proposal includes sustainable practices. Further, the development of lands within the urban is one of the most efficient forms of land development.

Section 51(24) of the Planning Act sets out the criteria on which a Draft Plan of Subdivision is assessed. Section 51(24), specifies that, when evaluating a draft plan of subdivision, several factors must be considered, including the health, safety, convenience, accessibility for persons with disabilities, and welfare of current and future residents. The following table outlines these criteria and provides an assessment response for each:

Planning Act Section 51(24) Criteria	Summary Assessment
a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2	See the previous table in this subsection for an analysis of the applicable matters of provincial interest.
b) whether the proposed subdivision is premature or in the public interest	The Proposal is not premature as it is located within the urban, built-up area. It is in the public interest by providing a range of housing options and supporting local economic growth.
c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any	The Proposal meets the general purpose and intent of the City's Official Plan and conforms with most applicable policies. An Official Plan Amendment is required in order to address site-specific matters of density; which, in this case is deemed appropriate given the context and the framework established within the amendment which will limit overall density on the site as a whole to no more than 105 units per hectare.
(d) the suitability of the land for the purposes for which it is to be subdivided	The subject lands represent a modestly sized vacant and largely undeveloped parcel of urban land suitable for residential and mixed-use development.
e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them	The Proposal includes adequate roadways and connections to the existing street system. Traffic studies confirm that the new streets and linkages will function well within the established transportation network.
f) the dimensions and shapes of the proposed lots	The proposed lots and blocks are appropriately sized and shaped for the intended uses proposed.
g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land	No significant restrictions are noted on the subject land or adjoining properties that would impact the proposed subdivision.  Adequate conditions of Draft Plan Approval have been included in Appendix C. These conditions include requirements from the Niagara Region and City to ensure Regional and City interests are addressed prior to construction.

Planning Act Section 51(24) Criteria	Summary Assessment
h) conservation of natural resources and flood control	Not applicable. There are no natural resources or floodways within the or adjacent to the subject lands. An Environmental Impact Assessment has not been requested as supporting material. The subject lands are do not contain any Niagara Peninsula Conservation Authority regulated areas.
i) the adequacy of utilities and municipal services;	Utilities and municipal services, including water, sewage, and stormwater management, are available. Upgrades to municipal infrastructure will be required prior to the development proceeding. Appropriate draft plan conditions have been recommended with respect to the detailed design of the proposed services.
j) the adequacy of school sites	The area is adequately served by existing schools, with several educational facilities located within a short distance of the proposed development.
k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes	Applicable conditions have been included in the draft plan conditions to ensure the quantity of land and/or cash-in-lieu of parkland is collected.
l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy	The proposal optimizes the available land and will efficiently make use of existing services in the vicinity
m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act	The design of the subdivision will align with site plan control requirements, ensuring cohesive development and proper integration of streets, utilities, and public spaces. The conceptual build out plan outlines how the subdivision's blocks will interrelate and be developed. Future Draft Plan of Condominium and Site Plan applications will address site plan control matters.

In summary, the proposal has regard for the applicable provisions 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 site is 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, 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 identification 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 3.9, Public Spaces, Recreation, Parks, Trails and Open Space states that healthy, active, and inclusive communities should be promoted by planning public streets, spaces, and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, and to foster social interaction and facilitate active transportation and community connectivity. Developments should include a full range of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages.

Section 4.1, Natural Heritage, states that natural features and areas shall be protected for the long term. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

### Summary Assessment

*The proposed development supports the achievement of a complete community by accommodating a full range and mix of housing options, transportation options, employment opportunities, and active transportation opportunities, to meet the long-term needs of residents. The proposed densities and mix of units make efficient use of the existing and planned infrastructure to provide for a complete community within the Settlement Area of Port Colborne. The development integrates with and expands the existing transportation system and has been revised to ensure the mitigation of impacts to the surrounding community. 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.*

*It is staff's opinion that the revised September 2025 development concept, Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision are consistent with the PPS.*

### **Niagara Official Plan, 2022**

The Niagara Official Plan (NOP) provides the long-term land use planning framework for development across the Niagara Region, including the City of Port Colborne. As a result of the passing of Bill 185, the NOP is deemed to be a local Official Plan for Planning Act applications. The NOP designates the Subject Lands as follows:

- Urban Area and Delineated Built-up Area, in accordance with Schedule B- Regional Structure; and,
- Area of Archaeological Potential, in accordance with Schedule K- Areas of Archaeological Potential.

The following chart identifies key objectives and policies of the Region of Niagara Official Plan and an assessment of the proposed development and applications in relation to the key policies of the Region of Niagara Official Plan.

Policy Area	Intent of Policy Area	Assessment of Proposed Development
Growth Management	Direct new growth to urban areas, emphasizing compact and complete communities.	The proposal represents development in a delineated built-up area, where infill and intensification is encouraged. The proposal is consistent with the Regional growth strategy and will support population and employment growth forecasts through 2051
Housing and Density	Provide a range and mix of housing types and achieve greenfield density targets.	The subdivision includes a diverse mix of single detached, semi-detached townhouse, and mid-rise apartment forms. The established maximum net density (105 units per hectare) will support in achieving specific intensification and density targets set out in the NOP.

Policy Area	Intent of Policy Area	Assessment of Proposed Development
Efficient use of Infrastructure	Optimize existing water, wastewater, and transportation systems	<p>A Functional Servicing Report and a Traffic Impact and Parking Study have been submitted with the applications and, through the application review process engineering staff have worked with the applicant to address identified issues.</p> <p>Servicing capacity limitations exist at this time, and the applicant is aware of this. City staff are working on additional modelling and inflow and infiltration work to better understand capacity at the Omer Pumping Station. Conditions of draft plan approval include a requirement of written acknowledgement that there is no commitment of servicing allocation and that servicing allocation will not be assigned until the plan is registered.</p>
Natural Heritage System	Protect and enhance PSWs, woodlands, and wildlife habitat.	Not applicable.
Transportation and Mobility	Encourage active transportation and connectivity.	<p>The plan integrates non-automobile modes like walking and cycling, promoting sidewalks on new streets. The proposed development also maintains appropriate road classifications and right-of-way widths for local, collector, and arterial roads, without major upgrades or changes.</p> <p>The Proposal has appropriately integrated the Niagara Region's Complete Streets Design Guidelines by focusing on several key elements that align with the Region's goals for creating safe, accessible, and multi-modal transportation corridors.</p>
Climate Change and Sustainability	Support infill development and compact urban form.	The Proposal emphasizes climate change resilience through compact design aligning with policies promoting energy conservation and efficient use of resources.

#### Summary Assessment

*The revised September 2025 development plan, Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision conform to and implement the policies of the Region of Niagara Official Plan (2022) by:*

- *Focusing growth within the existing Urban Boundary;*
- *Providing a complete community;*
- *Supporting Regional objectives for housing diversity, efficient servicing, and intensification.*

*Outstanding matters related to servicing capacity will be addressed through detailed design and conditions of Draft Plan approval, ensuring conformity with the Niagara Official Plan.*

### **City of Port Colborne Official Plan, 2013**

The following chart identifies key objectives and policies of the City of Port Colborne Official Plan and an assessment of the proposed development and applications in relation to the key policies of the Official Plan.

Policy	Intent of Policy	Assessment of Proposed Development
Growth Management and Land Use	Direct growth within the Urban Boundary, encourage and support infill/ intensification within the Built-up Area, and promote complete, connected communities.	The proposed development implements applicable infill and intensification policies of the Official Plan and contributes to a compact mixed-use urban form consistent with Official Plan policies.
Residential Policies	Provide a range and mix of housing forms and densities.	The proposal introduces diverse housing types (single-detached, semi-detached, the full range of townhouse forms, and mid-rise apartments) that meet the intent of the Residential Area policies. Densities on individual blocks may be less than the minimum density and exceed the maximum density, however the overall net residential density of the entire development site will not exceed 105 units per net hectare. The overall site density of 105 units per net hectare is appropriate given site size and context. The site-specific exceptions are appropriate for the context and support the City's housing objectives.
Environmental Protection	Conserve and protect significant natural features and ecological functions.	The subject lands do not contain, and are not adjacent to any natural areas, features or functions.

Policy	Intent of Policy	Assessment of Proposed Development
Transportation and Mobility	Encourage multi-modal connectivity and efficient road design.	The internal street connection provides connectivity to both Elm Street and Steele Street. The revised alignment of Street A improves connectivity and design of the road. Removal of the access through Elmvale Crescent addresses resident concerns and does not impact the overall connectivity and road design.
Servicing and Infrastructure	Ensure development is fully serviced with available municipal water, wastewater, and stormwater systems.	A Functional Servicing Report was submitted with the applications and, through the application review process, engineering staff have worked with the applicant to address identified issues.
		Servicing capacity limitations exist at this time, and the applicant is aware of this. City staff are working on additional modelling and inflow and infiltration work to better understand capacity at the Omer Pumping Station. Conditions of draft plan approval include a requirement of written acknowledgement that there is no commitment of servicing allocation and that servicing allocation will not be assigned until the plan is registered.
Urban Design	Encourage high-quality, human-scaled design and compatibility with existing neighbourhoods.	The development plan follows urban design principles for building orientation, streetscape character, and transitions to adjacent lower density uses.
Parks and Open Space	Ensure appropriate parkland dedication and access to recreational amenities.	Applicable conditions have been included in the draft plan conditions to ensure the quantity of land and/or cash-in-lieu of parkland is collected.

### Summary Assessment

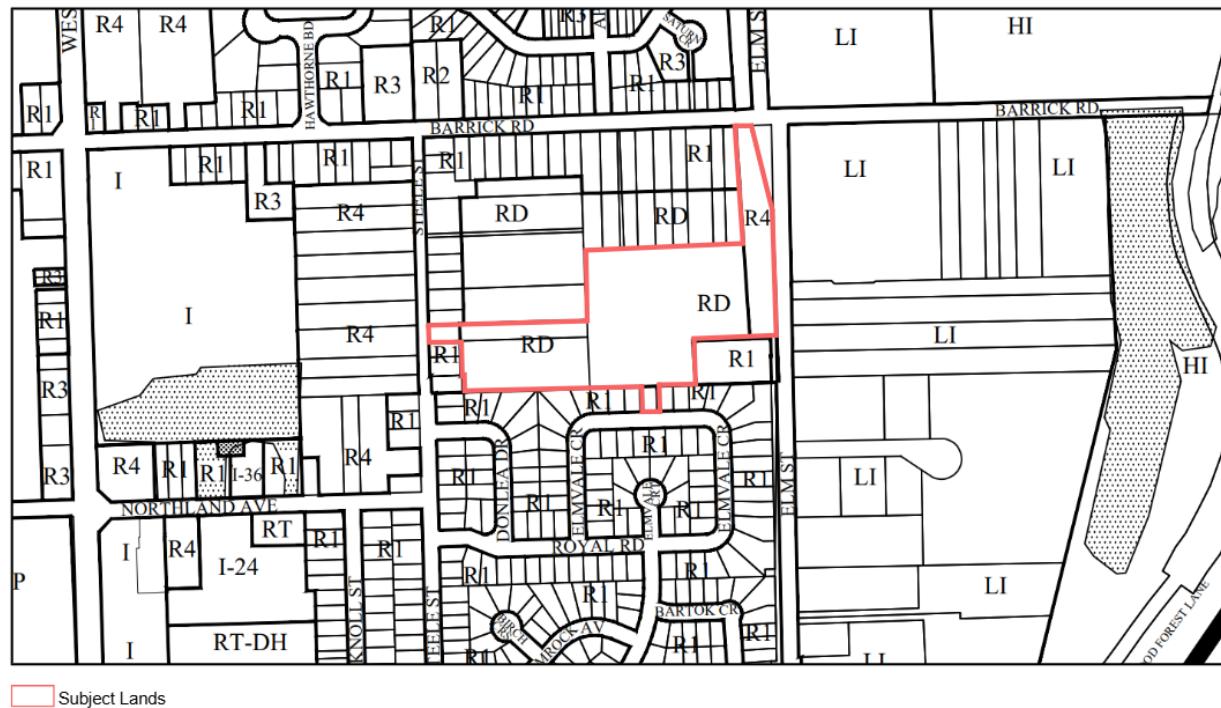
Overall, the revised proposed development and applications conform to and implement the policies of the City of Port Colborne Official Plan by:

- *Contributing to the creation of a complete, mixed-use, and sustainable neighbourhood within the Urban Boundary;*
- *Providing housing diversity and density consistent with applicable Official Plan objectives for infill, intensification and general growth management; and*

- *Supporting the City's long-term vision for growth, connectivity, and environmental stewardship.*

## City of Port Colborne Zoning By-law 6575/30/18

The Subject Lands are currently zoned Residential Development (RD), First Density Residential (R1) and Fourth Density Residential (R4). The figure below shows the applicable zoning on the Subject Lands



The Residential Development (RD) zone functions as a “development holding” zone. It identifies land as suitable for future residential development but does not allow new development—only existing uses can continue. To proceed with development or redevelopment on RD-zoned lands, a Zoning By-law Amendment is required to apply the appropriate zoning standards that enable construction.

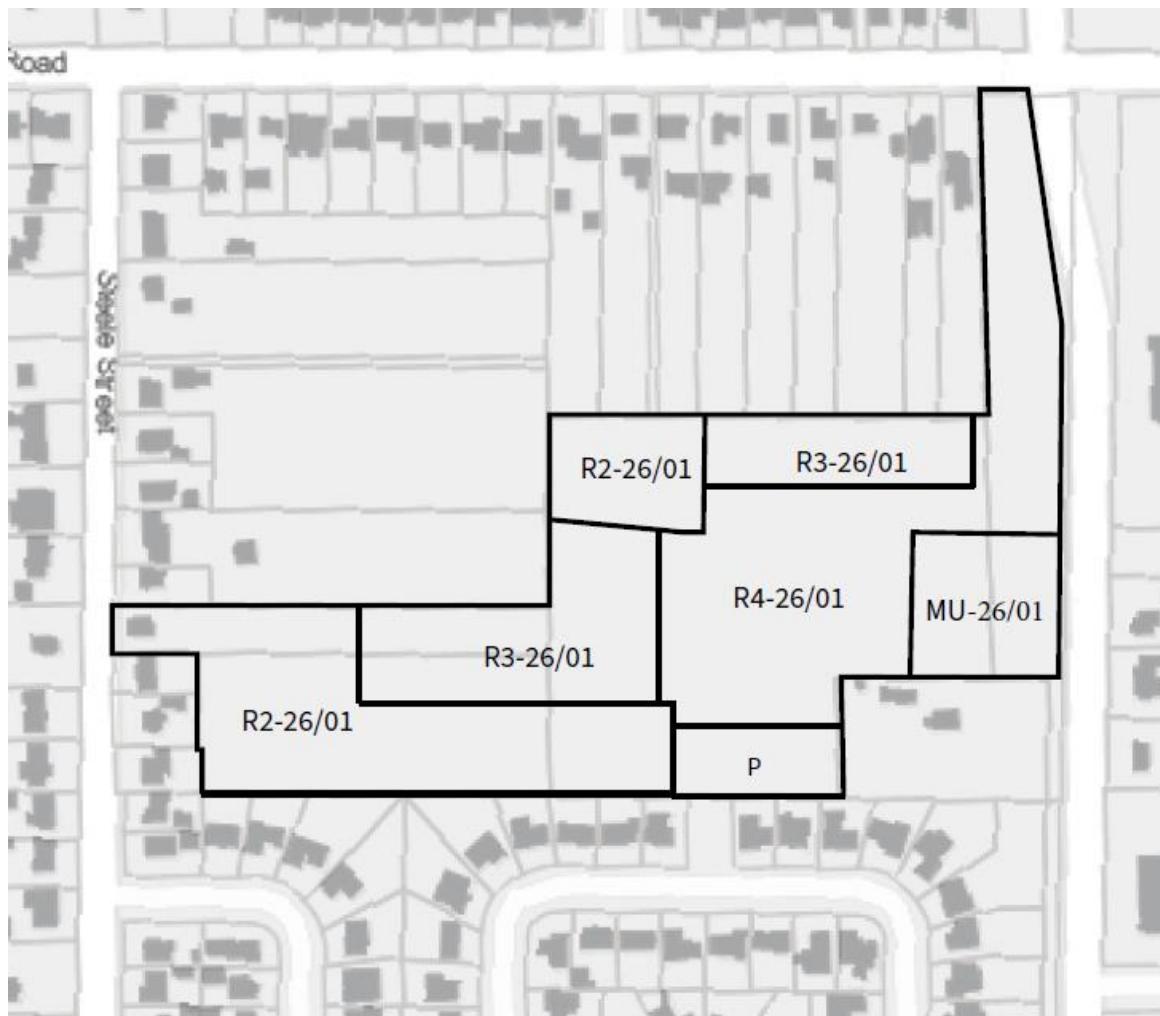
The Fourth Density Residential (R4) zone allows for a wider range of housing types, including detached, semi-detached, duplexes, triplexes, fourplexes, townhouse blocks, street townhouses, apartment buildings, public apartments, boarding or lodging houses, and accessory uses.

The new development proposal requires amendments to permit the updated built form, uses, and densities and introduces newly defined areas for stormwater management. The proposed Zoning By-law Amendment would rezone the subject lands as follows:

- Second Density Residential, Special Provision (R2-26/01);
- Third Density Residential, Special Provision (R3-26/01);

- Fourth Density Residential, Special Provision (R4-26/01);
- Mixed Use, Special Provision (MU-26/01); and
- Public and Park Zone (P).

The image below shows the extent of each of these zones:



The proposed Zoning By-law Amendment includes revisions to several zoning provisions, including:

- Reduced lot frontage and lot area;
- Alternate front and rear yards to account for the location of garages, porches and decks;
- Adjusted landscaped area requirements;
- Adjusted interior and corners side yards for street and block townhouses;
- Clarification with respect to parking ratios, such that the parking ratio of 1.1 spaces per units for apartment buildings, back-to-back stacked townhouse, and back-to-back townhouse shall be 1.0 resident spaces and .1 visitor spaces; and,

- Clarification that the required parking associated with the medium density residential block can be located anywhere on that block so long as the minimum number of required spaces is provided.

The proposed Zoning By-law Amendment also introduces the following site-specific metrics:

- Introduction of provisions for rear-lane townhouses (which are currently not contemplated in the City's Zoning By-law);
- Introduction of specific yards and setbacks for blocks (relative to Street A);
- Maximum heights for higher density townhouse forms and apartments;
- Maximum number of units for the apartment building;
- A requirement for the provision of a minimum of 85 square metres of non-residential uses; and,
- Definitions for back-to-back stacked townhouse, back-to-back townhouse and rear lane townhouse.

#### Summary Assessment

*The proposed revised Zoning By-law Amendment is appropriate and necessary to implement the proposed development as it:*

- Aligns zoning permissions with the land use designations in the Official Plan;
- Supports compact development, and housing diversity; and,
- Reflects a modern, policy-consistent approach to redevelopment of an infill site.

*The amendments are therefore considered appropriate changes to the City of Port Colborne Zoning By-law 6575/30/18.*

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#### **Internal Consultations:**

Following the September 2025 resubmission, internal consultations have been focused on technical matters related to conditions of draft plan approval.

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#### **Financial Implications:**

There are no financial implications directly related to the City

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#### **Public Engagement:**

A public meeting was held on February 4, 2025 (Report 2025-24) to provide opportunity for public input into the project. Notice was circulated on January 15<sup>th</sup>, 2025 in accordance with the Planning Act. At the meeting, staff presented a summary of the

applications, through Report 2025-24. Several residents attended the public meeting and provided delegations. Written comments were also received. Several issues were raised at the public meeting, as noted previously. For ease of reference, they are summarized below:

- Concerns with and lack of support for the Elmvale Crescent street connection;
- Concerns with traffic;
- Concerns with proposed building heights;
- Concerns with proposed density;
- Concerns with parking;
- Concerns with neighbourhood change and privacy impacts; and,
- Questions respecting servicing and stormwater management.

It is staff's opinion that these comments have been addressed through the revised submissions and updated plans and are supportable from a policy and regulatory perspective as demonstrated through the analysis contained herein.

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## **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

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## **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 Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision and associated Conditions attached as Appendix A, B and C, respectively, be approved.

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## **Appendices:**

- a. Official Plan Amendment
- b. Zoning By-law Amendment
- c. Conditions of Draft Plan of Subdivision Approval

Respectfully submitted,

Kelly Martel, MCIP, RPP  
Planning Manager  
905-228-8130  
kelly.martel@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 Adopt Amendment No. 22 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;

NOW THEREFORE the Council of The Corporation of the City of Port Colborne under Section 17(22) and 21 of the Planning Act enacts as follows:

1. That Official Plan Amendment No. 22 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 [numbered day] day of [month], [year].

---

William C. Steele  
Mayor

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Charlotte Madden  
City Clerk

**AMENDMENT NO. 22  
TO THE  
OFFICIAL PLAN  
FOR THE  
PORT COLBORNE PLANNING AREA**

**Millar's Crossing**

**Date:** \_\_\_\_\_

**AMENDMENT NO. 22  
TO THE  
OFFICIAL PLAN  
FOR THE  
CITY OF PORT COLBORNE**

**Millar's Crossing**

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. 22 to the Official Plan for the City of Port Colborne.

**Date:** \_\_\_\_\_

**AMENDMENT NO. 22  
TO THE  
OFFICIAL PLAN  
FOR THE  
CITY OF PORT COLBORNE**

**Millar's Crossing**

**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 A- THE PREAMBLE

### Purpose

The purpose of Official Plan Amendment No. 22 is to re-designate the Subject Lands in the City of Port Colborne Official Plan to permit the development of a mixed-use residential community, which will allow for the comprehensive development of approximately 300 to 385 new residential units in a variety of forms.

### Location

This amendment applies to a 4.97-hectare assembly of five parcels of land in the Urban Area of Port Colborne. Four of these parcels do not have assigned municipal addresses. These parcels include PIN 641410024, PIN 641410032, and PIN 641410031, the latter being the only one with an assigned address at 1029 Steele Street, Port Colborne. The fourth and fifth parcels, are parts of PIN 641410386 and PIN 641410393. Together, these parcels form the area designated for the proposed development and represent the “Subject Lands”, as delineated on Schedule A to this amendment.

### Basis

The Subject Lands are currently designated as Urban Residential on Schedule A: City Wide Land Use of the City of Port Colborne Official Plan. An Official Plan Amendment is required to allow for the comprehensive redevelopment of the Subject Lands into new mixed-use subdivision of varying housing forms and densities. An Official Plan Amendment as submitted to amend the City of Port Colborne Official Plan to redesignate the lands planned for residential growth to a Site Specific Urban Residential designation, which establishes the development as one block for the purpose of calculating density and includes parameters for the development.

A Zoning By-law Amendment was submitted concurrently, to amend the zoning of the Subject Lands to be in conformity with the Official Plan designation of the Subject Lands.

## PART B- THE AMENDMENT

All of this part of the document entitled PART “B” – “The Amendment” consisting of the following text constitutes Amendment No. 22 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 constitutes Amendment No. 20 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

The following changes are made to Schedule A- City Wide Land Use of the Official Plan for the Port Colborne Planning Area:

1. That the area designated as “Urban Residential” on Schedule A City Wide Lands Use of the Official Plan, be re-designated to “Urban Residential, Subject to Site Specific Policy 3.2.7” in accordance with Schedule A to Official Plan Amendment No. 22.

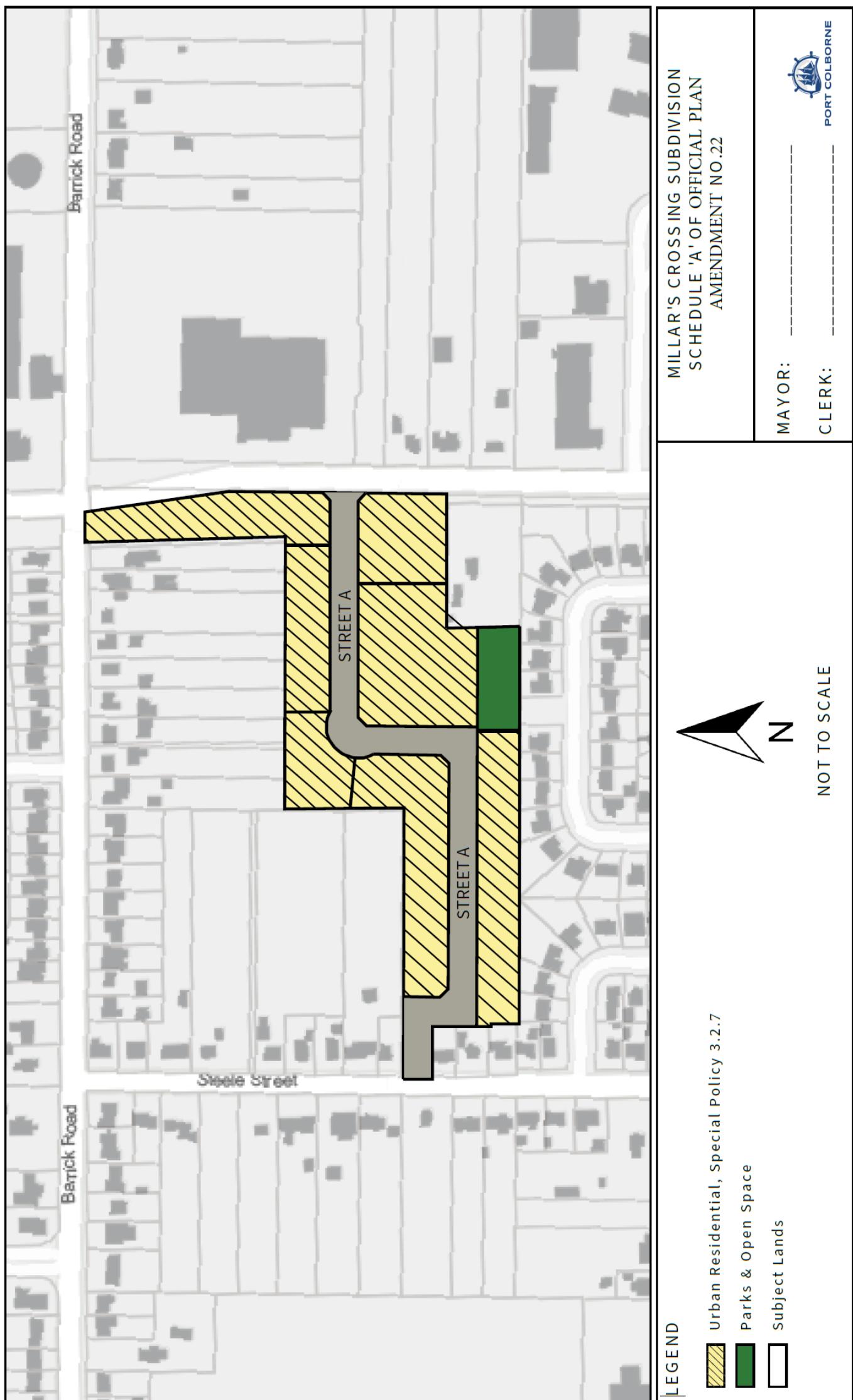
### Text Changes

The following site-specific policy is added as Section 3.2.7 of the City of Port Colborne Official Plan:

1. Notwithstanding the Policies of Section 3.2.1 of the Official Plan, the following shall apply:
  - a. The subject lands are permitted to develop as a mixed-use residential community through a plan of subdivision
  - b. The subject lands shall be considered one lot for the purposes of calculating density
  - c. The net residential density of individual blocks within the development may be lower than the minimum or higher than the maximum densities established in Policies 3.2.1 a) i), 3.2.1 b) i), and 3.2.1 c) i), provided that the overall net residential density for the entire lot does not exceed 105 units per hectare
  - d. New residential development proposals shall provide 85 square metres of neighbourhood commercial for every 100 housing units of residential development
  - e. Specific height and unit maximums for blocks will be established in the Zoning By-law
  - f. The full range of residential uses is permitted. For further clarity, this includes single-detached dwellings, semi-detached dwellings, all forms of townhouse dwellings, and apartment buildings
  - g. Medium density residential and high density residential uses will be subject to site plan control
  - h. High density residential uses will be oriented on the site to minimize shadows on adjacent low and medium density residential development
  - i. High density residential and high density residential mixed-use buildings will have frontage on an arterial road

### Implementation and 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 implement these policies, as appropriate.



**The Corporation of the City of Port Colborne**

**By-law No. \_\_\_\_\_**

**Being a By-law under the provisions of Section 34 of the Planning Act, R.S.O. 1990, to amend By-law No. 6575/30/18, the Zoning By-law of the City of Port Colborne, as amended, respecting a 4.97 hectare assembly of lands, consisting of five distinct parcels, four of which do not have assigned municipal addresses, including PIN 641410024, PIN 641410032, and PIN 641410031, the latter being the only one with an assigned address at 1029 Steele Street, Port Colborne, and parts of PIN 641410386 and PIN 641410393, herein referred to as the “subject lands” - “Millar’s Crossing”.**

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, Council has conducted a public meeting as required by Section 34(12) of the Planning Act, R.S.O. 1990, as amended, and has determined that no further notice is required in accordance with Section 34(17); and,

WHEREAS, the Council of The Corporation of the City of Port Colborne desires to amend the said By-law; and,

WHEREAS the matters herein are in conformity with the policies and designations contained in the Official Plans of the Regional Municipality of Niagara and the City of Port Colborne as are currently in force and effect; and

NOW THEREFORE, and pursuant to the provisions of Section 34 of the Planning Act, R.S.O. 1990, the Council of The Corporation of the City of Port Colborne enacts as follows:

1. This amendment shall apply to those lands described generally on Schedule “A”, and specifically on Schedule “B” attached to and forming part of this By-law.
2. That the Zoning Map referenced as Schedule “A8” forming part of By-law 6575/30/18, as amended, is hereby further amended as Shown on Schedule “A” by rezoning the lands from Residential Development (RD), First Density Residential (R1) and Fourth Density Residential (R4) to:
  - Second Density Residential, Special Provision (R2-26/01);
  - Third Density Residential, Special Provision (R3-26/01);
  - Fourth Density Residential, Special Provision (R4-26/01);
  - Mixed Use, Special Provision (MU-26/01); and
  - Public and Park Zone (P)
3. That Section 37.2, entitled “List of Special Provisions” of Zoning By-law 6575/30/18, as amended, is further amended by adding the following:

**Special Provision: R2-26/01 (Millar’s Crossing)**

Notwithstanding the provisions of Section 6 of Zoning By-law 6575/30/18, the following provisions shall apply to the lands Zoned R2-26/01, in accordance with Schedule B attached to and forming part of this By-law

<b>General</b>
a) The applicable provisions of Sections 2 and 3 apply
b) Any lot may be subject to additional regulations or restrictions by the City, upper tier government or agencies as indicated in Section 1.3

<b>Permitted Uses</b>
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a) All permitted uses as listed within Section 6.2
<b>Zone Requirements- Dwelling, Detached</b>
a) Minimum lot frontage 11.0 metres
b) Minimum lot frontage- corner lot 13.5 metres
c) Minimum lot area 0.03 hectares
d) Minimum front yard 6.0 metres to a dwelling 4.0 metres to a porch
e) Minimum interior side yard In accordance with Section 6.3 e)
f) Minimum corner side yard In accordance with Section 6.3 f)
g) Minimum rear yard 6.0 metres to a dwelling 4.0 metres to a porch
h) Maximum lot coverage In accordance with Section 6.3 g)
i) Maximum height In accordance with Section 6.3 h)
j) Minimum landscaped area 20%
<b>Zone Requirements- Dwelling, Duplex</b>
In accordance with the provisions of Section 6.4
<b>Zone Requirements- Dwelling, Semi-Detached</b>
a) Minimum lot frontage 16.8 metres
b) Minimum lot area In accordance with Section 6.5 b)
c) Minimum front yard 6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard In accordance with Section 6.5 d)
e) Minimum corner side yard In accordance with Section 6.5 e)
f) Minimum rear yard 6.0 metres to a dwelling 4.0 metres to a porch
g) Maximum lot coverage In accordance with Section 6.5 g)
h) Maximum height In accordance with Section 6.5 h)
i) Minimum landscaped area In accordance with Section 6.5 i)
j) Common walls shall be centred on the common lot line
k) Notwithstanding the provisions of Section 6.5, nothing shall prevent the splitting of any lot on which a semi-detached dwelling is erected into 2 parts divided in part by the centre line of the common or party wall separating the dwelling units in such dwelling provided that each until shall have a minimum lot area of 0.02 hectares
l) There is no minimum interior side yard and/or rear yard for common walls.

#### **Special Provision: R3-26/01 (Millar's Crossing)**

Notwithstanding the provisions of Section 7 of Zoning By-law 6575/30/18, the following provisions shall apply to the lands Zoned R3-26/01, in accordance with Schedule B attached to and forming part of this By-law

<b>General</b>
a) The applicable provisions of Sections 2 and 3 apply
b) Any lot may be subject to additional regulations or restrictions by the City, upper tier government or agencies as indicated in Section 1.3
<b>Permitted Uses</b>
a) All permitted uses as listed within Section 7.2
<b>Zone Requirements- Dwelling, Detached</b>
In accordance with the provisions of Section R2-26/01
<b>Zone Requirements- Dwelling, Semi-Detached</b>
In accordance with the provisions of Section R2-26/01
<b>Zone Requirements- Dwelling, Duplex</b>
In accordance with the provisions of Section 7.4
<b>Zone Requirements- Dwelling, Triplex</b>
In accordance with the provisions of Section 7.5
<b>Zone Requirements- Dwelling, Fourplex</b>
In accordance with the provisions of Section 7.6
<b>Zone Requirements- Townhouse, Block</b>

In accordance with the provisions of Section 7.7	
<b>Zone Requirements- Townhouse, Street</b>	
a) Minimum lot frontage per unit	In accordance with Section 7.8 a)
b) Minimum lot area	0.018 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.5 metres
e) Minimum corner side yard	In accordance with Section 7.8 e)
f) Minimum rear yard	In accordance with Section 7.8 f)
g) Maximum height	In accordance with Section 7.8 g)
h) Minimum landscaped area	20%
i) A 2.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common walls.	

**Special Provision: R4-26/01 (Millar's Crossing)**

Notwithstanding the provisions of Section 8 of Zoning By-law 6575/30/18, the following provisions shall apply to the lands Zoned R4-26/01, in accordance with Schedule B attached to and forming part of this By-law

<b>General</b>	
a) The applicable provisions of Sections 2 and 3 apply	
b) Any lot may be subject to additional regulations or restrictions by the City, upper tier government or agencies as indicated in Section 1.3	
<b>Permitted Uses</b>	
a) Dwelling, Back-to-Back Stacked Townhouse	
b) Dwelling, Back-to-Back Townhouse	
c) Dwelling, Stacked Townhouse	
d) Dwelling, Rear-Lane Townhouse	
e) All permitted uses as listed within Section 8.2	
<b>Zone Requirements- Dwelling, Detached</b>	
In accordance with the provisions of Section R2-26/01	
<b>Zone Requirements- Dwelling, Semi-Detached</b>	
In accordance with the provisions of Section R2-26/01	
<b>Zone Requirements- Dwelling, Duplex</b>	
In accordance with the provisions of Section 7.4	
<b>Zone Requirements- Dwelling, Triplex</b>	
In accordance with the provisions of Section 8.3	
<b>Zone Requirements- Dwelling, Fourplex</b>	
In accordance with the provisions of Section 8.4	
<b>Zone Requirements- Townhouse, Block</b>	
a) Minimum lot frontage per unit	In accordance with Section 8.5 a)
b) Minimum lot area	0.013 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Minimum rear yard	6.0 metres to a dwelling 4.0 metres to a porch
g) Maximum height	15 metres
h) Maximum landscaped area	12.5%
i) A minimum 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone.	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common	

walls.	
<b>Zone Requirements- Townhouse, Street</b>	
a) Minimum lot frontage per unit	In accordance with Section 8.6 a)
b) Minimum lot area	0.013 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Minimum rear yard	6.0 metres to a dwelling 4.0 metres to a porch
g) Maximum height	15 metres
h) Maximum landscaped area	12.5%
i) A minimum 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common walls.	
<b>Zone Requirements- Apartment Buildings; Apartment Buildings, Public; Boarding and Lodging House</b>	
In accordance with Section 8.7	
<b>Zone Requirements- Dwelling, Back-to-Back Stacked Townhouse and Dwelling, Back-to-Back Townhouse, which shall be permitted in Area B Only</b>	
a) Minimum lot frontage per unit	6 metres
b) Minimum lot area	0.013 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Maximum height	20 metres and 6 storeys
g) Maximum landscaped area	12.5%
h) A 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
i) Common walls shall be centred on the common lot line	
j) There is no minimum interior side yard and/or rear yard for common walls.	
<b>Zone Requirements- Dwelling, Stacked Townhouse, which shall be permitted in Area B Only</b>	
a) Minimum lot frontage per unit	6 metres
b) Minimum lot area	0.013 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Minimum rear yard	6.0 metres to a dwelling 4.0 metres to a porch
g) Maximum height	20 metres and 6 storeys
h) Maximum landscaped area	12.5%
i) A 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common walls.	
<b>Zone Requirements- Dwelling, Rear-Lane Townhouse, which shall be permitted in Area A Only</b>	
a) Minimum lot frontage per unit	6 metres
b) Minimum lot area	0.013 hectares
c) Minimum front yard	1.0 metres

d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Minimum rear yard	6.0 metres
g) Maximum height	15 metres
h) Maximum landscaped area	12.5%
i) A minimum 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common walls.	
<b>Parking Requirements- Apartment Buildings, Back-to-Back Stacked Townhouse, Back-to-Back Townhouse (Area B)</b>	
a) Minimum residential parking spaces	1.1 parking space per residential unit, of which 0.1 parking spaces per residential unit are visitor parking
b) Notwithstanding the provisions of Section 3.4 Zoning By-law 6575/30/18, within R4-26/01 Area B, provided parking can be anywhere within Area B, so long as the minimum number of spaces is provided.	

**Special Provision: MU-26/01 (Millar's Crossing)**

Notwithstanding the provisions of Section 21 of Zoning By-law 6575/30/18, the following provisions shall apply to the lands Zoned MU-26/01, in accordance with Schedule B attached to and forming part of this By-law

<b>General</b>	
a) The applicable provisions of Sections 2 and 3 apply	
b) Any lot may be subject to additional regulations or restrictions by the City, upper tier government or agencies as indicated in Section 1.3	
<b>Permitted Uses</b>	
a) Apartment building	
b) Mixed use apartment building	
c) Accessory retail uses	
d) Accessory office uses	
<b>Zone Requirements- Apartment Building</b>	
In accordance with Section 21.10, except for the following	
a) A maximum height of 33 metres (10 storeys) is permitted	
b) There is no requirement for a minimum lot area per unit	
c) A maximum of 200 units is permitted	
d) Minimum landscaped area of 20%	
e) The Front Yard shall be deemed to be the north side of the Block along Street 'A' on Schedule B attached to and forming part of this By-law	
<b>Zone Requirements- Mixed Use Apartment Building</b>	
a) Minimum building frontage	In accordance with Section 21.3 a)
b) Minimum lot area	Not applicable
c) Minimum front yard	2.0 metres
d) Minimum Interior side yard	In accordance with Section 21.3 d)
e) Minimum Interior side yard abutting a Residential zone	11 metres
f) Minimum corner side yard	In accordance with Section 21.3 f)
g) Minimum rear yard	In accordance with Section 21.3 g)
h) Maximum height	33 metres (10 storeys)
i) Minimum landscape buffer abutting an R1, R2 or R3I zone	3 metres
j) Minimum landscape buffer abutting an R4 zone	2 metres
k) Maximum density (number of units)	200 Units

I) The Front Yard shall be deemed to be the north side of the Block along Street 'A' on Schedule B attached to and forming part of this By-law	
<b>Parking Requirements- Apartment Building and Mixed Use Apartment Building</b>	
a) Minimum residential parking spaces	1.1 parking space per residential unit, of which 0.1 parking spaces per residential unit are visitor parking
b) Minimum non-residential parking spaces	In accordance with Section 3.1.2
c) Minimum accessible parking spaces	In accordance with Section 3.3
d) Minimum residential bicycle parking spaces	In accordance with Section 3.13.1
e) Minimum non-residential parking spaces	In accordance with Section 3.1.2

4. For the purposes of this By-law, a minimum of 85 square metres of non-residential uses shall be provided on the lands identified on Schedule A for every 100 housing units of residential development.
5. For the purposes of this By-law, the following definitions shall apply:

**Dwelling, Back-to-Back Stacked Townhouse:** means a variation of stacked townhouses where units are stacked and divided vertically from each other by common side walls and common rear walls with another set of stacked units, each of which has a private independent entrance. This form of building has no rear facade and back yard.

**Dwelling, Back-to-Back Townhouse:** means a group of not less than four, but not more than ten single dwelling units divided vertically from each other by common side walls and common rear walls, each of which has a private independent entrance directly from the front yard. This form of building has no rear facade and back yard.

**Dwelling, Rear Lane Townhouse:** means a townhouse dwelling (street or block townhouse) that is not a stacked townhouse dwelling or back-to-back dwelling and where vehicular access to an attached garage is provided via a driveway crossing the rear lot line that is accessed from either a street or a lane.

6. 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*.
7. 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*.

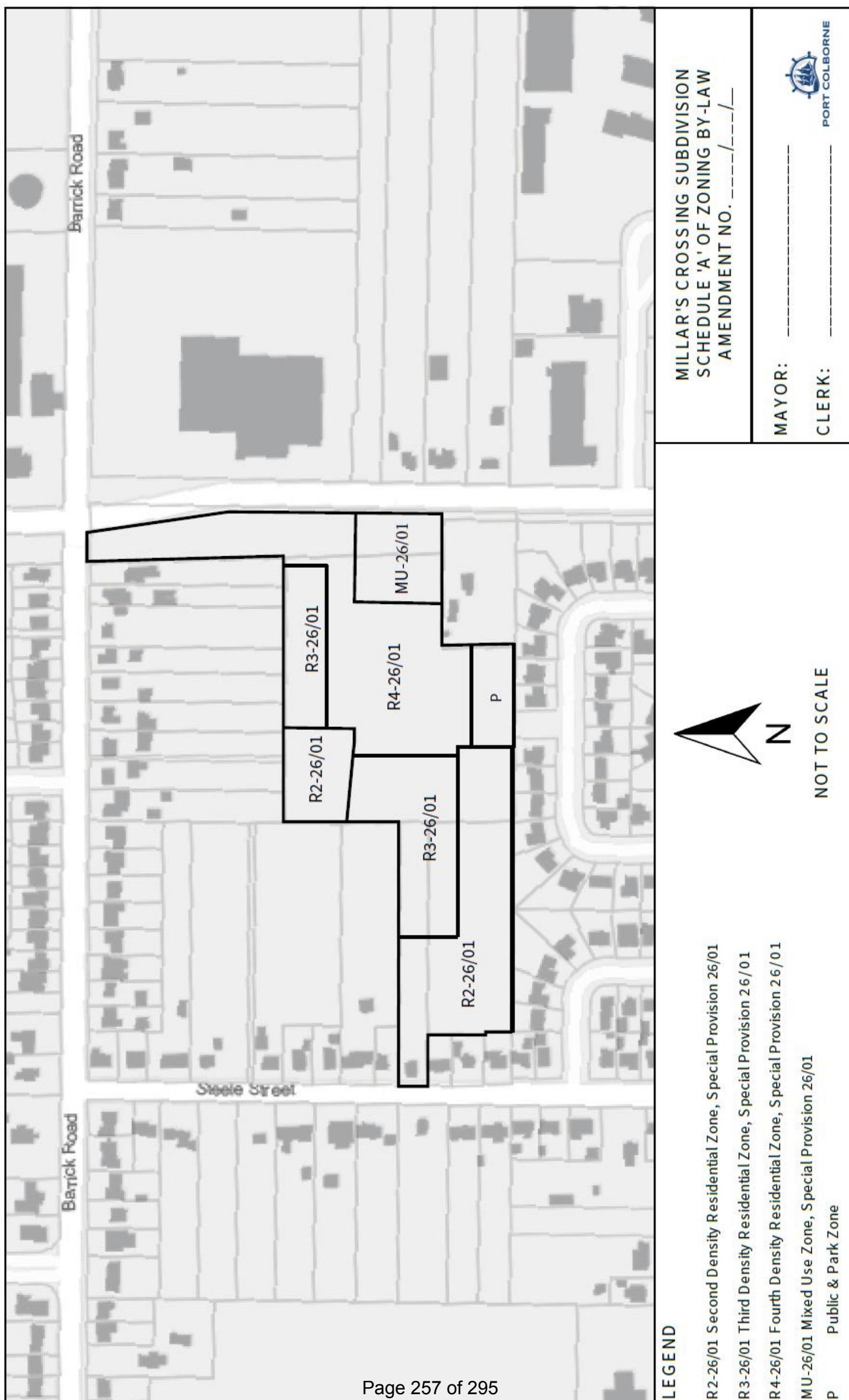
Enacted and passed this [numbered day] day of [month], [year].

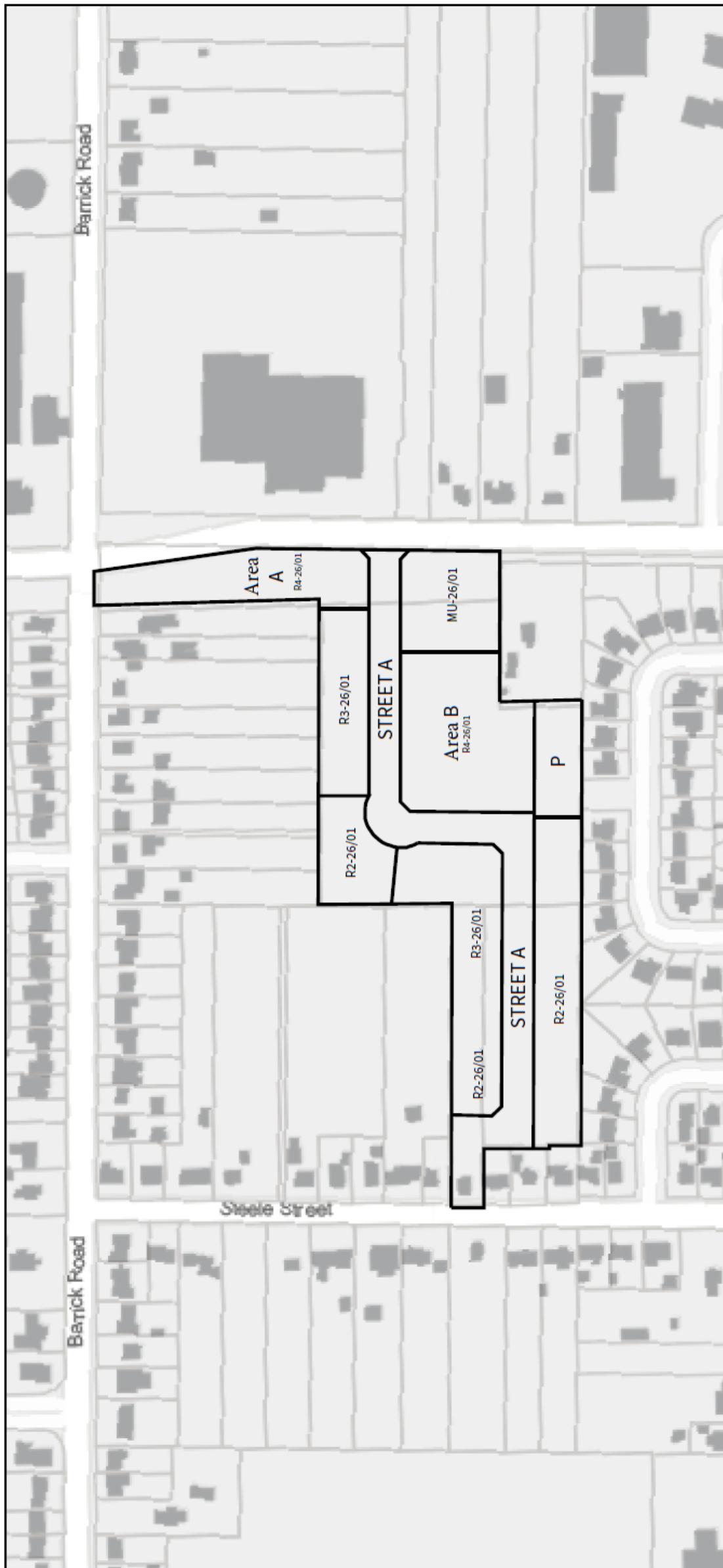
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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk





**LEGEND**

- R2-26/01 Second Density Residential Zone, Special Provision 26/01
- R3-26/01 Third Density Residential Zone, Special Provision 26/01
- R4-26/01 Fourth Density Residential Zone, Special Provision 26/01
- MU-26/01 Mixed Use Zone, Special Provision 26/01
- P Public & Park Zone



NOT TO SCALE

MILLAR'S CROSSING SUBDIVISION  
SCHEDULE 'B' OF ZONING BY-LAW  
AMENDMENT NO. \_\_\_\_\_/\_\_\_\_\_-/\_\_\_\_\_-

MAYOR: \_\_\_\_\_



PORT COLBORNE

CLERK: \_\_\_\_\_



## **Conditions of Draft Plan Approval**

### **Millars Crossing Draft Plan of Subdivision (File No. D12-05-24)**

#### **1029 Steele Street, City of Port Colborne**

The conditions of final approval and registration of the Millars Crossing Draft Plan of Subdivision by The Biglieri Group (the “Developer”) (File No. D12-05-24) are as follows:

#### **DRAFT PLAN**

1. This approval applies to the Millar’s Crossing Draft Plan of Subdivision on lands located at 1029 Steele Street in the City of Port Colborne, provided on a survey plan prepared by Chamber and Associates Surveying Ltd. dated November 26, 2024 and revised on January 16, 2026 (File No. D12-05-24) proposing:
  - 19 single detached lots (Lots 1 to 15 and 18 to 21)
  - 5 semi-detached lots (Lots 16, 17, 22 to 24);
  - 37 street townhouses in Blocks 25 to 33;
  - 115 units in Blocks 34 and 36 for Medium Density;
  - 200 units in Block 35 for Mixed Use High Density;
  - Block 37 for Stormwater Management
  - Public Street “A”
2. The headings inserted in these Draft Plan conditions are inserted for convenience only and shall not be used as a means of interpreting these Draft Plan conditions.

#### **AGREEMENTS AND FINANCIAL REQUIREMENTS**

3. The Developer shall provide three (3) paper copies and an electronic copy of the pre-registration plans prepared by an Ontario Land Surveyor.
4. The Developer shall provide a letter to the Development and Government Relations Department stating how all the conditions imposed have been or are to be fulfilled.
5. The Developer shall agree to pay to the City of Port Colborne all required processing and administration fees and any outstanding taxes or fees associated with the subject lands.
6. The Developer shall submit a Solicitor’s Certificate of Ownership for the Plan of Subdivision land to the Development and Government Relations Department prior to the preparation of the Subdivision Agreement.
7. That a Subdivision Agreement shall be required between the Developer and the City of Port Colborne which shall be registered by the Municipality against the lands to which it applies in accordance with the *Planning Act R.S.O. 1990, c. P.13.*

8. That the Developer shall pay the applicable City of Port Colborne, Niagara Region, Niagara District School Board and Niagara District Catholic School Board Development Charges in accordance with the requirements of the Development Charges Act, 1997, S.O. 1997,c.27.
9. That the Plan of Subdivision, if phased, is phased to the satisfaction of the City. The Plan of Subdivision may be registered in phases with appropriate subdivision agreements, provided all applicable conditions have been satisfied for each phase.
10. That the Developer agrees to construct and dedicate Block 37 as shown on the Draft Plan to the City of Port Colborne free and clear of any mortgages, liens and encumbrances as a stormwater management facility inclusive of a 3 metre access from Street A.
11. Prior to any site alteration, or final approval, the Developer shall submit all supporting materials, prepared by a qualified professional, as required by the City or any applicable authority, and shall agree to implement the recommendations of the reports, studies and plans to the satisfaction of the City, and any other applicable authority.
12. This approval is for a period of three (3) years. Approval may be extended pursuant to Section 51 (33) of the *Planning Act R.S.O. 1990, c. P.13* but no extension can be granted once the approval has lapsed. If the Developer wishes to request an extension to the approval, a written explanation on why the extension is required must be submitted for City Council's consideration, prior to the lapsing date.
13. If final approval is not given to this Draft Plan within three (3) years of the approval date, and no extensions have been granted, approval will lapse under Section 51 (32) of the *Planning Act R.S.O. 1990, c. P.13*.
14. It is the Developer's responsibility to fulfill the conditions of Draft Plan Approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the City, quoting file number **D12-05-24** and referencing the conditions that are cleared.

## **LAND TRANSFERS AND EASEMENTS**

15. That the Developer agrees to deed any and all easements that may be required for access for utility and drainage purposes be granted to the appropriate authorities and utilities.

16. That any dead end streets and open sides of road allowances within the Draft Plan be terminated in 0.3m (1ft) reserves to be conveyed to the City of Port Colborne.

## ZONING

17. Prior to final approval, the zoning by-law amendment application (File No. D14-11-24) which reflects the layout of the Draft Plan of Subdivision has come into effect in accordance with the provisions of Section 34 of the *Planning Act R.S.O. 1990, c. P.13.*
18. The Developer shall submit to the Development and Legislative Services Department two (2) paper copies and an electronic copy of the proposed Draft Plan and a letter prepared by an Ontario Land Surveyor to confirm zoning compliance.

## ROADS

19. That all roads identified as public streets within the Subdivision be conveyed to the City of Port Colborne as public highways.
20. That Street "A" be designed in accordance with the City of Port Colborne's right of way standards and that a cross section illustrating the right of way design inclusive of required sidewalks, traffic calming and other design elements be prepared to the satisfaction of the City as a requirement of the Subdivision Agreement.
21. That the streets be named to the satisfaction of the City of Port Colborne.

That the Developer provides detailed engineering design drawings for the roads, sidewalks and street lighting facilities required to service the subject lands to the City for review and approval.

22. The Developer shall be responsible for the construction of all primary and secondary services, including sidewalks, boulevard plantings and sod.
23. That the Developer agrees to provide street lighting to the satisfaction of the City.
24. That the Developer agrees to install sidewalk and grade/sod boulevards within one month of occupancy or the closing date for individual homes on a per lot basis. Should the Developer wish to defer sidewalk installation and the grading/sodding of boulevards due to weather conditions or other circumstances, approval for the deferral must be obtained from the City.
25. That prior to any construction taking place within the City road allowance the Developer shall obtain the necessary approvals from the City's Public Works Department.

## **SUBDIVISION AGREEMENT**

26. That the Developer shall satisfy all of the requirements, financial and otherwise, of the City of Port Colborne, concerning the provision of roads, daylight triangles, lot reserves, road widenings, sidewalks, fencing, fire hydrants, streetlighting, the extension and installation of services (sanitary sewers, watermain, storm sewers), stormwater management and drainage facilities and the upgrading of services (sanitary sewers, watermain, storm sewers), the restoration of existing roads damaged during the development of the Plan of Subdivision, and all other required development matters through a Subdivision Agreement between the Developer and the City of Port Colborne be registered by the Municipality against the lands to which it applies in accordance with the *Planning Act R.S.O. 1990, c. P.13.*

## **MUNICIPAL SERVICES**

27. That a Functional Servicing Report indicating that the accepting servicing infrastructure (storm sewers, sanitary sewers and water mains) can accommodate the additional flows and adequate fire flows are provided to the development be submitted to the City for review and to the satisfaction of the Director of Public Works, or their designate and the Fire Chief, or their designate.
28. That the Developer will provide the City with the proposed site servicing plans for the subject property. The Department of Public Works and Department of Development and Government Relations shall approve the plans prior to construction.
29. That the Developer submit for review and approval by the Department of Public Works and Department of Development and Government Relations, a Geotechnical Study, prepared by a qualified engineer that verifies the soil bearing capacity, recommends appropriate sewer pipe design, pipe bedding, backfill and roadway designs.
30. That the design of all Municipal and public utility services for the Subdivision be coordinated with adjacent development.
31. That the design for the water distribution system intended to service the Draft Plan be submitted to the City of Port Colborne for review and approval.
32. That the design drawings for the sanitary sewer and stormwater drainage systems to service the development be submitted to the Regional Public Works Department for review and approval. The City of Port Colborne is responsible for the review and approval of watermains under the MOE Water License Program.

33. That prior to registration of the Draft Plan, the Developer must obtain Environmental Compliance Approval from the Ministry of Environment, Conservation and Parks for sewer and storm water management works needed to service the proposed development. Prior to installing the watermain to service the proposed development, the Developer must submit Ministry of Environment 'Form 1' Record of Watermain.
34. At the end of the project, the design engineer shall certify that all grading, storm sewers and stormwater management controls have been constructed in general conformity to the approved drawing. Copies of the certification shall be circulated to the City and the Niagara Region.
35. That all foundation drainage be directed to a sump that will have a pump discharge to grade. Direct gravity or piped connections with sump pump to the storm sewer system are not permitted.

#### **STORMWATER MANAGEMENT, GRADING AND SEDIMENT AND EROSION CONTROL**

36. That the Subdivision Agreement between the Developer and the City of Port Colborne contain provisions whereby the Developer agrees to implement the approved stormwater management plan.
37. The design of the stormwater management facilities including side slopes on the pond(s) and the requirement of a maintenance path shall be in accordance with the City requirements and the review of the detail drawings shall be subject to the review and approval of the Department of Public Works and Department of Development and Government Relations.
38. That the Developer shall provide landscaping and planting of the stormwater management facility lands to the satisfaction of the City.
39. That the Developer prepare a detailed Subdivision grade control plan showing both existing and proposed grades and the means whereby major storm flows will be accommodated across the site be submitted to the City of Port Colborne and the Niagara Region Public Works Division for review and approval. The Developer will ensure that the Plan of Subdivision land will remain in a natural state until such time as the detailed Subdivision grade control plan is approved.
40. That prior to approval of the final Plan or any on-site grading, the Developer submit to the City of Port Colborne for review and approval two copies of a detailed stormwater management plan for the Subdivision and the following plans designed and sealed by a suitably qualified professional engineer in accordance with the City of Port Colborne's requirements for stormwater management:

- a) Detailed lot grading and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;
- b) Detailed sediment and erosion control plans.

41. That detailed sedimentation and erosion control plans be prepared for review and approval by the Niagara Region Public Works Division. All sediment and erosion control measures shall be maintained in good condition for the duration of construction until all disturbed surfaces have been stabilized.

42. That detailed lot grading and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site, be submitted to the City of Port Colborne for review and approval.

## **COMMUNITY BENEFITS AND PUBLIC PARK**

43. That the Developer shall confirm satisfaction of Community Benefits and Parkland Dedication Requirements as required under Sections 37 and 51.1 of the *Planning Act R.S.O. 1990, c. P.13.*, have been met.

44. The Developer agrees to pay cash-in-lieu to the City of Port Colborne for the value of the land otherwise required to be conveyed (5% of the land included in the Plan).

## **UTILITIES**

45. That the Developer shall co-ordinate the preparation of an overall utility distribution plan to the satisfaction of all affected authorities.

46. That the Developer shall enter into any agreement as required by utility companies for installation of services, including street lighting, all in accordance with the standards of the City of Port Colborne. All utilities servicing the Subdivision shall be underground. Upon installation and acceptance by the City, streetlights and streetlight electrical supply system will be added to the City's inventory.

47. That the Developer agrees to grant easements as may be required for utility purposes to the appropriate authority.

## **BELL CANADA**

48. The Developer shall indicate in the Subdivision Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with

existing Bell Canada facilities or easements, the Developer shall be responsible for the relocation of such facilities or easements.

49. The Developer agrees to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.
50. The Developer agrees that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e. 911 Emergency Services).

## **CANADA POST**

51. The Developer shall complete to the satisfaction of the City and Canada Post:
  - a) Include in all offers of purchase and sale, a statement that advises the prospective purchaser:
    - i) That the home/business mail delivery will be from a designated Centralized Mail Box.
    - ii) That the Developer be responsible for officially notifying the purchasers of the exact Central Mail Box locations prior to the closing of any home sales.
  - b) The Developer further agrees to:
    - i) Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the Subdivision.
    - ii) Install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes.
    - iii) Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the Plan of Subdivision.

- iv) Determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
- c) Canada's Post's multi-unit policy, which requires that the Developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

## NIAGARA REGION

### ***Archaeology***

52. That the applicant/Developer receive acceptance from the Ministry of Citizenship and Multiculturalism (MCM) for the archaeological assessment report titled Stage 3 Archaeological Assessment, prepared by Earthworks Archaeological Services Inc. (dated November 19, 2024). If the Ministry requires further archaeological work to be completed prior to acknowledging this report, these report(s) must also be submitted to and acknowledged by the Ministry, to the satisfaction of Niagara Region, prior to clearance of this condition. No demolition, grading or other soil disturbances shall take place on the subject property prior to the issuance of a letter from MCM through Niagara Region, confirming that all archaeological resource concerns have met licensing and resource conservation requirements.

53. That the following warning clause is included within the Subdivision Agreement to protect for any potential archaeological resources that may be encountered during construction activities:

*"If deeply buried or previously undiscovered archaeological remains/resources are found during development activities on the subject lands, all activities must stop immediately. If the discovery is human remains, contact the police and coroner to secure the site. If the discovery is not human remains, the area must be secured to prevent site disturbance. The project proponent must then follow the steps outlined in the Niagara Region Archaeological Management Plan: Appendix C."*

### ***Noise / Odour***

54. That the Subdivision Agreement includes a clause requiring the Developer to implement the recommendations of the Noise Impact Study (NIS), prepared by dBA Acoustical Consultants (dated March 2023).

55. That the Developer submits verification from a qualified acoustical consultant that the noise control measures have been properly incorporated into architectural and mechanical drawings and specifications for the proposed dwellings, or that a similar clause be included in the Subdivision Agreement.
56. That the Subdivision Agreement includes a clause requiring verification from a qualified acoustical consultant that the noise control measures have been properly installed during construction, prior to assumption.
57. That the Developer agrees to include the following warning clause in all Agreements of Purchase and Sale or Lease or Occupancy for Blocks 33 and 34, as outlined in the Noise Impact Study (NIS), prepared by dBA Acoustical Consultants (dated March 2023) and that they also be included in the Subdivision Agreement:

*"Purchasers/tenants are advised that sound levels due to the adjacent facility are required to comply with sound level limits that are protective of indoor areas and assume that windows and exterior doors are closed. This dwelling unit has been supplied with a ventilation/air conditioning system which has allowed windows and exterior doors to remain closed"*

58. That the Developer agrees to include the following warning clause in all Agreements of Purchase and Sale or Lease or Occupancy, and that it also be included in the Subdivision Agreement:

*"Purchasers/Tenants are advised that due to the proximity of the SeawayWastewater Treatment Plant, odour from the plant's operations may occasionally interfere with some activities of the dwelling occupants."*

### ***Servicing***

59. That the Developer provides a written acknowledgement to Niagara Region stating that draft approval of the Subdivision does not include a commitment of servicing allocation by Niagara Region as servicing allocation will not be assigned until the Plan is registered and that any pre-servicing will be at the sole risk and responsibility of the Developer.
60. That the Developer provides a written undertaking to Niagara Region stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of the Subdivision shall contain a clause indicating that servicing allocation for the Subdivision will not be assigned until the Draft

Plan is registered, and a similar clause be inserted in the Subdivision Agreement between the Developer and the City.

61. That prior to final approval for registration of the Draft Plan of Subdivision, the Developer shall submit the design drawings [with calculations] for any new municipal sanitary and storm sewers, and stormwater management facilities required to service this development. The capacity in the Regional system is to be confirmed and copies of the approved CLI ECA forms and final drawings must be forwarded to Niagara Region.
62. That prior to approval of the final Plan, the Developer shall submit detailed sanitary sewer design information (flows, timing, revised flows for any changes to development plans) for the Subdivision based on the Region's design standards and policy flow rates. Prior to final approval, the anticipated design flows are to be submitted along with flow monitoring information to evaluate if capacity is available at the Omer Sewage Pumping Station. The report is to be sealed by a qualified professional engineer.
63. That the Developer submit a written undertaking to Niagara Region that acknowledges the sewershed of the Omer Sewage Pumping Station has a servicing capacity that will not be able to accommodate the full development at this time.

### ***Waste Collection***

64. That the Developer shall ensure all streets and development blocks can permit access to and egress from collection locations throughout all phases of development, in accordance with Niagara Region's Procedure for Requirements for Waste Collection. On any streets where through passage is not provided/maintained, the Developer shall provide a temporary cul-de-sac / turnaround area designed according to the required minimum dimensions.
65. That the Developer will be required to submit an Application for Commencement of Collection in order to initiate regional waste collection services at the new development. Applicable terms and conditions are listed on the agreement form.
66. The Developer is advised that the mid-rise building does not comply with Niagara Region's Procedure for Requirements for Waste Collection therefore garbage collection will be provided through a private contractor and not Niagara Region.
67. That the Developer agrees to include the following warning clause in all future Agreements for Purchase and Sale or Lease for units in the mid-rise building:

*"Purchasers/Tenants are advised that the development does not comply with Niagara Region's Procedure for Requirements for Waste Collection, therefore waste collection*

*for the site is the responsibility of the Developer through a private contractor and not Niagara Region.”*

### ***Clearance of Conditions***

68. Prior to granting final approval, the City of Port Colborne must be in receipt of written confirmation that the requirements of each condition have been met satisfactorily and that all fees have been paid to the satisfaction of Niagara Region.

### ***Subdivision Agreement***

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

## **FINAL APPROVAL**

70. Subject to the conditions set forth herein, this Draft Plan is approved under Section 51 (31) of the *Planning Act R.S.O. 1990, c. P.13*. Final approval shall be granted by the City.

## **CLEARANCE OF CONDITIONS**

Prior to granting final Plan approval, the Development and Legislative Services Department requires written notice from applicable City Departments and the following agencies indicating that their respective conditions have been satisfied:

### Agency

Canada Post

City of Port Colborne Department of  
Development and Government Relations,

City of Port Colborne Department of  
Public Works

City of Port Colborne Fire Department

Niagara Region

**The Corporation of the City of Port Colborne**

**By-law no. \_\_\_\_\_**

**Being a by-law to exempt the lands known as Plan 283 Part Lot 19 Part Lot 20 NP849 from Part Lot Control provisions of the *Planning Act***

Whereas subsection 50 (5) the *Planning Act* provides restrictions on how land can be conveyed and transferred to new owners; and

Whereas subsection 50 (7) of the *Planning Act* allows the council of a local municipality may, by by-law provide that part lot control does not apply to lands within a registered plan of subdivision or parts of them as are designated in the by-law; and

Whereas Irene McDonald has requested that Council of The Corporation of the City of Port Colborne enact a by-law so as to remove Plan 283 Part Lot 19 Part Lot 20 NP84, from part lot control for a temporary period of time so as to register conveyable real estate entities therewith;

Whereas the request meets the criteria of the Council of The Corporation of the City of Port Colborne for the consideration of the enactment of a part lot control by-law;

Now therefore, and pursuant to the provisions and authority of subsection 50 (7) of the *Planning Act, R.S.O. 1990*, The Corporation of the City of Port Colborne enacts as follows:

1. Subsection 50 (5) of the *Planning Act* does not apply to the lands described as follows:

For the purpose of facilitating the separate ownership of an existing duplex. As follows:

Part 1 Plan 59R-18425

Part 2 Plan 59R-18425

2. Pursuant to subsection 50 (7.3) of the *Planning Act*, this By-law shall expire two (2) years from the date of enactment unless it shall have prior to that date been repealed or extended by the Council of the Corporation of the City of Port Colborne.
3. This By-law shall not become effective until a certified copy or duplicate of the By-law has been registered in the proper Land Registry Office.
4. The City Solicitor is hereby authorized and directed to proceed with the registration of this by-law with the local Land Registry Office, as applicable.

Enacted and passed this 27<sup>th</sup> day of January, 2026.

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William C Steele  
Mayor

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Charlotte Madden  
City Clerk

**The Corporation of the City of Port Colborne**

**By-Law No. \_\_\_\_\_**

**Being a by-law to provide for an Interim tax levy for the year 2026**

Whereas Section 317 of the *Municipal Act*, S.O. 2001, c.25, as amended, provides that the Council of a local municipality, before the adoption of the estimates for the year under Section 290, may pass a by-law levying amounts on the assessment of property in the local municipality rateable for local municipal purposes; and

Whereas the Council of this municipality deems it appropriate to provide for such interim levy on the assessment of property in this municipality.

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

In this by-law, the following words shall be defined as:

"Minister" shall mean the Minister of Finance

"MPAC" shall mean the Municipal Property Assessment Corporation

1. The amounts levied shall be as follows:

1.1 For the Residential, Pipeline, Farm, Farmland Awaiting Development, Railway Right-of-Way, and Managed Forest property classes, there shall be imposed and collected an interim levy of:

- a) the percentage prescribed by the Minister under Section 317(10) of the *Municipal Act*; or;
- b) 50%, if no percentage is prescribed, of the total annualized taxes for municipal and school purposes levied on property in the year 2025.

1.2 For the Multi-Residential, New Multi-Residential, Commercial, Parking Lot, Shopping Centre, Industrial and Large Industrial property classes, there shall be imposed and collected an interim levy of:

- a) the percentage prescribed by the Minister under Section 317(10) of the *Municipal Act*; or,
- b) 50%, if no percentage is described, of the total annualized taxes for municipal and school purposes levied on property in the year 2025.

The amounts shall be levied on the assessment according to the Assessment Roll, as returned by MPAC.

2. For the purposes of calculating the total amount of taxes for the year 2025 under paragraph 1, if any taxes for municipal and school purposes were levied on a property for only part of 2025 because assessment was added to the Collector's Roll during 2025, an amount shall be added equal to the additional taxes that would have been levied on the property if taxes for municipal and school purposes had been levied for the entire year.
3. The provisions of this by-law apply in the event that assessment is added for the year 2026 to the Collector's Roll after the date this by-law is passed and an interim levy shall be imposed and collected.

4. All taxes levied and collected under this by-law shall be payable to the Office of the Treasurer, or any financial institution within the City of Port Colborne. Payment must be received at City Hall on or before the due dates in accordance with the provisions of this by-law.
5. The interim tax levy imposed by this by-law shall have a date of demand being February 6<sup>th</sup>, 2026 and shall be paid in two instalments due on the following dates:
  - 5.1 One-half thereof on the **27th day of February of 2026**;
  - 5.2 One-half thereof on the **30th day of April of 2026**;Non-payment of the amount on the dates stated above shall constitute default and any subsequent instalments shall forthwith become payable.  
Properties registered for the preauthorized monthly payment program will have their taxes payable in automatic instalments at the first of the month beginning January 2, 2026 or the beginning of the month following enrolment.
6. The Treasurer may mail or cause to be mailed a notice specifying the amount of taxes payable and due dates for payment to the address of the residence or place of business of each person taxed under this by-law, unless the taxpayer directs the Treasurer, in writing, to send the bill to another address, in which case it shall be sent to that address. This direction will continue until revoked by the taxpayer in writing.
7. The notice to be mailed under this by-law shall contain the particulars provided for in this by-law and the information required to be on the tax bill under Section 343 of the *Municipal Act*.
8. The final levy for the year 2026 to be made under the *Municipal Act* shall be reduced by the amount to be raised by the levy imposed by this by-law.
9. The provisions of s. 317 of the *Municipal Act*, as amended, apply to this by-law with necessary modifications.
10. The Treasurer shall be authorized to accept part payment from time to time on account of any taxes due, and to give a receipt of such part payment, provided that acceptance of any such part payment shall not affect the collection of any percentage charge imposed and collectable in respect of non-payment or late payment of any taxes or any instalment of taxes.
11. Nothing in this by-law shall prevent the Treasurer from proceeding at any time with the collection of any tax, or any part thereof, in accordance with the provisions of the statutes and by-laws governing the collection of taxes.
12. In the event of any conflict between the provisions of this by-law and any other by-law, the provisions of this by-law shall prevail.
13. This by-law shall come into force and take effect on the day of the final passing thereof.

Enacted and passed this 27th day of January 2026.

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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk

**The Corporation of the City of Port Colborne**

**By-law No. \_\_\_\_\_**

**Being a by-law to amend Zoning By-law 6575/30/18 respecting Part of lands legally described as Parts 16 & 20 on Lot 19, and Part of the Road Allowance Between Lots 18 and 19, on Concession 5, Geographic Township of Humberstone in the 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.
2. That the Zoning Map referenced as Schedule "A2" forming part of By-law 6575/30/18 is hereby amended by rezoning the lands outlined in a hatched pattern on Schedule A of this Amendment to "Heavy Industrial with Special Provision 50" (HI-50).
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:

**Special Provision: HI-50**

Notwithstanding the provisions of the Heavy Industrial (HI) Zone, the following shall apply:

- a) For the purposes of this Site-Specific Zone, the lands zoned as HI-50 in this Zoning By-law shall be deemed to be a single lot, and despite any future severance, partition or division of these lands, the special provisions provided under this section for HI-50, shall apply to all of these lands as if no severance, partition or division occurred.
- b) Every use of land and every erection, location or use of any building or structure is prohibited on the Subject Lands, except for the following uses:
  - i. Heavy industrial uses
  - ii. Detached buildings or structures that are accessory to the principal use on the same lot
  - iii. Accessory uses, including but not limited to a high-voltage electric substation
- c) The following zoning requirements apply to the uses permitted on lands zoned HI-50:
  - i. The minimum lot frontage is 30 metres, which may be along an unopened or future road allowance
  - ii. The minimum front yard setback is 7.5 metres
  - iii. The minimum corner exterior side yard setback is 7.5 metres
  - iv. The minimum interior side yard setback is 3 metres
  - v. The minimum rear yard setback is 8 metres

- vi. The maximum building height is 15 metres
- vii. The minimum number of parking spaces is 1,400
- viii. The minimum number of accessible parking spaces is 27
- ix. The minimum number of outdoor bicycle parking spaces is 30
- x. The minimum landscaped open space within a parking area shall be equal to 10 per cent of the parking area and shall be provided within the parking area or within 10 metres of the parking area limit
- xi. Loading areas are permitted to be located in all yards
- xii. Outdoor storage and outdoor processing is permitted in all yards, including yards abutting highways or arterial collector roads
- xiii. Accessory uses may account for up to 20 per cent of the total gross floor area of the principal use

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 27<sup>th</sup> day of January, 2026.

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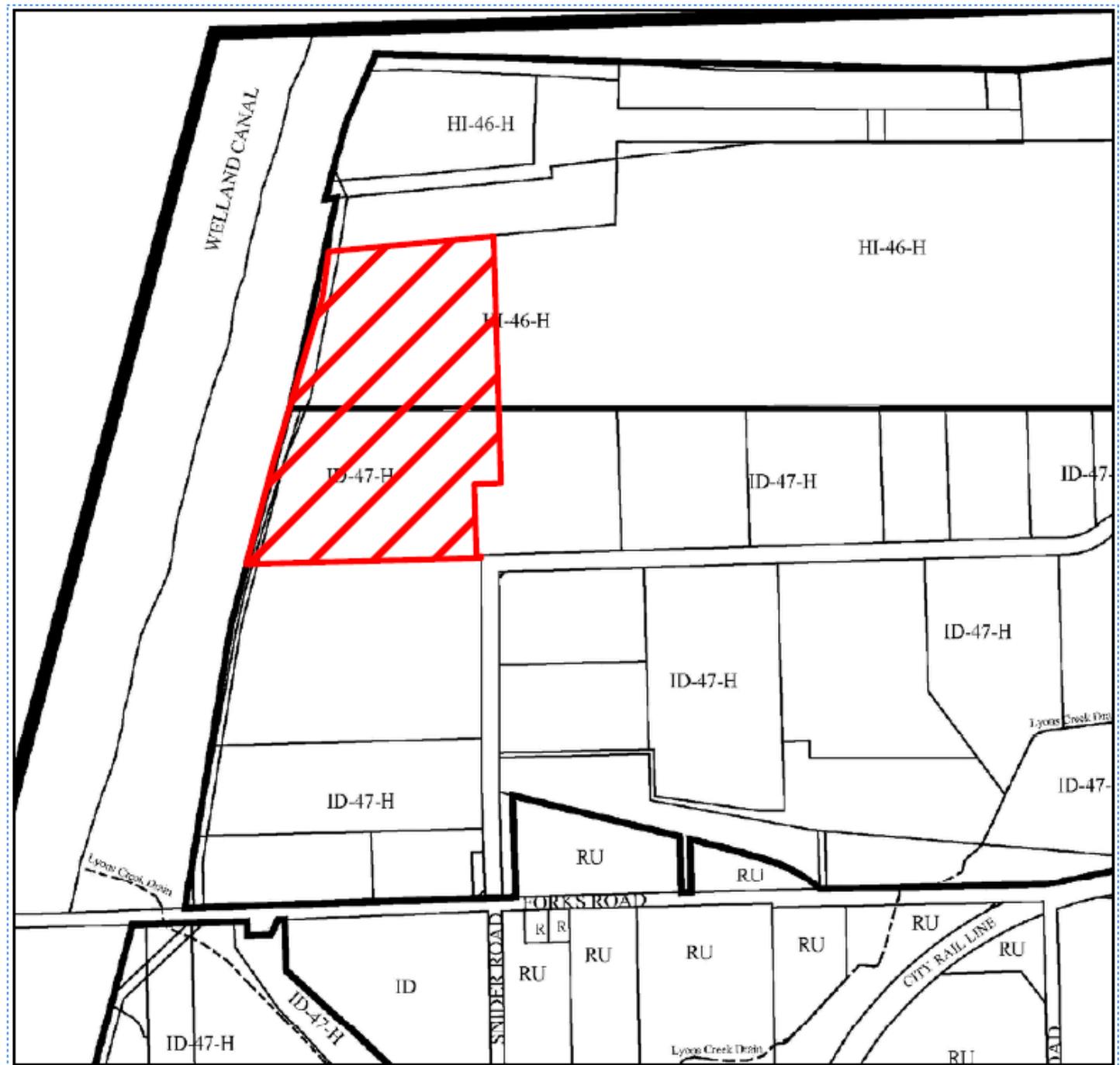
William C. Steele  
Mayor

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Charlotte Madden  
City Clerk

SCHEDULE 'A'  
**ZONING BY-LAW AMENDMENT NO. \_\_\_\_\_**

TO THE  
**CITY OF PORT COLBORNE ZONING BY-LAW NO. 6575/30/18**  
**SCHEDULE "A2"**



Land to be re-zoned to "Heavy Industrial with Special Provision 50" (HI-50).



N.T.S.  
NOVEMBER 2025

**The Corporation of the City of Port Colborne**

**By-law No. \_\_\_\_\_**

**Being a by-law to amend Zoning By-law 6575/30/18 respecting Part of lands legally described as Part of Lot 32, Concession 2, Geographic Township of Humberstone in the 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.
2. That the Zoning Map referenced as Schedule "A8" forming part of By-law 6575/30/18 is hereby amended by changing those lands described on Schedule A from "Residential Development" (RD) to "Highway Commercial" (HC).
3. 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.
4. 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 27 day of January, 2026.

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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk

SCHEDULE 'A'  
ZONING BY-LAW AMENDMENT NO. \_\_\_\_\_

TO THE  
CITY OF PORT COLBORNE ZONING BY-LAW NO. 6575/30/18  
SCHEDULE "A8"



LAND TO BE REZONED FROM THE RESIDENTIAL DEVELOPMENT (RD) ZONE  
TO THE HIGHWAY COMMERCIAL (HC) ZONE



N.T.S

OCTOBER 2025

**The Corporation of the City of Port Colborne**

**By-Law No. \_\_\_\_\_**

**Being a By-law to Levy the Interim Charges for the  
Northland Estates Municipal Drain**

Whereas Section 61 Chapter D.17 of the *Drainage Act R.S.O. 1990* requires the municipality to pass a levy by-law to impose the costs of a municipal drain on the assessed lands as stated in the engineer's report; and

Whereas By-law 72678/89/24, *Being a By-law to Provide for Drainage Works in the City of Port Colborne in the Regional Municipality of Niagara, known as the Northland Estates Municipal Drain*, was enacted the 14 day of October, 2025, and provided for the drainage works of the Northland Estates Municipal Drain based on the estimates contained in the drainage report dated August 14, 2024, as submitted by Brandon Widner P. Eng, from the firm of Spiet Associates Engineers & Architects; and

Whereas the Municipality has chosen to send an interim bill for the costs incurred to prepare the Engineer's Report through to the third reading of the bylaw. The total actual costs incurred were \$ 35,912.62 and a final bill will be issued upon completion of the construction.

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

1. That the Treasurer levy the costs incurred to the petitioner assessed for the completion of the Engineer's report prior to the completion of construction of the drain with an interim bill.
2. That the owner assessed may have the option of submitting full payment of the net cost or making yearly payments over a period of 5 years at 5% interest per annum. If the full payment is not received by March 13, 2026, the balance will be billed over a period of 5 years at 5% interest per annum on the final tax bill beginning in the year 2026 and ending in the year 2030.
3. That in the event of nonpayment, the City of Port Colborne's penalty and interest charges on outstanding accounts receivable, By-law 6841/91/20 shall be followed.
4. This by-law shall come into force and take effect on the day of its final passing.

Enacted and passed this 27th day of January 2026.

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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk

**The Corporation of the City of Port Colborne**

**By-law No. \_\_\_\_\_**

**Being a By-law to Adopt Amendment No. 22 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;

Now therefore the Council of The Corporation of the City of Port Colborne under Section 17(22) and 21 of the Planning Act enacts as follows:

1. That Official Plan Amendment No. 22 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 27<sup>th</sup> day of January, 2026.

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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk

**AMENDMENT NO. 22  
TO THE  
OFFICIAL PLAN  
FOR THE  
PORT COLBORNE PLANNING AREA**

**Millar's Crossing**

**Date: \_\_\_\_\_**

**AMENDMENT NO. 22  
TO THE  
OFFICIAL PLAN  
FOR THE  
CITY OF PORT COLBORNE**

**Millar's Crossing**

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. 22 to the Official Plan for the City of Port Colborne.

**Date:** \_\_\_\_\_

**AMENDMENT NO. 22  
TO THE  
OFFICIAL PLAN  
FOR THE  
CITY OF PORT COLBORNE**

**Millar's Crossing**

**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 A- THE PREAMBLE

### Purpose

The purpose of Official Plan Amendment No. 22 is to re-designate the Subject Lands in the City of Port Colborne Official Plan to permit the development of a mixed-use residential community, which will allow for the comprehensive development of approximately 300 to 385 new residential units in a variety of forms.

### Location

This amendment applies to a 4.97-hectare assembly of five parcels of land in the Urban Area of Port Colborne. Four of these parcels do not have assigned municipal addresses. These parcels include PIN 641410024, PIN 641410032, and PIN 641410031, the latter being the only one with an assigned address at 1029 Steele Street, Port Colborne. The fourth and fifth parcels, are parts of PIN 641410386 and PIN 641410393. Together, these parcels form the area designated for the proposed development and represent the “Subject Lands”, as delineated on Schedule A to this amendment.

### Basis

The Subject Lands are currently designated as Urban Residential on Schedule A: City Wide Land Use of the City of Port Colborne Official Plan. An Official Plan Amendment is required to allow for the comprehensive redevelopment of the Subject Lands into new mixed-use subdivision of varying housing forms and densities. An Official Plan Amendment as submitted to amend the City of Port Colborne Official Plan to redesignate the lands planned for residential growth to a Site Specific Urban Residential designation, which establishes the development as one block for the purpose of calculating density and includes parameters for the development.

A Zoning By-law Amendment was submitted concurrently, to amend the zoning of the Subject Lands to be in conformity with the Official Plan designation of the Subject Lands.

## **PART B- THE AMENDMENT**

All of this part of the document entitled PART “B” – “The Amendment” consisting of the following text constitutes Amendment No. 22 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 constitutes Amendment No. 20 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

The following changes are made to Schedule A- City Wide Land Use of the Official Plan for the Port Colborne Planning Area:

1. That the area designated as “Urban Residential” on Schedule A City Wide Lands Use of the Official Plan, be re-designated to “Urban Residential, Subject to Site Specific Policy 3.2.7” in accordance with Schedule A to Official Plan Amendment No. 22.

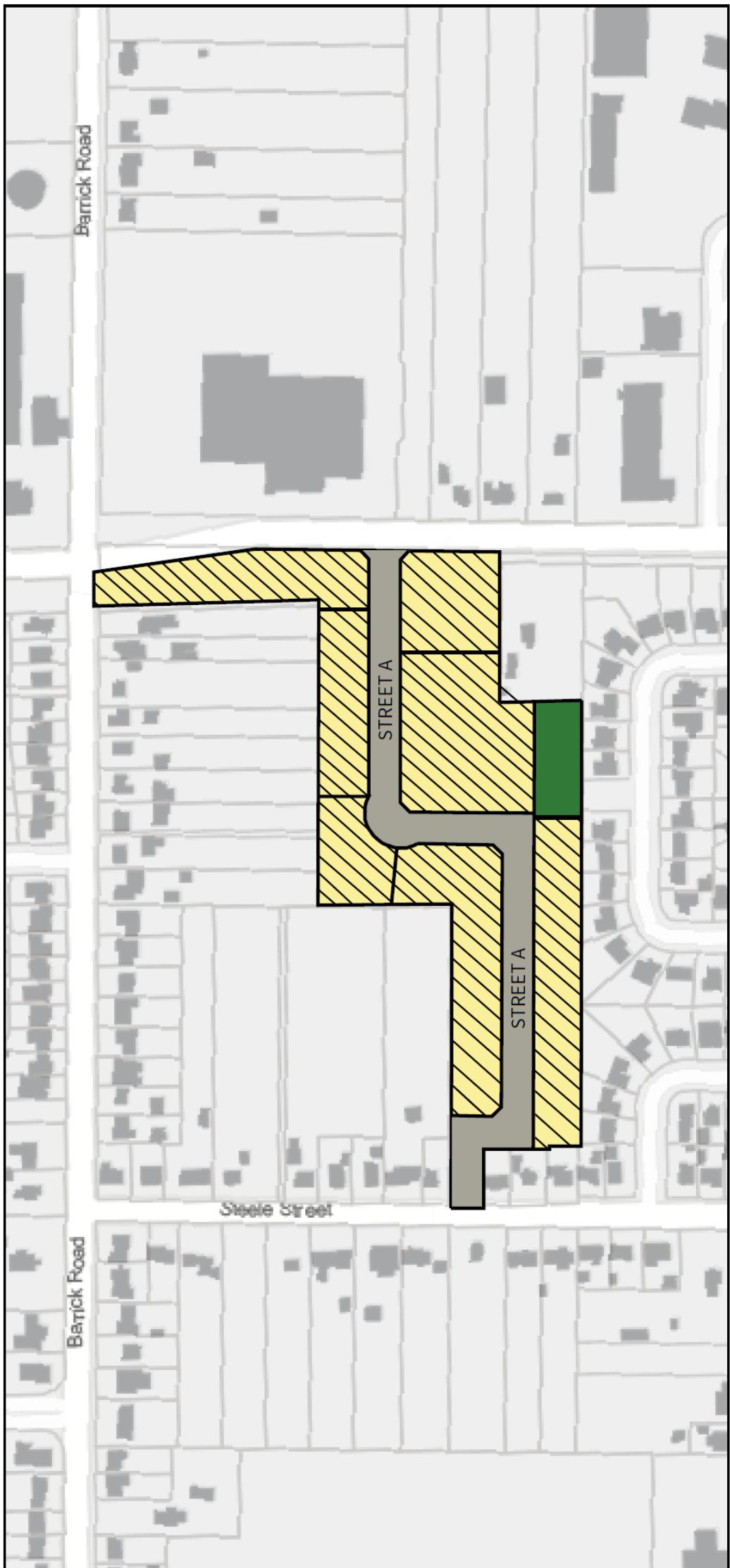
### Text Changes

The following site-specific policy is added as Section 3.2.7 of the City of Port Colborne Official Plan:

1. Notwithstanding the Policies of Section 3.2.1 of the Official Plan, the following shall apply:
  - a. The subject lands are permitted to develop as a mixed-use residential community through a plan of subdivision
  - b. The subject lands shall be considered one lot for the purposes of calculating density
  - c. The net residential density of individual blocks within the development may be lower than the minimum or higher than the maximum densities established in Policies 3.2.1 a) i), 3.2.1 b) i), and 3.2.1 c) i), provided that the overall net residential density for the entire lot does not exceed 105 units per hectare
  - d. New residential development proposals shall provide 85 square metres of neighbourhood commercial for every 100 housing units of residential development
  - e. Specific height and unit maximums for blocks will be established in the Zoning By-law
  - f. The full range of residential uses is permitted. For further clarity, this includes single-detached dwellings, semi-detached dwellings, all forms of townhouse dwellings, and apartment buildings
  - g. Medium density residential and high density residential uses will be subject to site plan control
  - h. High density residential uses will be oriented on the site to minimize shadows on adjacent low and medium density residential development
  - i. High density residential and high density residential mixed-use buildings will have frontage on an arterial road

### Implementation and 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 implement these policies, as appropriate.



LEGEND

- Yellow hatched pattern: Urban Residential, Special Policy 3.2.7
- Green rectangle: Parks & Open Space
- White rectangle: Subject Lands

MILLAR'S CROSSING SUBDIVISION  
SCHEDULE 'A' OF OFFICIAL PLAN  
AMENDMENT NO.22

MAYOR: \_\_\_\_\_  
CLERK: \_\_\_\_\_



PORT COLBORNE



NOT TO SCALE

## The Corporation of the City of Port Colborne

### By-law No. \_\_\_\_\_

**Being a By-law under the provisions of Section 34 of the Planning Act, R.S.O. 1990, to amend By-law No. 6575/30/18, the Zoning By-law of the City of Port Colborne, as amended, respecting a 4.97 hectare assembly of lands, consisting of five distinct parcels, four of which do not have assigned municipal addresses, including PIN 641410024, PIN 641410032, and PIN 641410031, the latter being the only one with an assigned address at 1029 Steele Street, Port Colborne, and parts of PIN 641410386 and PIN 641410393, herein referred to as the “subject lands” - “Millar’s Crossing”.**

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, Council has conducted a public meeting as required by Section 34(12) of the Planning Act, R.S.O. 1990, as amended, and has determined that no further notice is required in accordance with Section 34(17); and

Whereas the Council of The Corporation of the City of Port Colborne desires to amend the said By-law; and.

Whereas the matters herein are in conformity with the policies and designations contained in the Official Plans of the Regional Municipality of Niagara and the City of Port Colborne as are currently in force and effect.

Now therefore and pursuant to the provisions of Section 34 of the Planning Act, R.S.O. 1990, the Council of The Corporation of the City of Port Colborne enacts as follows:

1. This amendment shall apply to those lands described generally on Schedule “A”, and specifically on Schedule “B” attached to and forming part of this By-law.
2. That the Zoning Map referenced as Schedule “A8” forming part of By-law 6575/30/18, as amended, is hereby further amended as Shown on Schedule “A” by rezoning the lands from Residential Development (RD), First Density Residential (R1) and Fourth Density Residential (R4) to:
  - Second Density Residential, Special Provision (R2-26/01);
  - Third Density Residential, Special Provision (R3-26/01);
  - Fourth Density Residential, Special Provision (R4-26/01);
  - Mixed Use, Special Provision (MU-26/01); and
  - Public and Park Zone (P)
3. That Section 37.2, entitled “List of Special Provisions” of Zoning By-law 6575/30/18, as amended, is further amended by adding the following:

#### **Special Provision: R2-26/01 (Millar’s Crossing)**

Notwithstanding the provisions of Section 6 of Zoning By-law 6575/30/18, the following provisions shall apply to the lands Zoned R2-26/01, in accordance with Schedule B attached to and forming part of this By-law

<b>General</b>
a) The applicable provisions of Sections 2 and 3 apply
b) Any lot may be subject to additional regulations or restrictions by the City, upper tier government or agencies as indicated in Section 1.3

<b>Permitted Uses</b>
-----------------------

a) All permitted uses as listed within Section 6.2		
<b>Zone Requirements- Dwelling, Detached</b>		
a) Minimum lot frontage	11.0 metres	
b) Minimum lot frontage- corner lot	13.5 metres	
c) Minimum lot area	0.03 hectares	
d) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch	
e) Minimum interior side yard	In accordance with Section 6.3 e)	
f) Minimum corner side yard	In accordance with Section 6.3 f)	
g) Minimum rear yard	6.0 metres to a dwelling 4.0 metres to a porch	
h) Maximum lot coverage	In accordance with Section 6.3 g)	
i) Maximum height	In accordance with Section 6.3 h)	
j) Minimum landscaped area	20%	
<b>Zone Requirements- Dwelling, Duplex</b>		
In accordance with the provisions of Section 6.4		
<b>Zone Requirements- Dwelling, Semi-Detached</b>		
a) Minimum lot frontage	16.8 metres	
b) Minimum lot area	In accordance with Section 6.5 b)	
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch	
d) Minimum interior side yard	In accordance with Section 6.5 d)	
e) Minimum corner side yard	In accordance with Section 6.5 e)	
f) Minimum rear yard	6.0 metres to a dwelling 4.0 metres to a porch	
g) Maximum lot coverage	In accordance with Section 6.5 g)	
h) Maximum height	In accordance with Section 6.5 h)	
i) Minimum landscaped area	In accordance with Section 6.5 i)	
j) Common walls shall be centred on the common lot line		
k) Notwithstanding the provisions of Section 6.5, nothing shall prevent the splitting of any lot on which a semi-detached dwelling is erected into 2 parts divided in part by the centre line of the common or party wall separating the dwelling units in such dwelling provided that each until shall have a minimum lot area of 0.02 hectares		
l) There is no minimum interior side yard and/or rear yard for common walls.		

### **Special Provision: R3-26/01 (Millar's Crossing)**

Notwithstanding the provisions of Section 7 of Zoning By-law 6575/30/18, the following provisions shall apply to the lands Zoned R3-26/01, in accordance with Schedule B attached to and forming part of this By-law

<b>General</b>	
a) The applicable provisions of Sections 2 and 3 apply	
b) Any lot may be subject to additional regulations or restrictions by the City, upper tier government or agencies as indicated in Section 1.3	
<b>Permitted Uses</b>	
a) All permitted uses as listed within Section 7.2	
<b>Zone Requirements- Dwelling, Detached</b>	
In accordance with the provisions of Section R2-26/01	
<b>Zone Requirements- Dwelling, Semi-Detached</b>	
In accordance with the provisions of Section R2-26/01	
<b>Zone Requirements- Dwelling, Duplex</b>	
In accordance with the provisions of Section 7.4	
<b>Zone Requirements- Dwelling, Triplex</b>	
In accordance with the provisions of Section 7.5	
<b>Zone Requirements- Dwelling, Fourplex</b>	
In accordance with the provisions of Section 7.6	
<b>Zone Requirements- Townhouse, Block</b>	

In accordance with the provisions of Section 7.7	
<b>Zone Requirements- Townhouse, Street</b>	
a) Minimum lot frontage per unit	In accordance with Section 7.8 a)
b) Minimum lot area	0.018 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.5 metres
e) Minimum corner side yard	In accordance with Section 7.8 e)
f) Minimum rear yard	In accordance with Section 7.8 f)
g) Maximum height	In accordance with Section 7.8 g)
h) Minimum landscaped area	20%
i) A 2.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common walls.	

#### **Special Provision: R4-26/01 (Millar's Crossing)**

Notwithstanding the provisions of Section 8 of Zoning By-law 6575/30/18, the following provisions shall apply to the lands Zoned R4-26/01, in accordance with Schedule B attached to and forming part of this By-law

<b>General</b>	
a) The applicable provisions of Sections 2 and 3 apply	
b) Any lot may be subject to additional regulations or restrictions by the City, upper tier government or agencies as indicated in Section 1.3	
<b>Permitted Uses</b>	
a) Dwelling, Back-to-Back Stacked Townhouse	
b) Dwelling, Back-to-Back Townhouse	
c) Dwelling, Stacked Townhouse	
d) Dwelling, Rear-Lane Townhouse	
e) All permitted uses as listed within Section 8.2	
<b>Zone Requirements- Dwelling, Detached</b>	
In accordance with the provisions of Section R2-26/01	
<b>Zone Requirements- Dwelling, Semi-Detached</b>	
In accordance with the provisions of Section R2-26/01	
<b>Zone Requirements- Dwelling, Duplex</b>	
In accordance with the provisions of Section 7.4	
<b>Zone Requirements- Dwelling, Triplex</b>	
In accordance with the provisions of Section 8.3	
<b>Zone Requirements- Dwelling, Fourplex</b>	
In accordance with the provisions of Section 8.4	
<b>Zone Requirements- Townhouse, Block</b>	
a) Minimum lot frontage per unit	In accordance with Section 8.5 a)
b) Minimum lot area	0.013 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Minimum rear yard	6.0 metres to a dwelling 4.0 metres to a porch
g) Maximum height	15 metres
h) Maximum landscaped area	12.5%
i) A minimum 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone.	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common	

walls.	
<b>Zone Requirements- Townhouse, Street</b>	
a) Minimum lot frontage per unit	In accordance with Section 8.6 a)
b) Minimum lot area	0.013 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Minimum rear yard	6.0 metres to a dwelling 4.0 metres to a porch
g) Maximum height	15 metres
h) Maximum landscaped area	12.5%
i) A minimum 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common walls.	
<b>Zone Requirements- Apartment Buildings; Apartment Buildings, Public; Boarding and Lodging House</b>	
In accordance with Section 8.7	
<b>Zone Requirements- Dwelling, Back-to-Back Stacked Townhouse and Dwelling, Back-to-Back Townhouse, which shall be permitted in Area B Only</b>	
a) Minimum lot frontage per unit	6 metres
b) Minimum lot area	0.013 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Maximum height	20 metres and 6 storeys
g) Maximum landscaped area	12.5%
h) A 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
i) Common walls shall be centred on the common lot line	
j) There is no minimum interior side yard and/or rear yard for common walls.	
<b>Zone Requirements- Dwelling, Stacked Townhouse, which shall be permitted in Area B Only</b>	
a) Minimum lot frontage per unit	6 metres
b) Minimum lot area	0.013 hectares
c) Minimum front yard	6.0 metres to a dwelling 4.0 metres to a porch
d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Minimum rear yard	6.0 metres to a dwelling 4.0 metres to a porch
g) Maximum height	20 metres and 6 storeys
h) Maximum landscaped area	12.5%
i) A 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common walls.	
<b>Zone Requirements- Dwelling, Rear-Lane Townhouse, which shall be permitted in Area A Only</b>	
a) Minimum lot frontage per unit	6 metres
b) Minimum lot area	0.013 hectares
c) Minimum front yard	1.0 metres

d) Minimum interior side yard	1.2 metres
e) Minimum corner side yard	2.75 metres
f) Minimum rear yard	6.0 metres
g) Maximum height	15 metres
h) Maximum landscaped area	12.5%
i) A minimum 1.5 metre landscape buffer shall be required when a Townhouse development abuts the boundary of the Residential First Density, Residential Second Density or Residential Third Density Zone	
j) Common walls shall be centred on the common lot line	
k) There is no minimum interior side yard and/or rear yard for common walls.	
<b>Parking Requirements- Apartment Buildings, Back-to-Back Stacked Townhouse, Back-to-Back Townhouse (Area B)</b>	
a) Minimum residential parking spaces	1.1 parking space per residential unit, of which 0.1 parking spaces per residential unit are visitor parking
b) Notwithstanding the provisions of Section 3.4 Zoning By-law 6575/30/18, within R4-26/01 Area B, provided parking can be anywhere within Area B, so long as the minimum number of spaces is provided.	

#### **Special Provision: MU-26/01 (Millar's Crossing)**

Notwithstanding the provisions of Section 21 of Zoning By-law 6575/30/18, the following provisions shall apply to the lands Zoned MU-26/01, in accordance with Schedule B attached to and forming part of this By-law

<b>General</b>	
a) The applicable provisions of Sections 2 and 3 apply	
b) Any lot may be subject to additional regulations or restrictions by the City, upper tier government or agencies as indicated in Section 1.3	
<b>Permitted Uses</b>	
a) Apartment building	
b) Mixed use apartment building	
c) Accessory retail uses	
d) Accessory office uses	
<b>Zone Requirements- Apartment Building</b>	
In accordance with Section 21.10, except for the following	
a) A maximum height of 33 metres (10 storeys) is permitted	
b) There is no requirement for a minimum lot area per unit	
c) A maximum of 200 units is permitted	
d) Minimum landscaped area of 20%	
e) The Front Yard shall be deemed to be the north side of the Block along Street 'A' on Schedule B attached to and forming part of this By-law	
<b>Zone Requirements- Mixed Use Apartment Building</b>	
a) Minimum building frontage	In accordance with Section 21.3 a)
b) Minimum lot area	Not applicable
c) Minimum front yard	2.0 metres
d) Minimum Interior side yard	In accordance with Section 21.3 d)
e) Minimum Interior side yard abutting a Residential zone	11 metres
f) Minimum corner side yard	In accordance with Section 21.3 f)
g) Minimum rear yard	In accordance with Section 21.3 g)
h) Maximum height	33 metres (10 storeys)
i) Minimum landscape buffer abutting an R1, R2 or R3I zone	3 metres
j) Minimum landscape buffer abutting an R4 zone	2 metres
k) Maximum density (number of units)	200 Units

I) The Front Yard shall be deemed to be the north side of the Block along Street 'A' on Schedule B attached to and forming part of this By-law	
<b>Parking Requirements- Apartment Building and Mixed Use Apartment Building</b>	
a) Minimum residential parking spaces	1.1 parking space per residential unit, of which 0.1 parking spaces per residential unit are visitor parking
b) Minimum non-residential parking spaces	In accordance with Section 3.1.2
c) Minimum accessible parking spaces	In accordance with Section 3.3
d) Minimum residential bicycle parking spaces	In accordance with Section 3.13.1
e) Minimum non-residential parking spaces	In accordance with Section 3.1.2

4. For the purposes of this By-law, a minimum of 85 square metres of non-residential uses shall be provided on the lands identified on Schedule A for every 100 housing units of residential development.
5. For the purposes of this By-law, the following definitions shall apply:

**Dwelling, Back-to-Back Stacked Townhouse:** means a variation of stacked townhouses where units are stacked and divided vertically from each other by common side walls and common rear walls with another set of stacked units, each of which has a private independent entrance. This form of building has no rear facade and back yard.

**Dwelling, Back-to-Back Townhouse:** means a group of not less than four, but not more than ten single dwelling units divided vertically from each other by common side walls and common rear walls, each of which has a private independent entrance directly from the front yard. This form of building has no rear facade and back yard.

**Dwelling, Rear Lane Townhouse:** means a townhouse dwelling (street or block townhouse) that is not a stacked townhouse dwelling or back-to-back dwelling and where vehicular access to an attached garage is provided via a driveway crossing the rear lot line that is accessed from either a street or a lane.

6. 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*.
7. 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*.

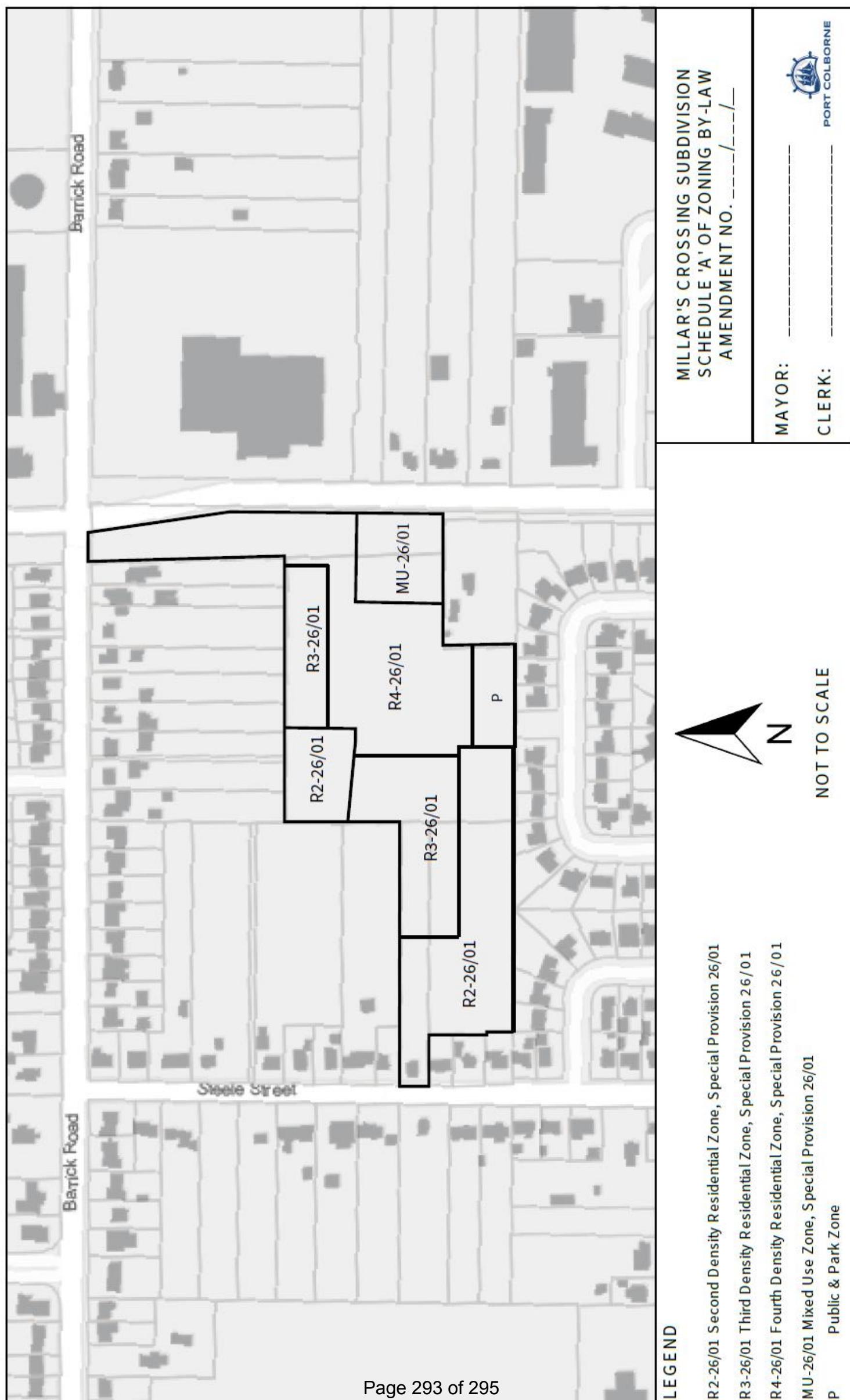
Enacted and passed this 27<sup>th</sup> day of January, 2026.

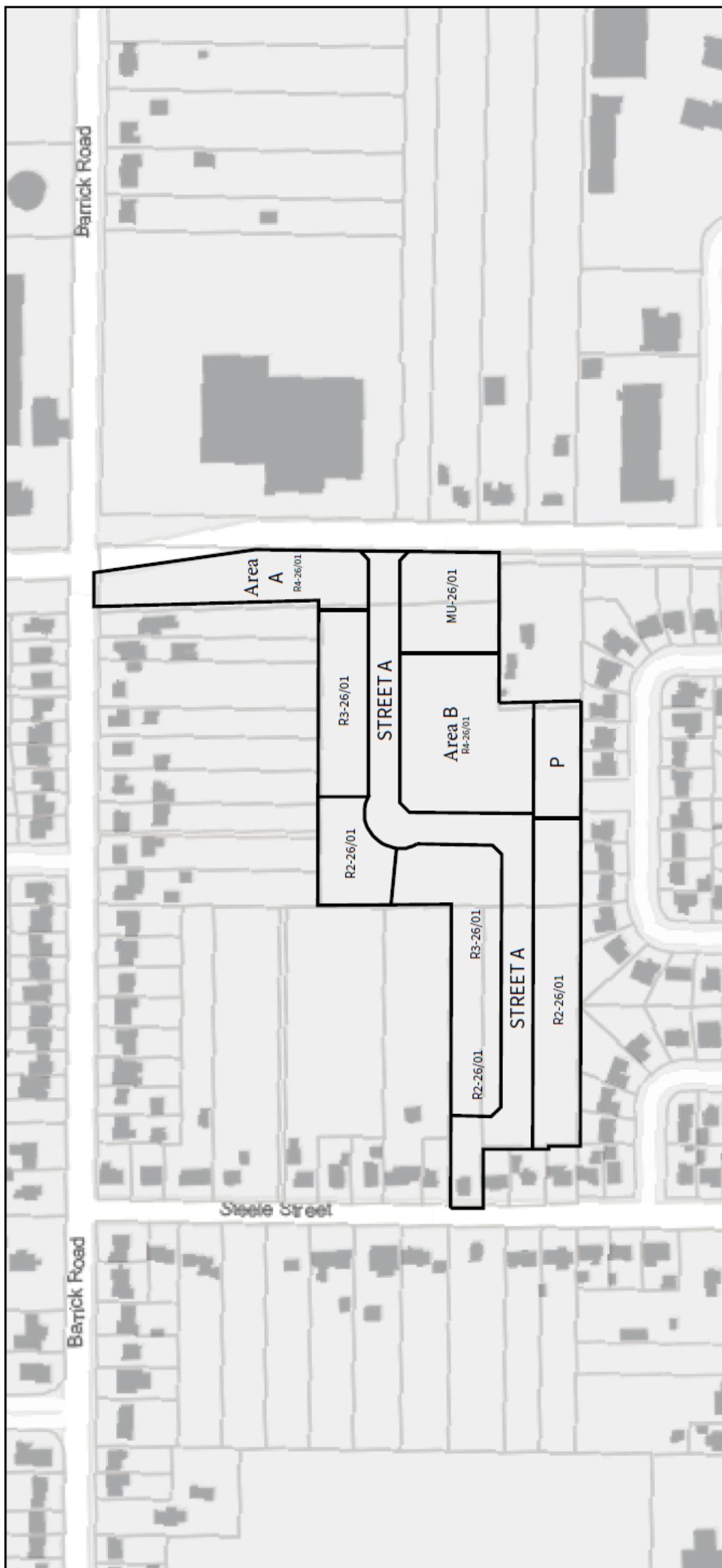
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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk





**LEGEND**

R2-26/01 Second Density Residential Zone, Special Provision 26/01

R3-26/01 Third Density Residential Zone, Special Provision 26/01

R4-26/01 Fourth Density Residential Zone, Special Provision 26/01

MU-26/01 Mixed Use Zone, Special Provision 26/01

P Public & Park Zone

MILLAR'S CROSSING SUBDIVISION  
SCHEDULE 'B' OF ZONING BY-LAW  
AMENDMENT NO. \_\_\_\_\_/\_\_\_\_\_-/\_\_\_\_\_-

MAYOR: \_\_\_\_\_

CLERK: \_\_\_\_\_



NOT TO SCALE



**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 Meeting of  
January 27, 2026**

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 Meeting of January 27, 2026, 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 27th, day of January, 2026.

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William C. Steele  
Mayor

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Charlotte Madden  
City Clerk