



PORT COLBORNE

City of Port Colborne Council Meeting Agenda

Date: Tuesday, February 24, 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 Indigenous Colonial Relations - Communities Connecting

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Presentation by Brian Kon, Indigenous Relations Advisor

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, email 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. Special Council Meeting - November 4, 2025 17
- b. Regular Council Meeting - February 10, 2026 24

11.2 Receipt of Minutes of Boards & Committees

- a. Healthcare Advisory Committee Meeting - January 12, 2026 39
- b. Port Colborne Public Library Board - January 7, 2026 42
- c. Healthcare Advisory Committee Meeting - January 26, 2026 46

11.3 Staff Reports

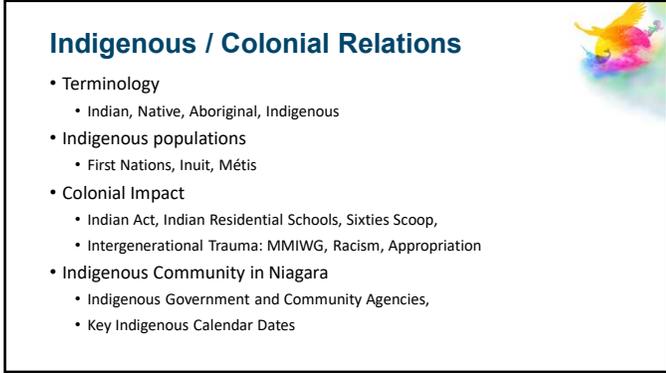
- a. Brownfield Community Improvement Plan Tax Increment Grant With Development Charge Grant Agreement – 714 and 706 King Street, 2026-05 49
- b. Green House Gas Reduction Feasibility Studies Grant Funding, 2026-30 86
- c. Recommendation Report for Draft Plan of Subdivision- Approval for Mapleview Subdivision (File D12-01-24), 2026-29 89
- d. Sale of Surplus City Property Raglan Street (AKA Bell Street), 2026-04 140
- e. Recommendation Report - Downtown Community Improvement Plan Area (CIPA) Expansion – 395 Elm Street, 2026-20 158

11.4 Receipt of Correspondence Items

a.	Prince Edward County - Bill 21, Protect our Food Act	164
b.	City of St. Catharines - City Discontinuing the Use of Platform X	165
c.	Township of Joly - Support for Steel and Lumber Sectors	167
12.	Items Requiring Separate Discussion	
12.1	Nickel Beach Report 2026, 2026-19	168
12.2	Partners for Climate Protection Program and Corporate Climate Action Plan, 2026-28	187
13.	Staff Remarks	
14.	Councillors' Remarks	
15.	Motions	
16.	Notice of Motions	
17.	Procedural Motions	
18.	By-laws	
18.1	By-law No. 7433/17/26	359
	Being a By-law to Authorize entering into an Agreement of Purchase and Sale with Canal Breeze Inc., regarding Part of Raglan Street (Also Known As Bell Street), Lying West of Welland Street Plan 843 in the City of Port Colborne Being Part 1, Plan 59R-18513.	
18.2	By-law No. 7434/18/26	371
	Being a By-law to Authorize Entering into an Agreement with Cornerstone Homes (Niagara) Ltd. Regarding the Brownfield Community Improvement Plan Tax Increment Grant with Development Charge Grant Agreement 714 and 706 King Street	
18.3	By-law No. 7435/19/26	385
	By-law to Adopt, Ratify and Confirm the Proceedings of the Council of The Corporation of the City of Port Colborne	
19.	Adjournment	



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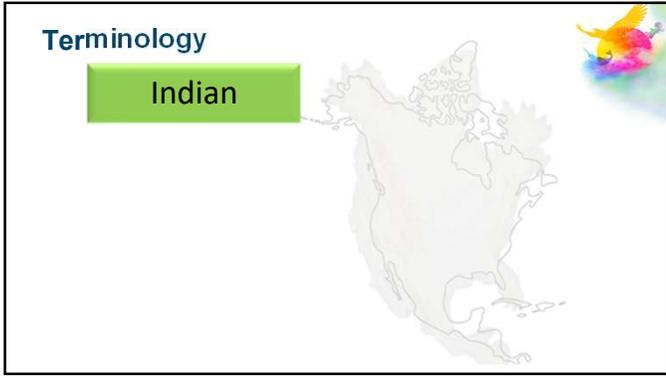
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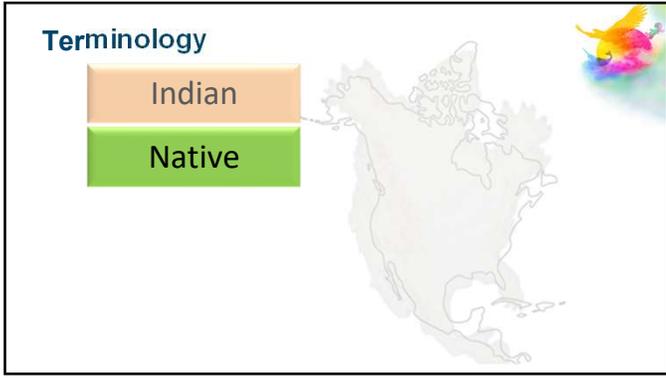
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9

Terminology

- Indian
- Native
- Aboriginal



10

Terminology

- Indian
- Native
- Aboriginal
- Indigenous



11

Terminology

- Indian
- Native
- Aboriginal
- Indigenous



12

Terminology

Indigenous

Definition:

- A person's ancestors have lived on a particular land prior to new people arriving.
- Those new people become dominant over the original people




13

Indigenous

Percent of country held by Indigenous Peoples




14

Constitution Act 1982

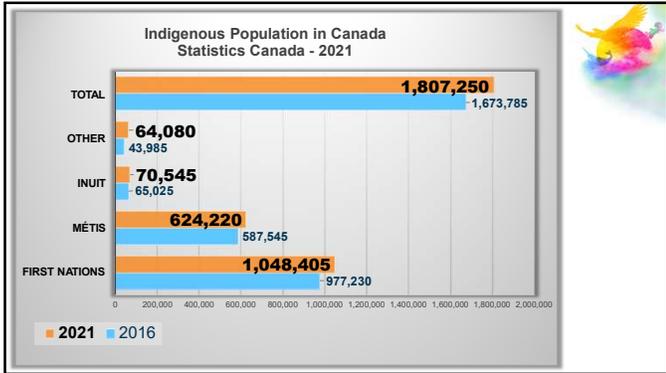
Section 35. (1) The existing aboriginal and treaty rights of the aboriginal peoples of Canada are hereby recognized and affirmed. (2) In this Act, "aboriginal peoples of Canada" includes the Indian, Inuit and Métis peoples of Canada.




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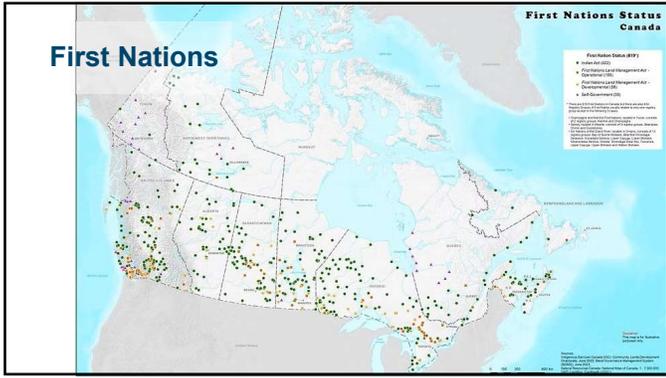
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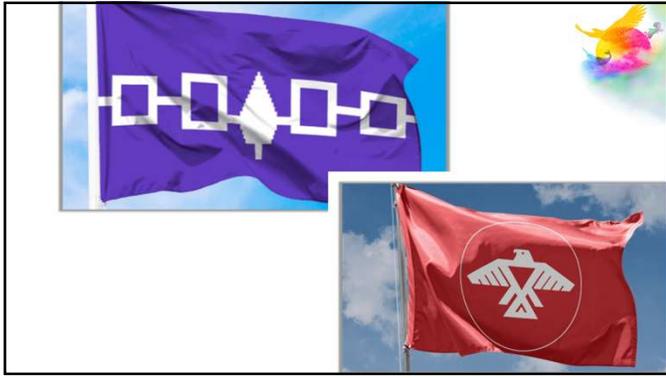
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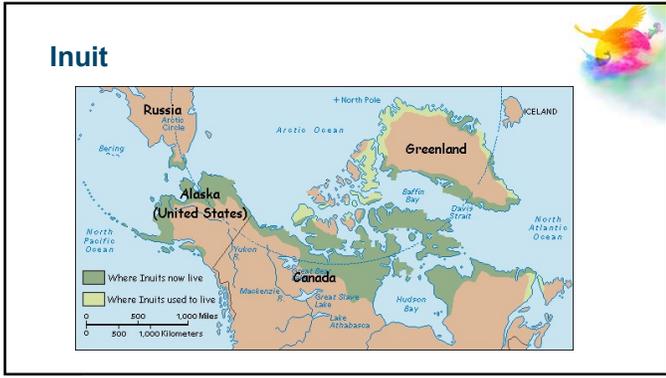
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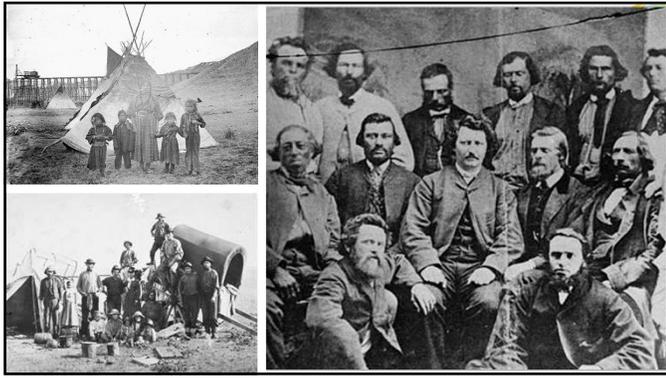
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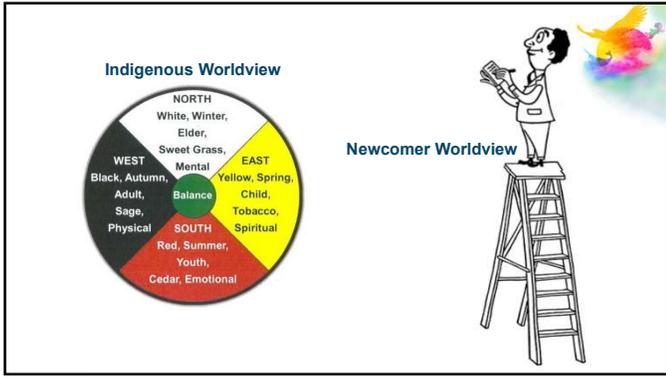
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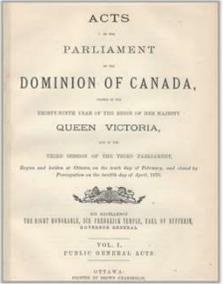
Indian Act (1876)

- First Nations only
- Intended to assimilate into European culture
- Became wards of the Crown
- Restricted cultural practices and ceremonies
- Restructured models of governance

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Indian Act (1876)

- Indigenous lands held in trust
- Determined who had legal status
 - Determined who was classified "Indian"
 - Updated versions – inequities continue
- Controlled education
 - Indian Residential Schools



28

Indian Act (1876)

- Indigenous lands held in trust
- Determined who had legal status
 - Determined who was classified "Indian"
 - Updated versions – inequities continue
- Controlled education
 - Indian Residential Schools



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June 1956, section 9 of the Citizenship Act amended to grant formal citizenship to Status Indians and Inuit, retroactively as of January 1947.

1960, First Nations people received the right to vote in federal elections without forfeiting their Indian status.

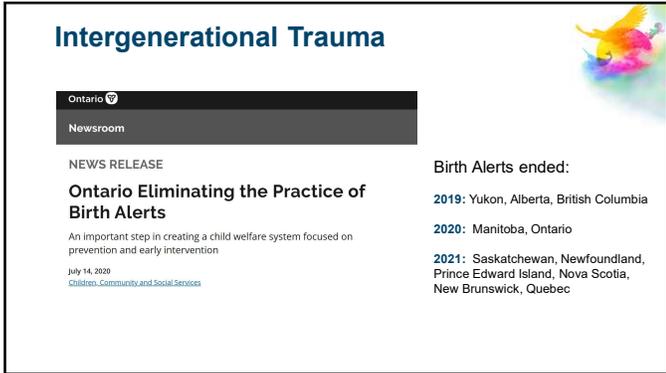
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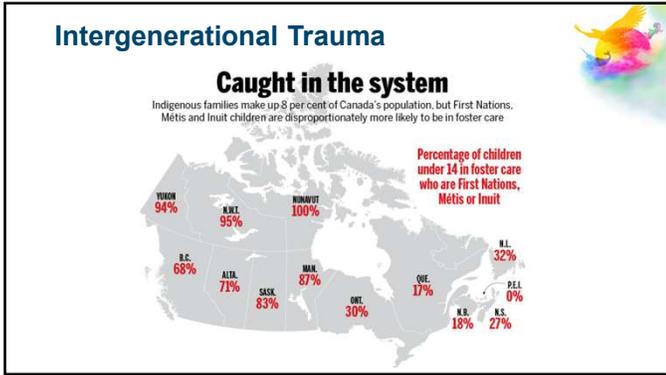
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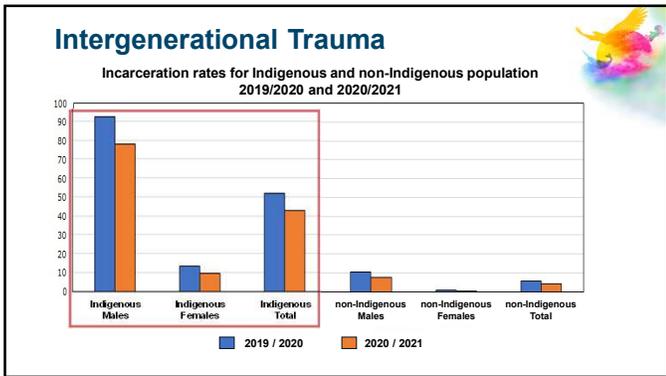
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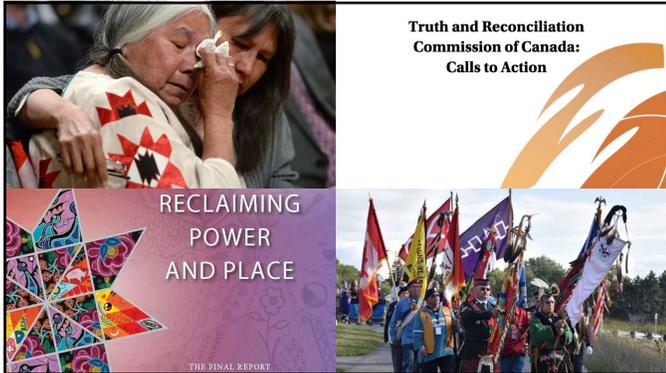
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Key Indigenous Calendar Dates

<p>May 5</p> <ul style="list-style-type: none"> National Day of Recognition of MMIWG2S / Red Dress Day <p>June</p> <ul style="list-style-type: none"> Pride / Indigenous Peoples Month <p>June 21</p> <ul style="list-style-type: none"> Indigenous Peoples Day <p>September 30</p> <ul style="list-style-type: none"> Orange Shirt Day / National Day for Truth & Reconciliation 	<p>November</p> <ul style="list-style-type: none"> Treaty Week (first full week) <p>November 7</p> <ul style="list-style-type: none"> Inuit Day <p>November 8</p> <ul style="list-style-type: none"> Indigenous Veterans Day <p>November 16</p> <ul style="list-style-type: none"> Louis Riel Day
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Niagara Region is situated on treaty land. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis, and Inuit from across Turtle Island that live and work in Niagara today. The Regional Municipality of Niagara stands with all Indigenous peoples, past and present, in promoting the wise stewardship of the lands on which we live.



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Miigwetch

48



City of Port Colborne
Special Meeting of Council Minutes

Date: Tuesday, November 4, 2025
Time: 4:00 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Members Present: M. Aquilina, Councillor
M. Bagu, Councillor
E. Beauregard, Councillor
R. Bodner, Councillor
G. Bruno, Councillor
F. Danch, Councillor
D. Elliott, Councillor
T. Hoyle, Councillor
W. Steele, Mayor (presiding officer)

Staff Present: C. Banting, Manager of Environmental Services
J. Beaupre, Deputy Clerk
B. Boles, Chief Administrative Officer
J. Colasurdo, Manager of Strategic Projects
C. Collard, Chief Information Officer
C. Dray, Road and Park Operations Manager
G. Long, Director of Development and Government Relations
C. Madden, City Clerk
J. McDowall, Manager of Financial Services / Deputy Treasurer
A. Pigeau, Chief Financial Officer / Treasurer
S. Shypowskyj, Director of Public Works
Rachel Tkachuk, Library CEO
G. Zwiep, Manager of Recreation and Tourism

1. Call to Order

Mayor Steele called the meeting to order at 4:02 p.m.

2. Adoption of Agenda

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

That the Special Council - Budget agenda dated November 4, 2025, be confirmed, as circulated.

Carried

3. Disclosures of Interest

There were no disclosures of interest.

4. Staff Reports

4.1 2026 Capital and Related Project Budget and Levy (Operating) Budget - 2025-164

Charlotte Madden, City Clerk, provided an overview of the budget process under Strong Mayor Powers. Adam Pigeau, Chief Financial Officer / Treasurer, Bryan Boles, Chief Administrative Officer, Steve Shypowskyj, Director of Public Works, and Greg Zwiép, Manager of Recreation and Tourism, presented to Council on the 2026 Capital and Related Project Budget and Levy (Operating) Budget. Mayor Steele called a recess at 6:37 p.m.

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

That the Mayor's 2026 Capital and Related Project Budget and Levy (Operating) Budget as outlined in Financial Services Report 2025-164, **BE RECEIVED, AS AMENDED**; and

That the projects identified in the Mayor's 2026 Capital and Related Project Budget and Levy (Operating) Budget **BE PERMITTED** to begin immediately where feasible.

Carried

a. Proposed Amendments to 2026 Capital and Related Project Budget and Levy (Operating) Budget

a. Councillor Bagu and Councillor Hoyle - Amendment 1

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

That there be a funding substitution for the capital project known as C.2 Council Chamber Systems Upgrade whereby the budgeted storm sewer (\$6,000), wastewater (\$12,000), and water (\$12,000) funding be substituted for an equal amount (\$30,000) from the General Infrastructure Reserve; and

That the budgeted storm sewer (\$6,000), wastewater (\$12,000), and water (\$12,000) funding be instead transferred to the Storm Sewer Reserve (\$6,000), the Wastewater Reserve (\$12,000) and the Water Reserve (\$12,000).

Carried

b. Councillor Bagu - Amendment 2

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

That there be a funding substitution for the capital project known as G.3 Centennial Park Wetland whereby the budgeted storm sewer (\$120,000) funding be substituted for an equal amount (120,000) from the General Infrastructure Reserve; and

That the budgeted storm sewer (\$120,000) funding be instead transferred to the Storm Sewer Reserve (\$120,000).

Carried

b. Staff Response to Proposed Amendments to 2026 Capital and Related Project Budget and Levy (Operating) Budget

a. 2026 Budget Amendment - Capital Funding Substitution - 2025-220

4.2 2026 Proposed User Fees and Charges - 2025-165

Mayor Steele resumed the meeting at 7:13 p.m.

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

That Financial Services Department Report 2025-165 **BE RECEIVED**;

That the 2026 Proposed User Fees and Charges schedules attached as Appendices A to P of Financial Services Report 2025-165 **BE RECEIVED**; and

That the draft by-law attached as Appendix Q of Financial Services Report 2025-165 **BE BROUGHT FORWARD**, for Council's approval.

Carried

a. Proposed Amendments to 2026 User Fees and Charges

a. Staff Initiated - Amendment 3

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

That the draft 2026 User Fees and Charges by-law be amended by updating the preambles to reflect the authority of Strong Mayor Powers.

Carried

b. Staff Initiated - Amendment 4

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

That the draft 2026 User Fees and Charges by-law be amended by replacing Appendix H - Sugarloaf Marina Fees with the updated version attached hereto.

Carried

4.3 2026 Rates Budget - 2025-166

Adam Pigeau, Chief Financial Officer / Treasurer and Bryan Boles, Chief Administrative Officer, presented the 2026 Rates Budget.

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

That the Mayor's 2026 Rates Budget as outlined in Financial Services Report 2025-166 **BE RECEIVED**.

Carried

a. Proposed Amendments to 2026 Rates Budget

a. Councillor Bagu and Councillor Hoyle - Amendment 5

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

That there be a funding substitution for the capital project known as C.2 Council Chamber Systems Upgrade whereby the budgeted storm sewer (\$6,000), wastewater (\$12,000), and water (\$12,000) funding be substituted for an equal amount (\$30,000) from the General Infrastructure Reserve; and

That the budgeted storm sewer (\$6,000), wastewater (\$12,000), and water (\$12,000) funding be instead transferred to the Storm Sewer Reserve (\$6,000), the Wastewater Reserve (\$12,000) and the Water Reserve (\$12,000).

Carried

b. Councillor Bagu - Amendment 6

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

That there be a funding substitution for the capital project known as G.3 Centennial Park Wetland whereby the budgeted storm sewer (\$120,000) funding be substituted for an equal amount (120,000) from the General Infrastructure Reserve; and

That the budgeted storm sewer (\$120,000) funding be instead transferred to the Storm Sewer Reserve (\$120,000).

Carried

b. Staff Response to Proposed Amendments to 2026 Rates Budget - see item 4.1 b

4.4 2026 Rates Setting - 2025-167

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

That Financial Services Department Report 2025-167 **BE RECEIVED**;

That the 2026 Water and Wastewater Rates as outlined in Financial Services Report 2025-167 **BE RECEIVED**;

That the 2026 Storm Sewer Rates as outlined in Financial Services Report 2025-167 **BE RECEIVED**; and

That the draft by-law attached as Appendix A of Financial Services Report 2025-167 **BE BROUGHT FORWARD**, for Council's approval.

Carried

a. Proposed Amendments to 2026 Rates Setting

a. Staff Initiated - Amendments 7 and 8

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

That the draft 2026 Water and Wastewater Rates By-law Amendment be amended by updating the preambles to reflect the authority of Strong Mayor Powers.

Carried

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

That the draft 2026 Water and Wastewater Rates By-law Amendment be amended by replacing Schedule A with the amended version attached hereto as Appendix B.

Carried

5. By-laws

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

Moved by Councillor D. Elliott
Seconded by Councillor T. Hoyle

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

Carried

6. Adjournment

Mayor Steele adjourned the meeting at 7:55 p.m.

William C. Steele, Mayor

Charlotte Madden, City Clerk



City of Port Colborne
Council Meeting Minutes

Date: Tuesday, February 10, 2026
Time: 5:00 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Members Present: M. Aquilina, Councillor
M. Bagu, Councillor
E. Beauregard, Councillor
R. Bodner, Councillor
G. Bruno, Councillor
F. Danch, Councillor
D. Elliott, Councillor
T. Hoyle, Councillor
W. Steele, Mayor (presiding officer)

Staff Present: E. Acs, Chief Planner
B. Boles, Chief Administrative Officer
J. Beaupre, Deputy Clerk
B. Cotton, Economic Development Officer
S. Double, Fire Chief
G. Long, Director of Development and Business Enterprises
K. Martel, Manager of Planning
C. Madden, City Clerk
E. Rzczyca, Election Coordinator
S. Shypowskyj, Director of Public Works

1. Call to Order

Mayor Steele called the meeting to order 5 p.m.

2. Adoption of Agenda

There were two additions to the agenda: item 4.3, a council training, and item 14.4, a correspondence item.

C-25- 016

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

That the Regular Council agenda, dated February 10, 2026, be confirmed, as amended.

Carried

3. Disclosures of Interest

There were no disclosures of interest.

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

C-25- 017

Moved by Councillor T. Hoyle
Seconded by Councillor D. Elliott

That Council do now proceed to meet in Closed Session at 5 p.m. under the *Municipal Act, 2001*:

subsection 239(2)(b) personal matters about an identifiable individual, including municipal or local board employees; and

subsection 239(3.1) A meeting of a council or local board or of a committee of either of them may be closed to the public if the following conditions are both satisfied:

1. The meeting is held for the purpose of educating or training the members.
2. At the meeting, no member discusses or otherwise deals with any matter in a way that materially advances the business or decision-making of the council, local board or committee.

Carried

4.1 Approval of Closed Session Minutes

- a. **Regular Council Meeting (Closed Session) - November 12, 2025**
- b. **Regular Council Meeting (Closed Session) - November 25, 2025**
- c. **Special Council Meeting (Closed Session) - January 27, 2026**

4.2 Council Training

4.3 Council Training

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

Mayor Steele called a recess at 6:00 p.m. He reconvened the meeting at 6:30 p.m.

C-25- 018

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

That Council rise and reconvene from Closed Session at 6:30 p.m. without report.

Carried

6. National Anthem

Everyone stood for the National Anthem.

7. Land Acknowledgement

The Land Acknowledgement was read:

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

8. Statutory Public Meeting

8.1 Public Meeting Report for Proposed Expansion to the Downtown Community Improvement Plan Area – 395 Elm Street, 2026-16

Bram Cotton, Economic Development Officer, provided an overview to Council on 395 Elm Street.

C-25- 019

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

That Planning and Development Department Report 2026-16 be received; and

That Council direct Planning and Development Department staff to bring forward a recommendation report to the next available meeting.

Carried

9. Proclamations

9.1 Heritage Week - February 16 - 22, 2026

C-25- 020

Moved by Councillor T. Hoyle

Seconded by Councillor D. Elliott

WHEREAS the third week of February marks Heritage Week, in which we celebrate Heritage in all its forms (cultural and natural, architectural, archaeological, and collections) and its diverse traditions and cultural expressions; and

WHEREAS Heritage Week provides a wonderful opportunity for individuals and communities to reflect on their contributions to Ontario; and

WHEREAS how heritage is conserved, promoted, and commemorated, and how they might shape the future; and

WHEREAS During Heritage Week 2026, the Port Colborne Historical & Marine Museum will be celebrating the theme of 'Making Heritage Accessible' by showcasing the efforts being made to make heritage resources available for all to learn from. Join us all week to explore online exhibitions, access digital resources, and bring history into community spaces.

NOW THEREFORE I, Mayor William Steele, do hereby proclaim February 16th -22nd as "Heritage Week" in Port Colborne.

Carried

10. Presentations

There were no presentations.

11. Delegations

There were no delegations.

12. Mayor's Report

A copy of the Mayor's report is attached.

13. Regional Councillor's Report

There was no report from the regional councillor.

14. Consent Agenda

Item 14.3 d and item 14.4 a were lifted and considered as items 15.2 and 15.3 under item 15, Items Requiring Separate Discussion.

C-25- 021

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

That Council hereby approves the listed consent items on the February 10, 2026 Council agenda; and

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

Carried

14.1 Approval of Minutes

- a. **Special Council Meeting - January 27, 2026**
- b. **Regular Council Meeting - January 27, 2026**

14.2 Receipt of Minutes of Boards & Committees

14.3 Staff Reports

- a. **Property Lease for Cell Tower, Bell Mobility Inc.- Public Works Property at 3 Killaly Street West, 2026-02**
- b. **PC Forge Consideration for a Class IV Noise Designation, 2026-10**
- c. **Recommendation Report for Deeming By-law Application – 30 Knoll Street, 2026-18**

14.4 Receipt of Correspondence Items

- b. **Larry Rosnuk – Referendum**

15. Items Requiring Separate Discussion

15.1 Regional Waste Collection Service Levels, 2026-13

C-25- 022

Moved by Councillor R. Bodner

Seconded by Councillor T. Hoyle

That Public Works Department Report 2026-13 be received; and

That Council direct the Director of Public Works to participate in the Niagara Region's 2029 Waste Collection Contract for the baseline services identified within this report; and

That Council direct the Director of Public Works to include the following Enhanced Levels of Service within the Niagara Regions' 2029 Waste Collection Contract:

- Public Space Litter Bin Collection
- Green Cart Switch-Out Program
- Firelane 21-26 Curbside Collection; and

That Council direct the Director of Public Works to contact businesses utilizing the Green Cart Switch-Out program for program feedback and for Staff to provide alternative methods to provide the service in the next 2029 Regional Waste Collection Contract report to be presented in Q4 2026.

Carried

15.2 Raglan Street (AKA Bell Street) Stop and Close and Surplus Declaration, 2026-27

C-25- 023

Moved by Councillor T. Hoyle

Seconded by Councillor E. Beauregard

That Development and Government Relations Report 2026-27 be received; and

That the Stop-Up and Close By-law attached as Appendix C, being a By-law to Stop Up and Close a portion of Raglan Street (AKA Bell Street) registered as a public highway and described as Part of Raglan Street

(also known as Bell Street) St Plan 843 in the City of Port Colborne Plan 59R-18513 Part 1; as shown in Appendix A, be brought forward; and

That the property described above be declared surplus; and

That the Mayor and City Clerk be directed to sign all necessary documents.

Carried

15.3 City of Welland - Winter Cold Weather Response Plan Review

C-25- 024

Moved by Councillor M. Aquilina

Seconded by Councillor R. Bodner

That the correspondence from the City of Welland regarding Winter Cold Weather Response Plan Review be supported by Council; and

That the correspondence be referred back to staff to monitor for the Niagara Regional Council's response; and

That any updates or developments be brought back to Council.

Carried

16. Staff Remarks

Stan Double, Fire Chief, thanked his staff, the Mayor and Council for the ongoing support during his first year as Fire Chief.

Steve Shypowskyj, Director of Public Works, explained that a snow removal operation in the downtown area started on February 9th, and will continue for the rest of the week.

Erik Acs, Chief Planner, noted there was a good turn out at the New Official Plan open houses on February 4th and 5th. He also noted that public engagement will continue and a report will come back to Council.

Bryan Boles, Chief Administrative Officer, reminded folks who received orders from the By-law Department to shovel their sidewalks. He also noted that the City was fined \$1 and ordered to make a payment of \$80,000 to the Niagara Peninsula Conservation Authority to support Fowler's Toad habitat protection and restoration efforts as a result of laying gravel inside the Nickel Beach gates without a proper permit in 2022. Lastly, he noted that Port Colborne's annual

Polar Plunge is postponed due to frigid conditions and looks forward to a great beach season.

Gary Long, Director of Development and Business Enterprises, thanked coaches, volunteers, and staff for a successful SportsFest weekend. He said SportsFest and the Mayor's Cup Hockey Tournament have become signature Port Colborne events and congratulated the winning hockey teams.

17. Councillors' Remarks

Councillor Bodner thanked all those who played on team Port Colborne during Sportsfest. He also inquired to Bryan Boles, Chief Administrative Officer, about snow removal services for those who need support.

Councillor Hoyle thanked staff for their work in helping him address his concerns. He also thanked everyone involved in Sportsfest for making it a successful weekend.

Councillor Danch discussed a recent Main Street Business Improvement Area (BIA) meeting. He spoke about the parking situation at the future childcare facility located at 76 Main Street West. He asked about sidewalk snow clearing on Main Street. He also asked about commercial buildings that contain residential units. He said that residents have made him aware of accessibility concerns when using Niagara Region Transit services.

Councillor Elliott discussed the Downtown BIA. He also discussed commercial buildings with ground-floor residential units.

Councillor Bruno inquired to Bryan Boles, Chief Administrative Officer, regarding the audit for the Niagara Central Dorothy Rungeling Airport. He also thanked everyone involved for their work on Sportsfest. Lastly, he inquired to Steve Shypowskyj, Director of Public Works, about railway tracks on Main Street / Highway 3 that may be lifting.

Councillor Bagu inquired to Steve Shypowskyj, Director of Public Works, about waterlines near the Asahi Kasei Battery Separator Canada facility. He also asked Bryan Boles, Chief Administrative Officer, about the City's \$80,000 payment to the NPCA. Lastly, he asked about long-term care beds in Port Colborne.

Councillor Beauregard thanked staff for their efforts in planning Sportsfest.

Councillor Aquilina congratulated everyone on a successful SportsFest weekend. She also congratulated all Sports Wall of Fame inductees. She discussed the City's \$80,000 payment to the NPCA and acknowledged staff's clarification on

the matter. She also discussed accessibility concerns with Niagara Region Transit services.

18. Motions

There were no motions.

19. Notice of Motions

There were no notices of motions.

20. By-laws

C-25- 025

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

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

- By-law No. 7427/11/26
- By-law No. 7428/12/26
- By-law No. 7429/13/26
- By-law No. 7430/14/26
- By-law No. 7431/15/26
- By-law No. 7432/16/26

Carried

20.1 By-law No. 7427/11/26

20.2 By-law No. 7428/12/26

20.3 By-law No. 7429/13/26

20.4 By-law No. 7430/14/26

20.5 By-law No. 7431/15/26

20.6 By-law No. 7432/16/26

21. Procedural Motions

There were no procedural motions.

22. Adjournment

Mayor Steele adjourned the meeting at 8 p.m.

William C. Steele, Mayor

Charlotte Madden, City Clerk



PORT COLBORNE

MAYOR'S REPORT TO COUNCIL

Tuesday, February 10, 2026

SPORSTFEST

SPORTS WALL OF FAME

At the Vale Health & Wellness Centre this weekend, 4 new members were inducted into Port Colborne's Sports Wall of Fame:

- 1983 Port Colborne High School Ontario Basketball Champions
- 1967, 1970 & 1971 OBA Champions- Bantom Midget JR A
- Jack Stover – Builders JR B/C minor sports
- Ray Prophet – Builders / Refs

In 2018, the Sports Wall of Fame found its new home at the Vale Health & Wellness Centre, replacing the original Wall of Fame established in 1991 at the West Side Arena. The decision of new inductees was made by the Sports Wall of Fame committee members: Mayor Bill Steele, Greg Zwiep, Manager of Recreation at the City of Port Colborne, and Tom Lannan.

Missed the ceremony or want to watch it again? Catch the full livestream on our YouTube channel.

MAYOR'S CUP

Day 3 of SportsFest wrapped up with a bang as team Port Colborne captured victories in the Mayor's Cup Tournament, winning both the A & D divisions in thrilling shootout finishes! Also, congratulations to Beamsville Fire and City of Welland for winning the C & B divisions! I was pleased to see so many people come out and take part in all the

different activities Sportsfest weekend. Whether you were cheering on a team, getting creative, testing your knowledge, or just soaking it all in, thanks for being part of it!

RECOGNIZING ONE YEAR

Just over one year into his role, Fire Chief Stan Double is leading Port Colborne Fire & Emergency Services through a period of growth and progress, all focused on keeping our community safe. From hiring new full-time firefighters and welcoming volunteer recruits, to expanding fire prevention efforts and enhancing specialized training, the department continues to invest in people, preparedness, and protection. With a new Fire Prevention Inspector, Training Officer, and ongoing community safety initiatives, more boots are on the ground, and more resources are in place than ever before. Thank you, Chief for your continued commitment to Port Colborne.

RAILWAY SAFETY

Important reminder about railway safety

Railway safety also extends to the public, especially at grade crossings and near railway property. Key Safety tips include:

- **Stay off tracks:** Never walk, drive, or ride on tracks except at designated crossings.
- **Obey signals:** Follow crossing gates, lights, and warning signs.
- **Look and listen:** Always look both ways and listen for approaching trains.
- **Special Precautions for Vehicles:** Snowmobiles, ATVs, and bicycles should also follow safety guidance at rail crossings

BLACK HISTORY MONTH

February is Black History Month, when people from across the country participate in events and activities that honour the legacy of Black people in Canada and their communities. The theme for 2026 is “30 Years of Black History Month: Honouring Black Brilliance Across Generations — From Nation Builders to Tomorrow’s Visionaries.” It recognizes the enduring legacy of Black Canadians, whose leadership, creativity, innovation and resilience have shaped our past, continue to influence our present, and

will inspire future generations. Throughout February, everyone is invited to learn more about and celebrate the diversity and accomplishments of Black Canadians across the country. Black History Month is also a time to reflect on Canada's painful history and the systemic barriers that Black communities continue to face, including anti-Black racism and discrimination, and to reaffirm a shared responsibility to address them.

Read more on the City's website.

COLD WEATHER ALERT

Frigid temperatures are expected to continue off and on this week with wind chills between -15°C and -20°C. Residents are welcome to warm up during normal operating hours at the Vale Health & Wellness Centre and the Port Colborne Public Library. Our customer service staff have this information and will advise when residents call.

Niagara Transit continues to provide free rides to designated public facilities during extreme weather events. Log onto the Niagara Region's social media accounts or website for updated information about the 2025/26 Cold Weather Response Plan.

Please bundle up, limit time outdoors if possible, and check on vulnerable neighbours. Stay warm, Port Colborne!

NEIGHBOURS HELPING NEIGHBOURS

I want to extend a heartfelt thank you to all residents for looking out for one another during this continued cold snap and periods of heavy snowfall. As I drive through the city, I see so many examples of what makes our city exceptional. From helping shovel sidewalks and driveways to checking in on seniors and neighbours who may need a hand, your kindness, patience, and community spirit truly shine through in challenging weather like this. It's moments like these that remind us how strong our community is when we come together. Thank you for your compassion, cooperation, and care for one another. Please stay safe and warm.

FAMILY LITERACY DAY

I had the pleasure of being invited to the EarlyON Child and Family Centre to help celebrate Family Literacy Day by reading a story to local families and little learners. Family Literacy Day, celebrated on January 27, encourages families to spend at least 15 minutes a day enjoying a learning activity together, helping to build strong literacy skills while creating meaningful moments. Thank you to our EarlyON staff and the families who joined us for a fun, story-filled visit!

FAMILY DAY ACTIVITIES

This weekend is Family Day. most City facilities will be closed on Monday, Feb. 16 to observe Family Day. The Vale Health & Wellness Centre will be open regular hours, Arenas (permit holders): 6 a.m. – 11 p.m. Public Walking Track : 6:30 a.m. - 10 p.m. City facilities will reopen Tuesday, Feb. 17 at 8:30 a.m.

There's lots of family-friendly fun happening in Port Colborne throughout the weekend, including:

- 2026 Winter Olympics viewing and children's activities at the Port Colborne Public Library
- Story time, board games with PFLAG Niagara, and drop-in crafts
- Free family swim at the YMCA
- Free skate at the Vale Health & Wellness Centre, sponsored by Vale Base Metals Inc.

Visit our [online events calendar](#) for more information and schedule of events!

HEALTHCARE UPDATE

Last night at the healthcare advisory committee meeting, we had a presentation by KPMG on some of the preliminary results from their data collection and recent engagement activities on healthcare. KPMG will be submitting their final report to the

committee in the next few weeks, and it's expected to come to City Council in late March. On a high-level, it was very interesting to see how granular some of the data is, especially when it comes to usage rates of the UCC, where in Niagara people are driving from to access healthcare in our city, and why. Out of 17,000 visits to the UCC last year, 45 per cent were our own residents. That's 9,000 times people needed access to local and timely healthcare. We're committed to finding a solution, and i'm looking forward to seeing what the next few months brings.

ROYAL CANADIAN LEGION

RCL Branch 56 is holding their annual Public Speaking Contest which will be held upstairs at the Branch 56 Legion on the 17th and 19th of February at 6:00pm.

The annual Public Speaking Contest at the Branch 56 Legion is a time-honoured tradition offering youth from Port Colborne and Wainfleet enriching experiences and valuable opportunities for more than 50 years. Your attendance would be greatly appreciated.



City of Port Colborne

Healthcare Advisory Committee Meeting Minutes

Date: Monday, January 12, 2026
Time: 6:00 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

Members Present: C. Tamas
M. Lallouet
T. Triano
S. McDowell
P. McGarry
W. Steele, Mayor
R. Bodner, Councillor
M. Aquilina, Councillor

Staff Present: J. Beaupre, Deputy Clerk
B. Boles, Chief Administrative Officer
G. Bisson, Senior Community Engagement Advisor

1. Call to Order

The meeting was called to order at 6:04 p.m.

2. Adoption of the Agenda

Moved By M. Lallouet
Seconded By P. McGarry

That the Healthcare Advisory Committee Agenda, dated January 12, 2026, be approved.

Carried

3. Disclosures of Interest

There were no disclosures of interest.

4. Approval of the Minutes

4.1 Healthcare Advisory Committee Meeting - November 24, 2025

4.2 Healthcare Advisory Committee Meeting - October 29, 2025

Moved By T. Triano

Seconded By P. McGarry

That the following Healthcare Advisory Committee minutes be approved:

- November 24, 2025
- October 29, 2025

Carried

5. Procedural Business

5.1 Adoption of Meeting Schedule for February, March and April

Moved By C. Tamas

Seconded By M. Lallouet

That the following meeting schedule be set for February, March, and April of 2026, Monday at 6 p.m.:

- February 9
- March 9, March 23
- April 6, April 20

Carried

6. New Business

Geneviève-Renée Bisson, Senior Health Advisor, updated the Committee on future guest speakers, including Karen Mackenzie, Patient Services Manager, Ontario Health at Home, and Dr. Erica Van Daalen, Chief of Staff at St. Thomas Elgin General Hospital, on ED and patient care performance. On February 9 KPMG will be attending for a validation session.

7. Closed Session

Moved By T. Triano

Seconded By P. McGarry

That the Healthcare Advisory Committee now proceed to meet in Closed Session at 6:10 p.m. under the *Municipal Act, 2001*, Subsection 239(2)(i) a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed,

could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization.

Carried

7.1 Confidential KPMG Focus Group - Healthcare Services Analysis

8. Back to Open Session

Moved By C. Tamas

Seconded By M. Lallouet

That the Healthcare Advisory Committee rise and reconvene from Closed Session at 7:20 p.m. without report.

Carried

9. Adjournment

The Chair adjourned the meeting at 7:20 p.m.

Sydney McDowell, Chair

Jessica Beaupre, Deputy Clerk



Port Colborne Public Library Board Meeting Minutes

Date: Wednesday, January 7, 2026
Time: 6:00 pm
Location: Library Auditorium, Port Colborne Public Library
310 King St, Port Colborne

Members Present: A. Desmarais, Vice Chair
M. Bagu, Councillor
B. Ingram, Chair
C. MacMillan
B. Beck
M. Booth
E. Tanini
A. Smits

Member(s) Absent: H. Cooper

Staff Present: R. Tkachuk, Chief Executive Officer (Board Secretary-Treasurer)
L. MacDonald, Library Services Manager

Others Present: M. Murray, Chief Human Resources Officer (Attended virtually)

1. Call to Order

The Chair called the meeting to order at 6:05 PM.

2. Land Acknowledgement

A. Smits recited the Land Acknowledgement.

3. Disclosures of Interest

There were no disclosures of interest.

4. Adoption of Agenda

The agenda was amended to include Minutes of the Closed Session of the December 3, 2025, meeting under Item 7.2.

Moved by A. Desmarais
Seconded by C. MacMillan

That the agenda dated January 7, 2026, be confirmed, as amended.

Carried

5. Approval of Minutes

Moved by M. Booth
Seconded by B. Beck

That the minutes dated December 3, 2025, be confirmed, as circulated.
A. Smits abstained.

Carried

6. Business Arising from the Minutes

Nil.

7. Confidential Items

Moved by C. MacMillan
Seconded by A. Desmarais

That the Board do now proceed into closed sessions in order to address the following matters at approximately 6:10 PM.

Carried

7.1 Confidential Human Resources Matter

7.2 Minutes of the closed session of the December 3, 2025, meeting

Moved by A. Smits
Seconded by A. Desmarais

That the Board do now rise from closed session at 6:16 PM.

Carried

8. Policy Item

Moved by C. MacMillan
Seconded by A. Desmarais

That the Board approves Policy Item 8.1, as presented.

Carried

8.1 OP-15: Accessibility in the Library

- a. **City of Port Colborne. Multi-Year Accessibility Plan**

9. Consent Items

Moved by Councillor M. Bagu

Seconded by A. Smits

That the Board approves Consent Items 9.1 to 9.4, as presented.

Carried

9.1 Staff Reports

- a. **Public Relations Report - October/November 2025**
- b. **Strategic Plan Update**

9.2 Circulation Reports

- a. **Circulation Report, November 2025**
 - a. **Circulation Snapshot, November 2025**

9.3 Financial Report

- a. **2025 Operating Budget (as of January 2, 2026)**

9.4 Receipt of Correspondence Items

- a. **The Royal Canadian Legion, Branch 56 - Public Notice Poppy Balance 2025**
- b. **Federation of Ontario Public Libraries - Amendment to the Canada Post Corporations Act, Bill C-15**

10. Roundtable

Trustee A. Desmarais shared positive community feedback about the library's programs, services, and staff.

Trustee M. Booth shared a few potential community partnership opportunities.

Trustee A. Smits shared information regarding a granting opportunity.

Councillor M. Bagu reported that Assistant Librarian Kristen Lascelles received the City of Port Colborne's Inclusion Award at the annual holiday luncheon, and congratulated staff on their achievement.

Library CEO R. Tkachuk reported the launch of several new library programs in January and February.

Library Services Manager L. MacDonald thanked the Board.

11. Next Meeting Date and Adjournment

The next meeting will be held Wednesday, February 4, 2026, at 6 PM in the Library Auditorium.

The Chair adjourned the meeting at 6:44 PM.

Bryan Ingram, Chair

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

City of Port Colborne
Healthcare Advisory Committee Meeting Minutes

Date: Monday, January 26, 2026
Time: 6:00 pm
Location: Council Chambers, 3rd Floor, City Hall
66 Charlotte Street, Port Colborne

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

Staff Present: J. Beaupre, Deputy Clerk
B. Boles, Chief Administrative Officer
G. Bisson, Senior Community Engagement Advisor
J. Rorison, Corporate Affairs Manager

Others Present: K. Mackenzie, Ontario Health atHome
E van Daalen, St. Thomas Elgin General Hospital

1. Call to Order

The Vice Chair, Dr. Philip McGarry, called the meeting to order at 6:10 p.m.

2. Adoption of the Agenda

Moved By T. Triano
Seconded By C. Tamas

That the Healthcare Advisory Committee Agenda, dated January 26, 2026, be approved.

Carried

3. Disclosures of Interest

There were no disclosures of interest.

4. Approval of the Minutes

4.1 Healthcare Advisory Committee Meeting - January 12, 2026

Moved By P. McGarry

Seconded By M. Lallouet

That Healthcare Advisory Committee minutes, dated January 12, 2026, be approved.

Carried

5. Presentations

5.1 Karen MacKenzie, Patient Services Manager - Ontario Health atHome

Karen MacKenzie, Patient Services Manager from Ontario Health atHome presented to the Committee on home care.

5.2 Dr. Erica van Daalen, Chief of Staff, St. Thomas Elgin General Hospital

Dr. Erica van Daalen, Chief of Staff at S.Thomas Elgin General Hospital, presented on the hospital system and service strategies.

6. New Business

Mayor Steele spoke about the cost of in-patient beds for those waiting for long-term care and the cost of beds in a long-term facility, and noted the cost savings that could occur by creating more long-term care beds. He noted that they spoke about long-term care in Niagara at the Rural Ontario Municipal Association (ROMA) conference with the Ministry of Long-Term Care, and the need for more beds to combat the wait list times.

Renée Bisson, Senior Health Advisor, also spoke about the meeting with the Ministry of Long-Term Care at ROMA, and noted they are motivated to partner with municipalities. She also noted the Ontario Long-Term Care Association is scheduled to come and present at the meeting on March 9th, 2026, and KPG will be coming to the meeting scheduled on February 9th, 2026.

Tina inquired about federal funding for urgent care infrastructure.

7. Adjournment

The Chair adjourned the meeting at 7:53 p.m.

Sydney McDowell, Chair

Jessica Beaupre, Deputy Clerk



Subject: Brownfield Community Improvement Plan Tax Increment Grant With Development Charge Grant Agreement – 714 and 706 King Street

To: Council

From: Planning and Development

Report Number: 2026-05

Meeting Date: February 24, 2026

Recommendation:

That Planning and Development Department Report 2026-05 be received; and

That the by-law attached as Appendix B, being a by-law to enter into the Agreement with Cornerstone Homes (Niagara) Ltd. (Brandon Anger) for a Tax Increment-Based Grant with Development Charge Grant in the Brownfield Community Improvement Project Area (CIPA) under the Comprehensive Community Improvement Plan (CIP), for 714 and 706 King Street, be brought forward for Council's approval.

Purpose:

This report provides Council with a recommendation to approve a Brownfield Tax Increment Grant (TIG) with Development Charge Grant under the Comprehensive CIP submitted by Cornerstone Homes (Niagara) Ltd. for 714 and 706 King Street in Port Colborne, as depicted in Appendix A.

Background:

Since 2008, Council has adopted and implemented six Community Improvement Plans (CIPs) for various project areas throughout the City. On November 28, 2023, Council approved a new Comprehensive CIP that consolidated all CIPs.

The Brownfield Tax Increment Grant (TIG) is a 10-year grant for 100% of the increase in municipal taxes resulting from property rehabilitation and improvements. The grant payment is based on the actual post-project assessed value as determined by the Municipal Property Assessment Corporation (MPAC). Applicant can also opt into the

Development Charge Grant (DCG) Program which is equal to 100% of the City development charges. The applicant must be approved for a Brownfield TIG to be eligible for the DCG. The total amount payable between the DCG and TIG will not exceed the approved remediation costs.

When an applicant is approved for a Brownfield CIP Grant, they are also approved for the DCG in one agreement. The applicant can choose to receive the DCG which is deducted from the eligible TIG Grant, the remainder of the eligible grant is distributed as a TIG over the 10-year time frame.

CIP applicants are required to enter an agreement with the City as a condition of approving the tax assistance which requires the applicant develop the subject property in accordance with the City's objectives and information required in the CIP Program Guides. While many of the CIP programs can be approved through delegated authority to staff, any application for tax assistance requires Council approval.

Discussion:

The owner of 714 and 706 King Street, Cornerstone Homes (Niagara) Ltd. has submitted a proposal to rehabilitate the lands to develop 14 unit stacked townhomes as purpose-built rental development. The proposed development aligns with the City's strategic plan, aiming to increase housing options by introducing new rental housing stock in the City, and is in walking distance of a shopping and business district, and the Main Street BIA catchment area. The applicant has completed the pre-consultation process and is working to satisfy the conditions. The CIP Review Team has reviewed the application is recommending Council approval.

Currently the properties generate \$1,665 in property tax to the City and \$1,270 to Niagara Region annually, based on 2025 tax rates. Upon project completion the anticipated City property tax is estimated to increase to \$39,950, and \$29,205 to the Region annually.

The eligible remediation costs under the Brownfield CIP are estimated to be \$375,000. The TIG paid is capped at the estimated amount of eligible remediation costs.

The standard CIP agreement is comprehensive, outlining the City's expectations for the owner to meet eligibility requirements for the tax increment grant. Key provisions include:

- The annual grant is based on the actual post-project MPAC assessed value;
- The City must be satisfied, at its discretion, that the owner has completed property improvements in accordance with the proposed plans;
- The City must be satisfied with its review of all documentation submitted to support the actual cost of works incurred by the owner, including third-party review if required by the City at the owner's cost;

- Payments are repayable by the owner if the City determines that conditions set out in the Application or Agreement have not been met;
 - The grant may be reduced by the amount of any tax arrears on the property; and
 - Specific preconditions for the annual grant must be met to the satisfaction of the City.
-

Internal Consultations:

The CIP application and agreement have been reviewed by the City's CIP Review Team comprised of staff from Building, Economic Development, and Planning. The TIG calculations were reviewed by the Finance Department. The CIP agreements are based on template agreements prepared by the City's CIP Consultant and reviewed by the City Solicitor.

Financial Implications:

As per the standard CIP agreement attached, Schedule B indicates the annual amount of the TIG over a 10-year period is estimated to be \$59,897 combined between the City and Region based on 2025 tax rates and the current estimated post-construction assessed value.

As noted above, the property currently generates \$1,665 in annual City property taxes and \$1,270 in Regional property taxes based on 2025 tax rates. Upon completion of the project the new estimated amount of City property tax will be \$39,950 and \$29,205 per year for the Niagara Region. Following the 10-year period, the City will receive the full property tax value.

The total amount of the combined DCG and TIG will not exceed the total estimated amount of remediation, estimated to be up to \$375,000.

It is important to note the property owner is responsible for the costs of the redevelopment and is required to pay the increased taxes resulting from the higher assessed value. Additional details are provided in Appendix C.

Strategic Plan Alignment:

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

- Environment and Climate Change
- Welcoming, Livable, Healthy Community

- Economic Prosperity
 - Increased Housing Options
 - Sustainable and Resilient Infrastructure
-

Conclusion:

Staff recommend Council approve the CIP application by Cornerstone Homes (Niagara) Ltd. to assist with the re-development at 714 and 706 King Street. As a condition of approval, the owner is required to enter into agreement with the City that outlines obligations of the owner to satisfy the eligibility requirements of the City's CIP programs.

Appendices:

- a. Property Map
- b. By-law and Brownfield CIPA Comprehensive CIP TIG with DCG Agreement
- c. TIG Calculation

Respectfully submitted,

Bram Cotton
Economic Development Officer
(905) 228-8063
Bram.Cotton@portcolborne.ca

Gary Long
Director of Development and Government Relations
(905) 228-8062
Gary.Long@portcolborne.ca

Report Approval:

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

Port Colborne Mapping Application



Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

The Corporation of the City of Port Colborne

By-law No. _____

**Being a By-law to Authorize Entering into an Agreement with Cornerstone Homes (Niagara) Ltd. Regarding the Brownfield Community Improvement Plan Tax Increment Grant with Development Charge Grant Agreement
714 and 706 King Street**

Whereas at its meeting of February 24th, 2026, the Council of The Corporation of the City of Port Colborne (Council) approved the recommendations of Planning and Development Department Report 2026-05, Subject: Brownfield Community Improvement Plan Tax Increment Grant With Development Charge Grant Agreement – 714 and 706 King Street

Whereas Council is desirous of entering into an agreement with Cornerstone Homes (Niagara) Ltd., for the purposes of a Comprehensive Brownfield Tax Increment Grant with Development Charge Grant Agreement; and

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

1. That the Corporation of the City of Port Colborne enters into an agreement, attached hereto as Schedule 'A', with Cornerstone Homes (Niagara) Ltd., for the purposes of a Comprehensive Brownfield Tax Increment Grant with Development Charge Grant Agreement;
2. That the Mayor, the City Clerk be and are hereby authorized to execute any documents that may be required for the purpose of carrying out the intent of this by-law and the City Clerk is dully authorized to affix the Corporate Seal thereto.

Enacted and passed this 24th day of February 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk

Schedule 'A' to By-law _____
Brownfield Tax Assistance Agreement

THIS AGREEMENT made this _____ day of _____, 2026.

BY AND BETWEEN:

THE Corporation of the City of Port Colborne (hereinafter referred to as the “City”)

and

Cornerstone Home (Niagara) Ltd. (hereinafter referred to as the “Applicant”)

WHEREAS the Applicant is the registered owner of lands described in Schedule “A” attached to this Agreement (“the subject lands”) which are situated within the Brownfield Community Improvement Project Area, and the Applicant has applied to the City for Brownfield Tax Assistance (“tax assistance”) and the City has agreed to provide tax assistance pursuant to Section 28 of the *Planning Act*, Section 365.1 of the *Municipal Act, 2001*, and under By-Law No (insert CIP by-law number) and By-law No (insert Brownfield Tax Assistance by-law number);

AND WHEREAS as a condition of approval of such tax assistance, the Applicant is required by the City to enter into this Agreement;

NOW THEREFORE IN CONSIDERATION of the City providing tax assistance in the estimated maximum amount of \$375,000 to the Applicant, the Applicant and the City hereby agree:

1. INFORMATION ON SUBJECT LANDS

1.1 The tax assistance shall apply to the subject lands as set out in Schedule A attached.

1.2 The subject lands are/are not designated under the *Ontario Heritage Act*.

2. TAX ASSISTANCE ELIGIBILITY

2.1 To be eligible for the tax assistance, the remediation/risk management and rehabilitation/redevelopment/construction works on the subject lands (hereinafter referred to as the “works”), shall conform to and fulfill:

a) The objectives and program requirements of the Brownfield Tax Assistance Program and the Port Colborne Comprehensive Community Improvement Plan (“CIP”); and,

b) Any other requirements as specified by the City.

2.2 The Applicant acknowledges that it has received and read a copy of the: CIP, General Program Requirements, Brownfield Tax Assistance Program Guide (the “Guide”) and the Urban Design Guidelines (the “Guidelines”), and the Applicant covenants with the City that the subject lands shall be remediated/risk assessed/risk managed and developed in accordance with the City’s goals, policies, and program requirements as set out in the CIP, General Program Requirements, Guide, and Guidelines.

Brownfield Tax Assistance Agreement

- 2.3 The City shall review all cost estimates and documentation submitted in support of the Application in evaluating the estimated costs eligible for tax assistance, which costs, when designated by the City shall constitute the maximum costs eligible for tax assistance. In the event the City is not satisfied with said cost estimates, the City may substitute their opinion of such amounts for purposes of calculating the eligible costs for tax assistance.
- 2.4 If the City is not in receipt of sufficient information satisfactory to the City to determine eligible costs and the amount of tax assistance, there shall be no tax assistance. The decision of the City regarding the total amount of eligible costs, the calculation of the total estimated tax assistance, and the calculation of the actual tax assistance is final, absolute and within the City's sole discretion.

3. TAX ASSISTANCE CALCULATION AND PAYMENT

- 3.1 The annual tax assistance will be calculated as the difference between property taxes on the subject lands at the time of passing of the Tax Assistance By-law and property taxes that would have been collected on the subject lands during remediation/risk management and after development had property taxes not been frozen.
- 3.2 City and school property tax assistance will commence on the date specified in the By-law which approves tax assistance for the subject lands and tax assistance will cease on the earlier of:
 - a) The point in time when the total tax assistance provided equals total eligible Tax Assistance Program costs that have been approved by the City;
 - b) Severance, sale, or conveyance of the subject lands;
 - c) The date of registration of a final plan of subdivision; or,
 - d) Five (5) years from the date that tax assistance begins.
- 3.3 The property taxes that have been cancelled will remain on the property tax roll of the property until the proposed brownfield redevelopment project has been completed, at which time the property taxes that have been cancelled will be removed from the property tax roll.
- 3.4 Tax assistance will not be provided if at any time after the execution of this Agreement, property taxes are owing on a property for more than one (1) full year, the City will have the option, at its sole discretion, to terminate this Agreement and all tax assistance.
- 3.5 Where at any time after the original development of the subject lands, new construction is added to the subject lands that is not part of the original application, the tax assistance will be calculated only in respect of the original development contained in the original application.
- 3.6 The annual tax assistance shall be calculated by the City based upon, and provided the City is satisfied in its discretion that development of the subject lands took place in accordance with the proposed works as specified in the application, accompanying documentation, and this Agreement;

Brownfield Tax Assistance Agreement

- 3.7 Payment of the tax assistance is subject to the City's review and satisfaction with all reports and documentation submitted in support of the application, including but not limited to: documentation of the estimated and actual costs of eligible works. Any and all of these costs may be, where required by the City, subject to verification, third party review or independent audit, at the expense of the Applicant.
- 3.8 The Applicant shall not be entitled to tax assistance unless and until they have met all the conditions of this Agreement to the satisfaction of the City. Except where expressly stated in this Agreement, all conditions in this Agreement are for the benefit of the City and may only be waived by the City. No waiver is effective unless in writing.
- 3.9 The total value of the tax assistance that may be provided to the Applicant shall not exceed the total eligible Brownfield Tax Assistance Program costs that have been approved by the City.
- 3.10 The tax assistance that has been provided to the Applicant will become payable (including interest) upon notice in writing from the City that one or more of the terms and conditions set out in the application, this Agreement or the Brownfield Tax Assistance Program have not been met.
- 3.11 Tax Assistance is not payable by the City until the Applicant has satisfied the City that:
- a) The remediation/risk assessment/risk management of the subject lands has been completed in accordance with the eligible works as described in the application;
 - b) The Applicant has supplied the City with all invoices for the actual amount of the eligible Tax Assistance costs incurred by the Applicant, and verification that all contractors and consultants who performed said eligible work have been paid in full;
 - c) There are no outstanding work orders and/or orders or requests to comply from any City department or other regulatory authority in respect of the subject lands, and the business of the Applicant conducted on the subject lands;
 - d) The Applicant and the subject lands are in full compliance with:
 - i) Any Agreement(s) relating to the property in favour of the City, including Any Agreement relating to: subdivision, modified subdivision, service, site plan approval, encroachment, joint sewer & water use, easement or other Agreement; and,
 - ii) Bylaws of the City and provincial or federal legislation and regulations.
 - e) There are no unpaid charges where applicable against the subject lands in favour of the City, including but not limited to: development charges, parkland dedication fees, special assessments and local improvement charges; and,
 - f) The Applicant has not appealed the post-project assessed value and there exists no other pending appeal which has not been settled completely in respect of the post-project assessed value.

Brownfield Tax Assistance Agreement

4. CORPORATE STATUS

4.1 The Applicant represents to the City that:

- a) The Applicant has been duly incorporated as a corporation and is in good standing under the *Business Corporations Act* and is in compliance with all laws that may affect it and will remain so throughout the term of this Agreement;
- b) The Applicant has the corporate capacity to enter into this Agreement and to perform and meet any and all duties, liabilities and obligations as may be required of it under this Agreement;
- c) To the best of its knowledge and belief, there are no actions, suits or proceedings pending or threatened against or adversely affecting the Applicant or the subject lands in any court or before or by any federal, provincial, municipal or other governmental department, commission, board, bureau or agency, Canadian or foreign, which might materially affect the financial condition of the Applicant and title to the subject lands; and,
- d) The Applicant shall notify the City immediately of any material change in the conditions set out in paragraphs a) through c) above.

5. PROVISIONS RELATING TO THE APPLICANT

- 5.1 The Applicant shall notify the City if the Applicant has applied for, been approved for, or has received project funding from any other levels of government or government funded agencies, e.g., Federal, Provincial, Municipal, CMHC, Federation of Canadian Municipalities, etc...). The Applicant will notify the City immediately upon receiving any and all project funding from other levels of government even if said funding is received after the execution of this agreement.
- 5.2 At the time the Applicant signs this Agreement, the Applicant will provide the City with a certified true copy of a resolution of the Board of Directors of the Applicant (certified by an officer of the corporation) that authorizes the Applicant to enter into this Agreement with the City.
- 5.3 The Applicant agrees that it shall not commence any works that are the subject of a Brownfield Tax Assistance application prior to receiving approval of the Application from the City, execution of this Agreement, and issuance of a building permit (if required).
- 5.4 The Applicant shall supply to the satisfaction of the City prior to the issuance of any tax assistance, all requested environmental reports and documentation on the subject lands.

Brownfield Tax Assistance Agreement

- 5.5 Once the environmental remediation/risk management works are complete, and prior to the issuance of any tax assistance, the Applicant shall file a Record of Site Condition (RSC) in the Environmental Site Registry under Section 168.4 of the *Environmental Protection Act* and provide the City with a copy of this RSC, and the Applicant will provide the City with proof of acknowledgement of a signed RSC by the Ministry of Environment, Conservation and Parks (MECP). The RSC shall demonstrate that the approved use of the subject lands is appropriate and consistent with the proposed use of the subject lands as stated in the Application.
- 5.6 The Applicant will complete all eligible works as specified in the approved Tax Assistance application, and in documentation submitted in support of the Tax Assistance application, including but not limited to: all required planning approvals, the architectural/design drawings, specifications, contracts, and cost estimates. As the City is relying upon this information, if the information in this Agreement, the associated application, and/or any supporting documentation submitted to the City is, in the opinion of the City, incomplete, false, inaccurate or misleading, the tax assistance may be reduced and/or delayed, and/or cancelled, and where part or all of the tax assistance has already been paid by the City, such payments shall be repaid by the Applicant (including interest) as required by the City.
- 5.7 The Applicant agrees that the works made to the subject lands and buildings thereupon shall be made in compliance with all required building permits, and constructed in accordance with the Ontario Building Code and all applicable zoning by-law requirements, municipal requirements and other approvals required at law.
- 5.8 The Applicant agrees that it shall commence all remediation/risk assessment/risk management works as described in the application within one (1) year of the execution of this Agreement, failing which, unless extended by the City, the Brownfield Tax Assistance approval shall be at an end, there shall be no tax assistance, and this Tax Assistance Agreement shall be terminated. The deadline imposed by this paragraph shall not include delays that are outside the control of the Applicant. The City's decision as to when such project is commenced and completed is final and absolute.
- 5.9 The Applicant agrees that it shall commence construction of the development as described in the associated Tax Increment Grant (TIG) Program Application (building permit issued) within three (3) years and complete construction of the development within five (5) years of the execution of this Agreement, failing which, unless extended by the City, this Brownfield Tax Assistance approval shall be at an end, there shall be no Tax Assistance, and this Agreement shall be terminated. The deadline imposed by this paragraph shall not include delays that are outside the control of the Applicant. The City's decision as to when such project is commenced and completed is final and absolute.
- 5.10 Upon completion of the remediation/risk management works, the Applicant shall provide the City with documentation satisfactory to the City as to the amount of the actual eligible Brownfield Tax Assistance Program costs actually incurred by the Applicant, and the City shall, in its sole discretion designate the approved total tax assistance available.
- 5.11 The Applicant will provide to the City, upon request, a remediation/risk management status report signed by a qualified person to confirm the status and completion of the approved eligible works, including but not limited to: the remediation/risk management

Brownfield Tax Assistance Agreement

schedule, the existence and extent of any faults or defects, the value of the work done under any contract, the amount owing to any contractor and the amounts paid or retained by the Applicants on any contract.

- 5.12 The Applicant shall ensure there are no liens or other claims outstanding in respect of the subject lands at any time for non-payment of any actual eligible Tax Assistance Program costs, and that all accounts for work and materials which could give rise to any such claim for a construction lien against the subject lands have been paid.
- 5.13 The Applicant shall ensure that the Applicant is in compliance with the *Construction Lien Act*, including its holdback provisions and is not aware of any potential or unresolved Lien claim in respect of the subject lands at any time for non-payment of any actual eligible Tax Assistance Program costs.
- 5.14 The Applicant covenants to the City that the Applicant shall use the subject lands in compliance with this Agreement, all municipal by-laws pertaining to use, and all applicable environmental laws.
- 5.15 The Applicant agrees to comply with all outstanding work orders and/or orders or requests to comply from any and all City departments during the term of this Agreement.
- 5.16 The Applicant covenants to the City that the subject lands shall be maintained in their remediated/risk managed condition and not re-contaminated during the term of this Agreement.
- 5.17 The Applicant covenants to the City that the Applicant shall not commit or permit any waste to be dumped or any nuisance upon the subject lands, or permit any part of the subject lands to be used for any dangerous occupation or business or for any noxious or offensive trade.
- 5.18 The Applicant covenants to the City that where the ownership of part or all of the subject lands ceases for any reason to be in the Applicant's name by sale, conveyance, assignment or otherwise, prior to the advance of all of the tax assistance, the Applicant will notify the City in writing of said change of ownership at least 45 days prior to the change of ownership taking place.
- 5.19 The Applicant acknowledges that without limiting the generality of the other provisions of this Agreement:
 - a) the onus and responsibility is upon the Applicant at all times to assume all costs of development of the subject lands and to apply for and obtain, at the Applicant's expense, all approvals required from the City and all other agencies for the development of the subject property, including but not limited to all Official Plan Amendments, Zoning By-law amendments, minor variances, and site plan approval;
 - b) Nothing in this Agreement limits or fetters the City in exercising its statutory jurisdiction under the *Planning Act* or under any other legislative authority or by-law, and that in the event the City decides to deny or oppose or appeal any such

Brownfield Tax Assistance Agreement

decision, that such action by the City is not in any manner limited by reason of the City entering into this Agreement;

- c) The Applicant releases the City from any liability in respect of the City's reviews, decisions, inspections or absence of inspections regarding the works that are subject of this Agreement;
 - d) Nothing in this Agreement is intended to impose or shall impose upon the City any duty or obligation to inspect or examine the land for compliance or non-compliance or to provide an opinion or view respecting any condition of development; and,
 - e) nothing in this Agreement is intended to be or shall be construed to be a representation by the City regarding compliance of the land with: applicable environmental laws, regulations, policies, standards, permits or approvals; or, other by-laws and policies of the City.
- 5.20 If the City determines in its sole discretion that any of the conditions of this Agreement are not fulfilled, and the City at its sole discretion delays or cancels tax assistance, and/or requires repayment of tax assistance already made to the Applicant, and/or terminates this Agreement, the Applicant agrees that notwithstanding any costs or expenses incurred by the Applicant, the Applicant shall not have any claim for compensation or reimbursement of these costs and expenses against the City and that the City is not liable to the Applicant for losses, damages, interest, or claims which the Applicant may bear as a result of the City exercising its rights herein to delay or cancel tax assistance and/or require repayment of tax assistance already made to the Applicant, and/or terminate this Agreement.
- 5.21 The Applicant shall indemnify and save harmless from time to time and at all times, the City and its officials, officers, employees, and agents from and against all claims, actions, causes of action, interest, demands, costs, charges, damages, expenses and loss made by any person arising directly or indirectly from:
- a) The City entering into this Agreement; and,
 - b) Any failure by the Applicant to fulfil its obligations under this Agreement.
- 5.22 This indemnification shall, in respect of any matter arising prior to the termination of this Agreement, remain in force following termination or expiry of this Agreement, or satisfactory completion of the works approved under this Agreement

6. PROVISIONS RELATING TO THE CITY

- 6.1 The City agrees to provide tax assistance to the Applicant, with said tax assistance to commence when the tax assistance by-law is passed, and said tax assistance will cease on the earlier of:
- a) The point in time when the total tax assistance provided equals total eligible Tax Assistance Program costs that have been accepted by the City;

Brownfield Tax Assistance Agreement

- b) Sale, conveyance, or severance of the subject lands;
 - c) The date of registration of a final plan of subdivision; or,
 - d) Five (5) years from the date that tax assistance begins.
- 6.2 The City reserves the right to require a third party review or independent audit, at the Applicant's expense, of all documentation submitted in support of the Application or during the administration of the Tax Assistance, including but not limited to estimated and actual eligible costs.
- 6.3 If in the opinion of the City, the property is recontaminated and/or not maintained in its remediated/risk managed condition, the City may, at its sole discretion, terminate tax assistance and require repayment of the tax assistance already provided by the City to the Applicant.
- 6.4 The City, its employees and agents are entitled to inspect the subject lands at any time during business hours for the purpose of ascertaining their condition or state of repair or for the purpose of verifying compliance with the provisions of this Agreement.
- 6.4 The City retains the right at all times to delay or cancel tax assistance, and/or require repayment of tax assistance already made to the Applicant, and/or terminate this Agreement where the City deems that there is non-compliance with this Agreement. In particular, without limiting the generality of the foregoing, the tax assistance is conditional upon periodic reviews satisfactory to the City to there being no adverse change in the remediation/risk management works and to there being compliance on the part of the Applicant with all other requirements contained in this Agreement.
- 6.5 Except where expressly stated in this Agreement, all conditions in this Agreement are for the benefit of the City and may only be waived by the City. No waiver is effective unless in writing.

7. DEFAULT AND REMEDIES

- 7.1 The Applicant agrees to maintain the subject lands in their remediated/risk managed state. In the event that the Applicant does not maintain the subject lands in their remediated/risk managed state, the City may:
- a) Serve on the Applicant a written Notice to Remediate detailing the particulars of the failure and the particulars of needed remediation and/or reinstatement of risk management measures; and,
 - b) Provide the Applicant with at least 30 days to make such repairs.
- 7.2 On the occurrence of default under this Agreement the City shall be entitled to its remedies to enforce this Agreement, including, but not limited to:
- a) Delaying or cancelling tax assistance; and/or,

Brownfield Tax Assistance Agreement

- b) Requiring repayment to the City by the Applicant of all tax assistance already made to the Applicant; and/or,
- c) Terminating the Agreement.

7.3 Default shall be deemed to occur upon any default of the Applicant in complying with the terms set out in this Agreement, including, but not limited to, the following:

- a) The Applicant causes, knowingly permits or allows in an acquiescent manner, the subject lands to become contaminated;
- b) The remediation works and/or risk management measures and works do not comply with the description of the works as provided in the Application Form and Supporting Documents;
- c) Deficiencies in the as constructed works;
- d) The works are not undertaken in conformity with the Ontario Building Code and all applicable zoning requirements and planning approvals;
- e) The building is damaged by fire or otherwise, and repair or reconstruction is not commenced within 90 days;
- f) The Applicant is in property tax arrears with respect to the subject lands for more than one 90 days.
- g) Any representation or warranty made by the Applicant is incorrect in any material respect;
- h) Failure to perform or comply with any of the obligations contained in this Agreement or contained in any other Agreement entered into between the Applicant and the City;
- i) The Applicant makes an assignment for the benefit of creditors, or assigns in bankruptcy or takes the advantage in respect of their own affairs of any statute for relief in bankruptcy, moratorium, settlement with creditors, or similar relief of bankrupt or insolvent debtors, or if a receiving order is made against the Applicant, or if the Applicant is adjudged bankrupt or insolvent, or if a liquidator or receiver is appointed by reason of any actual or alleged insolvency, or any default of the Applicant under any mortgage or other obligation, or if the subject lands or interest of the Applicant in the subject lands becomes liable to be taken or sold by any creditors or under any writ of execution or other like process;
- j) Construction ceases for a period of more than 60 days due to the Applicant's default (strikes and Acts of God excepted) and/or the Applicant abandons the property or project;
- k) If this Agreement is forfeited or is terminated by any other provision contained in it.

Brownfield Tax Assistance Agreement

7.4 The City may at its sole discretion provide the Applicant with an opportunity to remedy any default.

8. ADDITIONAL PROVISIONS

8.1 Time shall be of the essence with respect to all covenants, Agreements and matters contained in this Agreement.

8.2 Schedule "A" attached to this Agreement forms part of this Agreement.

9. NOTICES

9.1 Where this Agreement requires notice to be delivered by one party to the other, such notice shall be in writing and delivered either personally, by e-mail, by fax or by prepaid registered first class post, by the party wishing to give such notice, to the other party at the address noted below:

Such notice shall be deemed to have been given:

- a) In the case of personal delivery, on the date of delivery;
- b) In the case of e-mail or fax, on the date of transmission provided it is received before 4:30 p.m. on a day that is not a holiday, as defined in the Interpretation Act, failing which it shall be deemed to have been received the next day, provided the next day is not a holiday; and,
- c) In the case of registered post, on the third day, which is not a holiday, following posting.

Brownfield Tax Assistance Agreement

Notice shall be given:

To the Applicant at:

Address: 510 Doan's Ridge Road, Welland, Ontario L3B 5N7

Telephone No: (905) 351-2624

Fax No:

E-mail: bklanger@hotmail.com

To the City at:

City of Port Colborne

66 Charlotte Street

Port Colborne Ontario, L3K 3C8

Attention: Bram Cotton, Economic Development Officer

Ph: 905-835-2900 ext 504

Fax: 905-835-2939

Email: cipapplication@portcolborne.ca

Brownfield Tax Assistance Agreement

IN WITNESS WHEREOF the parties hereto have executed this Agreement all as of the day and year first written above, and the parties hereto have hereunto affixed their corporate seals duly witnessed and attested by the hands of the proper signing officers in that behalf, and said signing officers certify that they have authority to bind their corporation.

Signed for and on behalf of (insert Applicant Name) by:

Per: _____
Name:
Title: Authorized Signing Officer

Per: _____
Name:
Title: Authorized Signing Officer

Signed for and on behalf of The Corporation of the City of Port Colborne by:

Per: _____
Name:
Title: Mayor

Per: _____
Name:
Title: City Clerk

Brownfield Tax Assistance Agreement

SCHEDULE "A"

of a Grant Agreement between the City and the Applicant named in this Agreement.

Legal Description of land

714 King Street - Plan 200 Lot 25 PT NP765
706 King Street – Plan 1027 PT Lo4 24 NP767

Municipality	Assessment
Fort Erie	RT
Grimsby	MT
Lincoln	NT
Niagara Falls	FT
Niagara-on-the-Lake	TT
Pelham	CT
Port Colborne	CX
St. Catharines	IT
Thorold	IX
Wainfleet	PT
Welland	
West Lincoln	

Year	Municipality	Code	Concatenate	Property Type
2025	Fort Erie	??	2025Fort Erie??	Aggregate Extraction
2025	Fort Erie	CT	2025Fort ErieCT	Commercial
2025	Fort Erie	CX	2025Fort ErieCX	Commercial - Vacant and
2025	Fort Erie	FT	2025Fort ErieFT	Farm
2025	Fort Erie	IT	2025Fort ErieIT	Industrial
2025	Fort Erie	IX	2025Fort ErieIX	Industrial - Vacant and Exc
2025	Fort Erie	HT	2025Fort ErieHT	Landfills
2025	Fort Erie	TT	2025Fort ErieTT	Managed Forests
2025	Fort Erie	MT	2025Fort ErieMT	Multi-residential
2025	Fort Erie	NT	2025Fort ErieNT	New Multi-residential
2025	Fort Erie	PT	2025Fort EriePT	Pipelines
2025	Fort Erie	RT	2025Fort ErieRT	Residential
2025	Grimsby	??	2025Grimsby??	Aggregate Extraction
2025	Grimsby	CT	2025GrimsbyCT	Commercial
2025	Grimsby	CX	2025GrimsbyCX	Commercial - Vacant and
2025	Grimsby	FT	2025GrimsbyFT	Farm
2025	Grimsby	IT	2025GrimsbyIT	Industrial
2025	Grimsby	IX	2025GrimsbyIX	Industrial - Vacant and Exc
2025	Grimsby	HT	2025GrimsbyHT	Landfills
2025	Grimsby	TT	2025GrimsbyTT	Managed Forests
2025	Grimsby	MT	2025GrimsbyMT	Multi-residential
2025	Grimsby	NT	2025GrimsbyNT	New Multi-residential
2025	Grimsby	PT	2025GrimsbyPT	Pipelines
2025	Grimsby	RT	2025GrimsbyRT	Residential
2025	Lincoln	??	2025Lincoln??	Aggregate Extraction
2025	Lincoln	CT	2025LincolnCT	Commercial
2025	Lincoln	CX	2025LincolnCX	Commercial - Vacant and
2025	Lincoln	FT	2025LincolnFT	Farm
2025	Lincoln	IT	2025LincolnIT	Industrial
2025	Lincoln	IX	2025LincolnIX	Industrial - Vacant and Exc
2025	Lincoln	HT	2025LincolnHT	Landfills
2025	Lincoln	TT	2025LincolnTT	Managed Forests
2025	Lincoln	MT	2025LincolnMT	Multi-residential
2025	Lincoln	NT	2025LincolnNT	New Multi-residential
2025	Lincoln	PT	2025LincolnPT	Pipelines
2025	Lincoln	RT	2025LincolnRT	Residential
2025	Niagara Falls	??	2025Niagara Falls??	Aggregate Extraction
2025	Niagara Falls	CT	2025Niagara FallsCT	Commercial
2025	Niagara Falls	CX	2025Niagara FallsCX	Commercial - Vacant and
2025	Niagara Falls	FT	2025Niagara FallsFT	Farm
2025	Niagara Falls	IT	2025Niagara FallsIT	Industrial
2025	Niagara Falls	IX	2025Niagara FallsIX	Industrial - Vacant and Exc
2025	Niagara Falls	HT	2025Niagara FallsHT	Landfills
2025	Niagara Falls	TT	2025Niagara FallsTT	Managed Forests
2025	Niagara Falls	MT	2025Niagara FallsMT	Multi-residential

2025	Niagara Falls	NT	2025Niagara FallsNT	New Multi-residential
2025	Niagara Falls	PT	2025Niagara FallsPT	Pipelines
2025	Niagara Falls	RT	2025Niagara FallsRT	Residential
2025	Niagara-on-the-Lake??		2025Niagara-on-the-Lake??	Aggregate Extraction
2025	Niagara-on-the-LakeCT		2025Niagara-on-the-LakeCT	Commercial
2025	Niagara-on-the-LakeCX		2025Niagara-on-the-LakeCX	Commercial - Vacant and
2025	Niagara-on-the-LakeFT		2025Niagara-on-the-LakeFT	Farm
2025	Niagara-on-the-LakeIT		2025Niagara-on-the-LakeIT	Industrial
2025	Niagara-on-the-LakeIX		2025Niagara-on-the-LakeIX	Industrial - Vacant and Ex
2025	Niagara-on-the-LakeHT		2025Niagara-on-the-LakeHT	Landfills
2025	Niagara-on-the-LakeTT		2025Niagara-on-the-LakeTT	Managed Forests
2025	Niagara-on-the-LakeMT		2025Niagara-on-the-LakeMT	Multi-residential
2025	Niagara-on-the-LakeNT		2025Niagara-on-the-LakeNT	New Multi-residential
2025	Niagara-on-the-LakePT		2025Niagara-on-the-LakePT	Pipelines
2025	Niagara-on-the-LakeRT		2025Niagara-on-the-LakeRT	Residential
2025	Pelham	??	2025Pelham??	Aggregate Extraction
2025	Pelham	CT	2025PelhamCT	Commercial
2025	Pelham	CX	2025PelhamCX	Commercial - Vacant and
2025	Pelham	FT	2025PelhamFT	Farm
2025	Pelham	IT	2025PelhamIT	Industrial
2025	Pelham	IX	2025PelhamIX	Industrial - Vacant and Ex
2025	Pelham	HT	2025PelhamHT	Landfills
2025	Pelham	TT	2025PelhamTT	Managed Forests
2025	Pelham	MT	2025PelhamMT	Multi-residential
2025	Pelham	NT	2025PelhamNT	New Multi-residential
2025	Pelham	PT	2025PelhamPT	Pipelines
2025	Pelham	RT	2025PelhamRT	Residential
2025	Port Colborne	??	2025Port Colborne??	Aggregate Extraction
2025	Port Colborne	CT	2025Port ColborneCT	Commercial
2025	Port Colborne	CX	2025Port ColborneCX	Commercial - Vacant and
2025	Port Colborne	FT	2025Port ColborneFT	Farm
2025	Port Colborne	IT	2025Port ColborneIT	Industrial
2025	Port Colborne	IX	2025Port ColborneIX	Industrial - Vacant and Ex
2025	Port Colborne	HT	2025Port ColborneHT	Landfills
2025	Port Colborne	TT	2025Port ColborneTT	Managed Forests
2025	Port Colborne	MT	2025Port ColborneMT	Multi-residential
2025	Port Colborne	NT	2025Port ColborneNT	New Multi-residential
2025	Port Colborne	PT	2025Port ColbornePT	Pipelines
2025	Port Colborne	RT	2025Port ColborneRT	Residential
2025	St. Catharines	??	2025St. Catharines??	Aggregate Extraction
2025	St. Catharines	CT	2025St. CatharinesCT	Commercial
2025	St. Catharines	CX	2025St. CatharinesCX	Commercial - Vacant and
2025	St. Catharines	FT	2025St. CatharinesFT	Farm
2025	St. Catharines	IT	2025St. CatharinesIT	Industrial
2025	St. Catharines	IX	2025St. CatharinesIX	Industrial - Vacant and Ex
2025	St. Catharines	HT	2025St. CatharinesHT	Landfills
2025	St. Catharines	TT	2025St. CatharinesTT	Managed Forests

2025	St. Catharines	MT	2025St. CatharinesMT	Multi-residential
2025	St. Catharines	NT	2025St. CatharinesNT	New Multi-residential
2025	St. Catharines	PT	2025St. CatharinesPT	Pipelines
2025	St. Catharines	RT	2025St. CatharinesRT	Residential
2025	Thorold	??	2025Thorold??	Aggregate Extraction
2025	Thorold	CT	2025ThoroldCT	Commercial
2025	Thorold	CX	2025ThoroldCX	Commercial - Vacant and
2025	Thorold	FT	2025ThoroldFT	Farm
2025	Thorold	IT	2025ThoroldIT	Industrial
2025	Thorold	IX	2025ThoroldIX	Industrial - Vacant and Exc
2025	Thorold	HT	2025ThoroldHT	Landfills
2025	Thorold	TT	2025ThoroldTT	Managed Forests
2025	Thorold	MT	2025ThoroldMT	Multi-residential
2025	Thorold	NT	2025ThoroldNT	New Multi-residential
2025	Thorold	PT	2025ThoroldPT	Pipelines
2025	Thorold	RT	2025ThoroldRT	Residential
2025	Wainfleet	??	2025Wainfleet??	Aggregate Extraction
2025	Wainfleet	CT	2025WainfleetCT	Commercial
2025	Wainfleet	CX	2025WainfleetCX	Commercial - Vacant and
2025	Wainfleet	FT	2025WainfleetFT	Farm
2025	Wainfleet	IT	2025WainfleetIT	Industrial
2025	Wainfleet	IX	2025WainfleetIX	Industrial - Vacant and Exc
2025	Wainfleet	HT	2025WainfleetHT	Landfills
2025	Wainfleet	TT	2025WainfleetTT	Managed Forests
2025	Wainfleet	MT	2025WainfleetMT	Multi-residential
2025	Wainfleet	NT	2025WainfleetNT	New Multi-residential
2025	Wainfleet	PT	2025WainfleetPT	Pipelines
2025	Wainfleet	RT	2025WainfleetRT	Residential
2025	Welland	??	2025Welland??	Aggregate Extraction
2025	Welland	CT	2025WellandCT	Commercial
2025	Welland	CX	2025WellandCX	Commercial - Vacant and
2025	Welland	FT	2025WellandFT	Farm
2025	Welland	IT	2025WellandIT	Industrial
2025	Welland	IX	2025WellandIX	Industrial - Vacant and Exc
2025	Welland	HT	2025WellandHT	Landfills
2025	Welland	TT	2025WellandTT	Managed Forests
2025	Welland	MT	2025WellandMT	Multi-residential
2025	Welland	NT	2025WellandNT	New Multi-residential
2025	Welland	PT	2025WellandPT	Pipelines
2025	Welland	RT	2025WellandRT	Residential
2025	West Lincoln	??	2025West Lincoln??	Aggregate Extraction
2025	West Lincoln	CT	2025West LincolnCT	Commercial
2025	West Lincoln	CX	2025West LincolnCX	Commercial - Vacant and
2025	West Lincoln	FT	2025West LincolnFT	Farm
2025	West Lincoln	IT	2025West LincolnIT	Industrial
2025	West Lincoln	IX	2025West LincolnIX	Industrial - Vacant and Exc
2025	West Lincoln	HT	2025West LincolnHT	Landfills

2025	West Lincoln	TT	2025West LincolnTT	Managed Forests
2025	West Lincoln	MT	2025West LincolnMT	Multi-residential
2025	West Lincoln	NT	2025West LincolnNT	New Multi-residential
2025	West Lincoln	PT	2025West LincolnPT	Pipelines
2025	West Lincoln	RT	2025West LincolnRT	Residential

Regional	Waste	Transit	Local	Education	Levy Total
0.01558892	0.00155209	0.00188607	0.01661593	0.00511000	0.04075301
0.01263767	0.00125825	0.001529	0.01347025	0.00880000	0.03769517
0.01263767	0.00125825	0.001529	0.01347025	0.00880000	0.03769517
0.00182110	0.00018132	0.00022033	0.00194107	0.00038250	0.00454632
0.01915792	0.00190743	0.00231787	0.02042006	0.00880000	0.05260328
0.01915792	0.00190743	0.00231787	0.02042006	0.00880000	0.05260328
0.02141798	0.00213245	0.00259131	0.02282901	0.00880000	0.05777075
0.00182110	0.00018132	0.00022033	0.00194107	0.00038250	0.00454632
0.01435023	0.00142876	0.0017362	0.01529563	0.00153000	0.03434082
0.00728438	0.00072526	0.00088132	0.00776428	0.00153000	0.01818524
0.01239874	0.00123447	0.00150009	0.01321558	0.00880000	0.03714888
0.00728438	0.00072526	0.00088132	0.00776428	0.00153000	0.01818524
0.01558892	0.00098282	0.00083282	0.00930932	0.00511000	0.03182388
0.01263767	0.00079675	0.00067515	0.00754690	0.00880000	0.03045647
0.01263767	0.00079675	0.00067515	0.00754690	0.00880000	0.03045647
0.00182110	0.00011481	0.00009729	0.00108751	0.00038250	0.00350321
0.01915792	0.00120783	0.00102349	0.01144063	0.00880000	0.04162987
0.01915792	0.00120783	0.00102349	0.01144063	0.00880000	0.04162987
0.02141798	0.00135031	0.00114423	0.01279028	0.00880000	0.0455028
0.00182110	0.00011481	0.00009729	0.00108751	0.00038250	0.00350321
0.01435023	0.00090472	0.00076665	0.00856960	0.00153000	0.0261212
0.00728438	0.00045925	0.00038916	0.00435005	0.00153000	0.01401284
0.01239874	0.00078169	0.00066239	0.00740422	0.00880000	0.03004704
0.00728438	0.00045925	0.00038916	0.00435005	0.00153000	0.01401284
0.01558892	0.00105793	0.00088174	0.01241825	0.00511000	0.03505684
0.01263767	0.00085765	0.00071481	0.01006726	0.00880000	0.03307739
0.01263767	0.00085765	0.00071481	0.01006726	0.00880000	0.03307739
0.00182110	0.00012359	0.00010301	0.00145070	0.00038250	0.0038809
0.01915792	0.00130014	0.00108361	0.01526134	0.00880000	0.04560301
0.01915792	0.00130014	0.00108361	0.01526134	0.00880000	0.04560301
0.02141798	0.00145352	0.00121145	0.01706172	0.00880000	0.04994467
0.00182110	0.00012359	0.00010301	0.00145070	0.00038250	0.0038809
0.01435023	0.00097387	0.00081168	0.01143150	0.00153000	0.02909728
0.00728438	0.00049435	0.00041202	0.00580279	0.00153000	0.01552354
0.01239874	0.00084143	0.0007013	0.00987693	0.00880000	0.0326184
0.00728438	0.00049435	0.00041202	0.00580279	0.00153000	0.01552354
0.01558892	0.00125388	0.00229287	0.01329443	0.00511000	0.0375401
0.01263767	0.00101650	0.00185879	0.01077757	0.00880000	0.03509053
0.01263767	0.00101650	0.00185879	0.01077757	0.00880000	0.03509053
0.00182110	0.00014648	0.00026785	0.00155306	0.00038250	0.00417099
0.01915792	0.00154094	0.00281781	0.01633813	0.00880000	0.0486548
0.01915792	0.00154094	0.00281781	0.01633813	0.00880000	0.0486548
0.02141798	0.00172273	0.00315023	0.01826553	0.00880000	0.05335647
0.00182110	0.00014648	0.00026785	0.00155306	0.00038250	0.00417099
0.01435023	0.00115424	0.00211068	0.01223806	0.00153000	0.03138321

0.00728438	0.00058591	0.00107141	0.00621221	0.00153000	0.01668391
0.01239874	0.00099728	0.00182365	0.01057381	0.00880000	0.03459348
0.00728438	0.00058591	0.00107141	0.00621221	0.00153000	0.01668391
0.01558892	0.00000000	0.00091583	0.00650676	0.00511000	0.02812151
0.01263767	0.00000000	0.00074245	0.00527491	0.00880000	0.02745503
0.01263767	0.00000000	0.00074245	0.00527491	0.00880000	0.02745503
0.00182110	0.00000000	0.00010699	0.00076012	0.00038250	0.00307071
0.01915792	0.00000000	0.00112551	0.00799644	0.00880000	0.03707987
0.01915792	0.00000000	0.00112551	0.00799644	0.00880000	0.03707987
0.02141798	0.00000000	0.00125828	0.00893977	0.00880000	0.04041603
0.00182110	0.00000000	0.00010699	0.00076012	0.00038250	0.00307071
0.01435023	0.00000000	0.00084306	0.00598973	0.00153000	0.02271302
0.00728438	0.00000000	0.00042795	0.00304047	0.00153000	0.0122828
0.01239874	0.00000000	0.00072841	0.00517519	0.00880000	0.02710234
0.00728438	0.00000000	0.00042795	0.00304047	0.00153000	0.0122828
0.01558892	0.00107486	0.00066478	0.01366301	0.00511000	0.03610157
0.01263767	0.00087137	0.00053893	0.01107637	0.00880000	0.03392434
0.01263767	0.00087137	0.00053893	0.01107637	0.00880000	0.03392434
0.00182110	0.00012557	0.00007766	0.00159611	0.00038250	0.00400294
0.01915792	0.00132094	0.00081698	0.01679108	0.00880000	0.04688692
0.01915792	0.00132094	0.00081698	0.01679108	0.00880000	0.04688692
0.02141798	0.00147678	0.00091336	0.01877192	0.00880000	0.05138004
0.00182110	0.00012557	0.00007766	0.00159611	0.00038250	0.00400294
0.01435023	0.00098945	0.00061196	0.01257735	0.00153000	0.03005899
0.00728438	0.00050226	0.00031064	0.00638444	0.00153000	0.01601172
0.01239874	0.00085490	0.00052874	0.01086696	0.00880000	0.03344934
0.00728438	0.00050226	0.00031064	0.00638444	0.00153000	0.01601172
0.01558892	0.00198892	0.00105624	0.02442687	0.00511000	0.04817095
0.01263767	0.00161238	0.00085628	0.01980244	0.00880000	0.04370877
0.01263767	0.00161238	0.00085628	0.01980244	0.00880000	0.04370877
0.00182110	0.00023235	0.00012339	0.00285354	0.00038250	0.00541288
0.01915792	0.00244427	0.00129806	0.03001927	0.00880000	0.06171952
0.01915792	0.00244427	0.00129806	0.03001927	0.00880000	0.06171952
0.02141798	0.00273262	0.0014512	0.03356064	0.00880000	0.06796244
0.00182110	0.00023235	0.00012339	0.00285354	0.00038250	0.00541288
0.01435023	0.00183088	0.00097231	0.02248591	0.00153000	0.04116933
0.00728438	0.00092938	0.00049356	0.01141417	0.00153000	0.02165149
0.01239874	0.00158190	0.00084009	0.01942806	0.00880000	0.04304879
0.00728438	0.00092938	0.00049356	0.01141417	0.00153000	0.02165149
0.01558892	0.00156801	0.00272291	0.01482921	0.00511000	0.03981905
0.01263767	0.00127116	0.00220742	0.01202178	0.00880000	0.03693803
0.01263767	0.00127116	0.00220742	0.01202178	0.00880000	0.03693803
0.00182110	0.00018318	0.00031809	0.00173235	0.00038250	0.00443722
0.01915792	0.00192700	0.00334631	0.01822426	0.00880000	0.05145549
0.01915792	0.00192700	0.00334631	0.01822426	0.00880000	0.05145549
0.02141798	0.00215433	0.00374107	0.02037419	0.00880000	0.05648757
0.00182110	0.00018318	0.00031809	0.00173235	0.00038250	0.00443722

0.01435023	0.00144342	0.00250655	0.01365088	0.00153000	0.03348108
0.00728438	0.00073270	0.00127236	0.00692938	0.00153000	0.01774882
0.01239874	0.00124713	0.00216568	0.01179450	0.00880000	0.03640605
0.00728438	0.00073270	0.00127236	0.00692938	0.00153000	0.01774882
0.01558892	0.00133400	0.00132118	0.01564033	0.00511000	0.03899443
0.01263767	0.00108145	0.00107106	0.01267935	0.00880000	0.03626953
0.01263767	0.00108145	0.00107106	0.01267935	0.00880000	0.03626953
0.00182110	0.00015584	0.00015434	0.00182711	0.00038250	0.00434089
0.01915792	0.00163941	0.00162366	0.01922109	0.00880000	0.05044208
0.01915792	0.00163941	0.00162366	0.01922109	0.00880000	0.05044208
0.02141798	0.00183281	0.0018152	0.02148860	0.00880000	0.05535459
0.00182110	0.00015584	0.00015434	0.00182711	0.00038250	0.00434089
0.01435023	0.00122800	0.0012162	0.01439755	0.00153000	0.03272198
0.00728438	0.00062335	0.00061736	0.00730840	0.00153000	0.01736349
0.01239874	0.00106100	0.00105081	0.01243962	0.00880000	0.03575017
0.00728438	0.00062335	0.00061736	0.00730840	0.00153000	0.01736349
0.01558892	0.00129178	0.00050875	0.01871441	0.00511000	0.04121386
0.01263767	0.00104722	0.00041244	0.01517145	0.00880000	0.03806878
0.01263767	0.00104722	0.00041244	0.01517145	0.00880000	0.03806878
0.00182110	0.00015091	0.00005943	0.00218621	0.00038250	0.00460015
0.01915792	0.00158752	0.00062523	0.02299897	0.00880000	0.05316964
0.01915792	0.00158752	0.00062523	0.02299897	0.00880000	0.05316964
0.02141798	0.00177480	0.00069899	0.02571215	0.00880000	0.05840392
0.00182110	0.00015091	0.00005943	0.00218621	0.00038250	0.00460015
0.01435023	0.00118913	0.00046833	0.01722736	0.00153000	0.03476505
0.00728438	0.00060362	0.00023773	0.00874485	0.00153000	0.01840058
0.01239874	0.00102742	0.00040464	0.01488462	0.00880000	0.03751542
0.00728438	0.00060362	0.00023773	0.00874485	0.00153000	0.01840058
0.01558892	0.00173233	0.0022915	0.01780738	0.00511	0.04253013
0.01263767	0.00140437	0.00185768	0.01443614	0.0088	0.03913586
0.01263767	0.00140437	0.00185768	0.01443614	0.0088	0.03913586
0.0018211	0.00020237	0.00026769	0.00208026	0.0003825	0.00475392
0.01915792	0.00212893	0.00281613	0.02188428	0.0088	0.05478726
0.01915792	0.00212893	0.00281613	0.02188428	0.0088	0.05478726
0.02141798	0.00238008	0.00314834	0.02446597	0.0088	0.06021237
0.0018211	0.00020237	0.00026769	0.00208026	0.0003825	0.00475392
0.01435023	0.00159468	0.00210942	0.01639241	0.00153	0.03597674
0.00728438	0.00080948	0.00107077	0.00832102	0.00153	0.01901565
0.01239874	0.00137782	0.00182256	0.01416321	0.0088	0.03856233
0.00728438	0.00080948	0.00107077	0.00832102	0.00153	0.01901565
0.01558892	0.0010602	0.00051121	0.01008924	0.00511	0.03235957
0.01263767	0.00085949	0.00041443	0.00817916	0.0088	0.03089075
0.01263767	0.00085949	0.00041443	0.00817916	0.0088	0.03089075
0.0018211	0.00012385	0.00005972	0.00117863	0.0003825	0.0035658
0.01915792	0.00130293	0.00062825	0.0123991	0.0088	0.0422882
0.01915792	0.00130293	0.00062825	0.0123991	0.0088	0.0422882
0.02141798	0.00145663	0.00070237	0.01386184	0.0088	0.04623882

0.0018211	0.00012385	0.00005972	0.00117863	0.0003825	0.0035658
0.01435023	0.00097596	0.00047059	0.00928754	0.00153	0.02661432
0.00728438	0.00049541	0.00023888	0.00471449	0.00153	0.01426316
0.01239874	0.00084324	0.0004066	0.00802453	0.0088	0.03047311
0.00728438	0.00049541	0.00023888	0.00471449	0.00153	0.01426316

Region + Waste + Transi	Region + Waste + Transit	Waste + Local
0.01902708	0.03564301	0.01816802
0.01542492	0.02889517	0.0147285
0.01542492	0.02889517	0.0147285
0.00222275	0.00416382	0.00212239
0.02338322	0.04380328	0.02232749
0.02338322	0.04380328	0.02232749
0.02614174	0.04897075	0.02496146
0.00222275	0.00416382	0.00212239
0.01751519	0.03281082	0.01672439
0.00889096	0.01665524	0.00848954
0.0151333	0.02834888	0.01445005
0.00889096	0.01665524	0.00848954
0.01740456	0.02671388	0.01029214
0.01410957	0.02165647	0.00834365
0.01410957	0.02165647	0.00834365
0.0020332	0.00312071	0.00120232
0.02138924	0.03282987	0.01264846
0.02138924	0.03282987	0.01264846
0.02391252	0.0367028	0.01414059
0.0020332	0.00312071	0.00120232
0.0160216	0.0245912	0.00947432
0.00813279	0.01248284	0.0048093
0.01384282	0.02124704	0.00818591
0.00813279	0.01248284	0.0048093
0.01752859	0.02994684	0.01347618
0.01421013	0.02427739	0.01092491
0.01421013	0.02427739	0.01092491
0.0020477	0.0034984	0.00157429
0.02154167	0.03680301	0.01656148
0.02154167	0.03680301	0.01656148
0.02408295	0.04114467	0.01851524
0.0020477	0.0034984	0.00157429
0.01613578	0.02756728	0.01240537
0.00819075	0.01399354	0.00629714
0.01394147	0.0238184	0.01071836
0.00819075	0.01399354	0.00629714
0.01913567	0.0324301	0.01454831
0.01551296	0.02629053	0.01179407
0.01551296	0.02629053	0.01179407
0.00223543	0.00378849	0.00169954
0.02351667	0.0398548	0.01787907
0.02351667	0.0398548	0.01787907
0.02629094	0.04455647	0.01998826
0.00223543	0.00378849	0.00169954
0.01761515	0.02985321	0.0133923

0.0089417	0.01515391	0.00679812
0.01521967	0.02579348	0.01157109
0.0089417	0.01515391	0.00679812
0.01650475	0.02301151	0.00650676
0.01338012	0.01865503	0.00527491
0.01338012	0.01865503	0.00527491
0.00192809	0.00268821	0.00076012
0.02028343	0.02827987	0.00799644
0.02028343	0.02827987	0.00799644
0.02267626	0.03161603	0.00893977
0.00192809	0.00268821	0.00076012
0.01519329	0.02118302	0.00598973
0.00771233	0.0107528	0.00304047
0.01312715	0.01830234	0.00517519
0.00771233	0.0107528	0.00304047
0.01732856	0.03099157	0.01473787
0.01404797	0.02512434	0.01194774
0.01404797	0.02512434	0.01194774
0.00202433	0.00362044	0.00172168
0.02129584	0.03808692	0.01811202
0.02129584	0.03808692	0.01811202
0.02380812	0.04258004	0.0202487
0.00202433	0.00362044	0.00172168
0.01595164	0.02852899	0.0135668
0.00809728	0.01448172	0.0068867
0.01378238	0.02464934	0.01172186
0.00809728	0.01448172	0.0068867
0.01863408	0.04306095	0.02641579
0.01510633	0.03490877	0.02141482
0.01510633	0.03490877	0.02141482
0.00217684	0.00503038	0.00308589
0.02290025	0.05291952	0.03246354
0.02290025	0.05291952	0.03246354
0.0256018	0.05916244	0.03629326
0.00217684	0.00503038	0.00308589
0.01715342	0.03963933	0.02431679
0.00870732	0.02012149	0.01234355
0.01482073	0.03424879	0.02100996
0.00870732	0.02012149	0.01234355
0.01987984	0.03470905	0.01639722
0.01611625	0.02813803	0.01329294
0.01611625	0.02813803	0.01329294
0.00232237	0.00405472	0.00191553
0.02443123	0.04265549	0.02015126
0.02443123	0.04265549	0.02015126
0.02731338	0.04768757	0.02252852
0.00232237	0.00405472	0.00191553

0.0183002	0.03195108	0.0150943
0.00928944	0.01621882	0.00766208
0.01581155	0.02760605	0.01304163
0.00928944	0.01621882	0.00766208
0.0182441	0.03388443	0.01697433
0.01479018	0.02746953	0.0137608
0.01479018	0.02746953	0.0137608
0.00213128	0.00395839	0.00198295
0.02242099	0.04164208	0.0208605
0.02242099	0.04164208	0.0208605
0.02506599	0.04655459	0.02332141
0.00213128	0.00395839	0.00198295
0.01679443	0.03119198	0.01562555
0.00852509	0.01583349	0.00793175
0.01451055	0.02695017	0.01350062
0.00852509	0.01583349	0.00793175
0.01738945	0.03610386	0.02000619
0.01409733	0.02926878	0.01621867
0.01409733	0.02926878	0.01621867
0.00203144	0.00421765	0.00233712
0.02137067	0.04436964	0.02458649
0.02137067	0.04436964	0.02458649
0.02389177	0.04960392	0.02748695
0.00203144	0.00421765	0.00233712
0.01600769	0.03323505	0.01841649
0.00812573	0.01687058	0.00934847
0.0138308	0.02871542	0.01591204
0.00812573	0.01687058	0.00934847
0.01961275	0.03742013	0.01953971
0.01589972	0.03033586	0.01584051
0.01589972	0.03033586	0.01584051
0.00229116	0.00437142	0.00228263
0.02410298	0.04598726	0.02401321
0.02410298	0.04598726	0.02401321
0.0269464	0.05141237	0.02684605
0.00229116	0.00437142	0.00228263
0.01805433	0.03444674	0.01798709
0.00916463	0.01748565	0.0091305
0.01559912	0.02976233	0.01554103
0.00916463	0.01748565	0.0091305
0.01716033	0.02724957	0.01114944
0.01391159	0.02209075	0.00903865
0.01391159	0.02209075	0.00903865
0.00200467	0.0031833	0.00130248
0.0210891	0.0334882	0.01370203
0.0210891	0.0334882	0.01370203
0.02357698	0.03743882	0.01531847

0.00200467	0.0031833	0.00130248
0.01579678	0.02508432	0.0102635
0.00801867	0.01273316	0.0052099
0.01364858	0.02167311	0.00886777
0.00801867	0.01273316	0.0052099

NIAGARA ECONOMIC GATEWAY & COMMUNITY IMPROVEMENT PLANS
TAX INCREMENT GRANT PROGRAM ESTIMATE

Report 2026-05
Appendix C

Municipality: **Port Colborne**
Address: **714 A-B & 706 King Street**
Roll Number: **2711 030 030 12200; 2711 030 030 12100 (inactive after 2025; merged into 030 030 12200)**
Pre Project Year: **2025**
Post Project Year: **2025**

	Commercial	Industrial	Residential	Total Pre-Project Taxes	Commercial	New Multi-residential	Commercial	Total Post Project Taxes	Tax Increment	Annual Grant
Class Code	CT	IT	RT		CT	NT	CT			
Assessment Value ¹	\$17,551	\$0	\$115,449	\$133,000	\$0	\$3,500,000	\$0	\$3,500,000.00		
Municipal Taxes ^{2,3,4}	\$348	\$0	\$1,318	\$1,665	\$0	\$39,950	\$0	\$39,950	\$30,692	\$30,692
Municipal Fees	\$7,592	\$0	\$0	\$7,592	N/A	N/A	N/A	N/A		
Regional Taxes ^{5,6,7}	\$265	\$0	\$1,005	\$1,270	\$0	\$30,476	\$0	\$30,476	\$29,205	\$29,205
Provincial Taxes ^{8,9,10}	\$154	\$0	\$177	\$331	\$0	\$5,355	\$0	\$5,355	N/A	N/A
Total									\$59,897.59	
% of Tax Increment Year 1¹¹									100.00%	
Annual Grant Payment¹³									\$59,897.59	

This estimates the completed project being assessed at \$3,500,000 based on cost of land and construction costs; actual assessment will be completed by MPAC following the project completion. Existing assessment value is based on actual 2025 MPAC assessment. These calculations reflect the grant percentage that would be received based on a project score of X. These results are estimated using the 2025 tax rates. Actual annual amount will be based on the grant percentage applied to the incremental taxes paid each year for the duration of the grant however may be subject to a reduction should the taxes owing be reduced in any given year due to a assessment appeal.

¹ Both Pre- and post-project completion assessments are estimates and may be subject to change.
² Municipal Commercial Tax Rate
³ Municipal Industrial Tax Rate
⁴ Municipal Residential Tax Rate
⁵ Regional Commercial Tax Rate
⁶ Regional Industrial Tax Rate
⁷ Regional Residential Tax Rate
⁸ Education Commercial Tax Rate
⁹ Education Industrial Tax Rate
¹⁰ Education Residential Tax Rate

	2025	2025	
	Pre-Project Tax Rates	Post-Project Tax Rates	
CT	0.01980244	0.01980244	
	0.03001927	0.03001927	
RT	0.01141417	0.01141417	NT
CT	0.01510633	0.01510633	
	0.02290025	0.02290025	
RT	0.00870732	0.00870732	NT
CT	0.00880000	0.00880000	
	0.00880000	0.00880000	
RT	0.00153000	0.00153000	NT

¹³ This is an estimate only and does not constitute any guarantee or assurance of a grant and should not be relied upon as such.

SUMMARY FORECAST (excluding education)

Event	Year	Grant %	Municipal Grant Estimate	Regional Grant Estimate	Total Grant Estimate
Base year	2025				
Grant Year 1	2025	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Grant Year 2	2026	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Grant Year 3	2027	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Grant Year 4	2028	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Grant Year 5	2029	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Grant Year 6	2030	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Grant Year 7	2031	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Grant Year 8	2032	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Grant Year 9	2033	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Grant Year 10	2034	100%	\$ 30,692.35	\$ 29,205.24	\$ 59,897.59
Total Estimate	Total Estimate		\$ 306,923.48	\$ 292,052.37	\$ 598,975.85

ROLL 030 030 12200

Roll return value, which should not be used as starting point:



66 Charlotte Street
 Port Colborne Ontario L3K 3C8
 905-835-2900

**** REPRIN**

Roll No. 030-030-12200-0000				
Mortgage Company			Mortgage	
Name and Address			Municipality	
Cornerstone Homes (Niagara) Limited c/o Brandon Anger 510 Doan's Ridge Rd Welland ON L3B 5N7			714B 71. PLAN 20	
Assessment			Municipal Levy	
Class	Value	Description	Tax Rate(%)	Amount
CTN	\$31,200.00	Commercial Taxable Regional Transit	0.01980244	\$617.84
RTEP	\$148,800.00	Regional Waste Management Residential - English Public Regional Transit Regional Waste Management	0.01141417	\$1,898.43
Sub Totals >>>			Municipal Levy	\$2,316.27
				Regional Levy
Special Charges				
By Law #	Description	Amt	Exp Year	Installment Due Date
SS06	Storm Sewer Fee	\$1,389.60	2199	2025-07-18
VLCW	Vacant Land Comm Water	\$1,491.83	2199	2025-09-28
VLCWW	Vacant Land Comm Wastewater	\$2,884.77	2199	
Total Special Charges		\$5,546.20		

Schedule 2

357 write off removed value of demo for all of 2025 year. Therefore should not use the roll

TAX BILL

IT **

Final	2025
Mailing Date	May 6, 2025



Bill No.	561463
Legal Description	4 KING ST 10 LOT 23 PT NP765

Roll No.	030-0
Mortgage Company Name and Address	Cornerstone Hor c/o Brandon Ang 510 Doan's Ridg Welland ON L3B

Regional Levy		Education Levy	
Tax Rate(%)	Amount	Tax Rate(%)	Amount
0.01283767	\$394.30	0.00880000	\$274.56
0.00085628	\$26.72		
0.00161238	\$50.31		
0.00728438	\$1,083.92	0.00153000	\$227.66
0.00049356	\$73.44		
0.00092938	\$138.29		

Assessment	
Class	Value
RTEP	\$32,000.00

Regional Levy **\$1,766.98** Education Levy **\$502.22**

Sub Totals

Amount	Summary	
\$3,739.55	Sub-Total - Tax Levy	\$4,585.47
\$3,739.00	Special Charges/Credits	\$5,546.20
	2025 Tax Cap Adjustment	\$0.00
	Final 2025 Levies	\$10,131.87
	Less Interim Tax Notice	\$2,653.12
	Past Due Taxes/Credit	\$0.00
	Total Amount Due	\$7,478.55

By Law #	Description
SS01	Storm
VLRW	Vacat
VLRWW	Vacat
	Tot

return value as pre-project. Should use the CVA after the 357.

Charlotte Street
 Colborne Ontario L3K 3
 -835-2900

030-12100-0000

any

ess

mes (Niagara) Limited
 er
 je Rd
 15N7

essment

Description	
-------------	--

00	Residential - English Public Regional Transit Regional Waste Managem
----	--

s >>> **Municip**

Special Charges

Description

1 Sewer Fee
 nt Land Res Water
 nt Land Res Wastewater

tal Special Charges

Schedule 2

Both rolls w
 Therefore k



Subject: Green House Gas Reduction Feasibility Studies Grant Funding

To: Council

From: Public Works Department

Report Number: 2026-30

Meeting Date: February 24, 2026

Recommendation:

That Public Works Department Report 2026-30 be received for information.

Purpose:

The purpose of this report is to provide an update on the previously approved capital projects pertaining to greenhouse gas emission reduction at the Vale Health and Wellness Centre (VHWC), and City Hall based on an approved grant from the Federation of Canadian Municipalities – Green Municipal Fund (FCMGMF).

Background:

City Council approved two feasibility studies during the 2024 budget with the goal of reducing green house gas emissions at the VHWC, and City Hall. In February 2025, staff attended the Federation of Canadian Municipalities Sustainability Conference and met contacts who were successful in grant opportunities along with the granting agencies. Staff then submitted a grant application to the FCMGMF to undertake a study to assess greenhouse gas emission reductions at the following seven city facilities - VHWC, City Hall, Engineering and Operations Centre, Fire Hall, Library, Museum, and Roselawn Centre.

Discussion:

The City's application to the FCMGMF was aimed at expanding the approved funding to include additional facilities, ensuring greenhouse gas emission reductions are

completed from a wholistic standpoint rather than a per facility basis. In the last quarter of 2025, the FCMGMF notified the City that the application submitted was successful and that the City will be receiving \$200,000 towards these projects. With confirmation of the grant, staff have moved forward to procure a consultant to complete the projects. It is anticipated that this consultant will be retained in March 2025.

Once the proponent has been retained the project will commence based on the following schedule:

Project Milestones	Completion Date
Milestone 1: Site Investigations and Information	March 2026
Milestone 2: Calibrate Modelling of Existing Facilities	May 2026
Milestone 3: Design Workshop	July 2026
Milestone 4: GHG Reduction Measures Analysis	September 2026
Milestone 5: GHG Reduction Option/Package	November 2026
Milestone 6: Decision-Making Workshop	January 2027
Milestone 7: Capital Plan/Final Report	March 2027

All feasibility studies are expected to be completed by March 2027.

Internal Consultations:

The Finance, Environmental, and Facility Divisions have all worked together to secure grant funding and ensure the city receives a comprehensive plan to reduce greenhouse gas emissions at key city facilities.

Financial Implications:

Overall project costs are estimated to be \$251,400 with 80% of the costs, up to \$200,000 covered by the FCMGMF with the remaining being covered by the City of Port Colborne in the amount of \$51,400.

The previous capital project approvals for VHWC, and City Hall totalled \$180,000; funded \$75,000 by Levy, and \$105,000 by grants.

Staff will utilize the funding within the two existing capital projects originally aimed at reducing greenhouse gas emissions at the VHWC and City Hall to further expand the scope to the seven facilities identified within this report.

The existing \$75,000 approved will cover the city's share of the project scope and provide contingency should the project require destructive testing or in-depth investigation to ensure the best possible results.

Public Engagement:

City staff will engage with the Environmental Advisory Committee with milestone updates throughout the project.

Strategic Plan Alignment:

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

- Environment and Climate Change
 - Welcoming, Livable, Healthy Community
 - Sustainable and Resilient Infrastructure
-

Conclusion:

Expanding the original scope of the approved projects to include 5 additional facilities at a lower cost to the taxpayer will provide a better value and overall pathway for the city to reduce greenhouse gas emissions.

Respectfully submitted,

Pamela Bunnin
Project Manager - Facilities
Phone 905-329-2249
Email Pamela.Bunnin@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.



**Subject: Recommendation Report for Draft Plan of Subdivision-
Approval for Maplevue Subdivision (File D12-01-24)**

To: Council

From: Planning and Development

Report Number: 2026-29

Meeting Date: February 24, 2026

Recommendation:

That Planning and Development Department Report 2026-29 be received; and

That the Draft Plan of Subdivision and associated Draft Plan Conditions attached as Appendix A to this report, be approved; 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 information and a recommendation regarding the application submitted by NPG Planning Solutions on behalf of the Owner (1000046816 Ontario Ltd.) for a proposed Draft Plan of Subdivision to facilitate the redevelopment of the lands legally known as Part of Lots 31, 32 & 33, Concession 1, and part of the road allowance between Townships of Wainfleet and Humberstone, and Part of the road allowance between Lots 32 & 33.

Background:

An Official Plan Amendment and Zoning By-law Amendment for the subject lands were recently approved by Council on November 25, 2025, through By-laws 7408/99/25 and 7409/100/25. These applications allow for the development of a mixed-use community consisting of a range of residential built forms and commercial uses. The Draft Plan of Subdivision for the subject lands was not brought forward for Council consideration at the time of the Zoning and Official Plan Amendments, due to unresolved concerns from the

City and the Niagara Peninsula Conservation Authority (NPCA) related to stormwater management that, in staff's opinion, had to be resolved prior to issuance of Draft Approval.

Since the approval of the Official Plan and Zoning By-law Amendments in late 2025, City staff and the NPCA have continued to work with the Applicant to address outstanding stormwater management concerns. Staff maintain that stormwater management matters must be resolved prior to the pre-sale or conveyance of lots within the Draft Plan of Subdivision. In order to advance the development proposal while ensuring these concerns are fully addressed, Staff recommend approval of the Draft Plan of Subdivision, subject to the proposed Draft Conditions, including a condition prohibiting the pre-sale of any lots until the NPCA's stormwater management conditions have been addressed to the satisfaction of both the NPCA and the City.

Discussion:

Site and Surrounding Area

The site is located on the south side of Killaly Street West, between West Side Road (east) and Cement Road (west), in the City of Port Colborne, Niagara Region. The site is legally described as Part of Lots 31, 32, and 33, Concession 1, and part of road allowances between the former Townships of Wainfleet and Humberstone. The site is within the City's Urban Boundary and designated as Greenfield Area in the Niagara Region Official Plan. The total site area is approximately 57.16 hectares (141.25 acres) with approximately 740 metres of frontage on Killaly Street West (Regional Road 5). A location map is provided in **Figure 1**.



Figure 1- Location Map

The site is currently vacant and considered a brownfield site as it was formerly used by the Canada Cement Company. The cement plant was demolished in 1970. Bedrock on the site is shallow with minimal soil cover. Redevelopment of the site will require substantial fill to be added. The site is generally flat, with gentle grading toward the southwest. The site contains a drainage ditch along the southern boundary.

The western portion of the site contains two large quarry ponds, part of the Wainfleet Eagle Marsh Drain Provincially Significant Wetland (PSW) Complex and Significant Woodland areas. These environmental features are designated as Environmental Protection Area (EPA) in the City’s Official Plan. The environmental areas are not proposed for development and will be retained and protected through the Draft Plan of Subdivision. These lands are to remain in private ownership, and an easement will be provided to allow the municipality to access the lands, if required.

Surrounding Land Uses

<p>North (across Killaly Street West):</p> <ul style="list-style-type: none"> • Predominantly low-density residential (single-detached dwellings). • Some highway commercial and mixed-use parcels near Third Avenue. • A commercial node exists approximately 500 metres north at Main Street West & West Side Road. 	<p>East:</p> <ul style="list-style-type: none"> • Vacant land and residential uses, including low-density homes and retirement residences along Elgin Street West. • A commercial plaza at Killaly Street West and Steele Street with pharmacy, convenience store, and offices.
<p>South:</p> <ul style="list-style-type: none"> • The Port Colborne Harbour Railway corridor, a municipally owned rail line, separates the site from additional low-density residential uses further south. 	<p>West:</p> <ul style="list-style-type: none"> • Quarry ponds and Cement Road area with scattered rural residential properties.

Transportation Context

The site has access to Killaly Street West (Regional Road 5) which is a major east-west arterial road maintained by the Niagara Region. It supports vehicles, cyclists, and pedestrians, with future active transportation enhancements planned. A future road allowance is located immediately east of the site which could permit a future extension to West Side Road. The northern portion of the extension is owned by the MTO and would require conveyance to the City to combine with the southern portion (immediately north of Elgin Street West) which is owned by the City. That connection is not provided with the Draft Plan.

The site is served by Niagara Region Transit Route 25, connecting Port Colborne and Welland (with “flag stop” flexibility). The site is also accessible to the NRT On-Demand, a ride-share-style service providing direct trips within the City.

Nearby Amenities and Community Services

The site is well serviced by parks, amenities, and community services located within a 500 metre to 1 km radius.

Parks and Recreation:

- Maple Park – 100 m east (at Elgin Street West)
- Rose Shymansky Memorial Park – 500 m north
- Harry Dayboll Park and Westdale Park – within 1 km
- Port Colborne Minor Baseball Rotary Complex <1 km away

Schools:

- Oakwood Public School – 1.2 km northeast
- St. John Bosco Catholic Elementary School, Steele Street Public School, and St. Patrick Catholic Elementary School – within 1 km
- Port Colborne Secondary School – just beyond 1 km southeast

Commercial and Community Uses:

- Multiple shopping plazas, dining options, and professional services within walking distance along Killaly Street West and Main Street West.
- Downtown Port Colborne and the Welland Canal corridor are located a short drive east (5 minutes).

Application Chronology

The subject lands have been the subject of several previous planning applications and approvals, including an approved Draft Plan of Subdivision and Zoning By-law Amendment in February 2013, followed by the recently approved Official Plan and Zoning By-law Amendments in November 2025. A summary of each application and approval is provided below.

Draft Plan of Subdivision & Zoning By-law Amendment Application (February 2013)

In February 2013, the site received Draft Approval for a residential Draft Plan of Subdivision referred to as Rosemount Estates. The Draft Plan proposed 960 residential units, including a mix single detached dwellings, townhouses and apartment buildings.

The 2013 Draft Plan Approval was subject to the completion of draft conditions related to environmental matters, servicing plans and agreements, to be completed within three years. The Draft Approval lapsed as the conditions were not met, and the plan did not proceed to registration.

Although the Draft Plan approval lapsed, a Zoning By-law Amendment was approved for the lands, to rezone the lands to Second Density Residential (Hold) – R2-28-H which

permits single and semi-detached dwellings, Third Density Residential (Hold)-R3-29-H which permits townhomes and Fourth Density Residential (Hold) – R4-30-H which permits apartments up to 6 storeys in height. There was also a block within the site zoned Neighbourhood Commercial (Hold) – NC-27-H which permits local commercial uses and a park block zoned Public and Park – P.

At the time of the 2013 approvals, part of the current site was owned by the Ministry of Transportation (MTO) and was proposed to be developed for the potential extension of Highway 3. The MTO determined that the extension not required and the lands were sold to the current owner. This allowed for the site to be planned comprehensively as one unified block.

Since the previous approvals, the planning policy and regulatory framework has also changed. When the more recent Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Applications were submitted in April 2024, the Provincial Policy Statement (2020), Growth Plan (2020), and Niagara Official Plan (2022) had replaced earlier planning frameworks that applied to the 2013 approvals. The newer policies emphasized intensification, complete communities, and greenfield density targets, and encouraged a more compact form of development than the 2013 plan envisioned.

Since 2013, there have also been updates to the site's environmental mapping which has refined the limits of the Wainfleet Eagle Marsh Drain PSW Complex and the Significant Woodlands. The plan submitted in 2024 provided for larger protected environmental blocks within the development.

The Provincial Planning Statement (2024) has now replaced the Provincial Policy Statement (2020) and Growth Plan (2020), and the Niagara Official Plan (2022) is now under the City as part of its Local Plan.

Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision Application (April 2024)

Applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision were submitted by NPG Planning Solutions in April of 2024. The applications were deemed complete on May 14, 2024. A number of reports/plans were submitted in support of the development of the lands including:

- Conceptual Development/Site Plan
- Draft Plan of Subdivision
- Environmental Impact Study (EIS)
- Functional Servicing Report (FSR)
- Geotechnical Report
- Grading and Servicing Plans
- Landscape and Open Space Plans
- Noise and Vibration Study

- Open Space and Trail Master Plan
- Pedestrian Level Wind Study
- Phase 1 and 2 Environmental Site Assessments (ESA)
- Planning Justification Report (PJR)
- Shadow Study
- Stage 1-2 Archaeological Assessment
- Stormwater Management Report (SWM), and
- Transportation Impact Study (TIS)

These materials were circulated for comment to City departments and agencies on May 14, 2024. All of the above-noted plans and reports were posted on the City’s website under the “Current Applications” page.

The applications submitted were intended to facilitate the redevelopment of the site with 2,110 new residential units, 3,196.8 m² of ground floor commercial uses, parks and open space and environmentally protected areas. A copy of the Conceptual Development/Site Plan dated April 5th, 2024, is shown in **Figure 2**.

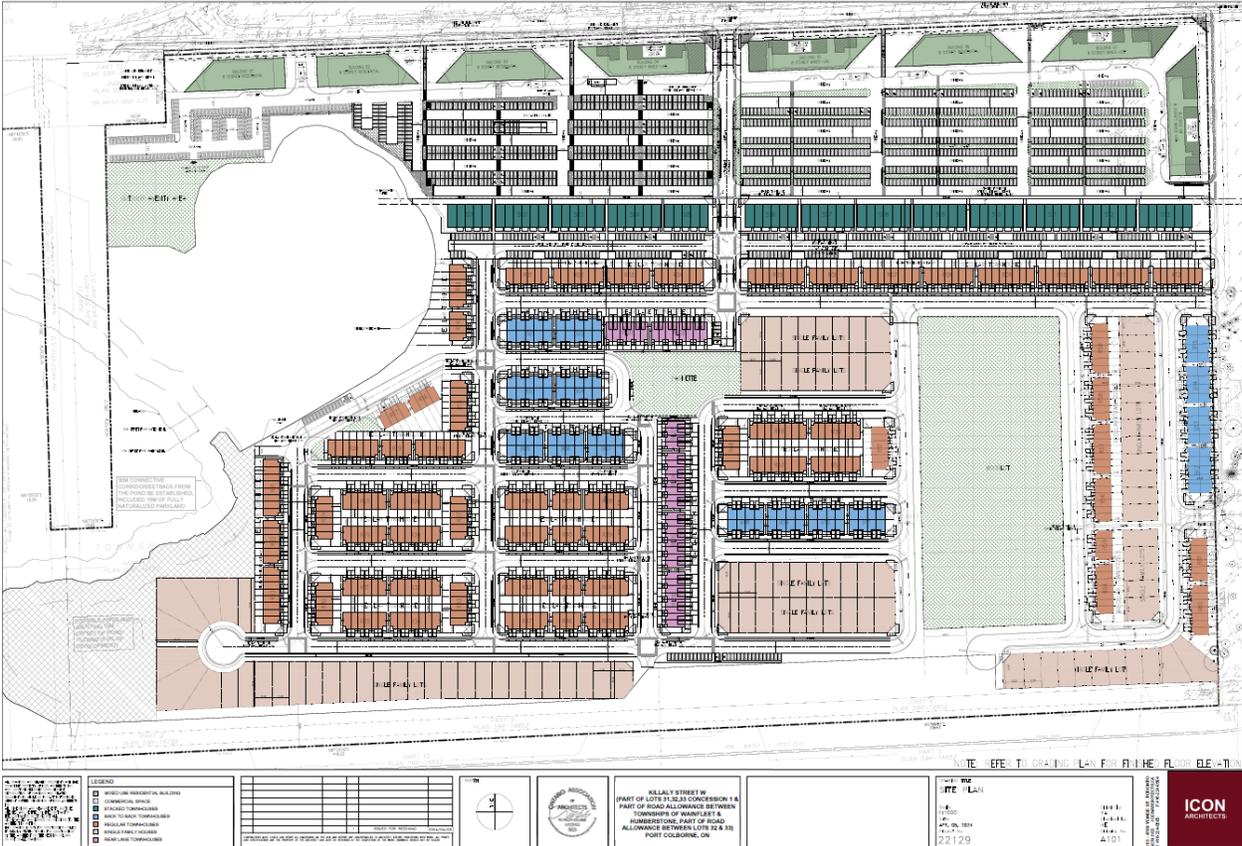


Figure 2- Concept Plan (April 2024)

The development application submitted in April 2024 provided for a range of residential uses and built forms as follows:

Housing Type	# of Units	Description
Mid-Rise Apartments (8-storey)	1,231	Eight 8-storey buildings — four mixed-use and four residential (Ground-floor commercial area: 3,196.8 m ² total (ranging from 721 m ² to 874 m ² per building)).
Stacked Townhouses	228	13 buildings accessed by private roads
Regular Townhouses	383	61 buildings fronting onto new public roads
Back-to-Back Townhouses	130	15 buildings with higher density townhouse blocks
Rear-Lane Townhouses	42	6 buildings with laneway access
Single Detached Dwellings	96	Individual lots throughout subdivision
Total	2,110	Net Density*: 104.77 units/ha

Table 1- Proposed Residential Uses, April 2024

Parking is addressed in various locations throughout the development through on-site private parking areas (both surface and structured parking facilities), driveways and garages. A total of 1,547 parking spaces were proposed with 132 bicycle parking spaces. The Traffic Analysis submitted with the applications addressed the proposed versus required parking and concluded that overall, there is a 6% deficiency which, was considered to be minimal.

The initial application provided for 13 new public streets (20 metre right-of-way), designed on a modified grid pattern. The primary access for the development was from Killaly Street West, aligned with Third Avenue. Secondary accesses were proposed via the future West Side Road extension with two connections. A number of internal roads (both public and private) provided for walkable blocks with sidewalks and street trees throughout the development as well as on street parking on the public streets. There were two pedestrian walkways proposed, as well as trail links between the parks, woodlot and quarry pond area.

A Traffic Analysis submitted with the initial application concluded that with the planned intersection upgrades and road connections, the development would function efficiently within the existing road network, supporting both vehicular and active transportation without creating adverse impacts on traffic operations.

The site is adjacent to a rail corridor to the south. The impacts associated with the rail corridor were addressed in a Noise Impact and Vibration Study submitted by the Applicant. The Proposed Development along the southerly portion of the site is setback as required from the rail corridor and noise impacts are proposed to be mitigated.

The initial application was accompanied by an Environmental Impact Statement (EIS). The EIS identified key natural heritage features on the site including woodland and wetlands.

Three distinct woodland communities were identified:

- Fresh Black Walnut Deciduous Woodland (eastern portion)
- Black Walnut Deciduous Woodland (central portion – near southern boundary)
- Deciduous Forest (western portion adjacent to quarry pond)

The report also identified the Wainfleet Eagle Marsh Drain Provincially Significant Wetland Complex which overlaps with the quarry pond area. While a short “watercourse” mapped on NPCA regulations was found, it was assessed not to be a true regulated watercourse, as it showed occasional flow during storms but no consistent channel. The EIS did not identify fish habitat. The EIS identified a wide range of wildlife habitat throughout the site.

Based on the identification and assessment of key environmental features, the development has been designed to avoid direct impacts on key environmental features through the protection of the environmental lands which are larger than the initial blocks in the 2013 Draft Plan. The EIS also proposed mitigation and restoration measures which are expected to:

- Maintain ecological integrity of wetlands and woodland;
- Support wildlife movement and habitat diversity; and,
- Achieve no negative impacts on the significant natural heritage features or ecological functions.

The environmental features have been protected within large development blocks, with appropriate buffers. The environmental blocks are to remain in private ownership, with access easements in favour of the City.

The initial plan provided approximately 50% of the total site area (29.09 ha) for environmental protection, open space, and parks, as shown in **Table 2**.

Feature	Block	Area (ha)	Description
Neighbourhood Park (West)	43	3.21	Large open park with quarry views, seating areas, tree groves, and trail connections.
Central Parkette	36	0.33	Small, centrally located green space surrounded by higher-density housing; features seating, shade trees, and play lawn.
Neighbourhood Park (East)	37	1.56	Medium-sized park with multi-use lawn, playground, and landscaped buffer to residential blocks.
Woodlot & Wetland Blocks	35 & 38	23.95	Protected environmental lands (EPA) with enhanced buffers, habitat restoration, and nature trails.
Pedestrian Walkways	39 & 40	0.04	Short connecting paths linking internal streets to parkland and trails.

Table 2- Open Space & Environmental Areas (April 2024)

The initial plan proposed a central parkette for access to all residents as well as a new trail network that would connect to Maple Park to the east. Trails were proposed within the woodlot and quarry pond areas. A total of 5.14 ha was proposed with the initial application for parkland dedication as required by the City. Additional lands totalling 23.95 ha were proposed to be conveyed to the City for environmental protection including the woodlot.

The initial Proposed Development was designed to address urban design principles. All elements of the development including the functional design, built form, scale, public realm, landscaping, active transportation, road design, connectivity and integration and compatibility with the surrounding community were addressed.

The initial application was accompanied by a Functional Servicing Report which addressed water and wastewater as well as stormwater management. Water and wastewater servicing is proposed to be provided utilizing the existing water supply and wastewater treatment plant and the report concludes there is sufficient capacity in both to serve the Proposed Development.

The proposed stormwater management plan proposed on-site storm sewers and oil/grit separators discharging to the quarry ponds with no new outflows as runoff is proposed to be fully retained and treated on site.

The Functional Servicing Report also included a grading plan that proposed minor stripping and backfill (0.3 m) due to former industrial use and between 9,600–28,800 m³ of soil to be removed and replaced through the site remediation.

The Streetscape Plan provided with the application submission included a detailed description for street tree planning, sidewalk and pedestrian amenities, gateway features and treatments, rights-of way design, as well as the integration of active transportation.

The Landscape Plan provided several components to address the open space and landscaped areas proposed throughout the site. It included a planting strategy, sustainability features, amenity features and the integration of the landscaped areas with the various built forms.

Stage 1 and 2 investigations for archeology were carried out through the archeological assessment completed by the Applicant and found no archaeological resources within the development area. It was concluded that the proposed developable area of the site had no remaining archaeological potential due to historic quarrying and past industrial disturbance.

Both completed ESAs for the site concluded that localized contamination exists in soil (metals and hydrocarbons) due to historic industrial uses. However, there is no evidence of widespread or severe contamination, and no off-site migration of pollutants detected. With remediation and soil replacement, the assessments confirmed that the site can safely support residential and mixed-use development. The planned remediation and

Record of Site Condition process will ensure full compliance with provincial environmental standards.

A Statutory Public Meeting for the Proposed Development was held on June 4, 2024. Prior to and at the public meeting, a number of area residents raised several concerns with the proposed applications. A summary of these concerns is provided below:

- Extension of West Side Road through the unopened road allowance. Concerns with impacts, safety and traffic;
- Traffic impacts and lack of justification for reduced parking;
- Amount of development and density too great. Changes since the 2013 approval are too great for the area;
- Location of back-to-back townhomes adjacent to single detached dwellings will create overlook and privacy issues; and,
- Proposed apartments are too tall and too dense for the area.

The Applicant met with the Mayor, City Staff, and residents of the Portal Village community to discuss the Proposed Development on July 3, 2024. Discussion at the meeting included:

- The preferred location of parkland;
- A proposed land swap with a portion of the West Side Road allowance;
- The built form of the buildings proposed across from the Maple Avenue townhouses; and,
- General concerns regarding increased traffic from the proposed subdivision.

Following the circulation of the applications, several comments were received from City departments and agencies, and a number of technical issues were identified for further review.

Table 3 below provides a summary of the key technical issues raised with the initial application and first resubmission, and where applicable, how the issues were to be addressed.

Theme	Issue	Comment
Stormwater Management	Proposed stormwater drainage and outlet have not been adequately addressed and more information is required to accept the current proposal.	Draft Plan Approval requires that stormwater management be addressed to the satisfaction of the City and NPCA, prior to lots being - re-sold or conveyed. The draft ZBLA includes a holding provision related to stormwater.
Land Use	Revisions recommended for park configurations and access points.	Parkland location and access points resolved to address comments.

Theme	Issue	Comment
	Reconsider townhouses abutting Killaly Street West due to may face access and setback issues and reconsider back-to-back block locations.	Plan was revised to address transition of built forms and relocate back-to-back blocks. Zoning ensures adequate setbacks and pedestrian sidewalk along the regional road.
	Clarify if mixed-use buildings and townhomes will include commercial space at grade.	Minimum commercial GFA was incorporated into zoning by-law and official plan amendment.
Transportation	Unclear distinction between public and private roads; review network design.	All public/private roads were identified, and road connectivity was improved.
	Address road alignment issues (esp. Street N) and missing cul-de-sac.	Redesign for proper access, turnaround, and snow storage.
	Mixed-use buildings lack direct Killaly Street access.	Evaluate potential for right-in/right-out access.
	Loading spaces visible and poorly located.	Relocate or screen loading areas for safety and aesthetics, as part of a future Site Plan application.
	Lack of pedestrian walkways from parking areas.	Add walkways and improve pedestrian safety.
	Resolve West Side Road extension concerns	Revise plan accordingly.
	Consider structured parking for all apartments	To be considered through Site Plan.
	Need to delineate public sidewalks	Identify where private walkways and public sidewalks will be provided through detailed design.
Parks and Open Space	Need details on private amenity spaces and balconies.	Clarify design of private recreation spaces.
	Public access to quarry lands not supported.	Draft Plan Approval includes a condition requiring that fencing be provided along the quarry lands to deter public access to the quarry.
	Parkland dedication calculated on net area.	Needs to be confirmed. Upon confirmation, a condition will need to be included in the Draft Plan Approval Conditions to secure parkland, cash in lieu of parkland, or a combination thereof.
	Ensure public road access to parks and synergy between park and woodlot.	Provide direct access and coordinated design.

Theme	Issue	Comment
	Clarification needed on how park space will be programmed.	To be determined at detailed design stage, parkland is large enough to accommodate public spaces.
Environmental Areas	Buffer only along northwest boundary; should extend sitewide.	Add continuous 4 m landscape buffer along environmental lands.
	Clarify buffers and protection for Block 38 woodland.	Show buffer widths consistent with EIS Figure 5 on the Draft Plan.
Land Use Compatibility	Noise from railway must be adequately mitigated.	Confirm adequacy of Noise Report and consider berms/walls.
	Park (Block 37) located near rail corridor.	Assess safety and appropriateness of park location.
Official Plan Amendment	Updated OPA required to reflect revised unit types and numbers.	Resubmit OPA and ZBA.
	Clarify if density calculations are net or gross.	Confirm compliance with Official Plan (net density).
	Notwithstanding Clause references full Section 3.2 unnecessarily.	Revise to cite only density policies 3.2.1(a)–(c).
Zoning By-law Amendment	Draft ZBA should be updated to address changes to plan and should be more detailed.	Submit updated ZBA consistent with revised plan.
Draft Plan of Subdivision	Block 38 label unclear; specify environmental feature.	Update labeling on Draft Plan to specify environmental feature.
	Land Use Schedule missing public road dedication info.	Add road dedication details.
	Confirm if access easement required along quarry.	Coordinate easement requirements. Provide easement over the quarry lands and the environmental blocks to allow the City access to these lands.
	ROW widths for Roads N and M appear to include half driveways.	As part of the Draft Plan Conditions, the Applicant will also be required to enter into an encroachment agreement, to be registered on title for lots that contain partial driveways, which identifies the driveway ownership and places restrictions on the design and use of these areas.
	Ownership of quarry ponds and woodlot unclear.	The quarry lands and the wetland will remain in private ownership. An

Theme	Issue	Comment
		access easement will be granted to the City, should the City ever require access to these lands. The woodlot will be dedicated to the City.

Table 3- Summary of Key Technical Comments

Revised Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Application (April & October 2025)

The Applicant provided a resubmission of the Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision Applications in April of 2025 and a further resubmission and revised plan on October 1, 2025. The revised applications proposed several changes to the plan to address technical and public comments.

The October 2025 revised applications propose the development of 1,819 dwelling units: 84 single detached dwellings, 391 regular townhouses, 18 two-storey townhouses, 72 rear lane townhouses, 164 back-to-back townhouses, 483 stacked townhouses, and 607 apartment dwelling units in four 8-storey mixed use buildings. The revised applications reduced the number of dwelling units proposed and overall density across the site. A copy of the revised Conceptual Development Plan is provided in **Figure 3**.

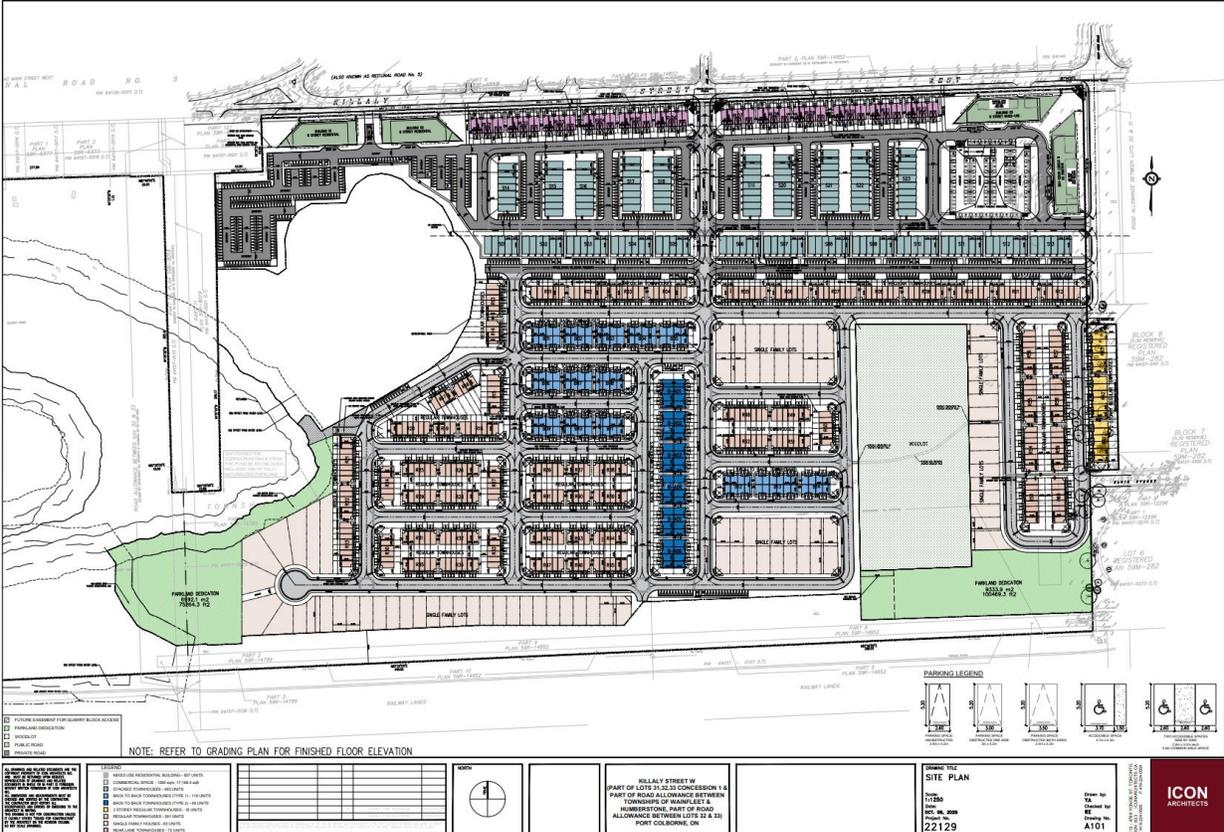


Figure 3- Concept Plan (October 2025)

The key changes incorporated into the revised Plan from October include the following:

Killaly Street West Frontage:

- Along the Killaly Street frontage, a total of four 8-storey buildings have been removed from the initial Concept Plan to provide for a lower rise built-form, consisting of rear lane townhouse blocks along the Killaly Street West frontage and stacked townhouse blocks within the interior of the blocks.
- A 3-storey parking structure is now proposed within the apartment block to provide parking for the mixed-use buildings proposed at the Killaly Street West and West Side Road intersection.

West Side Road Extension:

- The West Side Road Extension has been revised and is now proposed to terminate at Street A. It had previously been proposed to terminate at Elgin Road.
- Single detached dwellings are now proposed to back onto the woodlot, along the western portion of Street A.

Parkland:

- The proposed central parkette has been relocated to the southeastern corner of the subject lands, to be adjacent with and operate as an extension to Maple Park (Block 37).
- The western parkland block (Block 36) has been reduced in size to accommodate increased depth of Lots 30 to 34.

Western Portion:

- The single detached dwelling lots at the westernmost portion of Street B have been extended to directly abut the natural heritage block (Block 43).

Road/Trail Network:

- Reconfiguration of the blocks in the centre of the development to allow for improved road connections and lotting.
- Relocation of pedestrian connections to woodlot to connect to existing trail.
- Increase to width of pedestrian walkway blocks.

The changes made the proposed development address the majority of the public and agency comments provided through the public meeting and subsequent engagement opportunities.

**Official Plan Amendment and Zoning By-law Amendment Approval
(November 25, 2025)**

The Official Plan Amendment and Zoning By-law Amendment to implement the development shown in **Figure 3** above were approved by the City of Port Colborne Council on November 25, 2025, through By-laws 7408/99/25 and 7409/100/25.

The Official Plan Amendment redesignates the site from *Urban Residential* to *Urban Residential, Special Policy 3.2.6.* to increase density within each density classification and permit mixed-uses on the site. The Official Plan Amendment also redesignates portions of the site to *Environmental Protection Area (EPA)* and *Parks and Open Space (P)* to define and protect the natural areas and park spaces provided through the development.

An associated Zoning By-law Amendment Application was also approved by Council. The revised Zoning By-law Amendment implements the Official Plan Amendment and revised Conceptual Development/Site Plan by delineating the Environmental Protection Zones, Public and Park Zones and establishing a number of areas defined on the zoning schedule subject to site specific zoning provisions under the Mixed-Use and Fourth Density Residential Zones. More specifically, the Zoning By-law Amendment rezoned the site from R2-28-H, R3-29-H, R4-30-H, NC-27-H, P, and EPA to:

- R4-60-H (Site-Specific Fourth Density Residential)
- MU-60-H (Site-Specific Mixed Use)
- P (Parks)
- EPA (Environmental Protection Area)

The Zoning By-law Amendment also provides relief from several zoning provisions including:

- Parking ratio reduction
- Reduced lot frontage and yards (front, side, rear)
- Increased height (8 storeys for apartments)
- Adjusted landscape area requirements

The approved Zoning By-law includes a Holding Provision which requires that a stormwater management plan and any associated environmental studies be prepared by a qualified professional and submitted for review and approval to the satisfaction of the City of Port Colborne, in consultation with the NPCA, prior to the final zoning being in effect.

Proposed Planning Instruments

The Draft Plan of Subdivision Application was not brought forward for Council consideration with the Official Plan and Zoning By-law Amendment Applications on November 25, 2025, due to concerns from the City and the NPCA that had not yet been addressed. These were issues related to stormwater that, in staff's opinion, had to be resolved prior to issuance of Draft Approval.

Staff have since worked collaboratively with the Applicant and the NPCA, to address the stormwater management concerns through the inclusion of additional Conditions in the Draft Plan Approval that will require the Applicant to undertake additional studies to address matters related to stormwater management, to the satisfaction of the NPCA and

the City, prior to the any pre-sale or conveyance of lots in the Draft Plan of Subdivision. These conditions have been added to ensure that the Applicant does not pre-sell lots that have unresolved stormwater management matters that have the potential to impact the composition or configuration of the lots and blocks within the Draft Plan.

Draft Plan of Subdivision

The Draft Plan of Subdivision proposes to establish the following blocks and lots on the subject lands:

- 83 Single Use Residential Blocks (Lots 1-83)
- Blocks 1-4, 6-8, 9, 12, 16-32 for street townhouses
- Blocks 5, 13-15, and 33 for back to back townhomes
- Blocks 10 and 11 for stacked townhouses
- Blocks 41 and 42 for rear lane townhomes and mixed use apartments
- Blocks 34 and 43 for Environmental Lands
- Blocks 35 and 36 for Public Parkland
- Block 37 for the Quarry Lands
- Blocks 38, 39 and 40 for Public Walkways
- Block 44 for Stormwater Management

A copy of the Draft Plan of Subdivision and associated Draft Plan Conditions is included as Appendix A to this report.

Residential Lots & Blocks

The proposed Draft Plan of Subdivision provides a variety of residential lots and blocks to support a mix of housing forms, including 83 single-detached lots, 25 street townhouse blocks, 5 back-to-back townhouse blocks, 2 stacked townhouse blocks, and 2 mixed-use blocks. The proposed lots and blocks are appropriately sized and configured for their intended uses, comply with the Zoning By-law, and will contribute to a broader range of housing options for current and future residents of the City.

Transportation

The Draft Plan of Subdivision is supported by a local public road network (Streets A-M). Each of the public streets will be conveyed to the City of Port Colborne, as a condition of Draft Plan Approval. Each of the public roads have a 20.0 metre right-of-way. Detailed engineering drawings for the roads will be provided to the City for review and approval, in accordance with the Draft Plan Conditions. Private roads will be provided in the Mixed-Use Blocks (Blocks 41 and 42) through a future development application.

As part of the Draft Plan Conditions, the Applicant will also be required to enter into an encroachment agreement, to be registered on title, for lots that contain partial driveways within the road rights-of-way. This agreement is necessary as several of the driveways are partially located within the public right-of-way which, and once dedicated to the City,

has the potential to cause maintenance complications. The agreement will identify the driveway ownership and place restrictions on the design and use of these areas.

Access to the Draft Plan is provided through one access along Killaly Street, one access from Elgin Road, and an extension of West Side Road. Each of these accesses and associated intersections will be designed to the satisfaction of the City, in accordance with the Draft Plan of Subdivision Conditions.

Municipal Servicing

Through the application review process, Engineering staff and the Region of Niagara have worked with the Applicant to address identified issues with servicing for the proposal. 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 Rosemount North Pumping Station. As a condition of Draft Plan Approval, the Applicant is required to submit an FSR indicating that the accepting servicing infrastructure, can accommodate the additional flows from the development, and the detailed design for the sanitary sewer and stormwater drainage systems must be accepted by the City, NPCA, and the Region.

As a condition of Draft Plan Approval, the Region requires that the Applicant acknowledge that draft approval does not include a commitment of servicing allocation. Servicing allocation will be assigned at the time of registration.

Stormwater Management

Additional stormwater management concerns associated with the Proposed Development will be addressed through the Draft Plan of Subdivision conditions. Specifically, the NPCA has identified concerns related to the potential presence of karst formations and the impacts of the proposed stormwater management system. The NPCA has requested that additional detailed studies be completed to assess the presence or absence of karst features on the site and to confirm that stormwater flows can be safely conveyed without causing erosion or related impacts.

To address these concerns, the NPCA has proposed a condition of Draft Plan Approval requiring the Applicant to complete the required studies to the satisfaction of the NPCA. Should the results of these studies be insufficient to support the proposed Subdivision, revisions to the approved Draft Plan may be required.

To ensure that stormwater management concerns raised by the NPCA are resolved prior to the pre-sale or conveyance of lots, a condition has been included in the Draft Plan of Subdivision Approval requiring the completion of the required studies before any lots may be pre-sold or conveyed.

A similar condition is also maintained in the approved zoning through the use of the Holding Provision as previously noted.

Parkland Dedication

As per Section 51.1 of the *Planning Act*, 5% of the land included in a Plan of Subdivision for residential development must be conveyed for parkland or other public recreational purposes. The Applicant is providing 2.41 hectares of land for public parkland, which equates to 4.2% of the total land area of the Subdivision. The Applicant will be required to provide cash-in-lieu of parkland for the outstanding parkland dedication requirements. A condition has been included in the Draft Plan of Subdivision approval requiring that the 2.41 ha of parkland be dedicated to the City, and the outstanding balance be provided through cash-in-lieu.

Environmental Lands

The proposed Draft Plan of Subdivision includes three environmental blocks: Block 34, which contains the woodlot; Block 37, which contains the quarry; and Block 43, which contains the wetland. The quarry and the wetland will remain in private ownership. Access easements will be provided to each block to allow municipal access, should it be required. The woodlot will be dedicated to the City. As a condition of Draft Plan Approval, fencing will be installed along Block 37 and 43.

Discussion

The proposed Draft Plan of Subdivision 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.

Planning Act, 1990

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”.

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 Interests (Planning Act, s. 2)	Summary Assessment
a) the protection of ecological systems, including natural areas, features and functions	The site contains identified natural heritage features including a woodland and PSW. Both features have been identified, assessed, and are being protected within delineated blocks of the Draft Plan of Subdivision. The wetland will remain in private ownership, and access easements will be provided in favour of the municipality. The woodlands will be protected and conveyed to the City.
b) The protection of the agricultural resources of the Province	The subject lands is located within the Urban Area Boundary of the City of Port Colborne. The Draft Plan of Subdivision will not have any impacts on the protection of agricultural resources.
c) The conservation and management of natural resources and the mineral resource base	Not applicable.
d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest	As stated in the Stage 1 and 2 Archaeological Assessment prepared by AMICK, no significant archaeological resources were identified through the archaeological assessment, and no additional work was recommended. Draft Plan Conditions have been provided as part of the Draft Plan Approval to address conditions related to the Archaeological Assessment from the Ministry of Tourism, Culture, and Sport.
e) The supply, efficient use and conservation of energy and water	Draft Plan Conditions have been included within the Draft Plan Approval to ensure that all matters related to the efficient use of stormwater management and servicing infrastructure are met by the Applicant.
f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems	A Functional Servicing Report, Stormwater Management Report and a Traffic Impact Study have been submitted in support of the proposed Subdivision. The Applicant provided supporting studies with respect to servicing and stormwater management as part of the proposal. Servicing capacity limitations exist at this

Provincial Interests (Planning Act, s. 2)	Summary Assessment
	<p>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 3 existing pumping stations proposed to be utilized. Through the Draft Plan of Subdivision conditions, the Applicant will be required to submit updated studies showing how the servicing infrastructure can accommodate the flows from the development and the detailed design for the servicing infrastructure. Both of these requirements must be completed to the satisfaction of the City.</p> <p>As a condition of Draft Plan Approval, the Applicant is required to address outstanding matters related to the design of the stormwater management plan, including lot grading, drainage, and sediment and erosion control. Due to unresolved stormwater management concerns raised by the NPCA, an additional condition has been included in the Draft Plan of Subdivision Approval requiring the Applicant to complete further studies to the satisfaction of the NPCA and the City prior to the pre-sale or conveyance of lots. This condition is intended to ensure that all stormwater management matters are resolved before lot conveyance, as the results of the additional studies may impact the configuration of the Draft Plan.</p> <p>A Traffic Analysis submitted with the applications concluded that with the planned intersection upgrades and road connections, the development would function efficiently within the existing road network, supporting both vehicular and active transportation without creating adverse impacts on traffic operations.</p>
g) The minimization of waste	The Proposed Development will ensure efficient waste management is provided.
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

Provincial Interests (Planning Act, s. 2)	Summary Assessment
	health and safety.
i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities	The site is located near various community and recreational amenities, including parks, schools, and commercial plazas, that will meet the needs of future residents.
j) The adequate provision of a full range of housing, including affordable housing	The Proposed Development provides a full range of housing types, built forms and sizes and that will diversify the housing options in the City of Port Colborne. The development will include smaller units, providing more accessible options in relation to affordability.
k) The adequate provision of employment opportunities	The future Mixed-Use Blocks will incorporate ground floor non-residential uses within select apartment buildings along Killaly Street, providing for retail and service commercial opportunities.
l) The protection of the financial and economic well-being of the Province and its municipalities	As part of the Draft Plan of Subdivision Approval, a condition has been provided to ensure that lots within the Draft Plan are not conveyed or pre-sold until those matters related to stormwater management are resolved with the NPCA. This condition has been added to protect the financial well-being of the municipality.
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. The Proposal ensures that the public will not have access to the Quarry lands (Block 37), through the provision of

Provincial Interests (Planning Act, s. 2)	Summary Assessment
	fencing and a buffer from the quarry.
p) The appropriate location of growth and development	The site is located within a designated Greenfield area of the City of Port Colborne, intended to accommodate residential growth in the form of single-detached, townhouse, and apartment dwelling units. The site will also be serviced with upgraded infrastructure and be accessible through upgrades to the existing transportation network.
q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians	The site is located on Niagara Region Transit Route 25 and eligible for Niagara Region On Demand Transit. Proposed Development incorporates active transportation opportunities, that will be explored through detailed design.
r) The promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant	The Proposed Development will provide well-designed built forms and include a range of public spaces that are accessible and will contain passive and active recreational opportunities. These matters will be further explored at the time of Site Plan Approval.
s) The mitigation of greenhouse gas emissions and adaptation to a changing climate	The proposal will support objectives for sustainable development through redeveloping underutilized brownfield lands, into an urban mixed-use community.

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.

Draft Plan of Subdivision Criteria (Planning Act, s. 51(24))	Summary Assessment
a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2	Please see the table above for an analysis of the applicable matters of provincial interest set out in Section 2 of the Act.
b) whether the proposed subdivision is premature or in the public interest	The proposal is not premature as it allows for a comprehensive development of lands located within the urban area of the City of Port Colborne. The Proposal serves the public interest by providing a range of housing options, recreational opportunities, and job opportunities, that will support local economic growth.
c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any	The Proposal conforms to the City's Official Plan. The Proposal implements the recently approved Official Plan Amendment, allowing for the orderly development of a mixed-use community.
(d) the suitability of the land for the purposes for which it is to be subdivided	The subject lands represent a large, vacant, underutilized brownfield site, positioned centrally in the City of Port Colborne. The Proposed Development will allow for the remediation of these lands, into a mixed-use development, supported by sufficient transportation and servicing infrastructure, and recreational and community amenities.
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 roadways and connections to the existing street system. The Transportation Study and associated updates prepared by Trans-Plan, confirm that the new streets and linkages will function well within the established transportation network. Draft Conditions will ensure protection for the planned rights-of-way.
f) the dimensions and shapes of the proposed lots	The proposed lots and blocks are appropriately sized and shaped for the intended uses

Draft Plan of Subdivision Criteria (Planning Act, s. 51(24))	Summary Assessment
<p>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</p>	<p>proposed.</p> <p>The proposed Draft Plan of Subdivision will include easements including:</p> <ul style="list-style-type: none"> • An access easement for the wetland (Block 43); • An access easement for the quarry (Block 37); • A servicing easement (Block 44); <p>The conceptual location of these easements is shown on the Draft Plan of Subdivision. The precise location and dimensions of the easements will be confirmed through a Reference Plan, to be completed in accordance with the conditions of Draft Plan Approval.</p>
<p>h) conservation of natural resources and flood control</p>	<p>The subject lands contains several environmental features that are delineated and protected through the Draft Plan of Subdivision. Block 34 is a woodland that will be protected and conveyed to the City. Block 37 contains the quarry lands, that are to remain in private ownership and will not be accessible to the public. Block 43 contains a wetland complex with appropriate buffering, that will also remain in private ownership. Each of these environmental features and their associated buffers have been studied through an EIS and reviewed by the NPCA. Block 44 also contains a drainage feature that will also be protected through the Draft Plan.</p>
<p>i) the adequacy of utilities and municipal services;</p>	<p>Utilities and municipal services, including water, sewage, and stormwater management, are available to serve the proposal. Upgrades to municipal infrastructure will be required prior to the development proceeding. The NPCA has outstanding concerns related to stormwater management, that will be addressed through the</p>

Draft Plan of Subdivision Criteria (Planning Act, s. 51(24))	Summary Assessment
	Draft Plan of Subdivision conditions. Appropriate draft plan conditions have been recommended with respect to the detailed design of the proposed services and stormwater management infrastructure, to serve future growth.
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. Conditions from the Niagara District School Board and Niagara Catholic District School Board have each been incorporated into the Draft Plan of Subdivision Approval.
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. Specifically, Blocks 35 and 36 are public parkland blocks that will be conveyed to the Municipality in fulfillment of the required parkland dedication. These parks represent 4.2% of the total land area. As per the Planning Act, residential development is required to provide 5% of the land use for parkland dedication. Thus, the remainder of the parkland dedication requirements must be provided through cash-in-lieu.
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 and makes efficient use of a vacant, underutilized parcel of land.
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	The design of the Subdivision will align with site plan control requirements, ensuring cohesive development and proper integration of streets, utilities, and public spaces. Future Draft Plan of Condominium and Site Plan applications will

Draft Plan of Subdivision Criteria (Planning Act, s. 51(24))	Summary Assessment
land is also located within a site plan control area designated under subsection 41 (2) of this Act	address site plan control matters.

Summary Assessment

In summary, the Proposed Development as revised has regard for Section 2 and Section 51(24) 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 3.4, Airports, Rail and Marine Facilities states that planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that

their long-term operation and economic role is protected, and airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5 related to land use compatibility.

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 through creating a development structure that will accommodate a full range and mix of housing options, transportation options, employment opportunities, and parks and open spaces, to meet the long-term needs of residents. The Draft Plan will allow for a wide range of densities and mix of residential unit types that 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.

Servicing issues have been identified. Conditions of Draft Plan Approval, along with a Holding Provision in the Zoning By-law have been included to address this through detailed design. Stormwater management will be reviewed and required to be further addressed to the satisfaction of the City and NPCA through clearance of the Draft Plan of Subdivisions conditions and the Subdivision Agreement.

The site provides for a range of parks and open spaces including, trails and pedestrian pathways to foster social interaction and facilitate active transportation and community

connectivity. Public parkland blocks have been created through the Draft Plan that will be dedicated to the City.

All identified natural heritage features on the site have been protected in blocks within the Draft Plan, to protect the long-term ecological function and biodiversity of the Region’s natural heritage system.

The proposed Draft Plan of Subdivision is consistent with the PPS 2024.

Region of Niagara Official Plan

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:

- Designated Greenfield Area within the Urban Area, in accordance with Schedule B, Regional Structure;
- Natural Heritage System, in accordance with Schedule C1, Natural Environmental System Overlay and Provincial Natural Heritage System;
- Provincially Significant Wetlands and Significant Woodlands in accordance with Schedule C2, Natural Environmental System: Individual Components and Features;
- Highly Vulnerable Aquifer in accordance with Schedule C3, Key Hydrologic Areas Overlay and;
- Area of Archaeological Potential, in accordance with Schedule K, Areas of Archeological 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 will allow for the redevelopment of a former brownfield industrial area, within the Greenfield area, inside the urban boundary, consistent with the Regional growth strategy.
Housing and Density	Provide a range and mix of housing types and achieve greenfield density targets.	The proposed Subdivision includes a diverse mix of single detached, townhouse, and mid-rise apartment forms. The net density (104.8 units/ha) meets and exceeds Regional Greenfield density targets.

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, Stormwater Management Report, and a Traffic Impact Study have been submitted with the application.</p> <p>Through the application review process, Engineering Staff have worked with the applicant to address identified issues with servicing and stormwater management for the proposal. 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 Rosemount North Pumping Station.</p> <p>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. The detailed design of the proposed servicing infrastructure will be submitted to the City of Port Colborne for review and approval, in accordance with the Draft Plan Conditions.</p> <p>The NPCA and City have unresolved concerns with the proposed stormwater management system. As such, a condition has been added to the Draft Plan approval, that requires the Applicant to provide additional information to confirm the adequacy of the stormwater management system, to the satisfaction of the City and NPCA, prior to pre-selling or conveying lots. The intent of this condition is to allow for the approval of the Draft Plan, while ensuring that adequate stormwater management infrastructure is in place to support growth.</p> <p>Engineering staff have confirmed that the transportation system is adequate to meet the needs of the proposed development.</p>

Policy Area	Intent of Policy Area	Assessment of Proposed Development
Natural Heritage System	Protect and enhance PSWs, woodlands, and wildlife habitat.	The plan avoids direct impacts to designated natural features, through delineated and protecting the features in blocks with adequate buffers.
Transportation and Mobility	Encourage active transportation and connectivity.	The internal road network and trail systems integrate with existing City and Regional corridors, promoting walkability and transit accessibility (Killaly Street West, NRT Route 25).
Climate Change and Sustainability	Support redevelopment of brownfields and compact urban form.	The proposal reuses a former industrial site, reducing pressure on undeveloped rural lands and aligning with Regional climate and sustainability goals.

Table 4- Region of Niagara, Policy Conformity

Summary Assessment

The revised proposed Draft Plan of Subdivision conforms 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;
- Protecting natural heritage features through the delineation of these features within blocks; and,
- Supporting Regional objectives for housing diversity, efficient servicing, and brownfield revitalization.

Outstanding matters (notably stormwater management and servicing) will be addressed through conditions within the Draft Plan Approval, related to detailed design and further study that ensure full conformity with the Regional Official Plan and NPCA requirements.

City of Port Colborne Official Plan

The subject lands were recently subject to an Official Plan Amendment Application, passed through Zoning By-law 7408/99/25 on November 25, 2025. The subject lands are designated as follows in the City of Port Colborne Official Plan:

- Urban Residential (Special Policy 3.2.6), Parks and Open Space, and Environmental Protection Area (EPA), in accordance with Schedule A, City-Wide Land Use;
- Greenfield (Developable Area), in accordance with Schedule A1, Greenfields;
- EPA, Environmental Conservation Area (ECA), and Fish Habitat, in accordance with Schedule B, Natural Heritage;

- Provincially Significant Wetland, in accordance with Schedule B1, Environmental Protection Area;
- Fish Habitat and Environmental Corridor, in accordance with Schedule B2, Environmental Conservation Area; and,
- Petroleum Resource Areas, in accordance with Schedule C, Mineral Aggregate and Petroleum Resources.

The following chart identifies key objectives and policies of the City of Port Colborne Official Plan and an assessment of the Proposed Development and Draft Plan 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 to designated Greenfield Areas within the Urban Boundary and promote complete, connected communities.	The proposed Subdivision will allow for the redevelopment of a brownfield site within the Urban Boundary, supporting intensification and efficient land use. The proposal contributes to a compact, mixed-use urban form consistent with the Official Plan.
Residential Policies	Provide a range and mix of housing forms and densities.	The proposal will allow for the introduction of a diverse mix of housing types including, single-detached, townhouse, and mid-rise apartments, that meet the intent of the Residential Area policies. The density exceeds the minimum Greenfield target and is appropriate given site size and context.
Environmental Protection	Conserve and protect significant natural features and ecological functions.	The Draft Plan of Subdivision preserves all PSWs and Significant Woodlands through delineating these features and their associated buffers within large blocks, in accordance with the findings of the EIS. The wetland located in Block 43 will be kept in private ownership, and an access easement will be provided over the block to ensure that the City can access the lands. The woodland located in Block 34 will be conveyed to the City.
Transportation and Mobility	Encourage multi-modal connectivity and efficient road design.	The internal public street network inclusive of Streets A-M will provide adequate internal circulation throughout the Subdivision, with connections to Killaly Street West and the surrounding community. Sidewalks, trails, and future

Policy	Intent of Policy	Assessment of Proposed Development
		road extensions will promote active and sustainable modes of transportation, and future transit usage.
Servicing and Infrastructure	Ensure development is fully serviced with available municipal water, wastewater, and stormwater systems.	<p>A Functional Servicing Report was submitted with this application, and through the review process, engineering staff have identified that there are capacity issues. Through the application review process, Engineering Staff have worked with the applicant to address identified issues with servicing and stormwater management for the proposal. 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 Rosemount North 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. Staff will continue to work with the Applicant to finalize the detailed design of the proposed servicing infrastructure and will ensure the infrastructure is to the satisfaction of the City.</p> <p>The outstanding issues related to Stormwater Management will be resolved through Draft Plan Conditions, which ensure that stormwater management issues are addressed through adequate study and detailed design, to the satisfaction of the City and NPCA. As a condition of Draft Plan Approval, no lots are to be pre-sold or conveyed until such a time that the City and NPCA are satisfied with the stormwater management system.</p>
Urban Design	Encourage high-quality, human-scaled design	The development plan follows urban design principles for building orientation,

Policy	Intent of Policy	Assessment of Proposed Development
	and compatibility with existing neighbourhoods.	streetscape character, and transitions to adjacent lower density uses.
Parks and Open Space	Ensure appropriate parkland dedication and access to recreational amenities.	The Plan provides 2.41 ha of public parkland, representing 4.2% of the total land area of the Draft Plan. The parks are well distributed and accessible via the public walkways. As the parkland being dedicated to the municipality does not meet the <i>Planning Act</i> requirements of 5% of the land area, cash-in-lieu for the remaining .8% must be provided to meet the requirements.

Table 5- City of Port Colborne Official Plan, Policy Conformity

Summary Assessment

Overall, the proposed Draft Plan of Subdivision conforms to and implements 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 Greenfield objectives;
- Protecting and enhancing natural heritage areas;
- Providing public parkland and recreational amenities to support quality of life; and,
- Supporting the City’s long-term vision for growth, connectivity, and environmental stewardship.

City of Port Colborne Zoning By-law

The subject lands were recently subject to a Zoning By-law Amendment Application, passed through Zoning By-law 7409/100/25 on November 25, 2025. As per the City of Port Colborne Zoning By-law, the subject lands are zoned as:

- Mixed-Use, Special Provision 60- With a Holding Provision (MU-60-H)
- Fourth Density Residential, Special Provision 60- With a Holding Provision (R4-60-H)
- Public and Park Zone (P)
- Environmental Protection (EP)

Special Provision 60 includes site-specific amendments related to:

- Permitted uses;
- Minimum lot/ unit frontages and areas;
- Minimum yards;

- Minimum building height;
- Minimum residential density;
- Minimum non-residential uses;
- Minimum parking spaces;
- Minimum landscaping;

The Holding Provision on the site requires that stormwater management and environmental studies be prepared by a qualified professional and submitted for review and approval to the satisfaction of the City of Port Colborne, in consultation with the Niagara Peninsula Conservation Authority. A future Zoning By-law Amendment application will be required to remove the Holding Provision from the subject lands.

Summary Assessment

The proposed Draft Plan of Subdivision conforms to the zoning standards established in the current zoning applicable to the subject lands including, minimum lot areas and frontages and permitted uses.

Internal Consultations:

Applicable internal departments and external agencies have been involved in the review of this application, and subsequent resubmissions, as summarized throughout this report. Where relevant, those comments are reflected in the Conditions of Draft Plan Approval. Further consultation and review will occur through the clearance of these conditions, prior to final approval and registration being granted.

Financial Implications:

There are no financial implications directly related to the City.

Public Engagement:

A public meeting was held on June 4, 2024, for the Draft Plan of Subdivision and associated Official Plan and Zoning By-law Amendment Applications. A follow up meeting was later held by the Applicant with the community on July 3, 2024. Several issues were raised at the public meeting that have been addressed through the revised submissions and updated plans. For ease of reference, the main public comments are summarized below:

- Concerns about the extension of West Side Road through the unopened road allowance;
- Questions about traffic generation;
- Amount of development and density too great. Changes since the 2013 approval are too great for the area;
- Location of back-to-back townhomes adjacent to single detached dwellings will create overlook and privacy issues;
- The preferred location of parkland; and,
- Proposed apartments are too tall and too dense for the area.

It is staff's opinion that these comments have been addressed through the approved Official Plan and Zoning By-law Amendments, as well as the proposed Draft Plan of Subdivision and are supportable from a policy and regulatory perspective as demonstrated through the analysis contained herein.

Strategic Plan Alignment:

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

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

Conclusion:

Based on the review of the application and applicable Provincial, Regional, and City planning policies, staff is of the opinion that the proposed Draft Plan of Subdivision has regard for the Planning Act, is consistent with the Provincial Planning Statement, conforms with the Niagara Official Plan and the City of Port Colborne Official Plan, represents good planning and is in the public interest. Staff recommend that the Draft Plan of Subdivision and associated Conditions attached as Appendix A be approved.

Appendices:

- a. Conditions of Draft Plan of Subdivision Approval

Respectfully submitted,

Prepared by:
Dana Anderson, FCIP, RPP
Partner, MHBC Planning for the City of Port Colborne

Respectfully submitted by:
Erik Acs, MCIP, RPP
Chief Planner

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.

Conditions of Draft Plan Approval
Mapleview Draft Plan of Subdivision (File No. D12-01-24)

The conditions of final approval and registration of the Mapleview Draft Plan of Subdivision by Barich Grenkie on behalf of Golden Falcon Homes (File no. D12-01-24) City of Port Colborne are as follows:

DRAFT PLAN

1. This approval applies to the Mapleview Draft Plan of Subdivision, legal description on a survey plan prepared by Barich Grenkie dated November 24, 2023 and revised on September 29, 2025 (File No.D12-01-24) proposing:
 - 83 Single Use Residential Blocks (Lots 1-83)
 - Blocks 1-4, 6-8, 9, 12, 16-32 for street townhouses
 - Blocks 5, 13-15, and 33 for back to back townhomes
 - Blocks 10 and 11 for stacked townhouses
 - Blocks 41 and 42 for rear lane townhomes and mixed use apartments
 - Blocks 34 and 43 for Environmental Lands
 - Blocks 35 and 36 for Public Parkland
 - Block 37 for the Quarry Lands
 - Blocks 38, 39 and 40 for Public Walkways
 - Block 44 for Stormwater Management
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. That the Developer shall provide three (3) paper copies and an electronic copy of the pre-registration plans, prepared by an Ontario Land Surveyor.
4. That 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. That 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. That 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 Developer agrees in writing to 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 including the upgrading of services (sanitary sewers, watermain, storm sewers) and the restoration of existing roads damaged during the development of the Plan of Subdivision.
10. That the Subdivision, if phased, be 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.
11. That pursuant to Section 51.1(3) of the *Planning Act R.S.O. 1990, c. P.13* the Developer agrees to dedicate Blocks 35 and 36 as shown on the Draft Plan to the City of Port Colborne free and clear of any mortgages, liens and encumbrances as public parkland. Prior to conveyance of the lands to the City, a Record of Site Condition (RSC) shall be filed on the Ministry of the Environment's Brownfields Environmental Site Registry if required by Ontario Regulation 153/04, as amended by Ontario Regulation 511/09, and copy of the Ministry of Environment's written acknowledgment of the filing of the RSC provided to the Regional Development Services Division.
12. That the Developer agrees to construct and dedicate Block 44 as shown on the Draft Plan to the City of Port Colborne free and clear of any mortgages, liens and encumbrances for stormwater management.
13. Parkland dedication to the City shall bear the full depth of its original topsoil, being free of construction debris, unconsolidated fill or other refuse and being fenced to the satisfaction of the City.
14. That the Developer agrees to extend and construct West Side Road, south of Killaly Street West to Street M along the easterly edge of the Draft Plan and outside of the Draft Plan as an external road extension, to be secured through a separate Development Agreement with the City.

15. 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.
16. This approval is for a period of four (4) 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, together with the resolution from the Region must be submitted for City Council's consideration, prior to the lapsing date.
17. If final approval is not given to this draft plan within four (4) 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*.
18. 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 **D12-01-24** and referencing the conditions that are cleared.
19. That the Developer shall not convey or offer for sale any lots or blocks, until the condition of the NPCA, or its replacement (condition number 77), requiring the completion of a detailed Hydrogeological Investigation or Karst Assessment, has been satisfied to the satisfaction of the Niagara Peninsula Conservation Authority, or its replacement, and the City of Port Colborne.

LAND TRANSFERS AND EASEMENTS

20. 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.
21. That the Developer shall provide 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.
22. That the Developer agrees to convey a 0.3m (1 ft) reserve along the Killaly Street frontage.
23. The Developer agrees to convey Block 34 to the City of Port Colborne for the woodlot.

24. The developer shall revise the Draft Plan of Subdivision, adjusting Block 43, to provide Block 37 direct access to Street "C" to the satisfaction of the Chief Planner or Director of Public Works. The Developer agrees to convey adjusted Block 43 to the City of Port Colborne.
25. The Developer agrees to convey Blocks 35 and 36 to the City of Port Colborne for public parkland to the City of Port Colborne.
26. The Developer agrees to convey Blocks 38, 39 and 40 to the City of Port Colborne for Public Walkways.
27. That the Developer agrees to convey easements for access over Blocks 37 and 43, which includes the Quarry Lands and the Wetland, accordingly.
28. That the Developer shall provide a Reference Plan that identifies the precise location and dimensions of all conveyed lands and easements through the Subdivision Agreement.

ENVIRONMENTAL ENHANCEMENT

29. That prior to final approval, the developer will retain a qualified professional to complete a wetland buffer enhancement plan to address necessary vegetation removals and disturbance associated with constructing a channel for drainage within Block 43, in accordance with the Environmental Impact Statement prepared by Terrastory Environmental Consulting, dated April 1, 2024, with the scope to be approved by the City of Port Colborne.
30. That prior to final approval, the developer will retain a qualified professional to prepare a woodland replacement plan in accordance with the Environmental Impact Statement prepared by Terrastory Environmental Consulting, dated April 1, 2024, with the scope to be approved by the City of Port Colborne.

ZONING

31. That prior to final approval, the zoning by-law amendment application (File No. D14-03-24), 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*.
32. 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

33. That all roads identified as public streets within the subdivision be conveyed by the Developer to the City of Port Colborne as public highways.
34. That the streets be named to the satisfaction of the City of Port Colborne.
35. That the Developer provides detailed engineering design drawings, in accordance with the City's Engineering Design Manual, for the roads, sidewalks and street lighting facilities required to service the subject lands to the City for review and approval.
36. That sidewalks be provided on one or both sides of Streets A through M and a cross section of the streets illustrating the sidewalks, boulevard trees, sodded areas and plantings, street lighting and road widths, in accordance with the City's Engineering Design Manual, shall be provided to the satisfaction of the City through the Subdivision Agreement.
37. That the Developer shall be responsible for the construction of all primary and secondary services, including sidewalks, boulevard plantings and sod as well as street trees (to be planted generally at 6 metre intervals) to be detailed through the Subdivision Agreement.
38. 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.
39. That any external road and/or intersection improvements be established and set out in the Subdivision Agreement including any external works and the extension of West Side Street.
40. 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.
41. That the Developer agrees to construct a 1 metre wide trail on Blocks 34, 35 and 36. The location and design of the trail to be constructed shall be in accordance with the City's standards and to the satisfaction of the Chief Planner or their designate.
42. That the Developer shall enter into an encroachment agreement to be registered against each lot on title which contain partial driveways (driveways less than 5 m in length) and that a notice clause be incorporated into the purchase and sale agreements of all affected lots identifying the driveway ownership and placing restrictions on the design and use of such areas.

43. Lighting is to be directed away from Blocks 34 and 43 through detailed design to the extent achievable, in accordance with the Environmental Impact Statement prepared by Terrastory Environmental Consulting, dated April 1, 2024.

SUBDIVISION AGREEMENT

44. That the Developer shall enter into a Subdivision Agreement with the City which shall be registered on title and shall satisfy all requirements, financial and otherwise, of the City concerning the provision of roads, services, drainage, utilities, parkland, and any other matters required to develop the subdivision in accordance with the approved plans and applicable municipal standards. The Subdivision Agreement shall set out the requirements for fencing and landscaping along areas adjacent to parkland and environmental lands and all other matters as set out in the Draft Conditions.

45. That the following clauses be included in the subdivision agreement:

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

In the event that human remains are encountered during construction, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services in Toronto (416-326-8800) must be contacted. In situations when human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

46. That prior to issuance of Building Permits, a Record of Site Condition (RSC) shall be filed on the Ministry of the Environment's Brownfields Environmental Site Registry if required by Ontario Regulation 153/04, as amended by Ontario Regulation 511/09. The Developer shall provide the Niagara Region with a copy of the Ministry of Environment's written acknowledgment of the filing of the RSC to the Regional Development Services Division. This shall be included as a clause in the Subdivision Agreement(s).
47. That the Developer shall fence Block 37 in accordance with fencing standards to be set out in the Subdivision Agreement.
48. Any phasing or build-out of the Draft Plan of the Subdivision shall be detailed and provided through the Subdivision Agreement.

49. Implementation of the summary of technical recommendations included in appendix 10 of the Environmental Impact Statement prepared by Terrastory Environmental Consulting, dated April 1, 2024 shall be detailed and provided through the Subdivision Agreement.

MUNICIPAL SERVICES

50. 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.
51. That the Developer 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.
52. 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.
53. That the design of all Municipal and public utility services for the Subdivision be coordinated with adjacent development where required.
54. That the design for the water distribution system intended to service the draft plan area be submitted to the City of Port Colborne for review and approval.
55. 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.
56. That prior to registration of this plan, the Developer must obtain Environmental Compliance Approval from the Ministry of Environment 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.
57. 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.

58. 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

59. 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.
60. The design of the stormwater management plan 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.
61. 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 Regional Municipality of Niagara Development Services 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.
62. 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.
63. That detailed sedimentation and erosion control plans be prepared for review and approval by the Regional Municipality of Niagara Development Services 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.
64. 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.
65. That prior to approval of the final plan or any on-site grading, the Developer shall submit to the City for review and approval to the satisfaction of the City, Region and NPCA, or its replacement:

- a. A written acknowledgement (stamped and signed) from their engineer that the existing facility will accommodate the proposed development.
- b. Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades, typical final grading/restoration on lots to be shown with the required 150mm topsoil and sod for lots in accordance with the stormwater management calculations and the means whereby overland flows will be accommodated across the site.
- c. Detailed erosion and sedimentation control plans.
- d. Detailed plan of modifications and construction of the existing stormwater management facility if required to accommodate this development management facility.

COMMUNITY BENEFITS AND PUBLIC PARK

66. That the Developer confirm satisfaction of Community Benefits and Parkland Dedication Requirements as permitted in Sections 37 and 51.1 of the *Planning Act R.S.O. 1990, c. P.13*.
67. That the Developer shall convey through Blocks 35 and 36 land equal to a minimum of 5% of the Draft Plan area, to the City of Port Colborne for park purposes as permitted in Section 51.1 of the *Planning Act R.S.O. 1990, c. P.13*. Where the minimum 5% of the land area cannot be conveyed as land, the balance of the required parkland dedication shall be satisfied through cash-in-lieu of parkland.

UTILITIES

68. That the Developer shall co-ordinate the preparation of an overall utility distribution plan to the satisfaction of all affected authorities.
69. 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.
70. That the Developer agrees to grant easements as may be required for utility purposes to the appropriate authority.

BELL CANADA

71. The Developer shall indicate in the 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.

72. The Developer agrees to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.
73. 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

74. 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 CATHOLIC DISTRICT SCHOOL BOARD AND DISTRICT SCHOOL BOARD OF NIAGARA

75. That sidewalks be constructed along all collector streets to facilitate student travel to the school/bus stop locations.

MINISTRY OF TOURISM, CULTURE AND SPORT

76. That prior to approval of the final plan, the Developer submit an Archaeological Assessment, prepared by a licensed archaeologist to the Ministry of Citizenship and Multiculturalism (MCM) and receive an acknowledgement letter from MCM (copied to Niagara Region) confirming that all archaeological resource concerns have met licensing and resource conservation requirements prior to any development on the site. No demolition, grading or other soil disturbances shall take place on the subject property prior to the issuance of a letter from the Ministry through Niagara Region confirming that all archaeological resource concerns have met licensing and resource conservation requirements.

NIAGARA PENINSULA CONSERVATION AUTHORITY (NPCA) (OR ITS REPLACEMENT)

77. That a detailed Hydrogeological Investigation or Karst Assessment be undertaken, to the satisfaction of the Niagara Peninsula Conservation Authority. A discussion of risk factors and any mitigation measures shall be included within the report. If mitigation of any karst features (ie: close-out) is proposed, works permits from NPCA, or its replacement shall be required. The Developer acknowledges that if the Hydrogeological Investigation or Karst Assessment is not sufficient to support the proposed subdivision design, then the approved Draft Plan will need to be revised.
78. That the Developer submits to the Niagara Peninsula Conservation Authority, or its replacement for review and approval, grading, storm servicing, stormwater

management, staging and sequencing, and construction sediment control drawings.

79. That the Developer provides a 1.5 metre high (minimum) chain link fence, with no gates, along the lot lines of Blocks 35 (lots 27 to 34), and around the extent of any NPCA regulated features to the satisfaction of the Niagara Peninsula Conservation Authority.
80. That prior to the commencement of any works or site alterations on site, the Developer shall obtain Work Permits from the NPCA, or its replacement for any works associated with the alteration (partial entombment) to the existing watercourse. In support of the application, the following information will be required:
- a. Detailed design plans on the entombment.
 - b. Any other information as may be determined necessary by the NPCA, or its replacement at the time an application is submitted.
81. That Conditions 1 to 4 above be incorporated into the Subdivision Agreement between the Developer and the City of Port Colborne, to the satisfaction of the Niagara Peninsula Conservation Authority, or its replacement. The City of Port Colborne shall circulate the draft Subdivision Agreement to the Niagara Peninsula Conservation Authority, or its replacement for its review and approval.

NIAGARA REGION

82. That the Developer submit a written undertaking to the Niagara Region Public Works Department (Development Services Division) that draft approval of this subdivision does not include a commitment of servicing allocation by the Regional Municipality of Niagara as this servicing allocation will be assigned at the time of registration and any pre-servicing will be at the sole risk and responsibility of the Developer.
83. That the Developer submit a written undertaking to the Niagara Region Public Works Department (Development Services Division) that all offers and agreements of Purchase and Sale, which may be negotiated prior to registration of this subdivision, shall contain a clause indicating that a servicing allocation for this subdivision will not be assigned until the plan is registered and a similar clause be inserted in the subdivision agreement between the Developer and the City.
84. That prior to final approval for registration of this plan of subdivision, the Developer shall submit the design drawings [with calculations] for the sanitary and storm drainage systems required to service this development and obtain Ministry of the Environment Compliance approval under the Transfer of Review Program.
85. That the Developer ensure that all streets and development blocks can provide an access in accordance with the Regional Municipality of Niagara Corporate

Policy and By-laws relating to the curbside collection of waste and recycling throughout all phases of development. Where a through street is not maintained, the Developer shall provide a revised draft plan to reflect a proposed temporary turnaround/cul-de-sac with a minimum curb radius of 12.8 metres.

86. That, prior to any construction taking place within the Regional road allowance, the developer shall obtain a Regional Construction Encroachment and/or Entrance Permit from Niagara Region Transportation Division.

87. That the subdivision agreement between the Developer and the City contain a provision whereby the Developer agrees to obtain a certificate from an Ontario Land Surveyor stating that all existing and new survey evidence is in place at the completion of the development.

Clearance of Conditions

FINAL APPROVAL

88. 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 Planning and Development 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 Planning and Development Department

City of Port Colborne Department of Public Works

Niagara Region Catholic School Board

District School Board of Niagara

Niagara Peninsula Conservation Authority, or its replacement

Niagara Region



Subject: Sale of Surplus City Property Raglan Street (AKA Bell Street)

To: Council

From: Planning and Development

Report Number: 2026-04

Meeting Date: February 24, 2026

Recommendation:

That Planning and Development Report 2026-04 be received;

That Council approve entering into the Agreement of Purchase and Sale, attached hereto as Appendix C, with Canal Breeze Inc. for City land legally described as a Part of Raglan Street (also known as Bell Street) St Plan 843 in the City of Port Colborne Part 1 on Plan 59R-18513, and the corresponding by-law be brought forward; and

That the Mayor and City Clerk be authorized to sign any and all documentation respecting the sale of the above-mentioned lands.

Purpose:

The purpose of this report is to bring forward an Agreement of Purchase and Sale and by-law to formally approve the sale of the part of Raglan Street (also known as Bell Street) St Plan 843 in the City of Port Colborne Part 1 on Plan 59R-18513 as shown in Appendix A.

Background:

The City of Port Colborne's (the City) staff are continuously reviewing City-owned property to identify potential surplus lands that could be made available to support residential and industrial development opportunities and expand the City's tax base. Supporting growing industrial development is an important part of the City's economic development plan to retain and grow employers, employees, attract new residents, and create additional assessment on the City's tax roll. This improves efficiency and financial sustainability for the City.

Staff have applied this rationale when analyzing the subject properties at Raglan St. (also known as Bell St.) for disposition. The owners of the adjoining property to the south, Canal Breeze Inc. (as shown in Appendix B), have made a request to purchase the City-owned property as shown in Appendix A. City staff evaluated the subject parcel, shown in Appendix B, with the legal description Part of Raglan Street (also known as Bell Street) St Plan 843 in the City of Port Colborne, Part 1 on Plan 59R-18513.

The City-owned parcel, which is 0.13 of an acre, is located west of Welland Street at Bell Street (Appendix A). The parcel is not zoned and adjacent to an R4-CH area which is the highest density residential. The property was declared surplus by Council on February 10, 2026, with the passing of Report 2026-27.

With the purchase of this property, Canal Breeze Inc. will add it to its holdings on Welland Avenue as it continues to move forward plans for a residential development.

Discussion:

The subject parcel is not currently generating any tax revenue for the City, it is not required for operational or maintenance reasons, and it is not zoned. Staff are supportive of the parcel being sold to facilitate and support the proposed residential development on the adjoining property.

Staff believe that a better use of this property would be achieved through private ownership. Selling the property would fulfill the goals of the surplus land review to support development opportunities and expand the City's tax base.

The divestment of this property is governed by the Surplus Land Sale Policy.

The City Solicitor has reviewed the draft Agreement of Purchase and Sale to incorporate wording and conditions important to the City. This has been reviewed and approved by the purchaser.

Internal Consultations:

After a review by City departments, it was determined that there are no current City plans for the property or foreseen future use for it. Staff are recommending this parcel be sold to the neighbouring property owner to support the residential redevelopment and growth in the City.

Economic Development, Public Works, Planning staff, and Gio Rail collaborated on the boundaries of the property as it does border the rail line.

Financial Implications:

As per the City's disposition Surplus Land Sale Policy, the property is being sold to Canal Breeze Inc. for \$20,000 plus applicable taxes, survey and City legal closing costs. The sale price was determined by an Opinion of Value provided by a real estate agent, at Royal LePage NRC Realty, Brokerage. The sale proceeds will be directed to the Economic Development Land Reserve.

The property currently does not generate any taxes for the City of Port Colborne. Once this property has been sold, it will be re-assessed by the Municipal Property Assessment Corporation (MPAC), creating an additional taxpaying property in the City.

Public Engagement:

The property was declared surplus in the Raglan Street (AKA Bell Street) Stop and Close and Surplus Declaration 2026-01 on February 10th, 2026.

Strategic Plan Alignment:

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

- Welcoming, Livable, Healthy Community
 - Economic Prosperity
 - Increased Housing Options
-

Conclusion:

Economic Development staff received a request from Canal Breeze Inc. to purchase a portion of the adjoining City property as part of a land assembly to support continued residential redevelopment at the Welland Street and Fraser Street area. City staff have adhered to the City's Sale of Surplus Land Policy.

Staff are recommending that Council approve the sale of the Raglan Street (AKA Bell Street) St Plan 843 in the City of Port Colborne, Part 1 on Plan 59R-18513 parcel for \$20,000 plus applicable taxes, City legal closing costs, and survey costs and that the attached by-law be approved.

Appendices:

- a. City Property
- b. Adjacent Property – Canal Breeze Inc.
- c. By-law with Agreement of Purchase and Sale

Respectfully submitted,

Bram Cotton
Economic Development Officer
(905) 228-8063
Bram.Cotton@portcolborne.ca

Erik Acs
Chief Planner
(905) 228-8117
Erik.Acs@portcolborne.ca

Gary Long
Director of Development
(905) 228-8062
Gary.Long@portcolborne.ca

Report Approval:

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

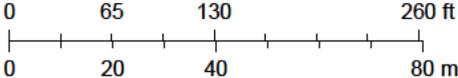
Portion of Raglan Street (AKA Bell Street) - Agreement of Purchase and Sale



Port Colborne Mapping Application



1:1,456



Sources: Esri, Vantor, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland,

The Corporation of the City of Port Colborne
By-law No. _____

Being a By-law to Authorize entering into an Agreement of Purchase and Sale with Canal Breeze Inc., regarding Part of Raglan Street (Also Known As Bell Street), Lying West of Welland Street Plan 843 in the City of Port Colborne
Being Part 1, Plan 59R-18513.

Whereas at its meeting of February 24th, 2026 the Council of The Corporation of the City of Port Colborne (Council) approved the recommendations of Planning and Development Department Report 2026-04 Subject: Sale of Surplus City Property - Raglan Street (AKA Bell Street) By-law; and

Whereas Council is desirous of entering into an Agreement of Purchase and Sale with Canal Breeze Inc., Part of Raglan Street (AKA Bell Street), Lying West of Welland Street Plan 843 in the City of Port Colborne for the sale price of \$20,000 plus agreed upon expenses; and

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

1. That The Corporation of the City of Port Colborne enters into an Agreement of Purchase and Sale with Canal Breeze Inc. for the sale of Part of Raglan Street (AKA Bell Street), Lying West of Welland Street Plan 843 in the City of Port Colborne Being Part 1, Plan 59R-18513 for the purchase price of \$20,000 plus agreed upon expenses with the Agreement attached hereto as Schedule "A".
2. That the Mayor, the City Clerk be and each of them is hereby authorized and directed to sign said agreement, together with any documents necessary to complete the conditions of said agreement and the Clerk is hereby authorized to affix the Corporate Seal thereto.
3. That the City Solicitor be and is hereby directed to prepare and register all such documents in the proper Land Registry Office as may be required to give full force and effect to this By-Law.
4. That the Clerk is authorized to affect any minor modifications, corrections, or omissions, solely of grammatical, semantical, or descriptive nature to this by-law or its schedules after the passage of this by-law.

Enacted and passed this 24th day of February, 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk

Agreement of Purchase and Sale Commercial

Form 500
for use in the Province of Ontario

This Agreement of Purchase and Sale dated this day of February, 2026

BUYER: Canal Breeze Inc.
(Full legal names of all Buyers), agrees to purchase from

SELLER: The Corporation of the City of Port Colborne
(Full legal names of all Sellers), the following

REAL PROPERTY:

Address Vacant Land - Part of Raglan Street

fronting on the side of
in the City of Port Colborne

and having a frontage of see Schedule B more or less by a depth of See Schedule B more or less

and legally described as Part of PIN 64149-0138(LT) Part of Raglan Street Plan 843 Port Colborne (AKA Bell Street)

Lying west of Welland Street, Port Colborne designated as Part 1 on 59R-18513 (the "property")
(Legal description of land including easements not described elsewhere)

PURCHASE PRICE: Dollars (CDN\$) 20,000.00

Twenty Thousand **XX** Dollars

DEPOSIT: Buyer submits Upon Acceptance
(Herewith/Upon Acceptance/as otherwise described in this Agreement)

Two Thousand **XX** Dollars (CDN\$) 2,000.00

by negotiable cheque payable to Daniel & Partners LLP in trust "Deposit Holder" to be held in trust pending completion or other termination of this Agreement and to be credited toward the Purchase Price on completion. For the purposes of this Agreement, "Upon Acceptance" shall mean that the Buyer is required to deliver the deposit to the Deposit Holder within 24 hours of the acceptance of this Agreement. The parties to this Agreement hereby acknowledge that, unless otherwise provided for in this Agreement, the Deposit Holder shall place the deposit in trust in the Deposit Holder's non-interest bearing Real Estate Trust Account and no interest shall be earned, received or paid on the deposit.

Buyer agrees to pay the balance as more particularly set out in Schedule A attached.

SCHEDULE(S) A B & C **attached hereto form(s) part of this Agreement.**

1. IRREVOCABILITY: This offer shall be irrevocable by Buyer until 8:00 on the 5th day of March, 2026, after which time, if not accepted, this offer shall be null and void and the deposit shall be returned to the Buyer in full without interest.

2. COMPLETION DATE: This Agreement shall be completed by no later than 6:00 p.m. on the day of
See Schedule A, 20..... Upon completion, vacant possession of the property shall be given to the Buyer unless otherwise provided for in this Agreement.

INITIALS OF BUYER(S):

INITIALS OF SELLER(S):

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3. **NOTICES:** The Seller hereby appoints the Listing Brokerage as agent for the Seller for the purpose of giving and receiving notices pursuant to this Agreement. Where a Brokerage (Buyer's Brokerage) has entered into a representation agreement with the Buyer, the Buyer hereby appoints the Buyer's Brokerage as agent for the purpose of giving and receiving notices pursuant to this Agreement. **The Brokerage shall not be appointed or authorized to be agent for either the Buyer or the Seller for the purpose of giving and receiving notices where the Brokerage represents both the Seller and the Buyer (multiple representation) or where the Buyer or the Seller is a self-represented party.** Any notice relating hereto or provided for herein shall be in writing. In addition to any provision contained herein and in any Schedule hereto, this offer, any counter-offer, notice of acceptance thereof or any notice to be given or received pursuant to this Agreement or any Schedule hereto (any of them, "Document") shall be deemed given and received when delivered personally or hand delivered to the Address for Service provided in the Acknowledgement below, or where a facsimile number or email address is provided herein, when transmitted electronically to that facsimile number or email address, respectively, in which case, the signature(s) of the party (parties) shall be deemed to be original.

FAX No.:
 (For delivery of Documents to Seller)

FAX No.:
 (For delivery of Documents to Buyer)

Email Address: **Bram.Cotton@portcolborne.ca**
 (For delivery of Documents to Seller)

Email Address: **dwiller@sullivan-mahoney.com**
 (For delivery of Documents to Buyer)

4. **CHATELS INCLUDED:**

N/A

Unless otherwise stated in this Agreement or any Schedule hereto, Seller agrees to convey all fixtures and chattels included in the Purchase Price free from all liens, encumbrances or claims affecting the said fixtures and chattels.

5. **FIXTURES EXCLUDED:**

N/A

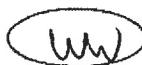
6. **RENTAL ITEMS (Including Lease, Lease to Own):** The following equipment is rented and **not** included in the Purchase Price. The Buyer agrees to assume the rental contract(s), if assumable:

N/A

The Buyer agrees to cooperate and execute such documentation as may be required to facilitate such assumption.

7. **HST: If the sale of the property (Real Property as described above) is subject to Harmonized Sales Tax (HST), then such tax shall be in addition to the Purchase Price.** The Seller will not collect HST if the Buyer provides to the Seller a warranty that the Buyer is registered under the Excise Tax Act ("ETA"), together with a copy of the Buyer's ETA registration, a warranty that the Buyer shall self-assess and remit the HST payable and file the prescribed form and shall indemnify the Seller in respect of any HST payable. The foregoing warranties shall not merge but shall survive the completion of the transaction. If the sale of the property is not subject to HST, Seller agrees to certify on or before closing, that the transaction is not subject to HST. Any HST on chattels, if applicable, is not included in the Purchase Price.

INITIALS OF BUYER(S):



INITIALS OF SELLER(S):





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8. **TITLE SEARCH:** Buyer shall be allowed until 6:00 p.m. on the day of..... **5 days prior to completion** 20....., (Requisition Date) to examine the title to the property at his own expense and until the earlier of: (i) thirty days from the later of the Requisition Date or the date on which the conditions in this Agreement are fulfilled or otherwise waived or; (ii) five days prior to completion, to satisfy himself that there

are no outstanding work orders or deficiency notices affecting the property, that its present use (.....) may be lawfully continued and that the principal building may be insured against risk of fire. Seller hereby consents to the municipality or other governmental agencies releasing to Buyer details of all outstanding work orders and deficiency notices affecting the property, and Seller agrees to execute and deliver such further authorizations in this regard as Buyer may reasonably require.

9. **FUTURE USE:** Seller and Buyer agree that there is no representation or warranty of any kind that the future intended use of the property by Buyer is or will be lawful except as may be specifically provided for in this Agreement.

10. **TITLE:** Provided that the title to the property is good and free from all registered restrictions, charges, liens, and encumbrances except as otherwise specifically provided in this Agreement and save and except for (a) any registered restrictions or covenants that run with the land providing that such are complied with; (b) any registered municipal agreements and registered agreements with publicly regulated utilities providing such have been complied with, or security has been posted to ensure compliance and completion, as evidenced by a letter from the relevant municipality or regulated utility; (c) any minor easements for the supply of domestic utility or telecommunication services to the property or adjacent properties; and (d) any easements for drainage, storm or sanitary sewers, public utility lines, telecommunication lines, cable television lines or other services which do not materially affect the use of the property. If within the specified times referred to in paragraph 8 any valid objection to title or to any outstanding work order or deficiency notice, or to the fact the said present use may not lawfully be continued, or that the principal building may not be insured against risk of fire is made in writing to Seller and which Seller is unable or unwilling to remove, remedy or satisfy or obtain insurance save and except against risk of fire (Title Insurance) in favour of the Buyer and any mortgagee, (with all related costs at the expense of the Seller), and which Buyer will not waive, this Agreement notwithstanding any intermediate acts or negotiations in respect of such objections, shall be at an end and all monies paid shall be returned without interest or deduction and Seller, Listing Brokerage and Co-operating Brokerage shall not be liable for any costs or damages. Save as to any valid objection so made by such day and except for any objection going to the root of the title, Buyer shall be conclusively deemed to have accepted Seller's title to the property.

11. **CLOSING ARRANGEMENTS:** Where each of the Seller and Buyer retain a lawyer to complete the Agreement of Purchase and Sale of the property, and where the transaction will be completed by electronic registration pursuant to Part III of the Land Registration Reform Act, R.S.O. 1990, Chapter L4 and the Electronic Registration Act, S.O. 1991, Chapter 44, and any amendments thereto, the Seller and Buyer acknowledge and agree that the exchange of closing funds, non-registrable documents and other items (the "Requisite Deliveries") and the release thereof to the Seller and Buyer will (a) not occur at the same time as the registration of the transfer/deed (and any other documents intended to be registered in connection with the completion of this transaction) and (b) be subject to conditions whereby the lawyer(s) receiving any of the Requisite Deliveries will be required to hold same in trust and not release same except in accordance with the terms of a document registration agreement between the said lawyers. The Seller and Buyer irrevocably instruct the said lawyers to be bound by the document registration agreement which is recommended from time to time by the Law Society of Ontario. Unless otherwise agreed to by the lawyers, such exchange of Requisite Deliveries shall occur by the delivery of the Requisite Deliveries of each party to the office of the lawyer for the other party or such other location agreeable to both lawyers.

12. **DOCUMENTS AND DISCHARGE:** Buyer shall not call for the production of any title deed, abstract, survey or other evidence of title to the property except such as are in the possession or control of Seller. If requested by Buyer, Seller will deliver any sketch or survey of the property within Seller's control to Buyer as soon as possible and prior to the Requisition Date. If a discharge of any Charge/Mortgage held by a corporation incorporated pursuant to the Trust And Loan Companies Act (Canada), Chartered Bank, Trust Company, Credit Union, Caisse Populaire or Insurance Company and which is not to be assumed by Buyer on completion, is not available in registrable form on completion, Buyer agrees to accept Seller's lawyer's personal undertaking to obtain, out of the closing funds, a discharge in registrable form and to register same, or cause same to be registered, on title within a reasonable period of time after completion, provided that on or before completion Seller shall provide to Buyer a mortgage statement prepared by the mortgagee setting out the balance required to obtain the discharge, and, where a real-time electronic cleared funds transfer system is not being used, a direction executed by Seller directing payment to the mortgagee of the amount required to obtain the discharge out of the balance due on completion.

13. **INSPECTION:** Buyer acknowledges having had the opportunity to inspect the property and understands that upon acceptance of this offer there shall be a binding agreement of purchase and sale between Buyer and Seller.

14. **INSURANCE:** All buildings on the property and all other things being purchased shall be and remain until completion at the risk of Seller. Pending completion, Seller shall hold all insurance policies, if any, and the proceeds thereof in trust for the parties as their interests may appear and in the event of substantial damage, Buyer may either terminate this Agreement and have all monies paid returned without interest or deduction or else take the proceeds of any insurance and complete the purchase. No insurance shall be transferred on completion. If Seller is taking back a Charge/Mortgage, or Buyer is assuming a Charge/Mortgage, Buyer shall supply Seller with reasonable evidence of adequate insurance to protect Seller's or other mortgagee's interest on completion.

INITIALS OF BUYER(S): 

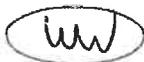
INITIALS OF SELLER(S): 

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- 15. PLANNING ACT:** This Agreement shall be effective to create an interest in the property only if Seller complies with the subdivision control provisions of the Planning Act by completion and Seller covenants to proceed diligently at his expense to obtain any necessary consent by completion.
- 16. DOCUMENT PREPARATION:** The Transfer/Deed shall, save for the Land Transfer Tax Affidavit, be prepared in registrable form at the expense of Seller, and any Charge/Mortgage to be given back by the Buyer to Seller at the expense of the Buyer. If requested by Buyer, Seller covenants that the Transfer/Deed to be delivered on completion shall contain the statements contemplated by Section 50(22) of the Planning Act, R.S.O.1990.
- 17. RESIDENCY:** (a) Subject to (b) below, the Seller represents and warrants that the Seller is not and on completion will not be a non-resident under the non-residency provisions of the Income Tax Act which representation and warranty shall survive and not merge upon the completion of this transaction and the Seller shall deliver to the Buyer a statutory declaration that Seller is not then a non-resident of Canada;
(b) provided that if the Seller is a non-resident under the non-residency provisions of the Income Tax Act, the Buyer shall be credited towards the Purchase Price with the amount, if any, necessary for Buyer to pay to the Minister of National Revenue to satisfy Buyer's liability in respect of tax payable by Seller under the non-residency provisions of the Income Tax Act by reason of this sale. Buyer shall not claim such credit if Seller delivers on completion the prescribed certificate.
- 18. ADJUSTMENTS:** Any rents, mortgage interest, realty taxes including local improvement rates and unmetered public or private utility charges and unmetered cost of fuel, as applicable, shall be apportioned and allowed to the day of completion, the day of completion itself to be apportioned to Buyer.
- 19. TIME LIMITS:** Time shall in all respects be of the essence hereof provided that the time for doing or completing of any matter provided for herein may be extended or abridged by an agreement in writing signed by Seller and Buyer or by their respective lawyers who may be specifically authorized in that regard.
- 20. PROPERTY ASSESSMENT:** The Buyer and Seller hereby acknowledge that the Province of Ontario has implemented current value assessment and properties may be re-assessed on an annual basis. The Buyer and Seller agree that no claim will be made against the Buyer or Seller, or any Brokerage, Broker or Salesperson, for any changes in property tax as a result of a re-assessment of the property, save and except any property taxes that accrued prior to the completion of this transaction.
- 21. TENDER:** Any tender of documents or money hereunder may be made upon Seller or Buyer or their respective lawyers on the day set for completion. Money shall be tendered with funds drawn on a lawyer's trust account in the form of a bank draft, certified cheque or wire transfer using the Lynx high value payment system as set out and prescribed by the *Canadian Payments Act* [R.S.C., 1985, c. C-21], as amended from time to time.
- 22. FAMILY LAW ACT:** Seller warrants that spousal consent is not necessary to this transaction under the provisions of the Family Law Act, R.S.O.1990 unless the spouse of the Seller has executed the consent hereinafter provided.
- 23. UFFI:** Seller represents and warrants to Buyer that during the time Seller has owned the property, Seller has not caused any building on the property to be insulated with insulation containing urea formaldehyde, and that to the best of Seller's knowledge no building on the property contains or has ever contained insulation that contains urea formaldehyde. This warranty shall survive and not merge on the completion of this transaction, and if the building is part of a multiple unit building, this warranty shall only apply to that part of the building which is the subject of this transaction.
- 24. LEGAL, ACCOUNTING AND ENVIRONMENTAL ADVICE:** The parties acknowledge that any information provided by the brokerage is not legal, tax or environmental advice, and that it has been recommended that the parties obtain independent professional advice prior to signing this document.
- 25. CONSUMER REPORTS:** The Buyer is hereby notified that a consumer report containing credit and/or personal information may be referred to in connection with this transaction.
- 26. AGREEMENT IN WRITING:** If there is conflict or discrepancy between any provision added to this Agreement (including any Schedule attached hereto) and any provision in the standard pre-set portion hereof, the added provision shall supersede the standard pre-set provision to the extent of such conflict or discrepancy. This Agreement including any Schedule attached hereto, shall constitute the entire Agreement between Buyer and Seller. There is no representation, warranty, collateral agreement or condition, which affects this Agreement other than as expressed herein. For the purposes of this Agreement, Seller means vendor and Buyer means purchaser. This Agreement shall be read with all changes of gender or number required by the context.
- 27. ELECTRONIC SIGNATURES:** The parties hereto consent and agree to the use of electronic signatures pursuant to the *Electronic Commerce Act*, 2000, S.O. 2000, c17 as amended from time to time with respect to this Agreement and any other documents respecting this transaction.
- 28. TIME AND DATE:** Any reference to a time and date in this Agreement shall mean the time and date where the property is located.

INITIALS OF BUYER(S):



INITIALS OF SELLER(S):





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Form 500 Revised 2024 Page 4 of 7

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29. SUCCESSORS AND ASSIGNS: The heirs, executors, administrators, successors and assigns of the undersigned are bound by the terms herein. SIGNED, SEALED AND DELIVERED in the presence of: IN WITNESS whereof I have hereunto set my hand and seal:

Amiee Liotta (Witness) Wendy Wang (Buyer/Authorized Signing Officer) February 2026 (Date)

I, the Undersigned Seller, agree to the above offer. I hereby irrevocably instruct my lawyer to pay directly to the brokerage(s) with whom I have agreed to pay commission, the unpaid balance of the commission together with applicable Harmonized Sales Tax (and any other taxes as may hereafter be applicable), from the proceeds of the sale prior to any payment to the undersigned on completion, as advised by the brokerage(s) to my lawyer. SIGNED, SEALED AND DELIVERED in the presence of: IN WITNESS whereof I have hereunto set my hand and seal:

(Witness) (Seller/Authorized Signing Officer) 2026 (Date)

SPOUSAL CONSENT: The undersigned spouse of the Seller hereby consents to the disposition evidenced herein pursuant to the provisions of the Family Law Act, R.S.O. 1990, and hereby agrees to execute all necessary or incidental documents to give full force and effect to the sale evidenced herein.

(Witness) (Spouse) (Seal) (Date)

CONFIRMATION OF ACCEPTANCE: Notwithstanding anything contained herein to the contrary, I confirm this Agreement with all changes both typed and written was finally accepted by all parties at this day of 20²⁶ (a.m./p.m.)

(Signature of Seller or Buyer)

INFORMATION ON BROKERAGE(S)

Listing Brokerage (Tel. No.)
 (Salesperson/Broker/Broker of Record Name)
 Co-op/Buyer Brokerage (Tel. No.)
 (Salesperson/Broker/Broker of Record Name)

ACKNOWLEDGEMENT

I acknowledge receipt of my signed copy of this accepted Agreement of Purchase and Sale and I authorize the Brokerage to forward a copy to my lawyer.

I acknowledge receipt of my signed copy of this accepted Agreement of Purchase and Sale and I authorize the Brokerage to forward a copy to my lawyer.

(Seller) (Date)

(Buyer) (Date)

(Seller) (Date)

(Buyer) (Date)

Address for Service

Address for Service

(Tel. No.)

(Tel. No.)

Seller's Lawyer Callum Shedden

Buyer's Lawyer David Willer

Address 300B Fourth Avenue, First Floor, St. Catharines ON

Address 40 Queen Street, Box 1360 St. Catharines ON

Email sheddenc@niagaralaw.ca

Email dwiller@sullivan-mahoney.com

905 688-9411 (Tel. No.) 905 688-9411 (Fax No.)

905 688-6655 (Tel. No.) 905 688-5814 (Fax No.)

FOR OFFICE USE ONLY

COMMISSION TRUST AGREEMENT

To: Co-operating Brokerage shown on the foregoing Agreement of Purchase and Sale; In consideration for the Co-operating Brokerage procuring the foregoing Agreement of Purchase and Sale, I hereby declare that all moneys received or receivable by me in connection with the Transaction as contemplated in the MLS® Rules and Regulations of my Real Estate Board shall be receivable and held in trust. This agreement shall constitute a Commission Trust Agreement as defined in the MLS® Rules and shall be subject to and governed by the MLS® Rules pertaining to Commission Trust. DATED as of the date and time of the acceptance of the foregoing Agreement of Purchase and Sale, Acknowledged by:

(Authorized to bind the Listing Brokerage)

(Authorized to bind the Co-operating Brokerage)

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Schedule A

Agreement of Purchase and Sale – Commercial

Form 500
for use in the Province of Ontario

This Schedule is attached to and forms part of the Agreement of Purchase and Sale between:

BUYER: Canal Breeze Inc., and

SELLER: The Corporation of the City of Port Colborne

for the purchase and sale of Vacant Land - Part of Raglan Street

..... dated the day of February, 2026

Buyer agrees to pay the balance as follows:

The Buyer shall pay the balance of the Purchase Price, subject to adjustments, to the Seller on the Completion Date by bank draft, wire transfer or certified cheque drawn on an Ontario lawyer's trust account.

In addition to the Purchase Price the Buyer agrees to pay the following:

(a) Survey costs of the Seller with respect to the reference plan required to describe the Property in the amount of \$2,208.81; and

(b) Legal fees and disbursements of the Seller with respect to this transaction which are estimated to be \$3,500.00 inclusive of HST.

This transaction shall be completed on the 21st day following the approval of this Agreement of Purchase and Sale by Council for the Corporation of the City of Port Colborne.

Prior to Closing, the Seller will register on title to the Property a by-law passed by the City of Port Colborne which stops up and closes the Property pursuant to the provisions of the Municipal Act, 2001.

This form must be initialed by all parties to the Agreement of Purchase and Sale.

INITIALS OF BUYER(S):

WW

INITIALS OF SELLER(S):



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SCHEDULE "C"

RIGHT TO RE-CONVEYANCE

THIS AGREEMENT is made as of the day of February 2026.

BETWEEN:

THE CORPORATION OF THE CITY OF PORT COLBORNE
(the "City")

• and -

CANAL BREEZE INC.
(the "Purchaser")

RECITALS:

- A. By-law No. _____ passed by the Council for The Corporation of the City of Port Colborne on February 24, 2026 authorized the acceptance of an Agreement of Purchase and Sale from the Purchaser for the lands legally described as part of Part of PIN 64149-0138(LT) being part of Raglan Street Plan 843 Port Colborne (AKA Bell Street) lying west of Welland Street, Port Colborne designated as Part 1 on 59R-18513 (the Property"), subject to the City reserving the right to a re-conveyance of the Property.
- B. The purchaser has agreed to enter into an Agreement with the City to secure the City's right to re-conveyance of the Property.

NOW THEREFORE, in consideration of the mutual covenants and agreements set forth in this Agreement and for other good and valuable consideration (the receipt and sufficiency of which are hereby acknowledged), the parties agree as follows:

1. RIGHT TO RE-CONVEYANCE

- (a) The Purchaser hereby grants to the City the irrevocable right to re-conveyance of the property in the event the Purchaser fails to:
 - (i) Make meaningful progress with respect to obtaining a building permit for the construction of a multi-unit residential complex, as determined by the City in its sole discretion acting reasonably, within two (2) years of registration of the transfer of the Property from the City to the Purchaser;

OR

- (ii) Obtain building permits and begin construction of a multi-unit residential complex, within three (3) years and six (6) months of registration of the Transfer of the Property;

In the event that the Purchaser has not satisfied the conditions within the timelines in (i) and/or (ii) above for reasons which are beyond the control of the Purchaser then the Purchaser and the City agree to enter into good faith discussions with respect to possible amendments to any of the timelines.

- (b) The Purchaser hereby grants to the City the irrevocable right to a re-conveyance of the Property in the event the Purchaser becomes insolvent or makes an assignment for the benefit of creditors, prior to the completion of the actions described in Sections 1(a)(i) or (ii).
- (c) The right to re-conveyance is exercisable by notice in writing from the City to the Purchaser.
- (d) In the event the City exercises its right to a re-conveyance of the Property as provided for in Sections (a) or (b), it shall do so for the sum of TWENTY THOUSAND DOLLARS (\$20,000.00), subject to adjustments for the amount of any taxes then due and owing against the Property and the amount of Land Transfer Tax payable by the City for registration of the Transfer of the Property. Despite any improvements or investments made by the Purchaser, the Purchaser shall be deemed to have forfeited any investment so made and shall not be entitled to any compensation for the same whatsoever, including monies expended for installing services. Further, there shall be no adjustment in respect of monies drawn upon by the City in respect of securities provided by the Purchaser.
- (e) On the date which is thirty (30) days after the City exercises its right to receive a re-conveyance of the Property (the "Closing Date"), the Purchaser will convey the property to the Purchaser subject to the terms provided for in this Agreement. The Purchaser shall give vacant possession of the Property to the Purchaser on the Closing Date.
- (f) In addition to Section 1(e) above, the Purchaser undertakes to obtain and register good and valid discharges and/or releases of all liens, charges and any other encumbrances, which the Purchaser has caused to be registered against the title to the Property, forthwith following the City's notice of exercising its option to purchase the Property, Notwithstanding the foregoing, the Purchaser shall at all times indemnify and save harmless the City against all actions, suits, claims and demands whatsoever, which may be brought against or made upon the City and from and against all losses, costs, damages, charges and expenses whatsoever which may be incurred, sustained or paid by the City for or by reason of or on account of such liens, charges or other encumbrances.

2. NON-ASSIGNMENT

The Purchaser shall not have the right to assign this Agreement to any person or other entity without prior written consent of the City, which consent may be unreasonably denied.

3. POSTPONEMENT

The City agrees to postpone all of its right, priority and interest in this Agreement to a mortgage from a lender (a "Construction Lender") who has agreed to finance the construction of the improvements

described in Section 1.(a) of this Agreement. The City agrees to enter into any such registrations, postponements or subordination agreements as may be required by the Construction Lender.

4. SEVERABILITY

If any provision contained herein shall be found by a court of competent jurisdiction to be illegal or unenforceable, then such provision shall be considered separate and severable from the rest of this Agreement, and the remainder of this Agreement shall continue to be in full force and effect shall continue to be binding upon the parties as through the illegal or unenforceable provision had never been included.

5. NOTICES

Any notice, demand, approval, consent, information, agreement, offer, request or other communication (hereinafter referred to as a "Notice") to be given under or in connection with this Agreement shall be in writing and shall be given by personal delivery, facsimile transmission or email to the address set out below or to such other address or electronic number as may from time to time be the subject of a Notice:

(a) City:

The Corporation of the City of Port Colborne
66 Charlotte Street
Port Colborne, ON L3K 3C8

Attention: Chief Administrative Officer
Facsimile: (905) 835-2939
Telephone: (905) 835-2900

(b) Purchaser:

Canal Breeze Inc.
20 Corporate Park Drive,
Suite 100-101
St. Catharines, Ontario, L2S 3W2

Attention:
Facsimile:
Telephone:

Any Notice, if personally delivered, shall be deemed to have been validly and effectively given and received on the date of such delivery and if sent by facsimile transmission or email with confirmation of transmission prior to 5:00 p.m., shall be deemed to have been validly and effectively given and received on the business day it was sent unless the confirmation of transmission was after 5:00 p.m. in which case it shall be deemed to have been received on the next following business day.

6. SUCCESSORS AND ASSIGNS

All of the covenants and terms in this Agreement shall be binding upon the parties hereto and their respective successors and assigns and shall enure to the benefit of and be enforceable by the parties

hereto and their respective successors and their permitted assigns pursuant to the terms and conditions of this Agreement.

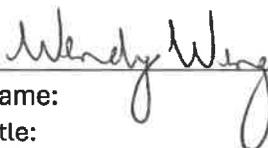
7. COUNTERPARTS AND ELECTRONIC DELIVERY

This Agreement may be executed and delivered by facsimile or electronic transmission and the parties may rely upon all such facsimile or electronic signatures as though such facsimile or electronic signatures were original signatures. This Right to Re-Conveyance Agreement may be executed in any number of counterparts and all such counterparts shall, for all purposes, constitute one agreement binding on the parties.

IN WITNESS WHEREOF the Purchaser has executed this Agreement the ____ day of _____
2026

Canal Breeze Inc.

Per:



Name:

Title:

I have authority to bind the Corporation.

IN WITNESS WHEREOF the City has executed this Agreement the ____ day of _____
2026

The Corporation of the City of Port Colborne

Per:

Name: William C. Steele

Title: Mayor

Name: Charlotte Madden

Title: City Clerk

We have authority to bind the Corporation.



Subject: Recommendation Report - Downtown Community Improvement Plan Area (CIPA) Expansion – 395 Elm Street

To: Council

From: Planning and Development

Report Number: 2026-20

Meeting Date: March 24, 2026

Recommendation:

That Planning and Development Department Report 2026-20 be received; and

That the expansion of the Downtown Community Improvement Plan area as shown in the attached Appendix B to include 395 Elm Street, be approved.

Purpose:

The purpose of this report is to provide Council with a recommendation regarding a request submitted by Azim Kassam of 13489116 Canada Inc., to add 395 Elm Street to the Downtown Community Improvement Plan Area.

Background:

Since 2008, Council has adopted and implemented six Community Improvement Plans (CIPs) for various areas throughout the City providing financial incentives to promote various types of community improvement. On November 28, 2023, Council approved a new Comprehensive CIP that consolidated all CIPs into one plan, providing incentives for commercial and mixed use building revitalization in the Downtown, Main Street, and East Waterfront areas, as well as affordable housing and brownfield redevelopment.

The Downtown Community Improvement Plan (CIP) is one of the geographic areas outlined in the Comprehensive CIP, attached as Appendix A. The CIP permits the addition of properties that border established CIP areas to the designated boundary under General Program Requirements.

Discussion:

The owner of the subject property has made a formal request to include the vacant property at 395 Elm Street (Appendix B) in the Downtown CIP area to be eligible for grants and incentives within the CIP. The property borders the existing CIP boundary. The CIP program adopted by Council has a provision available for lands immediately adjacent to the CIP can be included with the approval of Council.

The applicant is planning a 78-unit purpose-built rental apartment building with a mix of unit sizes. The proposed development remains subject to planning approvals beyond what is contemplated in this report.

Approval of the staff recommendation to include the property in the CIP boundary does not automatically approve grants for the subject property or proposed development project, but permits the applicant to be eligible to apply.

Internal Consultations:

The request has been reviewed and processed in partnership with Economic Development and Planning staff.

Financial Implications:

The proposed CIP expansion will allow 395 Elm Street to be eligible for grants and incentives including the the Property Tax Increment Grant and Mixed-use Intensification Grant. There are no financial implications at this time. Any grant would have to be approved by Council through a separate report.

The proposed inclusion in the CIP will also open up the property's eligibility for Regional Tax Increment Grant portion. The true cost to the City of participation in TIG programs is difficult to quantify, as the grant is calculated on the assessed value of the project once construction is complete. Further to this, the assessed value is determined by the Municipal Property Assessment Corporation and is not a process the City has input into.

Costs associated with the advertisement of the required public meeting are reimbursed by the applicant to the City.

Public Engagement:

As per the CIP program requirements, a public meeting was held. Notice of the public meeting was published in the newspaper on January 24 and 31, 2026, February 5 and 7, 2026. The notice was also posted on the City of Port Colborne website under

“Current Applications”. No comments were received through the public meeting process.

Strategic Plan Alignment:

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

- Welcoming, Livable, Healthy Community
 - Economic Prosperity
 - Increased Housing Options
-

Conclusion:

Economic Development and Planning staff recommend that Council approve the expansion to the Downtown CIPA to include the property at 395 Elm Street as shown in Appendix B. Approval of this report does not approve grants for the subject property or proposed development project, but permits the applicant to be eligible to apply.

Appendices:

- a. Current Downtown CIP
- b. Expanded Downtown CIP area highlighting 395 Elm Street

Respectfully submitted,

Bram Cotton
Economic Development Officer
(905) 228-8063
Bram.Cotton@portcolborne.ca

Erik Acs
Chief Planner
(905) 228-8117
Erik.Acs@portcolborne.ca

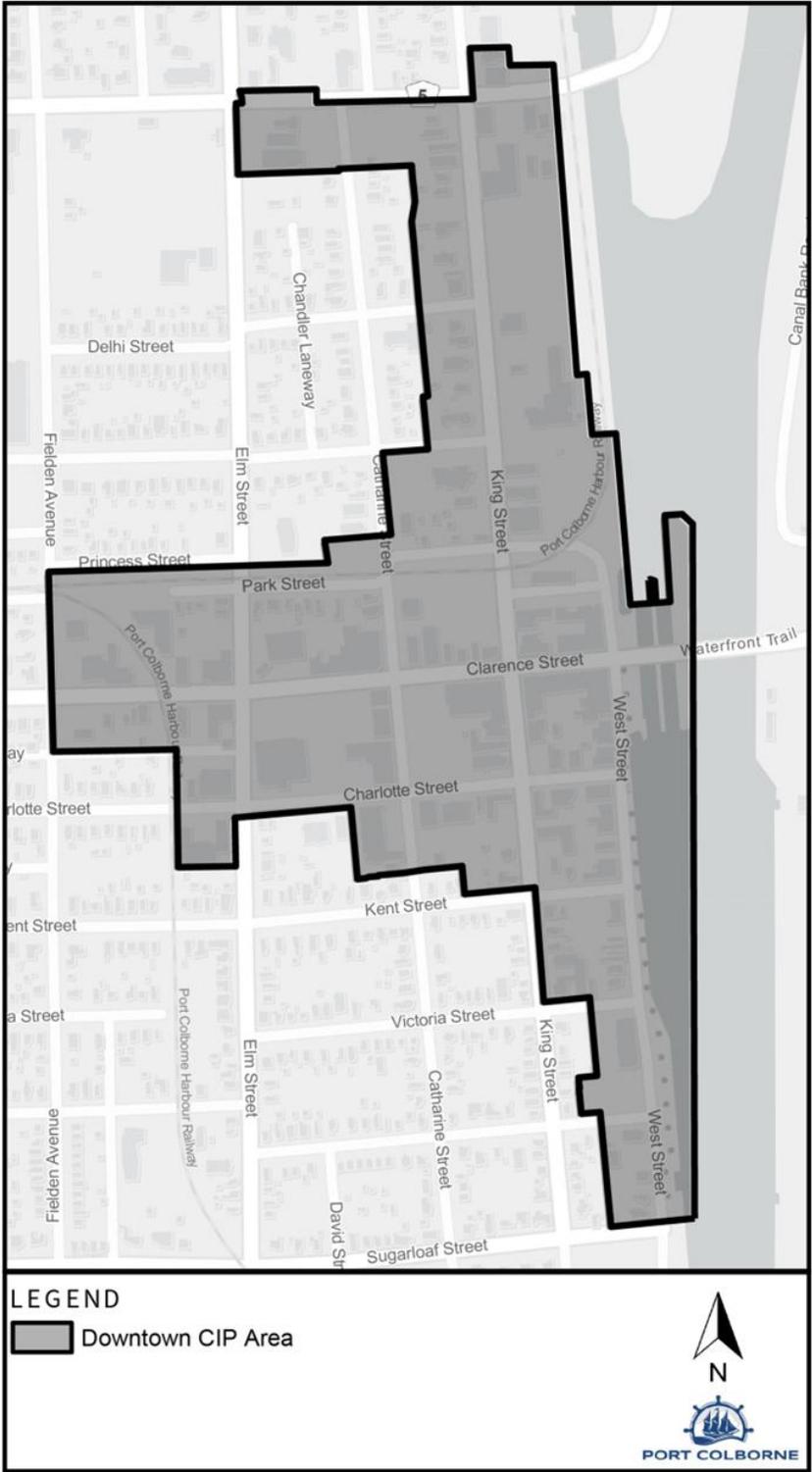
Gary Long
Director of Development and Government Relations

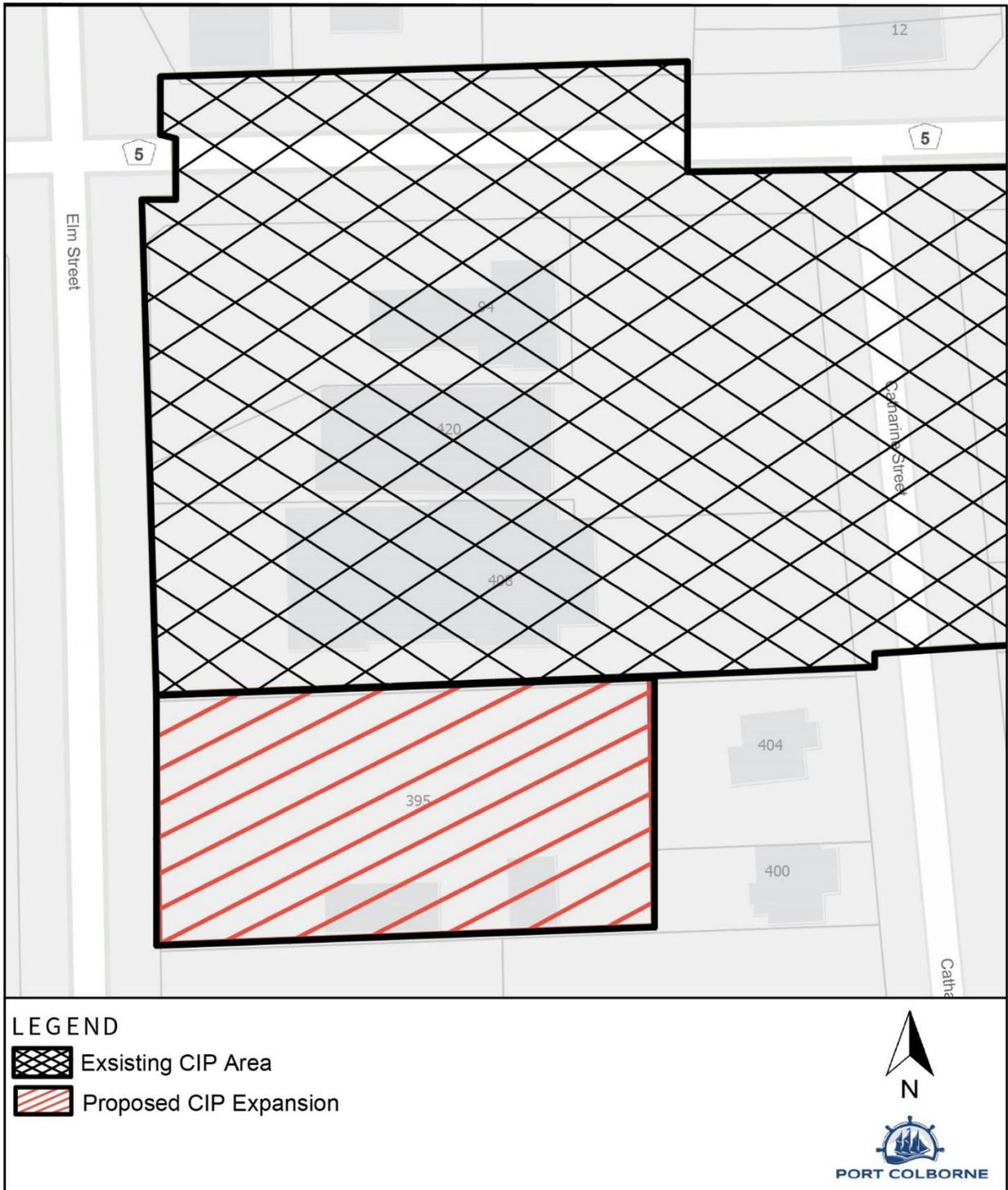
(905) 228-8062

Gary.Long@portcolborne.ca

Report Approval:

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





February 6, 2026

Please be advised that during the regular Council meeting of January 29, 2026 the following resolution regarding support for Bill 21, Protect Our Food Act, 2025 was carried.

RESOLUTION NO. 2026-32

DATE: January 29, 2026

MOVED BY: Councillor Prinzen

SECONDED BY: Councillor MacNaughton

WHEREAS arable land is a critical finite resource; and

WHEREAS Ontario has lost 2.8 million acres of farmland in the last three decades; and

WHEREAS Ontario loses as much as 319 acres of farmland a day; and

WHEREAS Ontario's farmland provides food, fiber and fuel to all of Ontario and beyond;

NOW THEREFORE BE IT RESOLVED THAT the Council of the County of Prince Edward support Bill 21, Protect Our Food Act, 2025 and strongly urges the provincial government to support this and every measure to protect our farmland, to aggressively prevent further losses and to ensure the future of agriculture in Ontario for future generations; and

THAT a copy of this resolution be sent to the Premier of Ontario; the Minister of Agriculture, Food and Agribusiness, the Minister of the Environment, Conservation and Parks; Guelph MPP Mike Schreiner, Haldimand-Norfolk MPP Bobbi Ann Brady, Bay of Quinte MPP Tyler Allsopp, the Ontario Federation of Agriculture, the Association of Municipalities of Ontario, and all Municipalities in Ontario.

CARRIED

Yours truly,



Catalina Blumenberg, **CLERK**

cc: Mayor Steve Ferguson, Councillor Prinzen, Councillor Branderhorst

February 11, 2026

City Clerks
Niagara Region Local Area Municipalities

Sent via email

Re: City Discontinuing the Use of Platform X
Our File: 10.12.1.

To whom it may concern,

At its meeting of February 9, 2026, St. Catharines City Council approved the following motion:

WHEREAS the City of St. Catharines unanimously adopted a Diversity, Equity, and Inclusion (DEI) motion on April 17, 2023, committing to make decisions that foster safety, inclusion, and respect for all residents; and

WHEREAS the X platform (formerly Twitter) has been widely criticized for enabling the sexualization and harassment of women and girls, including through AI-generated content, and for failing to moderate harmful material; and

WHEREAS continuing to use X is not consistent with the City's DEI commitments and may send a conflicting message about the City's values; and

WHEREAS other cities, including Cambridge, Ontario (July 2023), Halifax (September 2023), and Paris, France (November 2023), have left the platform due to similar concerns and continue to communicate effectively with residents through alternative channels;

THEREFORE BE IT RESOLVED that the City of St. Catharines discontinue use of its X (formerly Twitter) accounts for all non-emergency communications no later than March 31, 2026; and

BE IT FURTHER RESOLVED that staff transition affected communications to platforms and tools that better reflect the City's values and public engagement goals; and

BE IT FURTHER RESOLVED that staff develop a plan to also transition emergency communications to platforms and tools that better reflect the City's values and public engagement goals; and

BE IT FURTHER RESOLVED that the City deactivate any remaining X (formerly Twitter) account(s) upon implementation of that plan; and

BE IT FURTHER RESOLVED that the City publicly communicate this decision and its rationale, reinforcing its commitment to DEI, online safety, and inclusive community engagement; and

BE IT FURTHER RESOLVED that this be sent to all local area municipalities.

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Kristen Sullivan, City Clerk
Legal and Clerks Services, Office of the City Clerk
:av

cc: Local Area Municipalities



TOWNSHIP OF JOLY

P.O. Box 519 , Sundridge , Ontario , P0A 1Z0
Tel: 705-384-5428

February 10, 2026

RESOLUTION

Resolution # 2026-061

Agenda Item # 5.2 Support for steel and lumber sectors

Moved By : Bill Black

Seconded By : Tom Bryson

Council for the Corporation of the Township of Joly hereby Supports The Township of Nairn and Hyman Resolution #2025-14-247;

WHEREAS the Federation of Northern Ontario Municipalities (FONOM) has issued a media release dated November 26, 2025, welcoming the Government of Canada's new measures to support the steel and softwood lumber sectors in response to ongoing U.S. tariff pressures; and

WHEREAS the federal actions-including strengthened protections for domestic producers, expanded financial supports, and increased incentives to utilize Canadian steel and lumber in federal infrastructure and housing projects-represent important steps in stabilizing industries that are vital to Northern Ontario's economy; and

WHEREAS municipalities across the North continue to experience the economic impacts of industry closures, including the recent shutdown of Domtar a pulp and paper mill in the neighboring Town of Espanola, which has demonstrated the vulnerability of resource-dependent communities and the need for coordinated intergovernmental support; and

WHEREAS the Township of Joly recognizes the significant role of Interfor, our local soft-wood lumber mill, as a major employer and economic anchor in our region, and further recognizes that any threat to its continued operation would have devastating consequences for workers, families, and local businesses; and

WHEREAS the Province of Ontario has a shared responsibility to ensure the long-term sustainability of the forestry, lumber, and steel sectors, which are foundational to the economic wellbeing of Northern and rural communities;

NOW THEREFORE BE IT RESOLVED THAT Council of the Township of Joly commends the Government of Canada for its leadership and for implementing substantial measures to support Canada's steel and softwood lumber industries during this period of trade volatility; and

BE IT FURTHER RESOLVED THAT Council respectfully urges the Government of Ontario to introduce additional financial, regulatory, and policy-based supports to ensure that Ontario's steel, forestry, and lumber sectors remain competitive, resilient, and able to withstand ongoing international trade pressures; and

BE IT FURTHER RESOLVED THAT Council specifically calls upon the Province of Ontario to work directly with industry stakeholders, including municipalities and major employers such as Interfor, to create programs and investments that will help protect jobs, maintain production capacity, and support long-term industry growth in Northern Ontario; and

BE IT FINALLY RESOLVED THAT a copy of this resolution be forwarded to the Prime Minister of Canada, the Premier of Ontario, the Minister of Natural Resources and Forestry, the Minister of Northern Development, FONOM, MP, MPP all Ontario Municipalities.

Carried

Original Copy Signed _____

Mayor

Township of Joly



Subject: Nickel Beach Report 2026

To: Council

From: Recreation and Tourism Department

Report Number: 2026-19

Meeting Date: February 24, 2026

Recommendation:

That Recreation and Tourism Department Report 2026-19 be received for information.

Purpose:

The purpose of this report is to provide Council with an overview and key highlights from the 2025 Nickel Beach season, and to outline plans for the upcoming season at Nickel Beach to continue to improve the beach experience for residents and visitors.

Background:

As Port Colborne's signature waterfront destination, Nickel Beach has seen significant change over the past several years, leading to new opportunities for the City to work with partners and vendors to continue to expand the beach experience for residents and visitors. To inform the changes, during the last three beach seasons, staff have collected data from visitors, seasonal staff, and parking software to inform net promoter scores and to guide the implementation of new programming and service enhancements.

In accordance with section 27.02 of Ontario Regulation 832/21, Nickel Beach is designated as a protected habitat for the Fowlers Toad, a species listed as endangered under the provincial Endangered Species Act (ESA). This designation provides automatic protection for the toad's habitat. As such, the City of Port Colborne has developed an official Operations Manual for Nickel Beach, which has been guided and approved by the Ministry of the Environment, Conservation and Parks (MECP). The manual outlines specific timelines and procedures for any work conducted in the area to ensure the protection of the Fowlers Toad, its habitat, and must be strictly adhered to. In

accordance with the operations manual, the accumulation of algae or seaweed in the water or wet/damp algae or seaweed along the shoreline is not to be disturbed.

Discussion:

Collecting data from beach visitors was a primary focus during the 2025 beach season to inform the City's efforts to continuously improve the beach experience and respond to the significant changes at Nickel Beach. Generally, this feedback uses net promoter scores, which is a market research metric to gauge customer loyalty and satisfaction. Staff also consult annually with our tenants under license agreements to seek their feedback and from their customers.

In 2025 the City received strong net promoter scores around amenities and staff. Weaker net promoter scores were generated from questions involving satisfaction with parking prices and seaweed accumulation. Net promoter scores improved in each survey question compared to the results in 2024. Staff are using this feedback to inform the plans for the 2026 beach season.

Overall revenue in 2025 exceeded 2024 by roughly 68%. While revenue was higher, data shows the average spend per customer at Nickel Beach was lower in 2025, than in 2024. Increased attendance resulted in higher parking revenues and the addition of hourly parking options, reduced the cost for the average person to access Nickel Beach. The data shows that weekday parking revenues were increased in 2025 as well, likely a result of hourly parking.

The data collected by seasonal staff included daily weather conditions, Niagara Region water quality testing results, PORTicipate passes, Seaweed Report condition, parking tickets issued, customer feedback, and more. Seasonal staff estimate a PORTicipate pass attendance of 2,250 over the course of the beach season. This is a representation of the number of vehicles from Port Colborne residents. Parking data shows that 8,520 total parking passes were purchased through Honk Mobile. This is a representation of the number of vehicles from visitors outside of Port Colborne.

Programming/Amenities

In 2025, the following was added to the roster of programming and amenities at Nickel Beach:

- The Seaweed report
- Hourly parking, foot wash station
- Marble Slab Ice Cream vendor, and Flip Flop Forts a tent rental vendor
- Beach grooming was implemented regularly, with light duty equipment
- As per the Nickel Beach Operations Manual, grooming can only occur 1-2 times weekly, must be done with light duty equipment, and can only be done between

the hours of 7am and 11am, along with other requirements staff ensured to follow.

In 2026, staff plan to add the following, with the purpose of improving user experience, accessibility, and to encourage attendance outside of normal peak hours and months:

- A food vendor to compliment Marble Slab Ice Cream
- Social engagement events, expansion to the accessibility walkway (Mobi-Mats)
- Signage encouraging visitors to respect the environment
- Shoulder season parking rates
- Staff are currently working with the MECP seeking approval to install semi-permanent volleyball nets.
- Staff will focus on enforcement of dog related rules in conjunction with the Niagara SPCA and Humane Society and continue to focus on maintenance and beautification of the facility.

Splashtown Niagara continues to be a strong partner and is currently in agreement to operate at Nickel Beach until 2029. In 2025, Splashtown hosted a Big Brothers Big Sisters Charity Day raising enough funds to create three new Big Brother/Big Sister matches. In 2026, Splashtown is expanding their community programming to host two fundraising events in support of Big Brothers Big Sisters and Port Cares focused on community participation and direct food support.

Beach Status Reporting

To respond to visitor feedback, in 2025 staff implemented a “Seaweed Report” to provide visitors with advanced notice on seaweed conditions at Nickel Beach. The Seaweed Report is available to view on the city website and on signage at Nickel Beach. The city website also links directly to the Niagara Region beach water testing which runs from May to August. Both reports will continue in 2026.

Parking

In 2022, the MECP advised the City that in order to protect the Fowler’s Toad, the longstanding practice of parking cars on Nickel Beach needed to end. The City accepted this direction and began taking steps to transition away from beach parking and creating off-beach parking options. This was a significant change in the Nickel Beach experience and the City has continued to adjust parking over the past several seasons to respect this direction and accommodate the demand for beach access.

Overall, the past several seasons, the most common feedback from visitors has been related to the price of parking. In 2025, staff recommended to Council a shift to a hybrid model with hourly parking and day pass parking rates. In 2025, several seasonal beach staff members were passed by council as by-law officers to provide authority to assist with parking enforcement at Nickel Beach. Full-time By-Law officers provided training to the seasonal beach staff and provided support with parking enforcement throughout the

beach season. Recreation staff will work with the By-law Enforcement Division to train new seasonal beach staff in 2026.

Environmental Initiatives

Recognizing Nickel Beach is also an important environmental site, the City continues to work with the MECP and Niagara Peninsula Conservation Authority on any plans at the beach.

In 2025, staff made efforts to mitigate invasive phragmites that were growing and expanding on the beachfront of Nickel Beach. Without action, this cluster of Phragmites would continue to expand, not only reducing the amount of available beachfront to visitors but contributing to the expansion of an invasive species with damaging consequences to the natural environment. Staff worked with the MECP and Invasive Phragmites Control Centre to gain the proper permits for herbicide application.

Staff also worked with the MECP, the Niagara Peninsula Conservation Authority (NPCA), and LCA environmental to install a section of dune fencing with the purpose of accumulating sand and building the dunes on Nickel Beach. The dune fencing is installed during the beach season and must be removed in the off-season. Staff plan to expand the footprint of the dune fencing in 2026.

Staff are planning to add signage with the purpose of increasing compliance from dog owners and cleaning up their pet's waste, visitors utilizing waste receptacles, and generally increasing their respect for the environment and minimizing their impact.

Internal Consultations:

Communications staff will launch a strategic communications and marketing strategy to profile the unique features that make Nickel Beach a destination and encourage area residents to visit the beach this coming summer including:

- A digital component with geo-targeted ads to residents in Port Colborne and neighbouring municipalities,
- Radio advertising,
- Updated website, social media content,
- Staff will also work with local media to support sharing Nickel Beach messaging through traditional media channels as well.

Financial Implications:

The cost to contract Phragmites Control Group for the permitting and herbicide application was \$1,550. The recommended actions for 2026 are within the City's operating budget.

The total beach budget is funded through a combination of beach generated revenue and the municipal levy. Approximately 2/3 of the budget is covered by beach revenue, which includes parking sales, lease agreements, and chair rentals. This portion fully offsets the beach's incremental costs, such as student wages and operational supplies.

The remaining 1/3 of the budget is funded through the municipal levy and equivalent to roughly \$3.50 per resident. This contribution ensures that all Port Colborne residents have the opportunity to access beach parking at no additional cost through the PORTicipate pass.

Public Engagement:

Staff have engaged the public and collected feedback in-person at Nickel Beach and formally through a visitor engagement survey and will continue this approach for the 2026 beach season.

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
 - Sustainable and Resilient Infrastructure
-

Conclusion:

In conclusion, the 2025 beach season had increased attendance and revenues in comparison to the two previous seasons. Staff focused on collecting data in various forms and using that data to guide the implementation of new programming and service enhancements. The common themes that emerged from the data included satisfaction with amenities and staff and dissatisfaction with parking prices and seaweed conditions. Staff will continue to focus on collecting data and to use the information to improve user experience, accessibility, and encourage attendance outside of normal peak hours and months.

Appendices:

- a. Nickel Beach Presentation

Respectfully submitted,

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Events & Recreation Assistant/Volunteer Coordinator
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Report Approval:

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

Nickel Beach

2026 Presentation to Council



PORT COLBORNE

AGENDA

Amenities and Programming

Financial Data

Collected Data

Survey Data

Environmental Initiatives



Amenities and Programming

- **2024**
 - Dog Zone
 - Delineated pathway from Zone 2 parking lot to Zone 1 parking lot
 - Take a toy, leave a toy bin
- **2025**
 - Seaweed Report
 - Foot wash station
 - Tent rental and ice cream vendor
 - Hourly parking
 - Splashtown Niagara five-year extension
- **2026**
 - Food vendor
 - Social engagement events
 - Accessible Walkway Expansion (Mobi Mats)
 - Beach Volleyball Nets
 - Shoulder season parking rates



Splashtown Niagara

- Operates from late June to end of August.
- **2025**
 - Big Brothers Big Sisters Charity Day
 - 333 two-hour splash passes sold
 - 484 all day splash passes sold
 - 74 group packages sold
- **2026**
 - Big Brothers and Big Sisters Charity Day
 - Port Cares Charity Day

“Nickel Beach is more than a recreational space, it is also a space where community comes together to support meaningful causes”

Derek Stonier, Owner of Splashtown Niagara



PORT COLBORNE

Year to Year overall Revenue 2023 - 2025

REVENUE SOURCE	2023	2024	2025
TOTAL PARKING PASSES	N/A	4518	9719
Parking - Zone 1	\$ 105,618.00	\$ 63,081.59	\$ 69,751.82
Parking - Zone 2/3	\$ 48,830.80	\$ 67,556.51	\$ 143,824.99
Parking - Seasons Passes	\$ 4,557.52	\$ 1,238.94	\$ 800.00
Beach Loungers	\$ 2,757.48	\$ 2,075.00	\$ 2,010.00
License Agreements	\$ -	\$ 4,500.00	\$ 5,973.43
Parking - Centennial Beach	\$ 10,650.00	\$ 7,175.22	\$ 14,788.02
REFUNDS	-\$ 11,314.69	-\$ 4,237.50	-\$ 3,698.37
TOTAL	\$ 161,099.11	\$ 141,389.76	\$ 237,148.26

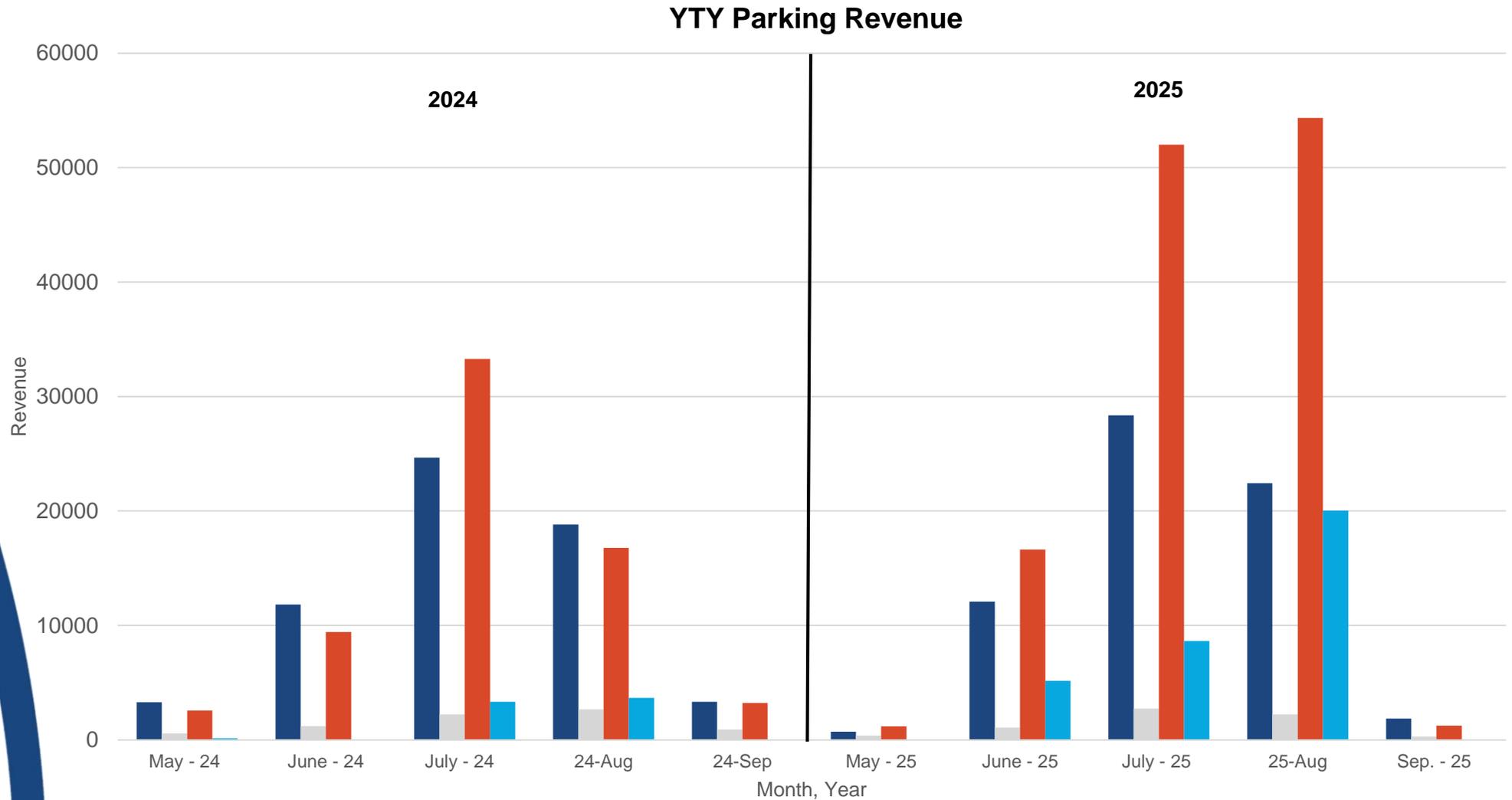


Financial Data

Average Guest Spend on Parking YTY



Nickel Beach Parking Revenue





12 times
Beach classified
"Unsafe to Swim"

8520
Honk Passes bought



2185
PORTicipate passes used
Page 181 of 385



30
Parking Tickets Issued
by beach staff

41 days
Zone 1 Parking Sold Out

User Feedback

“Washrooms are very accessible and well maintained, best we have seen at a beach”

“Beach grooming is appreciated; more seaweed clean up would help”

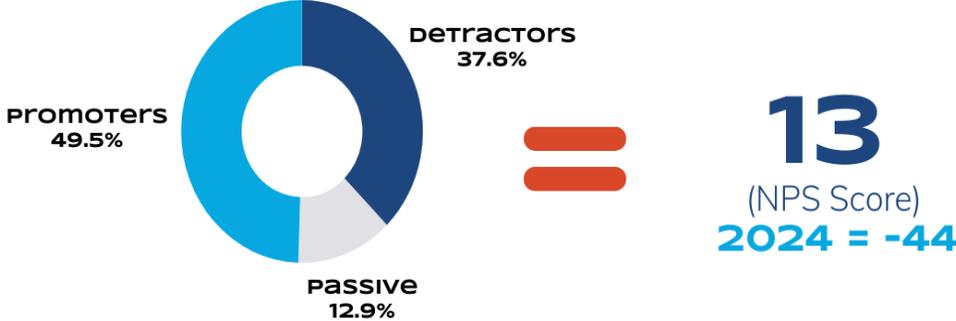
“Nickel Beach parking is very expensive even in Zone 2”

“Very clean beach and so were the washrooms. Friendly staff. Suggestion: consider making zone 1 parking fees cheaper during off peak hours/days”

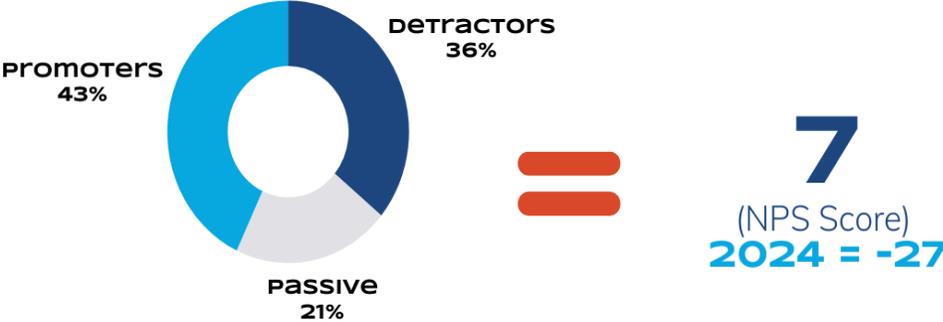


Net Promoter Scores

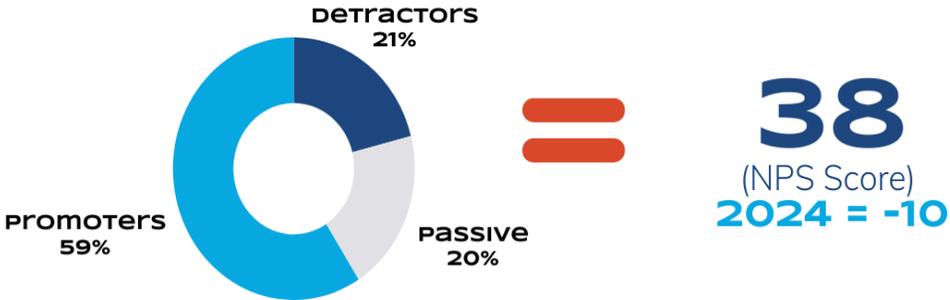
Question 1: How likely are you to recommend Nickel Beach to your friends or family?



Question 3: Do you agree or disagree with this statement: Parking at Nickel Beach was easy to access.



Question 2: Do you agree or disagree with this statement: I valued the amenities at Nickel Beach (Washroom Facilities, Family change tables, Mobi mat, Beach Toy Library etc.)

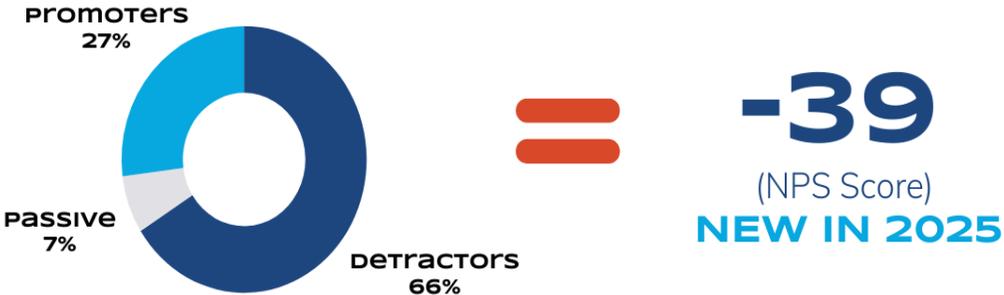


Question 4: Do you agree or disagree with this statement: Parking at Nickel Beach was affordable.

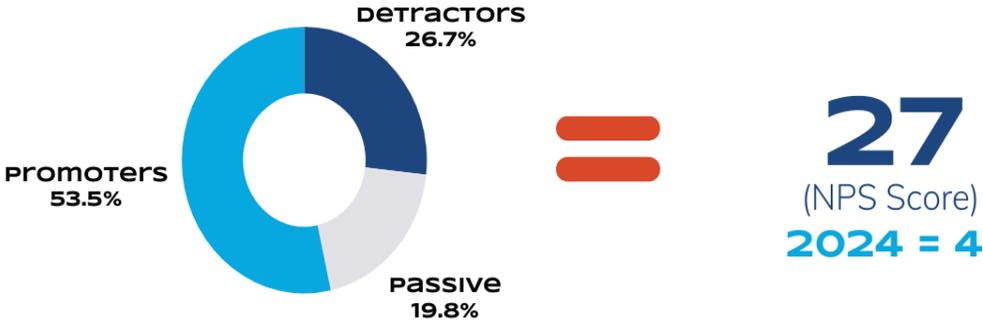


Net Promoter Scores

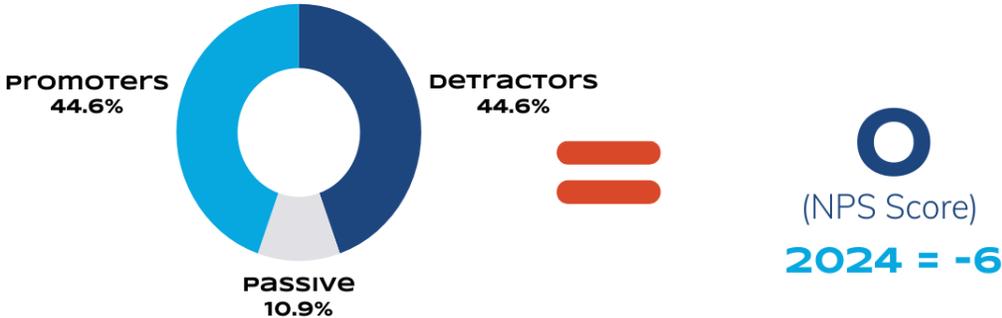
Question 5: Do you agree or disagree with this statement: the new hourly parking rates have made Nickel Beach more accessible for me.



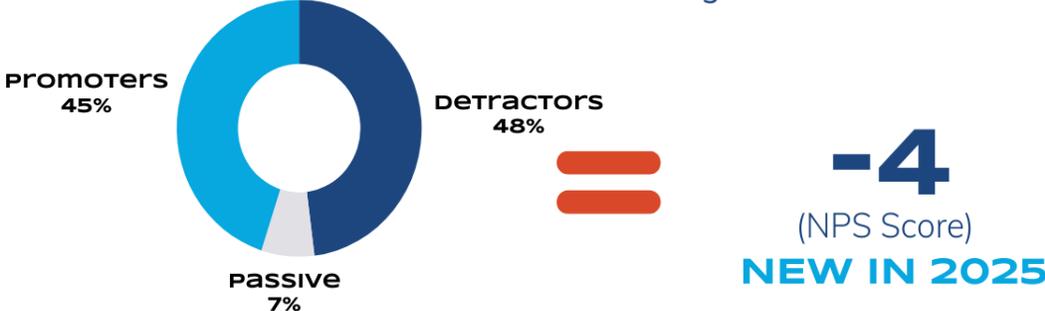
Question 6: Do you agree or disagree with this statement: The staff at Nickel Beach were approachable and friendly



Question 7: Do you agree or disagree with this statement: I appreciated Nickel Beach has a designated dog zone area



Question 8: Do you agree or disagree with this statement: I felt informed about the condition of the beach with regards to seaweed/algae accumulation before arriving.



Environmental Initiatives

- Mitigation of invasive phragmites.
- Installation of dune fencing in 2025 and expansion in 2026.
- Compliance with guidelines set by the Ministry of the Environment, Conservation, and Parks (MECP) to continue to protect the Fowlers Toad an endangered species.
 - Nickel Beach Operations Manual
- Installation of signage that encourages visitors to respect the environmental and leave minimal impact.
- Collaboration with environmental partners.



THANK YOU



PORT COLBORNE



Subject: Partners for Climate Protection Program and Corporate Climate Action Plan

To: Council

From: Public Works Department

Report Number: 2026-28

Meeting Date: February 24, 2026

Recommendations:

That Public Works Department Report 2026-28, respecting FCM-ICLEI Partners for Climate Protection Program – Joining Resolution, BE RECEIVED; and

That the City of Port Colborne's participation in the FCM-ICLEI (Local Government for Sustainability) Partners for Climate Protection Program, BE APPROVED; and

That the Supervisor of Environmental Compliance for the City of Port Colborne, and a Member of Council of The Corporation of the City of Port Colborne, BE APPOINTED to oversee the implementation of the Partners for Climate Protection Program (PCP) milestones and serve as the primary points of contact for the City of Port Colborne; and

That the Mayor and City Clerk BE AUTHORIZED to execute the Council Resolution to Join the FCM-ICLEI Partners for Climate Protection Program, attached hereto as Appendix A.

That Council adopt a revised corporate greenhouse gas (GHG) emissions reduction target, replacing previous corporate target, to fulfill Milestone 2 of the PCP program.

That the Corporate Climate Action Plan attached hereto as Appendix C, BE APPROVED.

Purpose:

The purpose of this report is to seek Council direction regarding the City's next steps in managing greenhouse gas emissions from municipal operations. This report seeks Council approval for the following:

- Participation in the Partners for Climate Protection (PCP) program;

- Approval of a revised corporate greenhouse gas emissions reduction target; and
- Adoption of the Corporate Climate Action Plan (the Plan).

The Plan is intended to provide a structured framework to guide future decision-making, support responsible asset and energy management, and ensure a consistent and transparent approach to corporate climate-related initiatives.

Background:

Municipal governments play a key role in addressing climate change through the management of corporate assets and infrastructure. Reducing greenhouse gas emissions from natural gas and electricity used to operate facilities and provide services is a key step in this process.

In 2023, Council adopted a goal of adapting to the global climate emergency by reaching net-zero by 2040. To explore the feasibility of this goal, the City joined a shared service agreement with six other local area municipalities in 2025 to work through the first three milestones of the PCP program.

About the Partners for Climate Protection (PCP) Program

The PCP program is a nationally recognized climate action framework delivered by the Federation of Canadian Municipalities (FCM) and ICLEI – Local Governments for Sustainability. The program provides technical guidance, standardized methodologies, and peer support to help municipalities reduce greenhouse gas emissions and improve organizational resilience through a structured five-milestone framework:

Milestone 1: Develop a greenhouse gas emissions inventory and forecast;

Milestone 2: Set emissions reduction targets;

Milestone 3: Develop a climate action plan;

Milestone 4: Implement the climate action plan; and

Milestone 5: Monitor progress and report results.

The PCP program is free to join and currently has over 500 municipal members from all 13 Canadian provinces and territories. Locally, the Niagara Region, Grimsby, Lincoln, St. Catharines, Welland, and West Lincoln have committed to the program's corporate plan stream. Each are at various stages of the program. Another seven municipalities, including Port Colborne, will be seeking council approval to join the program in 2026.

While the City has completed foundational work aligned with PCP Milestones 1 through 3, it is not currently a member of the PCP program. Formal participation would allow the City to align its work with a recognized national framework and support consistent reporting and continuous improvement.

Discussion:

Participation in the PCP Program

Staff recommend the City formally joins the PCP program. Membership would provide access to technical resources, standardized reporting tools, and peer learning opportunities with municipalities across Canada. Participation in the PCP program would also enhance transparency and accountability by aligning the City's corporate climate goals with a recognized national framework.

Milestone 1: Corporate Greenhouse Gas Emissions Inventory

As noted above, the City has completed foundational work aligned with PCP Milestones 1 through 3. The City has completed a corporate greenhouse gas emissions inventory using methodologies consistent with PCP guidance and Ontario municipal best practices (see Appendix B). This inventory includes emissions from: municipal buildings and facilities; municipal fleet and equipment; streetlighting and traffic signals; waste produced in City facilities, including parks; and water and wastewater operations.

The inventory establishes a 2024 baseline against which future emissions reductions can be measured and identifies key sources of corporate emissions.

Results indicate that building energy use (51%) and fleet operations (29%) represent the largest contributors to corporate greenhouse gas emissions, with the Vale Health and Wellness Centre producing nearly 40% of the City's annual emissions.

Milestone 2: Corporate Emissions Reduction Target

As part of the development of the Corporate Climate Action Plan, staff reviewed existing corporate emissions reduction targets (net-zero by 2040) and assessed them against current regional, provincial, federal climate policy and global climate targets.

The following three emissions reduction pathways were explored in the Milestone 3 report (Appendix C):

Most Aggressive (end goal aligns with currently approved target)

- Net zero by 2040, with carbon offsets as necessary
- 50% reduction by 2035
- 18% reduction by 2028

Most Aligned (aligns with IPCC, Paris Agreement, Government of Canada, and Niagara Region goals, amongst others, globally)

- Net zero by 2050, with carbon offsets only if necessary

- 40% reduction by 2035
- 18% reduction by 2028

Most Achievable (also aligns with global goals but requires offsetting)

- 80% reduction by 2050, using carbon offsets to achieve net-zero
- 40% reduction by 2035

Based on this analysis, staff recommend that Council adopt the “most achievable” corporate greenhouse gas emissions reduction target. This revised target is intended to:

- Reflect the City’s most current and accurate emissions data;
- Align with broader provincial, federal, and global climate objectives;
- Be achievable within the City’s operational control and financial capacity; and
- Support long-term asset management and capital planning.

Approval of a revised target will replace any previous corporate targets and fulfill Milestone 2 of the PCP program.

Milestone 3: Corporate Climate Action Plan

The Corporate Climate Action Plan identifies a range of actions to reduce greenhouse gas emissions from municipal operations while supporting efficient service delivery (see Appendix C). The Plan focuses on actions within the City’s direct control and influence and includes initiatives in the following areas: facilities and buildings; fleet and equipment; energy management; and corporate policies and practices.

The Corporate Climate Action Plan fulfills Milestone 3 of the PCP framework and provides a clear roadmap for implementation (Milestone 4) and monitoring and reporting (Milestone 5).

Next Steps and Program Commitments

If Council chooses to join the PCP program, the City will have the following responsibilities:

1. Move through the five-milestone framework within 10 years of joining the program;
2. Report on progress at least once every two years, with the support of FCM;
3. Email FCM if contact information changes;
4. Actively participate in program activities and share experiences with other network members; and
5. Appoint an elected official and a corporate staff member to oversee the implementation of the PCP milestones and be the points of contact for the PCP program within the City.

Should the City not be able to meet the PCP requirements, staff will withdraw the City's membership and rejoin later, if desired.

Internal Consultations:

Staff from the Fleet and Facility Division, Roads and Parks Division, and CAO's Office were consulted throughout this project. Staff responsible for managing City facilities provided waste estimates for the Milestone 1 report.

Financial Implications:

There are no financial implications with joining the PCP program. Membership in the PCP program is free. There is no cost for the City to join.

All financial requests for proposed emission reduction measures will be requested through Council as projects are undertaken.

Staff secured funding through Enbridge's 2025 Municipal Climate Action Offer to offset half of the cost (\$7,500) of developing the Corporate Climate Action Plan (Appendix C).

Public Engagement:

The City's Environmental Advisory Committee has reviewed the Milestone 3 Corporate Climate Action Plan and voted in favour of endorsing the Plan on February 11, 2026.

Strategic Plan Alignment:

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

- Environment and Climate Change
 - Welcoming, Livable, Healthy Community
 - Sustainable and Resilient Infrastructure
-

Conclusion:

By joining the PCP program and completing Milestones 1 through 3, the City will establish a structured, credible, and achievable approach to reducing greenhouse gas emissions from municipal operations. Approval of a revised corporate emissions

reduction target ensures that the City's climate objectives are current and align with global goals.

Approval of the Corporate Climate Action Plan (Milestone 3) will enable staff to proceed with implementation and ongoing reporting, supporting efficient municipal operations, responsible asset management, and long-term sustainability.

Appendices:

- a. Resolution to Join the FCM–ICLEI Partners for Climate Protection Program
- b. Milestone 1 report: GHG Emissions Inventory
- c. Milestone 3 report: Corporate Climate Action Plan
- d. Presentation to Council

Respectfully submitted,

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Cassandra Banting
Environmental Services Manager
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Cassandra.Banting@PortColborne.ca

Council Resolution to Join the FCM–ICLEI Partners for Climate Protection Program

WHEREAS The Federation of Canadian Municipalities (FCM) and ICLEI–Local Governments for Sustainability (ICLEI Canada) have established the Partners for Climate Protection (PCP) program to provide a forum for municipal governments to share their knowledge and experience with other municipal governments on how to reduce GHG emissions;

WHEREAS over 350 municipal governments across Canada representing more than 65 per cent of the population have already committed to reducing corporate and community GHG emissions through the PCP program since its inception in 1994;

WHEREAS the PCP program is based on a five-milestone framework that involves completing a GHG inventory and forecast, setting a GHG reduction target, developing a local action plan, implementing the plan, and monitoring progress and reporting results;

BE IT RESOLVED that the municipality of **Port Colborne** review the guidelines on PCP Member Benefits and Responsibilities and then communicate to FCM and ICLEI Canada its participation in the PCP program and its commitment to achieving the milestones set out in the PCP five-milestone framework;

BE IT FURTHER RESOLVED that the municipality of **Port Colborne** appoint the following:

- | | |
|---------------------------|---|
| a) Corporate staff person | Samantha Morris
Environmental Compliance Supervisor
289-228-8030
Samantha.Morris@PortColborne.ca |
| b) Elected official | Mark Bagu
Councillor, Ward 1
Mark.Bagu@PortColborne.ca
905-733-8388 |

to oversee implementation of the PCP milestones and be the points of contact for the PCP program within the municipality.

_____ Signature

_____ Date



PORT COLBORNE

PARTNERS FOR CLIMATE PROTECTION MILESTONE 1: GHG EMISSION INVENTORY

CITY OF PORT COLBORNE

October 31, 2025

2025-0250-10



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1 Introduction

1.1 Partners for Climate Protection

The Partners for Climate Protection (PCP) is a program that provides a Framework for municipalities to set goals and take actions towards reducing corporate and community GHG emissions. This partnership is deployed by the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities. There are five milestones associated with the PCP Framework, which are as follows.

- **Milestone 1:** Create a baseline emissions inventory.
- **Milestone 2:** Set emissions reductions targets.
- **Milestone 3:** Develop a local climate action plan.
- **Milestone 4:** Implement the local climate action plan.
- **Milestone 5:** Monitor and report results.

WalterFedy has been engaged by the City of Port Colborne to complete Milestones 1 through 3. Community emissions are not considered in this report, as the agreed upon scope was limited to corporate emissions. The contents of this report focus on Milestone 1. Milestone 2 and Milestone 3 material will be included in future reports.

1.1.1 Milestone 1

Milestone 1 consists of a baseline emission inventory for a chosen baseline year. The City of Port Colborne has chosen to proceed with a baseline year of 2024. Greenhouse gas (GHG) inventories consider emissions from the following sectors:

- Buildings and Facilities
- Fleet Vehicles
- Streetlights and Traffic Signals
- Water and Waste Water
- Corporate Solid Waste

1.2 Methodology

This section outlines the factors and assumptions used to estimate GHG emissions from the fuel consumption and waste data from the City of Port Colborne.

1.2.1 Emission Coefficients

To estimate the emissions associated with each sector, Table 1 outlines the emission coefficients used for the following fuel sources.

Table 1: GHG emission factors

Utility	Unit	GHG factor
Electricity	[tCO2e/kWh]	0.000055
Natural gas	[tCO2e/m3]	0.001921
Gasoline - Equipment	[tCO2e/L]	0.002514
Gasoline - Light Vehicles	[tCO2e/L]	0.002384
Gasoline - Light Trucks	[tCO2e/L]	0.002389
Gasoline - Heavy Vehicles	[tCO2e/L]	0.002347
Propane - Equipment	[tCO2e/L]	0.001557
Ethanol 10 - Equipment	[tCO2e/L]	0.001510
Ethanol 10 - Light Vehicles	[tCO2e/L]	0.001510
Ethanol 10 - Heavy Vehicles	[tCO2e/L]	0.001510
Diesel - Equipment	[tCO2e/L]	0.002709
Diesel - Light Vehicles	[tCO2e/L]	0.002741
Diesel - Light Trucks	[tCO2e/L]	0.002741
Diesel - Heavy Vehicles	[tCO2e/L]	0.002714

Notes on emission coefficients

- All fuel emission factors are obtained from the National Inventory Report: Greenhouse Gas Sources and Sinks in Canada.
- The emission coefficient for electricity aligns with the Ontario electrical grid GHG intensity for the base-line year (Table A13-7 in the National Inventory Report: Greenhouse Gas Sources and Sinks in Canada). Grid emissions factors up to 2023 were obtained from the National Inventory Report, and from 2024 to 2050 were obtained from the Environment and Climate Change Canada Data Catalogue (Electricity Grid Intensities).
- To align with the level of detail in fleet vehicle reporting, average values were taken to approximate the emissions of various vehicle types, including Tier 1, 2, and 3, etc.
- CO2 equivalent factors for mobile combustion sources are determined by considering the emission factors of CH4 and N2O and their associated Global Warming Potentials (GWP) from the National Inventory Report.

Solid waste emissions

GHG emissions from corporate solid waste were calculated via the "PCP Protocol Method C: Landfills with no LFG System", "Option 1: Methane Commitment Model", "Approach 2: Emissions from Corporate Solid Waste Generation". It should be noted that all waste is collected by Niagara Region, and landfill sites are not maintained by the City of Port Colborne. The above approach for estimating waste emissions was chosen as landfill gas (LFG) data is only available for waste sites as a whole, which includes emissions that are beyond the scope of the City of Port Colborne. LFG collection data from Niagara Region is used to estimate factors such as methane correction factor, oxidation factor, and fraction of methane emissions recovered. Those values, in addition to other key waste assumptions, are displayed in Table 2.

Table 2: Solid waste factors

Description	Unit	Value
Methane correction factor	[dcm]	1.00
Oxidation factor	[dcm]	0.10
Methane recovery factor	[dcm]	0.49

Methane recovery factor is obtained from the 2024 Humberstone Landfill Gas Annual Report.

1.2.2 Summary of Data Sources

A vast amount of municipal data was collected and analyzed to create the GHG inventory. Table 3 provides a summary of data sources for all of the information used in this report as well as key assumptions regarding the data collected.

Table 3: Data sources

Sector	Item	Source
Buildings and Facilities	Electricity consumption	City of Port Colborne, utility bills from Canadian Niagara Power Inc.
Buildings and Facilities	Natural gas consumption	City of Port Colborne, utility bills from Enbridge Gas Inc.
Fleet Vehicles	Gasoline consumption	City of Port Colborne, various departments
Fleet Vehicles	Diesel consumption	City of Port Colborne, various departments
Water and Waste Water	Electricity consumption	City of Port Colborne, utility bills from Canadian Niagara Power Inc.
Streetlights and Traffic Lights	Electricity consumption	City of Port Colborne, utility bills from Canadian Niagara Power Inc.
Solid Waste	Annual waste	Garbage bin size and frequency of pickup provided by the City. Total weight collection provided for 2024; it is assumed that there is little deviation of corporate solid waste year over year, and it is reasonable to assume this same value for the baseline.

1.2.3 Description of Assumptions

Several key assumptions were made to complete the GHG emission inventory, in instances where data was incomplete or limited. These assumptions are as follows.

- 1. Landfill gas collection:** It is understood that all waste from the City of Port Colborne is directed to Humberstone Landfill Site, and that landfill gas is collected at this site and flared in order to convert the high GWP methane gas collected into CO₂. The 2024 Humberstone Landfill Gas Annual Report states the flare was in operation for 50.5% of the year and operated at a conversion efficiency of 98%. It is assumed that these operation conditions can be applied to the baseline year. Furthermore, it is assumed that all landfill gas not flared at the site is released as methane gas. All flared gases are omitted from the inventory, as the CO₂ produced is considered to be of biogenic origin according to the PCP Protocol. Only escaped methane gases will be considered in the GHG inventory
- 2. Mobile combustion emission coefficients:** The National Inventory Report provides emission coefficients for various engine types (Tier 1, Tier 2, Tier 3, etc.). CH₄ and N₂O factors vary for these engines. In order to approximate these factors, as detailed engine information was not available, an average of all listed engine types was taken to estimate a singular emission factor per vehicle type. As CO₂ accounts the majority of combustion emissions, fleet emissions are estimated with a high level of confidence and any variations in CH₄ and N₂O not captured by this assumption are expected to have a negligible impact on the overall emissions factor.

2 Historical Utility Use

2.1 Buildings and Facilities

2.1.1 Asset Information

The buildings and facilities considered under this Corporate Climate Action Plan are summarized in Table 4. Electric vehicle charging stations are included but considered as a separate end use.

Table 4: Buildings and Facilities Asset Summary

Type	Building name	Address	Construction	Gross floor area (ft2)
Corporate Facilities and Assets	287 West Side Rd, Flow Meter			-
	296 Fielden Ave, Business Roselawn Centre	296 Fielden Ave.	1860/1957	26,480
	78 Lakeshore Rd W, Heat Trace City Hall	66 Charlotte St.	1996	30,139
	Clarence St Crosswalk			-
	Museum LR Wilson Archives	286 King St.	2006	2,475
EV Charger	550 Elizabeth St, Chrg Stn			-
Fire Facilities	Fire and Emergency Services	3 Killaly St. West	2005	17,872
Library Facilities	Library	310 King St.	1955	12,040
Park Facilities and Assets	Bandshell	160 Sugarloaf St. W.	1960	1,900
	Centennial Park Washrooms	2767 Vimy Rd.	1980	522
	Clarence St, Seaway Lite Seaway Park E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	160 Sugarloaf St. W.		-
	Fielden Washrooms	650 Fielden Ave.	1980	406
	Lakeview Pk Washrm 160 Sugarloaf	160 Sugarloaf St. W.		-
	Lions Field Park Canteen and Kitchen	148 Killaly St. W	1960	1,400
	Lock 8 Washrooms	163 Mellanby Ave.	1980	512
	Nickle Beach Washrooms	69 Lake Rd.	2023	1,000
	Public Facilities and Assets	000 Weaver Rd, Sec Camera		
145 Mellanby Ave, Lock 8 Viewing Stand		145 Mellanby Ave.		-
2 John St. Lockview		2 John St.		-
227 Catharine St, Market Square		227 Catharine St.		-
280 King Street (Barn)		280 King St.		-
296 Fielden Ave, Heritage Roselawn Centre		296 Fielden Ave.		-
316 Second Concession Rd				-
725 King St, Apt 1		550 Elizabeth St.	2011	48
725 King St, Apt 3				-
725 King St, House Meter				-
Arabellas Tea Room		61 Princess St.	1915	1,494
Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal		160 Sugarloaf St. W.		-
Clarence and Wel				-
Food Truck - 120 Sugarloaf St				-
Harbour Master		201 West St.	1987	350
Humberstone Hall Visitors Centre		76 Main St. W		1,750
Market Square		67 Charlotte St.		-
Museum Sharpe HRC		291 Catharine St.	1995	3,600
Museum Williams House		280 King St.	1876	2,208
Pleasant Beach Rd security camera				-
Scouts Hall	611 Pinecrest Rd.		1,344	
Sugarloaf Marina Marlon Building	1 Marina Dr.		4,050	

Table 4: Buildings and Facilities Asset Summary (continued)

Type	Building name	Address	Construction	Gross floor area (ft2)
Recreation Facilities	00 Sugarloaf St, Splashpad	00 Sugarloaf Rd.		-
	3 Marina St (Air Conditioning)			-
	3 Marina St, Sugarloaf Marina docks			-
	550 Elizabeth St, Ball Field	550 Elizabeth St.		-
	Athletic Field Washrooms	146 Killaly St.	1980	1,800
	Tennis Courts	143 Helen St.	1993	1,900
	Vale Health and Wellness Centre	550 Elizabeth St.	2013	145,443
Transit Facilities	1 Marina Rd (fuel docks)	1 Marina Dr.		-
Works Operations Facilities and Assets	11 King St (Metal Shed)			-
	11 King St (Storage Bldg)	14 King St		-
	61 Princess Street (Garage)	61 Princess St.		-
	Eagle Marsh Drain Outlet Structure	61 Lakeshore Rd. W	1977	-
	Public Works (Engineering and Operations Centre)	1 Killaly St. West	2018	36,855
	Wignell Drain Outlet Structure	873 Lakeshore Rd. E		-

2.1.2 Utility Use

The buildings and facilities historical utility use is presented below. Note that the baseline year is 2024, indicated by a dashed box around the corresponding year.

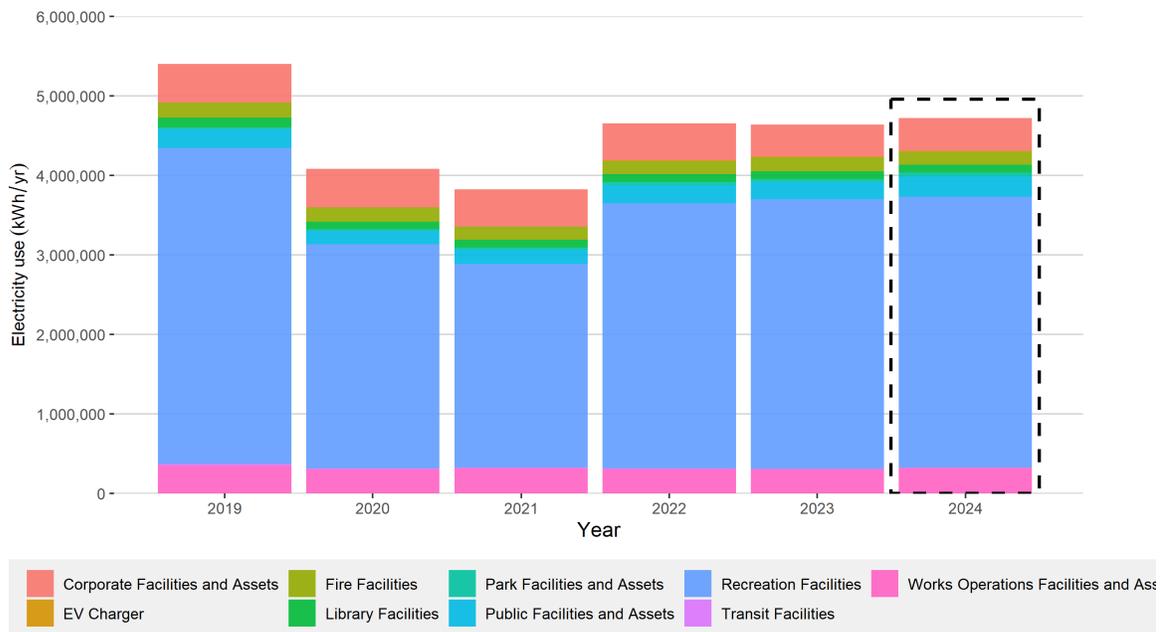


Figure 1: Historical electricity consumption of buildings and facilities and related assets.

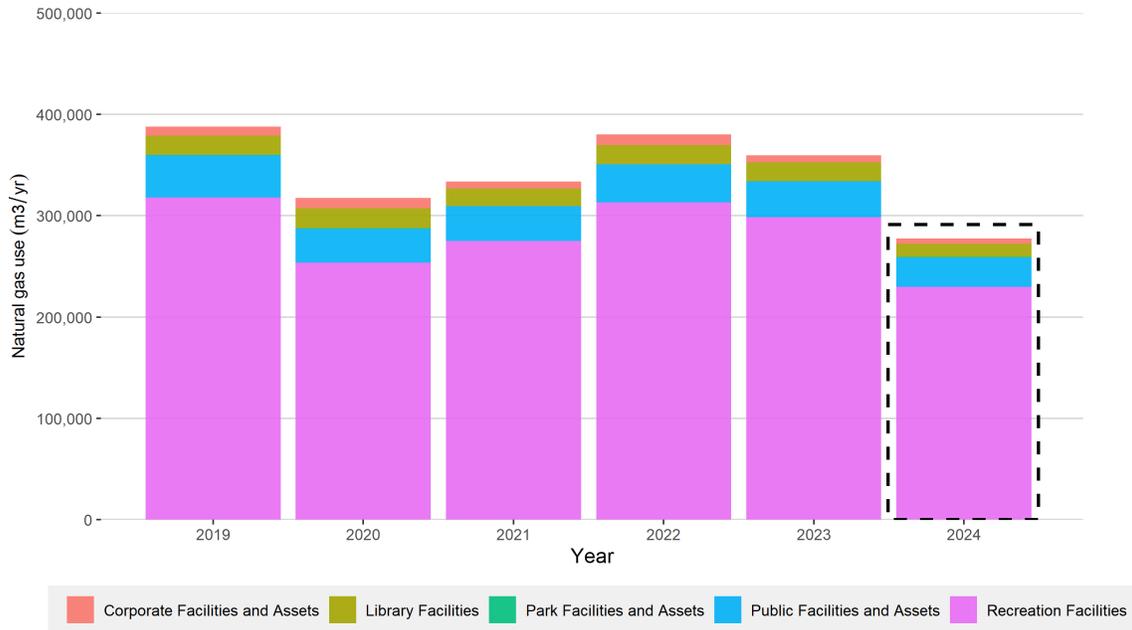


Figure 2: Historical natural gas consumption of buildings and facilities and related assets.

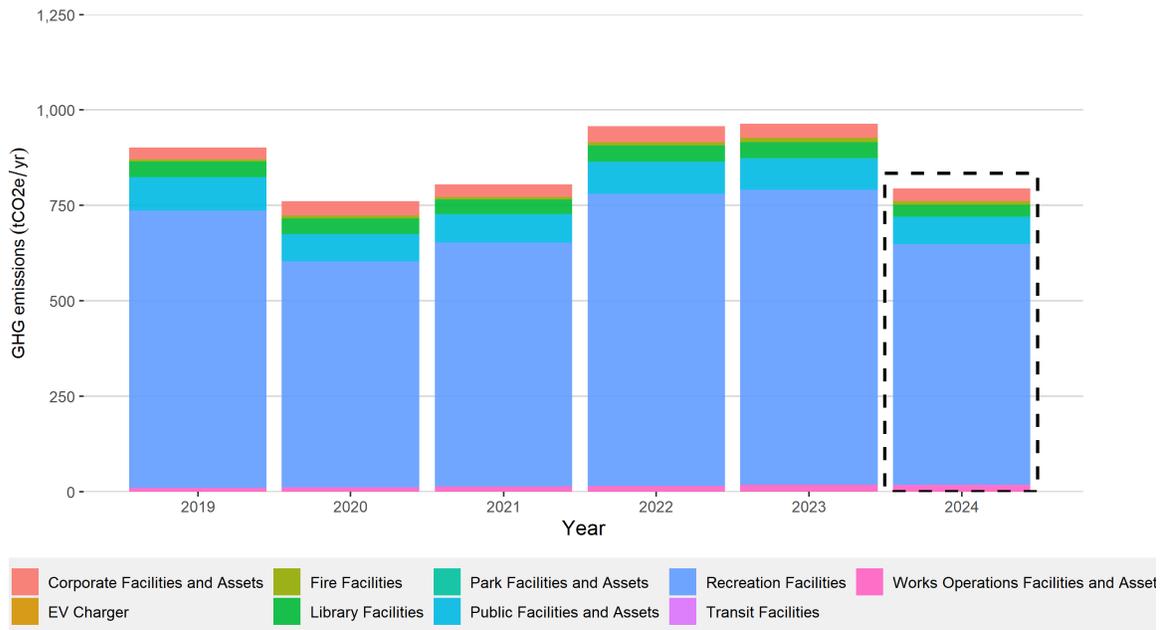


Figure 3: Historical GHG emissions of buildings and facilities and related assets.

The GHG emissions breakdown by building for the baseline year are presented in Figure 4, with each utility type shown in a different colour. Due to the large number of facilities considered under this Corporate Climate Action Plan, facilities with low individual contributions are grouped together in the Other category.

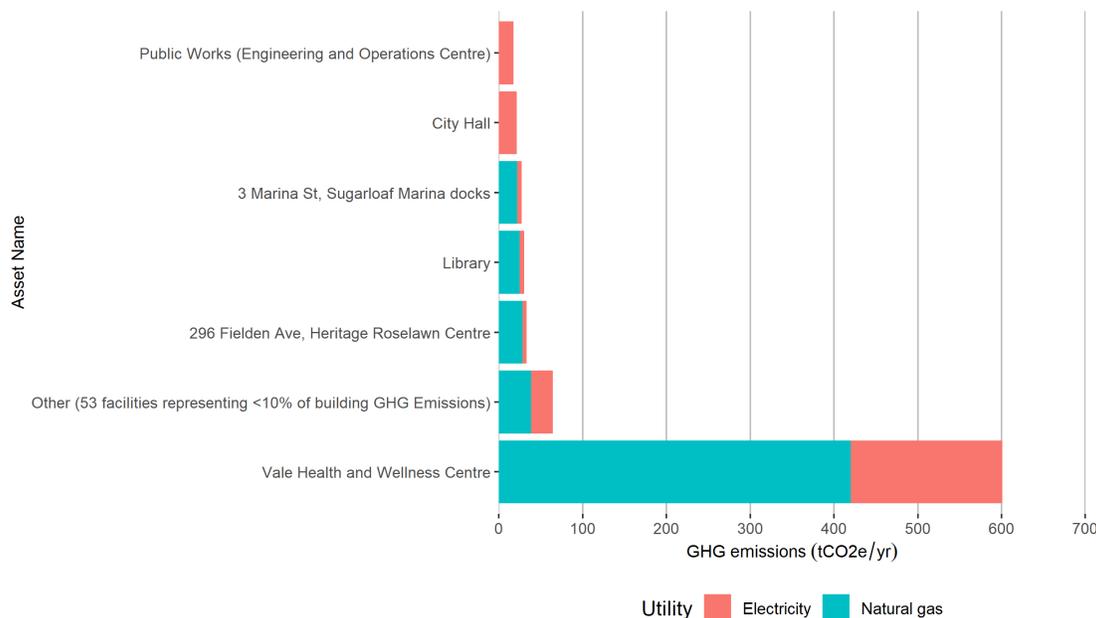


Figure 4: GHG emissions breakdown by building (including each building’s assets).

The GHG emissions associated with buildings and facilities in the baseline year of 2024 are summarized in Table 5.

Table 5: Buildings and Facilities GHG Emissions

Utility	Utility Consumption	Utility Unit	GHG Emissions (tCO2e/yr)
Electricity	4,719,626	kWh/yr	261
Natural gas	277,474	m3/yr	533
Total	-	-	794

2.1.3 Utility Use Discussion

Electricity: The corporate facility electricity consumption decreased in 2020 and 2021, which is likely a result of reduced operations during the COVID-19 pandemic. The electricity increased in 2022 as facilities resumed normal operation, and has remained fairly consistent in the following years. The majority of the buildings and facilities electricity consumption comes from recreational facilities.

Natural gas: The corporate facility natural gas consumption decreased in 2020 and 2021, which is likely a result of the pandemic. The natural gas consumption increased again in 2022 as facilities resumed normal operations, although it has been steadily decreasing since then, which may suggest that energy-reduction measures are being implemented at these facilities. The majority of the buildings and facilities natural gas consumption comes from recreational facilities.

GHG emissions: The corporate facility GHG emissions follow the trends shown by the electricity and natural gas plots. The GHG emissions decrease in 2020 and 2021 as a result of the COVID-19 pandemic, and increase in 2022 when facilities return to normal operation. The GHG emissions decrease again from 2022 to 2024, as the natural gas consumption at the facilities is decreased, although this decrease is somewhat mitigated by an increase in the electricity emissions factor. The majority of the GHG emissions from facilities are the result of recreation facilities. Note that most buildings do not contribute much to the corporate facility GHG emissions - the Vale Health and Wellness Centre accounts for the vast majority of facility GHG emissions, and the Heritage Roselawn Centre and Library are the next highest-emitting buildings.

2.2 Fleet Vehicles

2.2.1 Asset Information

The fleet vehicles assets considered under this Corporate Climate Action Plan are summarized in Table 6.

Table 6: Fleet Vehicles Summary

Vehicle Group
Building Dept Fleet
By-Law Dept Fleet
Canal Days Fleet
Comm & Ecdev Fleet
Drains Fleet
Enviro Compl Fleet
Facility Maint Fleet
Fire Fleet
Fleet Fleet
Marina Fleet
Museum Fleet
Nickel Beach Fleet
Parks Fleet
Project Management Fleet
Transportation Fleet
Utilities Fleet
WasteWater Fleet
Water Fleet

2.2.2 Utility Use

The fleet vehicles historical utility use is presented below. Note that the baseline year is 2024, indicated by a dashed box around the corresponding year.

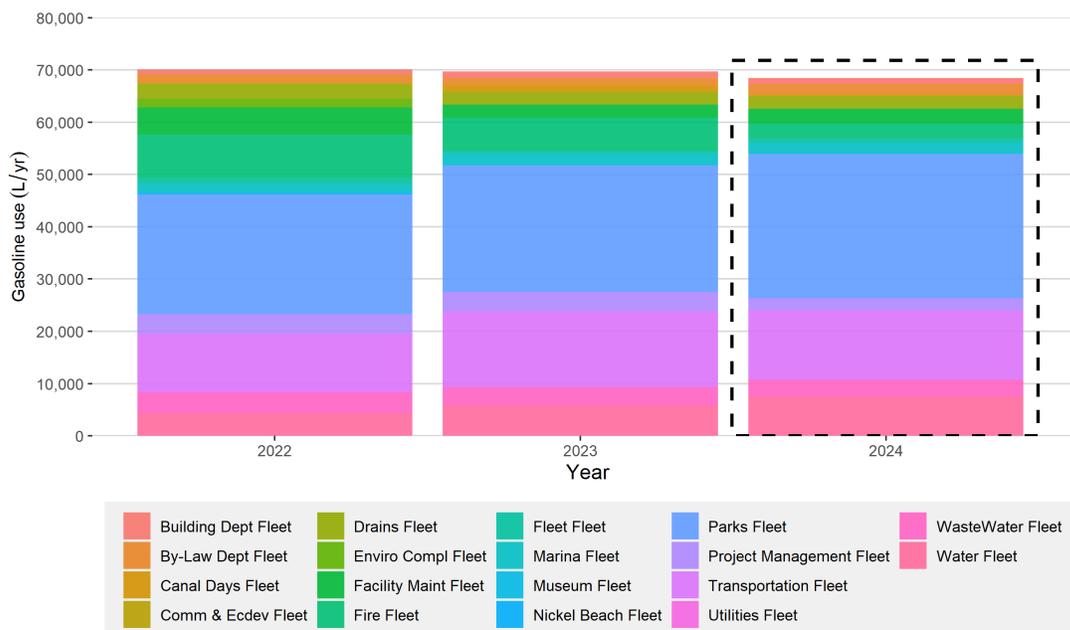


Figure 5: Historical gasoline consumption of fleet vehicles.

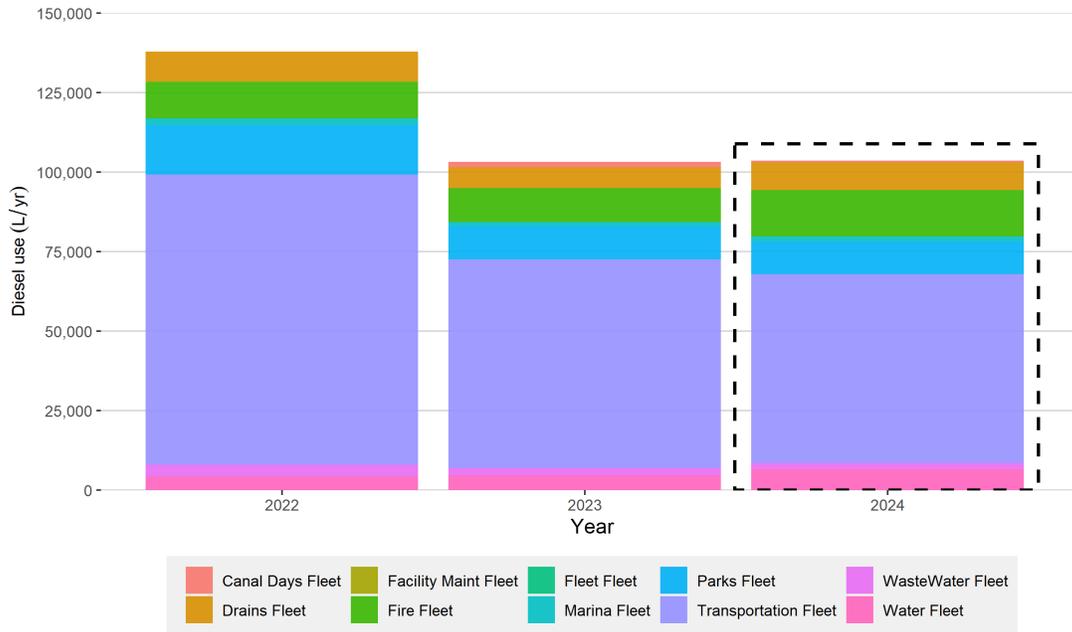


Figure 6: Historical diesel consumption of fleet vehicles.

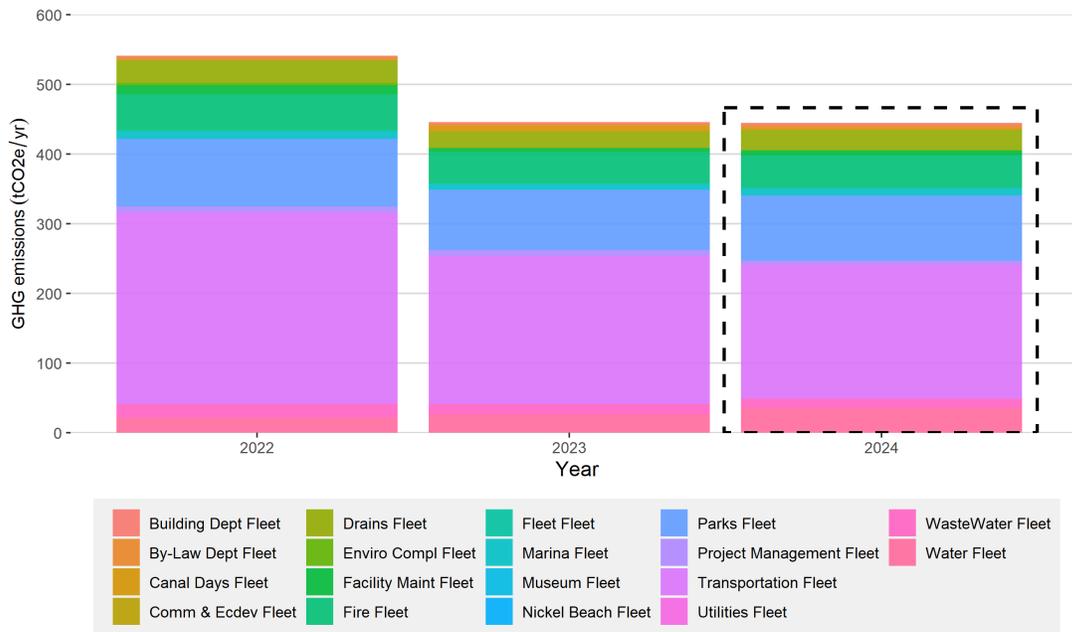


Figure 7: Historical GHG emissions of fleet vehicles.

The GHG emissions associated with fleet vehicles in the baseline year of 2024 are summarized in Table 7.

Table 7: Fleet Vehicles GHG Emissions Based on Estimated Vehicle Type Breakdown

Utility	Utility Consumption	Utility Unit	GHG Emissions (tCO2e/yr)
Equipment - Diesel	8,411	L/yr	23
Equipment - Gasoline	11,983	L/yr	29
Heavy Vehicles - Diesel	60,337	L/yr	164
Heavy Vehicles - Gasoline	26,085	L/yr	62
Light Trucks - Diesel	18,017	L/yr	49
Light Trucks - Gasoline	19,535	L/yr	47
Light Vehicles - Diesel	16,872	L/yr	46
Light Vehicles - Gasoline	10,803	L/yr	26
Total	-	-	446

2.2.3 Utility Use Discussion

Gasoline: Corporate fleet gasoline consumption has remained relatively consistent from 2022 to 2024. The largest gasoline consumers are the Parks Fleet and the Transportation Fleet.

Diesel: Corporate fleet diesel consumption decreased from 2022 to 2023, and remained constant from 2023 to 2024. The largest diesel consumers are the Transportation Fleet vehicles.

GHG emissions: The corporate fleet GHG emissions follow the trends shown by the gasoline and diesel plots. The GHG emissions decrease from 2022 to 2023 as the diesel consumption decreases, and remain consistent from 2023 to 2024.

Vehicle types: Note that a fleet vehicle type breakdown was not available, and assumptions were made based on an available vehicle type breakdown. It was assumed that any buildings, by-law, and project management fleets had 54% of their fuel use from light vehicles and 46% from light trucks. It was assumed that works operations fleet departments such as the drains fleet and facility maintenance fleet had 31% of the utility use from equipment, 1% from light vehicles, 36% from light trucks, and 32% from heavy vehicles. The fire fleet was assumed to be 1% equipment, 2% light vehicles, 54% light trucks, and 43% heavy vehicles.

2.3 Streetlights and Traffic Signals

2.3.1 Asset Information

The streetlights and traffic signals assets considered under this Corporate Climate Action Plan are summarized in Table 8.

Table 8: Streetlights and Traffic Signals Assets

Type	Name	Address
Light House	Light House and Sign	24 Main St W
Light Pedestal	Church&Main St. W Light Pedestal	
Light Pedestal	Near 48 Main St. W Light Pedestal	
Lights	160 Sugarloaf St, Lighting 200A Service-Cenotaph, etc	160 Sugarloaf St. W.
Lights	160 Sugarloaf St, Park Light	160 Sugarloaf St. W.
Lights	183 Main St West Lights	
Lights	3 Marina St (Marina Lighting) master	3 Marina Dr.
Lights	Main St West Lights	
Promenade Lights	212 West, No. 5 Panel Promenade lights	
Street Lights	Street Lights - General	
Traffic Lights	000Clarence St, Traf Light Elm St	
Traffic Lights	Traffic Lights-King St	
Traffic Lights	Traffic Lights-Steele and Clarence	

2.3.2 Utility Use

The streetlights and traffic signals historical utility use is presented below. Note that the baseline year is 2024, indicated by a dashed box around the corresponding year.

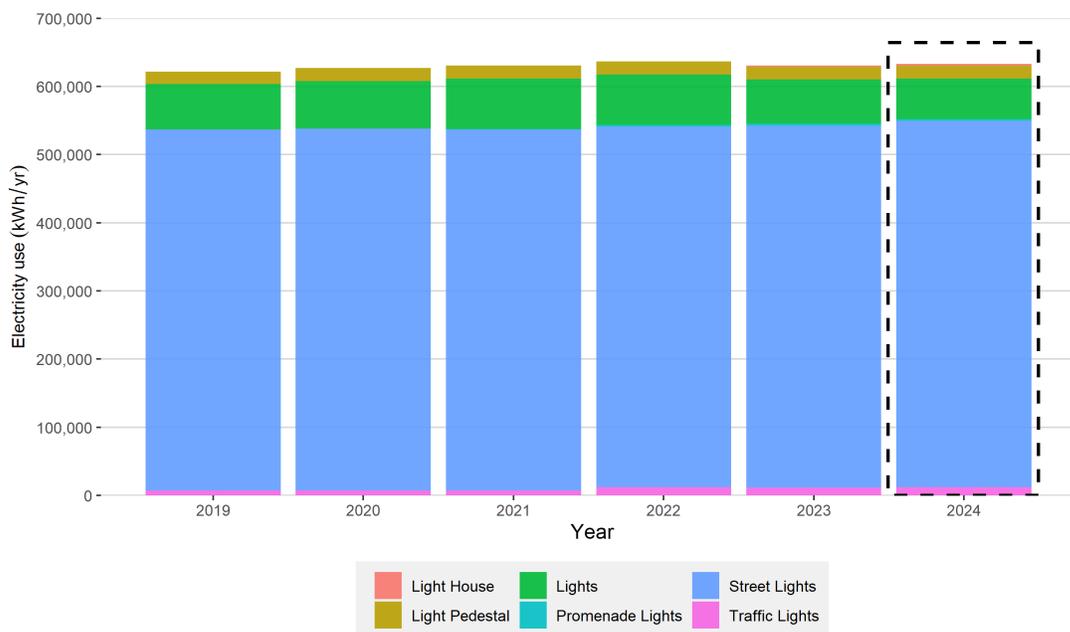


Figure 8: Historical electricity consumption of streetlights and traffic signals.

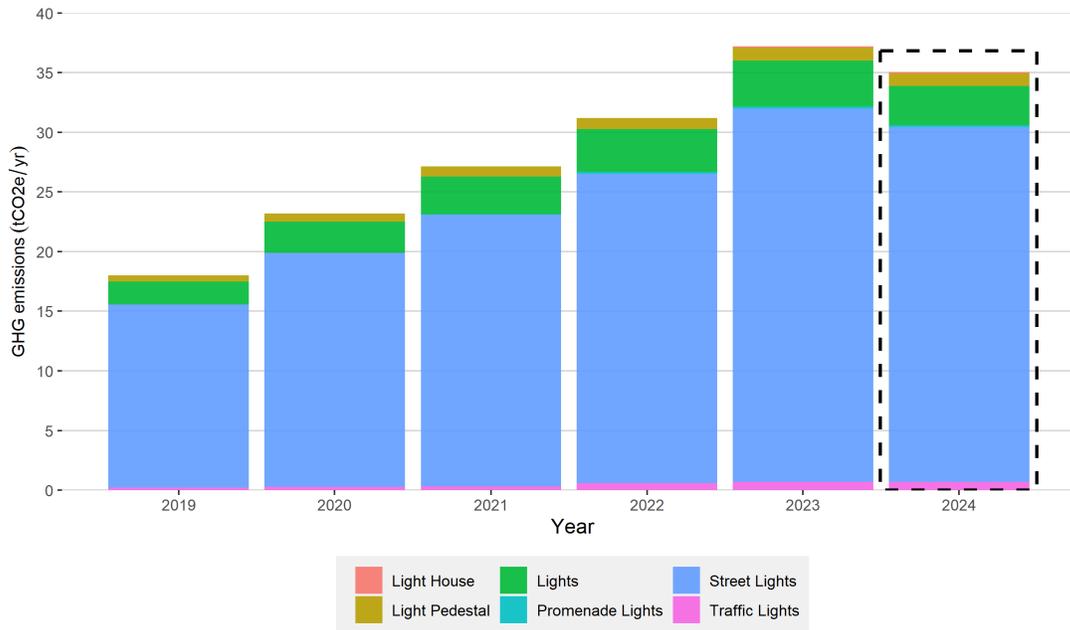


Figure 9: Historical GHG emissions of streetlights and traffic signals.

The GHG emissions associated with streetlights and traffic signals in the baseline year of 2024 are summarized in Table 9.

Table 9: Streetlights and Traffic Signals GHG Emissions

Utility	Utility Consumption	Utility Unit	GHG Emissions (tCO2e/yr)
Electricity	632,766	kWh/yr	35
Total	-	-	35

2.3.3 Utility Use Discussion

Electricity: Electricity consumption of streetlights and traffic signals has remained very consistent from 2019 to 2024. The street lights account for the majority of the electricity consumption.

GHG emissions: Although the electricity consumption for streetlights and traffic signals has remained fairly consistent, the GHG emissions have varied, gradually increasing from 2019 to 2023 and slightly decreasing in 2024. This is due to changes in the grid emissions factor over time.

2.4 Water and Waste Water

2.4.1 Asset Information

The water and waste water assets considered under this Corporate Climate Action Plan are summarized in Table 10.

Table 10: Water and Waste Water Pumping Station Locations

Type	Station name	Address
Pump House	69 Lake Rd, Pump House Nickel Beach	
Pump Station	550 Elizabeth St, Pump Stn 66 Elizabeth St	
Pumping Station	Johnson St Pumping Station	243 Johnston St.
Water Pumping	69 Lake Rd, Trl Pumps Nickel Beach	
Water Pumping	Scholl Field Pump	70 Scholfield Ave.
Water Station	Bulk Water Station 2	1080 Elm St.

2.4.2 Utility Use

The water and waste water historical utility use is presented below. Note that the baseline year is 2024, indicated by a dashed box around the corresponding year.

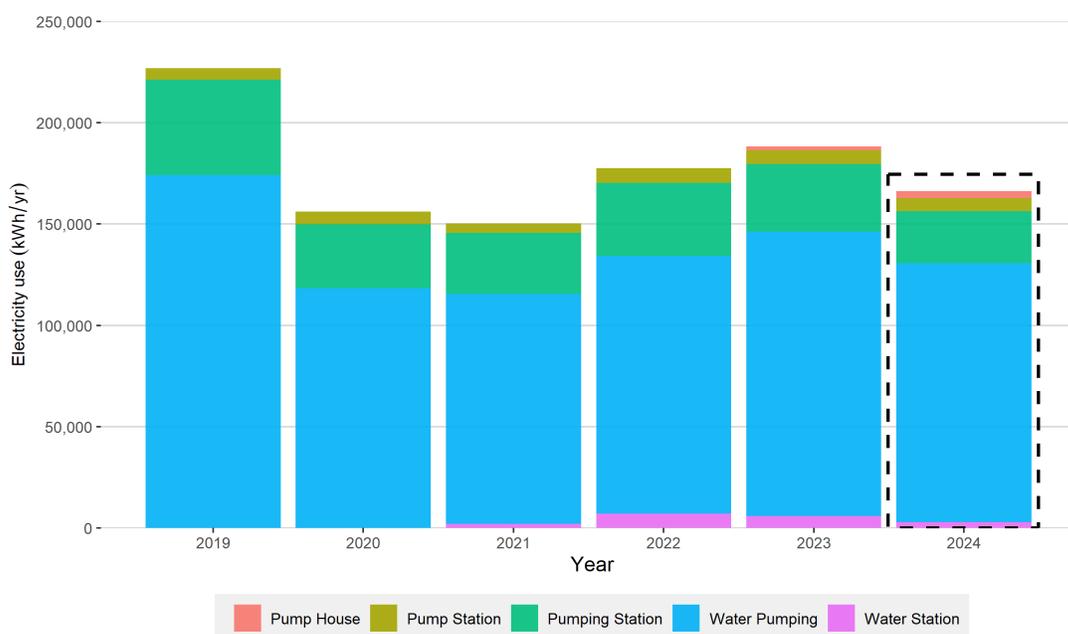


Figure 10: Historical electricity consumption of water and waste water assets.

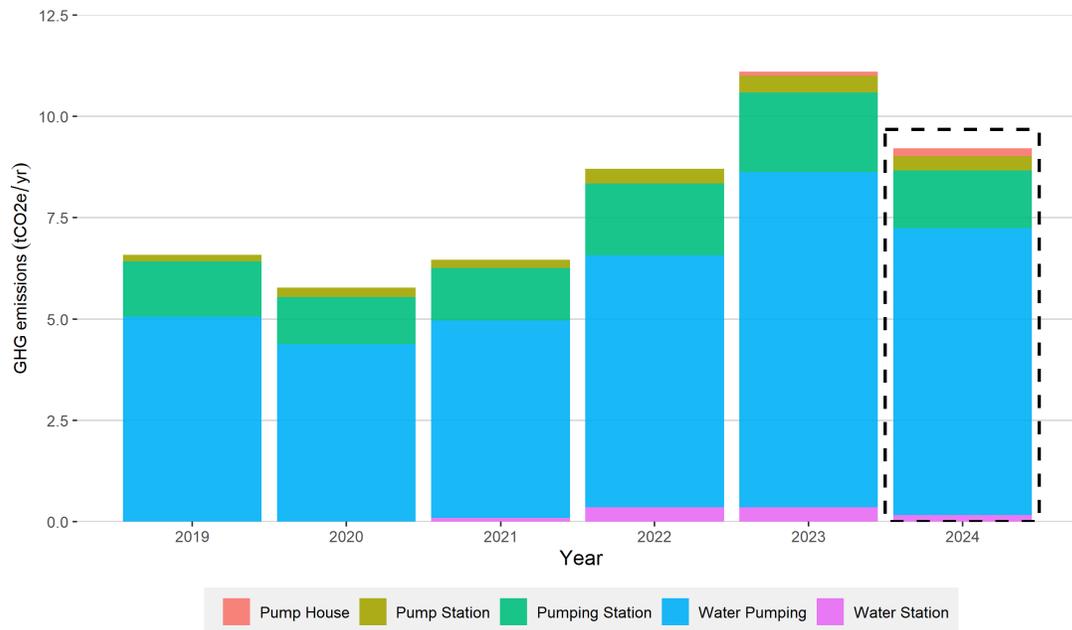


Figure 11: Historical GHG emissions of water and waste water assets.

The GHG emissions associated with water and waste water in the baseline year of 2024 are summarized in Table 11.

Table 11: Water and Waste Water GHG Emissions

Utility	Utility Consumption	Utility Unit	GHG Emissions (tCO2e/yr)
Electricity	166,249	kWh/yr	9
Total	-	-	9

2.4.3 Utility Use Discussion

Electricity: The water and waste water electricity use decreased from 2019 to 2020, and has remained relatively consistent since then.

GHG emissions: As with the streetlights and traffic signals, the GHG emissions from water and waste water assets also account for variations in the electricity grid emissions factor, resulting in a gradual increase in the GHG emissions from 2020 to 2023 with a slight decrease in 2024.

2.5 Corporate Solid Waste

2.5.1 Asset Information

The corporate solid waste assets considered under this Corporate Climate Action Plan are summarized in Table 12. Note that the baseline year is 2024, indicated by a dashed box around the corresponding year.

Table 12: Corporate Solid Waste Assets

Name	Address
Archives Waste	286 King St.
City Hall Waste	66 Charlotte St.
Fire Hall Waste	3 Killaly St. West
Library Waste	310 King St.
Museum Waste	
Nickel Beach Waste	
Operations Centre Waste	
Park Waste	
Roselawn Waste	
Sugarloaf Marina Waste	1 Marina Dr.
Tea Room Waste	
Vale Health and Wellness Centre Waste	550 Elizabeth St.

2.5.2 Utility Use

The corporate solid waste historical utility use is presented below.

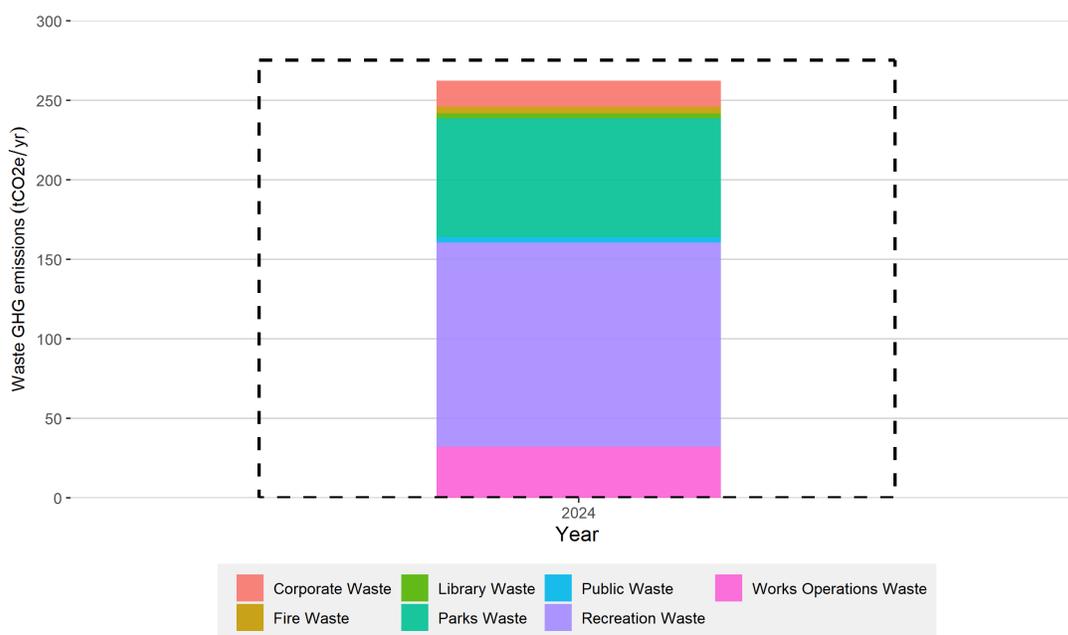


Figure 12: Historical waste GHG emissions from corporate solid waste assets.

The GHG emissions associated with corporate waste in the baseline year of 2024 are summarized in Table 13.

Table 13: Corporate Solid Waste GHG Emissions

Utility	Utility Consumption	Utility Unit	GHG Emissions (tCO2e/yr)
Waste GHG	262	tCO2e/yr	262
Total	-	-	262

2.5.3 Utility Use Discussion

GHG emissions: There is only one year of information available for corporate solid waste. From this data, it can be seen that Parks waste and Recreation waste contribute the majority of GHG emissions from waste.

3 Overall GHG Emissions

3.1 GHG Emissions Breakdown

The GHG emissions per sector are summarized in Table 14.

Table 14: GHG Emissions by Sector

Sector	GHG Emissions (tCO2e/yr)	Percent of GHG Emissions
Buildings and Facilities	794.5	51%
Fleet Vehicles	444.2	29%
Corporate Solid Waste	262.2	17%
Streetlights and Traffic Signals	35.1	2%
Water and Waste Water	9.2	1%
Total	1,545.2	100%

The overall GHG emissions for City of Port Colborne in 2024 are presented below.

The GHG emissions breakdown by sector are presented in Figure 13, with each utility type shown in a different colour.

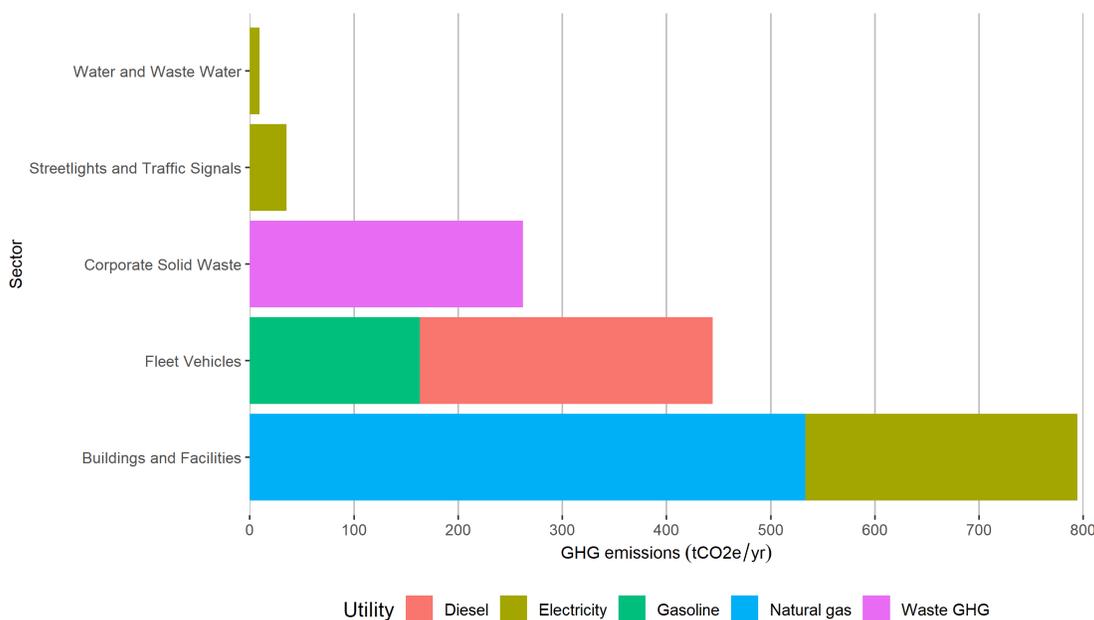


Figure 13: GHG emissions breakdown by sector.

A pie chart of the GHG emissions breakdown by sector is presented in Figure 14.

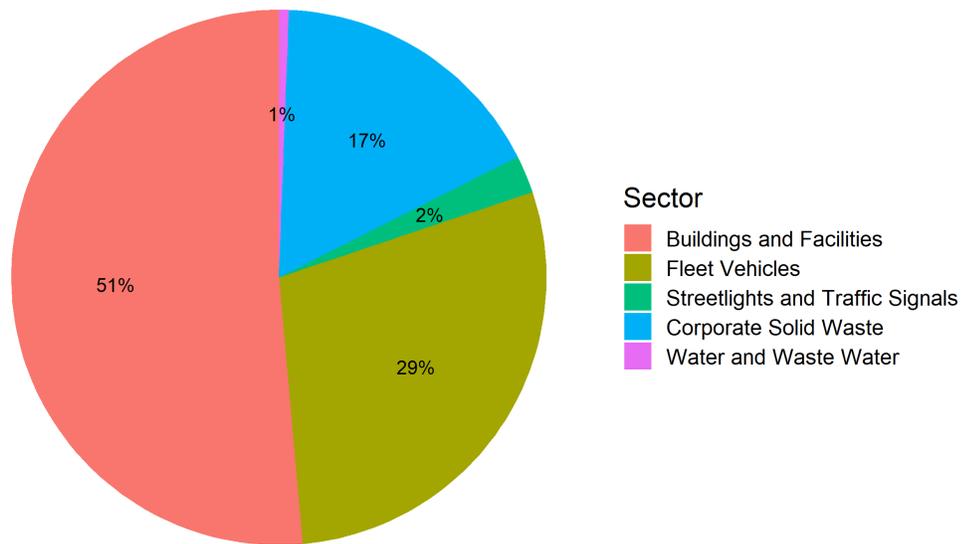


Figure 14: GHG emissions breakdown by sector (pie chart).

A pie chart of the GHG emissions breakdown by utility is presented in Figure 15.

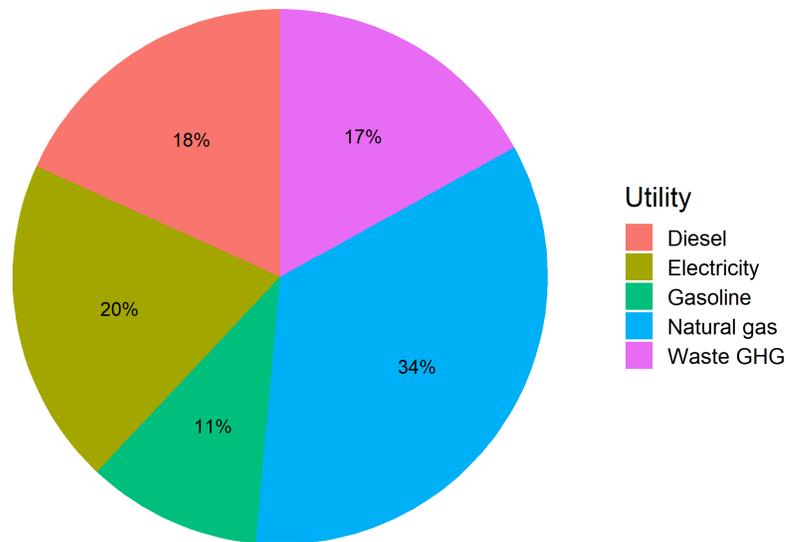


Figure 15: GHG emissions breakdown by utility (pie chart).

The GHG emissions breakdown by asset are presented in Figure 16, with each utility type shown in a different colour. Due to the large number of assets considered under this Corporate Climate Action Plan, assets with low individual contributions are grouped together in the Other category.

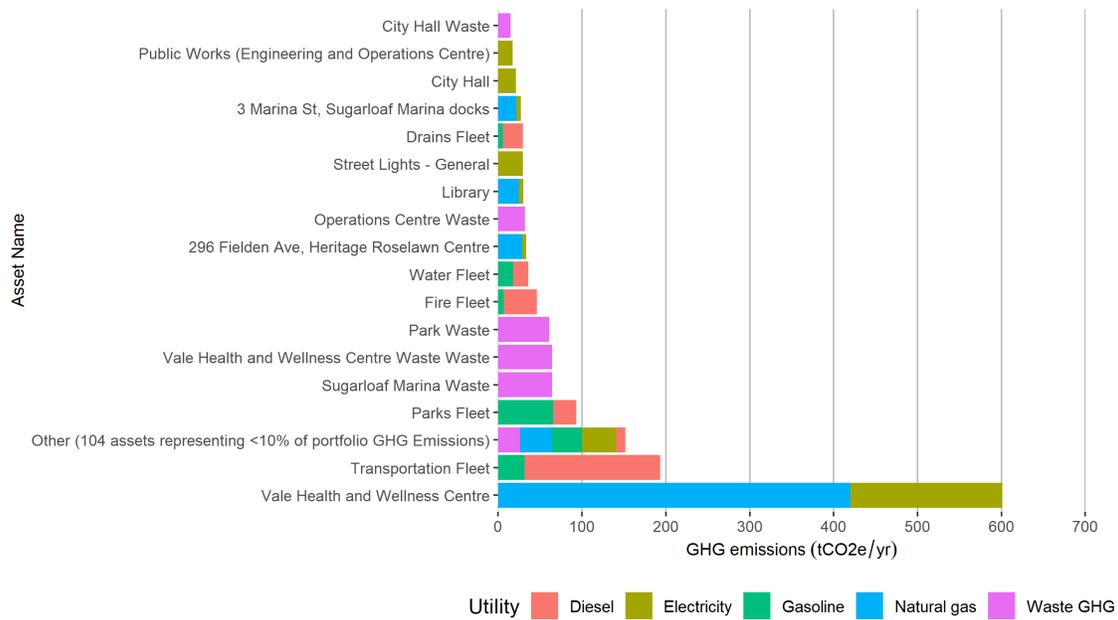


Figure 16: GHG emissions breakdown by asset.

3.2 Discussion

GHG emissions: The GHG emissions studied in this report capture the buildings and facilities, streetlights and traffic signals, and water and waste water sectors from 2019 to 2024. Fleet vehicle data is available from 2022 to 2024, and corporate waste information is available in 2024. As such, 2024 is used as the baseline year for comparison.

Sectors: Buildings and facilities account for roughly half of the corporate emissions, with fleet vehicles and corporate solid waste accounting for most of the remaining emissions. Streetlights and traffic signals and water and waste water do not account for a large portion of corporate GHG emissions.

Utilities: Natural gas (used by buildings) accounts for the largest portion of corporate GHG emissions. This is followed by waste and electricity, diesel, and then gasoline.

Assets: The Vale Health and Wellness Centre is, by far, the asset with the highest GHG emissions. This is followed by the Transportation Fleet and the Parks Fleet. It is recommended that the Vale Health and Wellness Centre be a particular focus of GHG reduction efforts to most effectively reduce the corporate GHG emissions.

4 GHG Growth Projections

4.1 Forecasted Emissions Changes

The projected changes in GHG emissions for each sector due to projected growth are summarized in Table 15.

Table 15: Forecasted Emissions Increase by Sector From 2024 to 2034

Sector	Forecasted changes	Resulting emissions increase
Buildings and Facilities	<ul style="list-style-type: none"> - No current plans to construct new corporate facilities. - The City has identified the need to expand fire, recreation, and library services to support population growth. - Potential for expansion of staff, which may require additional office facilities. - Growth will not mirror the population growth; an annual expansion of 1.125% is estimated. 	6.79%
Fleet Vehicles	<ul style="list-style-type: none"> - The City is planning to expand the fire and library fleets to expand services as needed. It is also planning to expand its parks vehicles and equipment as needed to support the growth of its parks. - Fleet growth is expected to mirror population growth at 1.5% annually. 	4.63%
Streetlights and Traffic Signals	<ul style="list-style-type: none"> - No existing plans to change streetlight type or placement. - New developments are expected to mirror population growth and will require streetlights, therefore streetlight expansion is expected to mirror population growth at 1.5% annually. 	0.36%
Water and Waste Water	<ul style="list-style-type: none"> - New developments will require access to water and waste water operations; therefore, new pump stations are expected. - The City has plans for parks and greenspaces, and is planning to increase the urban canopy cover from 32% to 40% by 2040, which are expected to require irrigation. - The City is planning to reduce its water loss rate from 35% to 15% by 2040, which is expected to decrease water consumption. - It is estimated that the greenspace water requirements and water loss rate improvements will balance each other out, resulting in an increase in water consumption and the associated power use by 1.5% annually, mirroring population growth. 	0.1%
Corporate Solid Waste	<ul style="list-style-type: none"> - Expected to increase at the same rate as building expansion, expected to be 1.125% per year. 	2.24%

5 Conclusion

5.1 Conclusion

This document provides the City of Port Colborne with a snapshot of corporate GHG emission sources, as well as past trends where they are available and future considerations. In addition, it provides the context required to proceed with PCP Framework Milestones 2 and 3; setting emissions reduction targets and developing a local climate action plan. Furthermore, to aid in the GHG emission reduction process, it is recommended that the City of Port Colborne develop a more robust GHG emission tracking strategy. This includes but is not limited to waste audits, energy audits, more regimented collection of fleet fuel receipts, etc. These strategies will help to provide more insightful information into each sector's emissions, ease the process of data collection, and therefore expand the amount of data that can be used to inform decisions. Annual review of sector-based GHG emissions is recommended to ensure that City of Port Colborne is on track with their carbon goals.

6 References

6.1 Emission Coefficients References

The reference links for emissions coefficients are provided below.

National Inventory Report: Greenhouse Gas Sources and Sinks in Canada:

- <https://publications.gc.ca/site/eng/9.506002/publication.html>

Environment and Climate Change Canada Data Catalogue (Electricity Grid Intensities):

- <https://data-donnees.az.ec.gc.ca/data/substances/monitor/canada-s-greenhouse-gas-emissions-projections/Current-Projections-Actuelles/Energie-Energie/AM>



PORT COLBORNE

PARTNERS FOR CLIMATE PROTECTION MILESTONE 3: CORPORATE CLIMATE ACTION PLAN

CITY OF PORT COLBORNE

February 6, 2026

2025-0250-10



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1 Introduction

1.1 Partners for Climate Protection

The Partners for Climate Protection (PCP) is a program that provides a Framework for municipalities to set goals and take actions towards reducing corporate and community GHG emissions. This partnership is deployed by the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities. There are five milestones associated with the PCP Framework, which are as follows.

- **Milestone 1:** Create a baseline emissions inventory.
- **Milestone 2:** Set emissions reductions targets.
- **Milestone 3:** Develop a corporate climate action plan.
- **Milestone 4:** Implement the corporate climate action plan.
- **Milestone 5:** Monitor and report results.

WalterFedy has been engaged by the City of Port Colborne to complete Milestones 1 through 3. Community emissions are not considered in this report, as the agreed upon scope was limited to corporate emissions. The contents of this report focus on Milestone 3. Milestone 1 and Milestone 2 material have been included in previous reports.

1.1.1 Milestone 3

Milestone 3 consists of a corporate climate action plan to meet emissions targets. The City of Port Colborne has chosen to investigate multiple pathways, laid out in the GHG Reduction Pathways section. Greenhouse gas (GHG) inventories consider emissions from the following sectors:

- Buildings and Facilities
- Fleet Vehicles
- Streetlights and Traffic Signals
- Water and Waste Water
- Corporate Solid Waste

1.2 GHG Emissions Methodology

This section outlines the factors and assumptions used to estimate GHG emissions from the fuel consumption and waste data from the City of Port Colborne.

1.2.1 Emission Coefficients

To estimate the emissions associated with each sector, Table 1 outlines the emission coefficients used for the following fuel sources.

Table 1: GHG emission factors

Utility	Unit	GHG factor
Electricity	[tCO ₂ e/kWh]	0.000055
Natural gas	[tCO ₂ e/m ³]	0.001921
Gasoline - Equipment	[tCO ₂ e/L]	0.002514
Gasoline - Light Vehicles	[tCO ₂ e/L]	0.002384
Gasoline - Light Trucks	[tCO ₂ e/L]	0.002389
Gasoline - Heavy Vehicles	[tCO ₂ e/L]	0.002347
Propane - Equipment	[tCO ₂ e/L]	0.001557
Ethanol 10 - Equipment	[tCO ₂ e/L]	0.001510
Ethanol 10 - Light Vehicles	[tCO ₂ e/L]	0.001510
Ethanol 10 - Heavy Vehicles	[tCO ₂ e/L]	0.001510
Diesel - Equipment	[tCO ₂ e/L]	0.002709
Diesel - Light Vehicles	[tCO ₂ e/L]	0.002741
Diesel - Light Trucks	[tCO ₂ e/L]	0.002741
Diesel - Heavy Vehicles	[tCO ₂ e/L]	0.002714

Notes on emission coefficients

- All fuel emission factors are obtained from the National Inventory Report: Greenhouse Gas Sources and Sinks in Canada.
- The emission coefficient for electricity aligns with the Ontario electrical grid GHG intensity for the base-line year (Table A13-7 in the National Inventory Report: Greenhouse Gas Sources and Sinks in Canada). Grid emissions factors up to 2023 were obtained from the National Inventory Report, and from 2024 to 2050 were obtained from the Environment and Climate Change Canada Data Catalogue (Electricity Grid Intensities), as per the plot below.

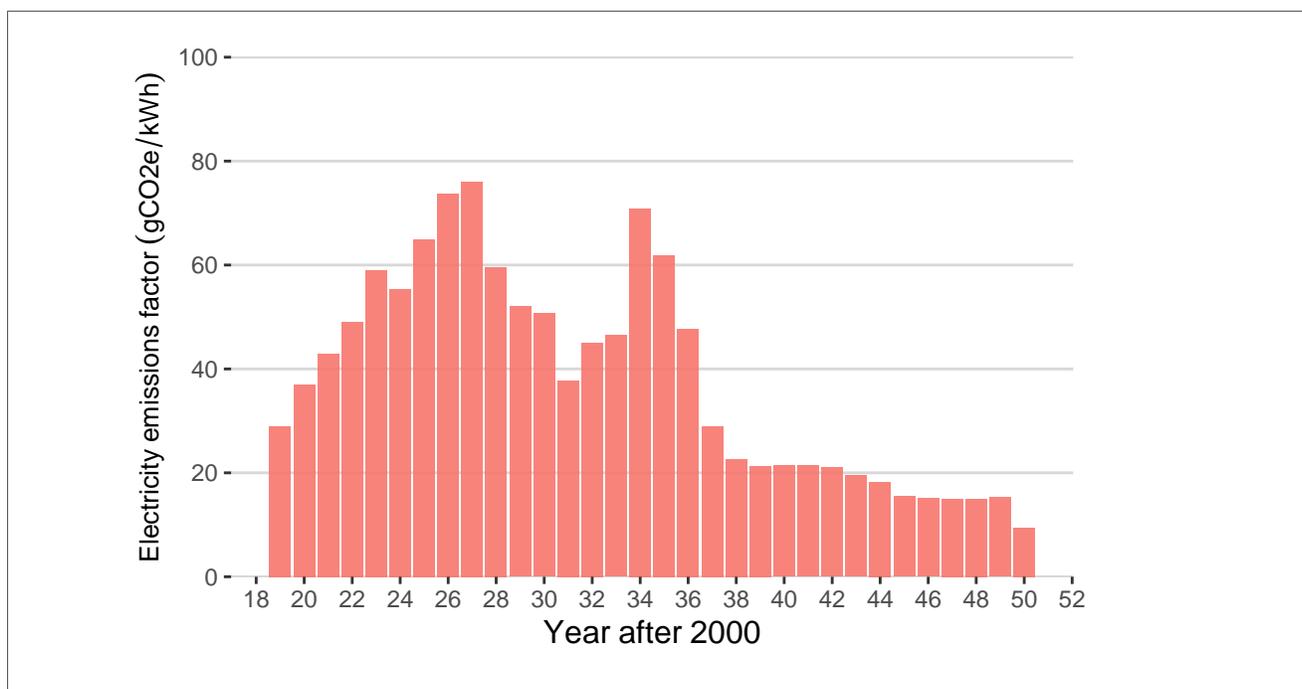


Figure 1: Electricity emission coefficient projections

- To align with the level of detail in fleet vehicle reporting, average values were taken to approximate the emissions of various vehicle types, including Tier 1, 2, and 3, etc.
- CO2 equivalent factors for mobile combustion sources are determined by considering the emission factors of CH4 and N2O and their associated Global Warming Potentials (GWP) from the National Inventory Report.

Solid waste emissions

GHG emissions from corporate solid waste were calculated via the "PCP Protocol Method C: Landfills with no LFG System", "Option 1: Methane Commitment Model", "Approach 2: Emissions from Corporate Solid Waste Generation". It should be noted that all waste is collected by Niagara Region, and landfill sites are not maintained by the City of Port Colborne. The above approach for estimating waste emissions was chosen as landfill gas (LFG) data is only available for waste sites as a whole, which includes emissions that are beyond the scope of the City of Port Colborne. LFG collection data from Niagara Region is used to estimate factors such as methane correction factor, oxidation factor, and fraction of methane emissions recovered. Those values, in addition to other key waste assumptions, are displayed in Table 2.

Table 2: Solid waste factors

Description	Unit	Value
Methane correction factor	[dcml]	1.00
Oxidation factor	[dcml]	0.10
Methane recovery factor	[dcml]	0.49

Methane recovery factor is obtained from the 2024 Humberstone Landfill Gas Annual Report.

1.2.2 Summary of Data Sources

A vast amount of municipal data was collected and analyzed to create the GHG inventory. Table 3 provides a summary of data sources for all of the information used in this report as well as key assumptions regarding the data collected.

Table 3: Data sources

Sector	Item	Source
Buildings and Facilities	Electricity consumption	City of Port Colborne, utility bills from Canadian Niagara Power Inc.
Buildings and Facilities	Natural gas consumption	City of Port Colborne, utility bills from Enbridge Gas Inc.
Fleet Vehicles	Gasoline consumption	City of Port Colborne, various departments
Fleet Vehicles	Diesel consumption	City of Port Colborne, various departments
Water and Waste Water	Electricity consumption	City of Port Colborne, utility bills from Canadian Niagara Power Inc.
Streetlights and Traffic Lights	Electricity consumption	City of Port Colborne, utility bills from Canadian Niagara Power Inc.
Solid Waste	Annual waste	Garbage bin size and frequency of pickup provided by the City. Total weight collection provided for 2024; it is assumed that there is little deviation of corporate solid waste year over year, and it is reasonable to assume this same value for the baseline.

1.2.3 Description of Assumptions

Several key assumptions were made to complete the GHG emission inventory, in instances where data was incomplete or limited. These assumptions are as follows.

1. **Landfill gas collection:** It is understood that all waste from the City of Port Colborne is directed to Humberstone Landfill Site, and that landfill gas is collected at this site and flared in order to convert the high GWP methane gas collected into CO2. The 2024 Humberstone Landfill Gas Annual Report states the flare was in operation for 50.5% of the year and operated at a conversion efficiency of 98%. It is assumed that these operation conditions can be applied to the baseline year. Furthermore, it is assumed that all landfill gas not flared at the site is released as methane gas. All flared gases are omitted from the inventory, as the

CO₂ produced is considered to be of biogenic origin according to the PCP Protocol. Only escaped methane gases will be considered in the GHG inventory.

2. **Mobile combustion emission coefficients:** The National Inventory Report provides emission coefficients for various engine types (Tier 1, Tier 2, Tier 3, etc.). CH₄ and N₂O factors vary for these engines. In order to approximate these factors, as detailed engine information was not available, an average of all listed engine types was taken to estimate a singular emission factor per vehicle type. As CO₂ accounts the majority of combustion emissions, fleet emissions are estimated with a high level of confidence and any variations in CH₄ and N₂O not captured by this assumption are expected to have a negligible impact on the overall emissions factor.

1.3 Measures and Pathways Methodology

This section outlines the factors and assumptions used to estimate the utility savings for the measures. It also outlines assumptions made while compiling the pathways.

1.3.1 Measures Calculations

Each asset considered in this plan has an assumed end use breakdown (fraction of energy used for heating, cooling, etc.) based on the known end use breakdown of similar facilities. For each measure, the relevant end use changes are modelled (for instance, for heat pump measures, the relevant heating end use is switched from natural gas to electric heating, and the efficiency is improved). Measure costs are estimated based on the floor area or utility use of the facility, or number of assets for fleet departments. Note that estimated measure costs include anticipated material, design, and construction costs, as well as contingencies. GHG emissions are calculated using the GHG emissions methodology detailed above, considering the new projected utility use.

1.3.2 Pathway Calculations

For pathways, the measures are assumed to take place over the course of a given timeline, taking into account interactive effects between measures. Changes in the anticipated GHG emission coefficients and utility costs over the years are taken into account during these projections.

In addition, various financial calculations are performed, as per the following methodology:

- **Business as usual costs:** Business as usual costs for certain measures are estimated for a better basis of comparison between the pathways. For certain measures, such as fleet decarbonization measures or heat pump measures, it is assumed that if the measure is not implemented, the equipment will instead have to be replaced using a like-for-like replacement. In these cases, the cost of replacement is assumed to be half as much as what is estimated for the measure cost.
- **Inflation:** For cost metrics other than the net present value (NPV), it is assumed that costs increase over time due to inflation. Inflation is assumed to be an average of a 2.2% increase each year.
- **Net present value:** The net present value is the sum of the project costs and utility costs, including inflation, discounted to the present assuming a discount rate of 5%.
- **Incentives and effective project cost:** Incentive costs are estimated based on the criteria for known incentives. Note that incentives are calculated according to prices in today's dollars, as it is unknown how incentives may change with time. In the case that incentives have a maximum amount spread over the portfolio, this is not reflected in the individual project incentives, but is accounted for as relevant projects are implemented over the course of each pathway. The effective project cost metric is the project cost minus the incentive cost, to reflect the expected capital that the municipality will need to obtain to implement the project.
- **Total cost:** The total cost, which is only shown as a cumulative value (considering the sum of total costs from the baseline year to 2050), is the sum of the project costs and utility costs over the study period.

2 Description of Stakeholder Engagement

2.1 Stakeholder Engagement Overview

The Corporate Climate Action Plan is intended to outline feasible and actionable steps toward achieving Net Zero corporate greenhouse gas (GHG) emissions. As the measures proposed to reach this target affect a wide range of municipal departments and operational practices, several key stakeholders within the City of Port Colborne were engaged throughout the Plan's development. Stakeholder engagement included a Corporate Climate Action Plan Workshop, held virtually on December 9, 2025, with participation from multiple municipal departments and divisions, including Public Works, Facilities and Fleet, Environmental Services, and the Office of the CAO. The workshop featured open discussions that provided participants with an opportunity to understand the objectives of the Plan and to offer feedback on proposed measures, particularly those with implications for departmental operations and budgeting. In addition, draft Plan materials were circulated to municipal staff and members of the Environmental Advisory Committee for review, comment, and endorsement. Input received through these engagement activities was considered and incorporated, as appropriate, into the final Corporate Climate Action Plan.

3 Description of Approach to EDI and Reconciliation

3.1 EDI and Reconciliation Overview

The City of Port Colborne is home to a diverse community with a wide range of backgrounds, identities, and lived experiences. To ensure equity and inclusivity across municipal operations, the municipality is committed to embedding principles of equity, diversity, inclusion (EDI), and Reconciliation into the implementation of the Corporate Climate Action Plan. Planning and decision-making processes will consider the needs of all residents, ensuring that public spaces and services are accessible regardless of socioeconomic status, age, ability, ethnicity, gender identity, or cultural background, consistent with best practices in sustainable infrastructure. Public buildings will continue to serve as inclusive gathering places for the entire community. As public infrastructure is expanded or modified, the City of Port Colborne will engage in ongoing consultation to ensure meaningfully informed development and implementation. Through the Corporate Climate Action Plan, the municipality aims to create equitable opportunities for community engagement while enhancing the well-being, accessibility, and resilience of public infrastructure and spaces for all residents.

4 Recommended Measures

4.1 Measure Overview

There are multiple measures which can be taken to reduce GHG emissions. A high-level overview of potential measures is provided in Table 4.

Table 4: High level measure descriptions

Sector	Measure name	Description	Department responsible
Buildings and Facilities	Conduct energy audit	Conduct energy audits on the buildings to identify opportunities to reduce energy use and determine the best avenues to proceed with the general measures outlined in this report. This measure is not expected to directly impact the facility's energy use.	Public Works
Buildings and Facilities	Electrification measures	Replace gas-fired equipment, such as dehumidifiers, with electric equipment. Electric equipment is often more efficient than gas-fired equipment, depending on the scenario. In addition, electricity from the Ontario grid has a lower GHG impact than natural gas, and switching from gas-fired to electric equipment will often significantly decrease the GHG emissions from that equipment.	Public Works
Buildings and Facilities	HVAC to heat pump	General measure to represent replacing the heating system (DHW, boiler, HVAC, pool heat, etc.) with heat pumps. In these measures, air-source heat pumps are considered unless stated otherwise, but each building can be surveyed to check whether a geothermal heat pump would be a suitable alternative. As with the general electrification measures, if the original equipment is gas-fired, the switch to electric equipment can reduce GHG emissions. Additionally, heat pumps are a high efficiency alternative to most existing heating systems, as air-source heat pumps typically have an average COP of around 3 (corresponding to 300% efficiency), and geothermal heat pumps often have an average COP above 3.5. Note that it is assumed that an electric backup is installed for heat pumps when needed. To account for electric backup, which is 100% efficient, the average heat pump effective COP is assumed to be 2.5. As these technologies continue to develop, the efficiencies that can be achieved continue to increase.	Public Works

Table 4: High level measure descriptions (continued)

Sector	Measure name	Description	Department responsible
Buildings and Facilities	HVAC system optimization	General measure to represent various HVAC upgrades to reduce the heating load. This measure represents a budget to be put aside to optimize the HVAC system, and could include recommissioning measures or HVAC controls upgrades. The most effective controls upgrades will vary depending on the facility, but could include items such as setpoint temperature setbacks, BAS system optimization (if applicable), HVAC system scheduling, and demand control ventilation. This measure does not account for installation of new control infrastructure and if there is no BAS would represent optimizing the existing controls. Note that as limited information is available for these facilities, there may not be opportunities for the projected savings, and it is recommended that the energy audits be undertaken and use the results to identify opportunities for HVAC system optimization.	Public Works
Buildings and Facilities	Lighting upgrade	General measure to represent upgrading building lighting to reduce the energy consumed by light fixtures. This could include lighting retrofits to LED or upgrading the lighting controls in a building. Depending on which lighting controls are feasible in a facility, this could include daylighting, occupancy sensors, or other opportunities to save on lighting energy.	Public Works
Buildings and Facilities	Solar PV	Implement solar PV arrays to generate renewable energy, to reduce GHG emissions by reducing electricity consumption. Note that solar PV systems were sized based on the gross floor area and may not be suitable in all locations; a feasibility study is recommended to determine whether solar PV would be suitable at each location.	Public Works
Buildings and Facilities	Install low GWP refrigerant equipment	To reduce the emissions associated with refrigeration, the City can replace existing equipment with low global warming potential (GWP) refrigerant equipment. Note that this measure is assigned to a single recreation facility based on the report setup, but is recommended to be implemented in any facilities with refrigerant equipment.	Public Works
Buildings and Facilities	Implement a local green standard	Implement a standard with minimum green requirements to ensure that new facilities are built to be sufficiently energy-efficient and low-carbon. This could include items such as minimum standards for the HVAC equipment efficiency, envelope insulation, lighting power, or the facility's thermal energy demand intensity. Note that this measure is not included in any of the pathways as it does not impact any existing assets, although it would be expected to cost \$50,000 to \$100,000 to account for consulting fees and the time required to implement this standard.	Public Works
CAO Office	Purchase carbon offsets	Purchase carbon offsets to offset any GHG emissions that cannot be reduced with other measures.	CAO Office

Table 4: High level measure descriptions (continued)

Sector	Measure name	Description	Department responsible
Corporate Waste	Conduct waste audit	Conduct waste audits on the sources of waste to better understand the largest contributors to waste and the waste composition. This can help municipalities to develop more effective plans to reduce their waste GHG emissions.	Public Works
Corporate Waste	Waste mitigation	Take steps to reduce the City's waste. This could include improved education and waste separation programs to divert recycling and composting where appropriate. This could also include steps such as investing in a circular economy and starting initiatives to reduce the use of single-use items, which add to the waste stream. Finally, this could involve an improvement to the landfill gas capturing system at the applicable waste disposal sites. It is noted that these sites are typically managed by Niagara Region and not the City. It should be noted that this measure does not consider the privatization of curbside recycling pickup. Emissions from recycling are not included in the scope of this study and therefore not included in the waste mitigation measure.	Public Works
Fleet Vehicles	Fleet optimization	General measure to represent measures to optimize fleet fuel usage, which could include steps such as preventative maintenance, anti-idling campaigns, carpooling when possible, and optimizing routes using GPS.	Public Works
Fleet Vehicles	Fleet equipment decarbonization	Replace fleet vehicles with electric equivalents. Note that this measure is not performed for heavy vehicles.	Public Works
Fleet Vehicles	Heavy vehicle decarbonization	Replace fleet heavy vehicles with electric equivalents. Note that hydrogen vehicles should also be considered, but electric vehicles were used for the utility use analysis and costing purposes in this report as hydrogen vehicles are not as readily available.	Public Works

Potential incentives to support the implementation of these measures are described in Table 5. Note that incentives are calculated based on the present value of measure project costs. Also note that in cases where there is a maximum amount awarded for the portfolio as a whole, this is not reflected in the incentive savings in the individual measures table; however, this is accounted for during the pathway analysis.

Table 5: Potential incentive opportunities

Funding Organization	Funding Opportunity Name	Summary	Description	Max Award
Green Municipal Fund (GMF)	Study: GHG reduction pathway feasibility	Assess the feasibility to support near-term and long-term projects that reduce energy and GHGs, extend asset life and reduce cost of ownership for local recreational and cultural facilities. Determine the best approach to achieving near net zero buildings with a study grant.	Integrate energy and GHG reductions into longer-term management plans for local recreational and cultural facilities. Studies will include feasibility work to support near-term and long-term capital projects while mapping out a course to extend asset life and reduce cost of ownership (i.e., the total capital, operating and maintenance costs over the building's remaining useful life). This grant enables the identification of measures to be addressed in a GHG reduction pathway retrofit capital project. Studies will consider the unique objectives and constraints of the building owner (e.g., building condition, capital budgets, equipment renewal cycles, etc.), and provide a detailed exploration of multiple optimization scenarios.	Single building: Grant for a maximum of \$65,000 to cover up to 80% of eligible costs. Portfolio of buildings: Grant for a maximum of \$200,000 to cover up to 80% of eligible costs (cost per building cannot exceed \$65,000).
Green Municipal Fund (GMF)	Capital project: GHG reduction pathway retrofit	Retrofit a local recreational or cultural facility, or group of facilities, using an outcomes-oriented approach to achieving near-net zero carbon buildings over time. Finance your upgrade with capital project funding.	Make significant reductions in energy-use and GHG emissions by retrofitting community buildings over time. This funding enables the implementation of longer-term, multi-measure retrofit capital projects that contribute to a GHG reduction pathway. Note that if the GHG reduction pathway feasibility study has not been completed, a similar FCM grant (Capital project: GHG impact retrofit) can be used instead, provided the project will reduce facility emissions by at least 30%.	Maximum of \$10 million per project. Up to 25% as a grant and the remainder as a loan. Combined loan and grant for up to 80% of eligible project costs.

Table 5: Potential incentive opportunities (continued)

Funding Organization	Funding Opportunity Name	Summary	Description	Max Award
Green Municipal Fund (GMF)	Study: Municipal fleet electrification	Reduce fuel costs and fleet GHG emissions.	GMF funds feasibility studies to support the electrification of municipal and/or transit fleets - the transition to zero-emission vehicles (ZEVs) that have the potential to produce no tailpipe emissions, including battery-electric, plug-in hybrid electric and hydrogen fuel cell vehicles.	Grant: Up to 50% of eligible costs to a maximum of \$200,000.
Green Municipal Fund (GMF)	Capital project: Municipal fleet electrification	Reduce fuel costs and fleet GHG emissions.	GMF funds capital projects to support the electrification of municipal and/or transit fleets - the transition to zero-emission vehicles (ZEVs) that have the potential to produce no tailpipe emissions, including battery-electric, plug-in hybrid electric and hydrogen fuel cell vehicles.	Combined grant and loan for up to 80% of eligible costs, with a maximum of \$10M. Grant for up to 15% of loan amount.
Enbridge	Standard custom retrofit incentives	Reduce natural gas use and GHG emissions.	Enbridge has incentives for retrofit projects to reduce natural gas use.	Awards \$0.25 per m3 of natural gas saved, up to 50% of project upgrade costs, with a maximum of \$100,000 per project.
Save On Energy	Custom Stream	Reduce electricity use and demand.	Save On Energy has incentives for retrofit projects to reduce electricity use.	Awards \$0.2 per kWh of electricity saved, up to 50% of project upgrade costs. Note that this incentive would also be capped at 1,800 \$/kW of electricity demand reduction; however, this is outside of the scope of this study.

4.2 Measure Details

The recommended high-level measures, along with a generalized cost estimate and the anticipated energy savings, are presented in Table 6. Note that measures for assets with the highest GHG contributions are listed individually (these assets grouped together contribute to roughly 30% of the corporate GHG emissions). Otherwise, the assets are grouped together for the measure entry.

Table 6: Recommended measures and energy savings

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Vale Health and Wellness Centre	Conduct energy audit	58,177	0	58,177	0	0	0	0	0	0	0
	DHW to heat pump	120,000	2,925	117,075	20	-2,492	-39,529	11,701	0	0	0
	Equipment electrification	500,000	100,000	400,000	14	-9,090	-83,228	9,855	0	0	0
	HVAC system optimization	100,000	4,008	95,992	35	15,500	80,944	16,030	0	0	0
	HVAC to heat pump	4,920,633	984,127	3,936,506	278	-34,138	-541,577	160,318	0	0	0
	Ice resurfacers conversion	175,000	0	175,000	0	-125	-1,145	136	0	0	0
	Install low GWP refrigerant equipment	0	0	0	0	0	0	0	0	0	0
	Lighting upgrade	872,658	22,569	850,089	0	14,981	112,843	-3,144	0	0	0
	Pool heat to heat pump	1,000,000	200,000	800,000	63	-7,798	-123,709	36,620	0	0	0
Solar PV	1,280,000	256,000	1,024,000	20	51,018	364,416	0	0	0	0	
Various Facilities	Conduct energy audit	496,273	200,000	296,273	0	0	0	0	0	0	0
	Demolish building	0	0	0	4	553	266	1,983	0	0	0
	DHW to heat pump	115,000	1,171	113,829	8	-997	-15,823	4,684	0	0	0
	HVAC system optimization	277,836	1,299	276,537	14	11,134	69,879	5,196	0	0	0
	HVAC to heat pump	2,049,414	409,883	1,639,531	90	-11,065	-175,538	51,963	0	0	0

Table 6: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
	Lighting upgrade	1,517,698	19,377	1,498,321	0	12,862	96,885	-2,699	0	0	0
	Solar PV	1,460,000	292,000	1,168,000	23	58,193	415,662	0	0	0	0
Sugarloaf Marina Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
	Waste mitigation	8,340	0	8,340	68	0	0	0	0	0	0
Vale Health and Wellness Centre Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
	Waste mitigation	8,340	0	8,340	64	0	0	0	0	0	0
Various Waste Assets	Conduct waste audit	41,700	0	41,700	0	0	0	0	0	0	0
	Waste mitigation	83,400	0	83,400	134	0	0	0	0	0	0
Parks Fleet	Fleet equipment decarbonization	12,600,000	0	12,600,000	60	29,129	-66,693	0	18,758	0	6,886
	Fleet optimization	2,780	0	2,780	5	2,828	0	0	1,379	0	506
	Heavy vehicle decarbonization	26,000,000	0	26,000,000	88	42,837	-98,079	0	27,586	0	10,126
Transportation Fleet	Fleet equipment decarbonization	12,120,000	0	12,120,000	45	19,479	-55,682	0	3,316	0	14,867
	Fleet optimization	2,780	0	2,780	10	5,454	0	0	663	0	2,973
	Heavy vehicle decarbonization	25,500,000	0	25,500,000	181	77,914	-222,726	0	13,263	0	59,468
Various Fleet Assets	Fleet equipment decarbonization	14,880,000	0	14,880,000	101	46,257	-117,370	0	20,246	0	21,547
	Fleet optimization	44,480	0	44,480	8	4,619	0	0	1,378	0	1,702
	Heavy vehicle decarbonization	34,000,000	1,500,000	32,500,000	137	61,354	-161,578	0	21,941	0	34,043

Measures which target the Vale Health and Wellness Centre are among some of the most important measures to reduce the City of Port Colborne's GHG emissions, particularly the HVAC to heat pump and pool heat to heat pump measures. Other significant measures are the equipment and heavy vehicle decarbonization measures for fleet assets, particularly for the Parks Fleet and Transportation Fleet. Finally, waste mitigation measures for the Sugarloaf Marina and Vale Health and Wellness Centre are also anticipated to have a large impact on reducing the City of Port Colborne's emissions.

5 GHG Reduction Pathways

5.1 Pathway Overview

Multiple potential pathways are considered in this report to align with various GHG reduction targets. These pathways are outlined below.

Table 7: GHG reduction pathways

Pathway name	Description
Business as Planned	To understand the impact of not implementing any measures, but allowing assets to continue operating at existing energy/GHG performance levels (like-for-like replacement).
Most Aggressive	To understand the impact of implementing GHG-reducing measures while aiming to attain 18% reduction by 2028, 50% reduction by 2035, and net-zero by 2040, with carbon offsets as necessary.
Most Aligned	To understand the impact of implementing GHG-reducing measures while aiming to attain 18% reduction by 2028, 40% reduction by 2035, and net-zero by 2050, with carbon offsets as necessary. These targets are intended to be aligned with the goals currently in place at the regional and federal levels.
Most Achievable	To understand the impact of implementing GHG-reducing measures while aiming to attain 40% reduction by 2035 and 80% reduction by 2050, using carbon offsets to achieve net-zero.

The recommended measure implementation plan for each of these pathways is outlined in the following subsections.

5.2 Business as Planned

The objective of the Business as Planned pathway is to understand the impact of not implementing any measures throughout the study period, allowing assets to operate at existing conditions with like-for-like replacements.

Note that GHG emissions are projected to increase over the study period due to population growth, according to the assumptions listed in Milestone 1.

The Business as Planned pathway assumes that no energy conservation measures are implemented to understand the City of Port Colborne's expected utility use and GHG emissions if no planned changes are undertaken.

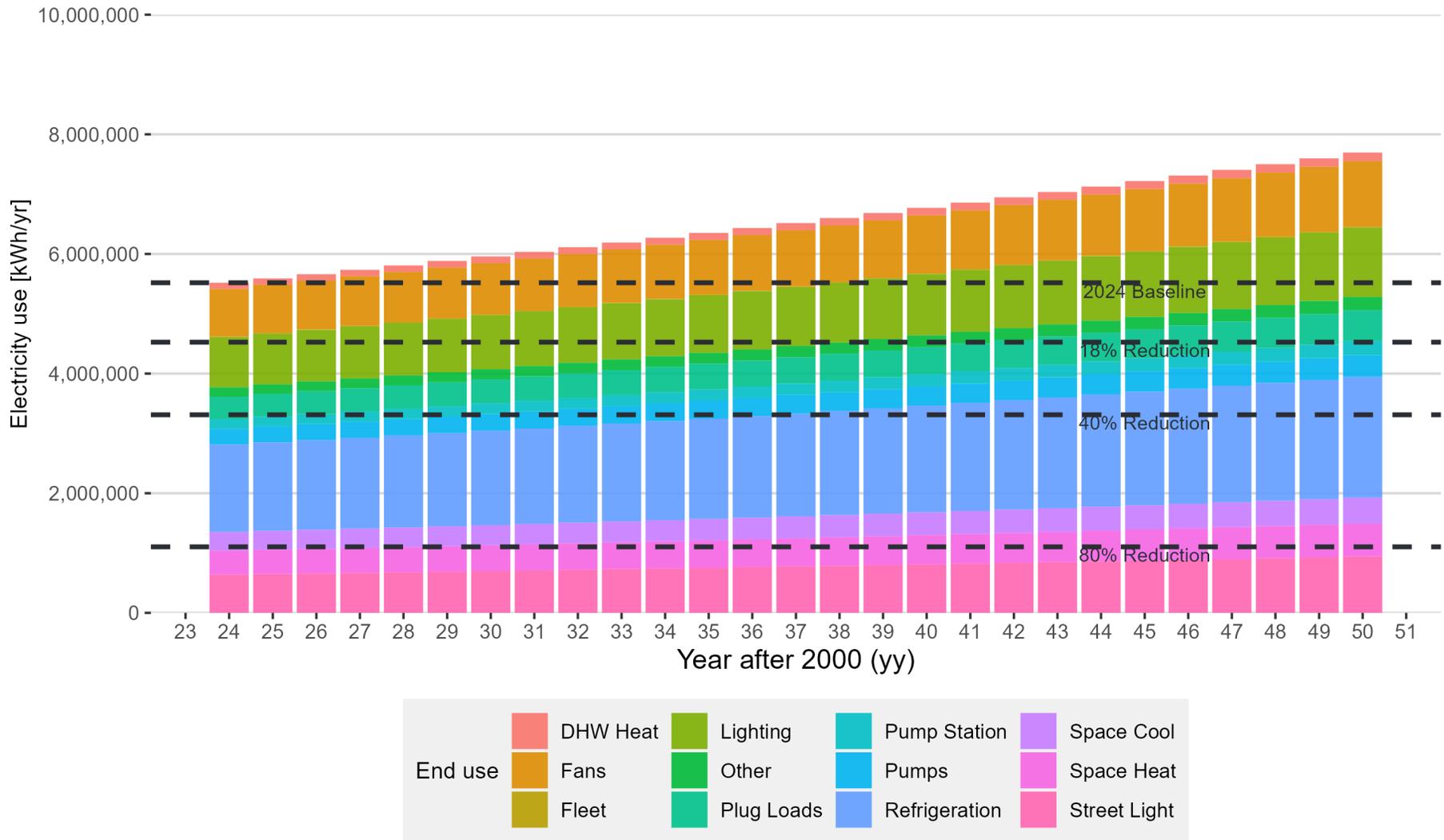


Figure 2: Projected electricity use in the Business as Planned pathway.

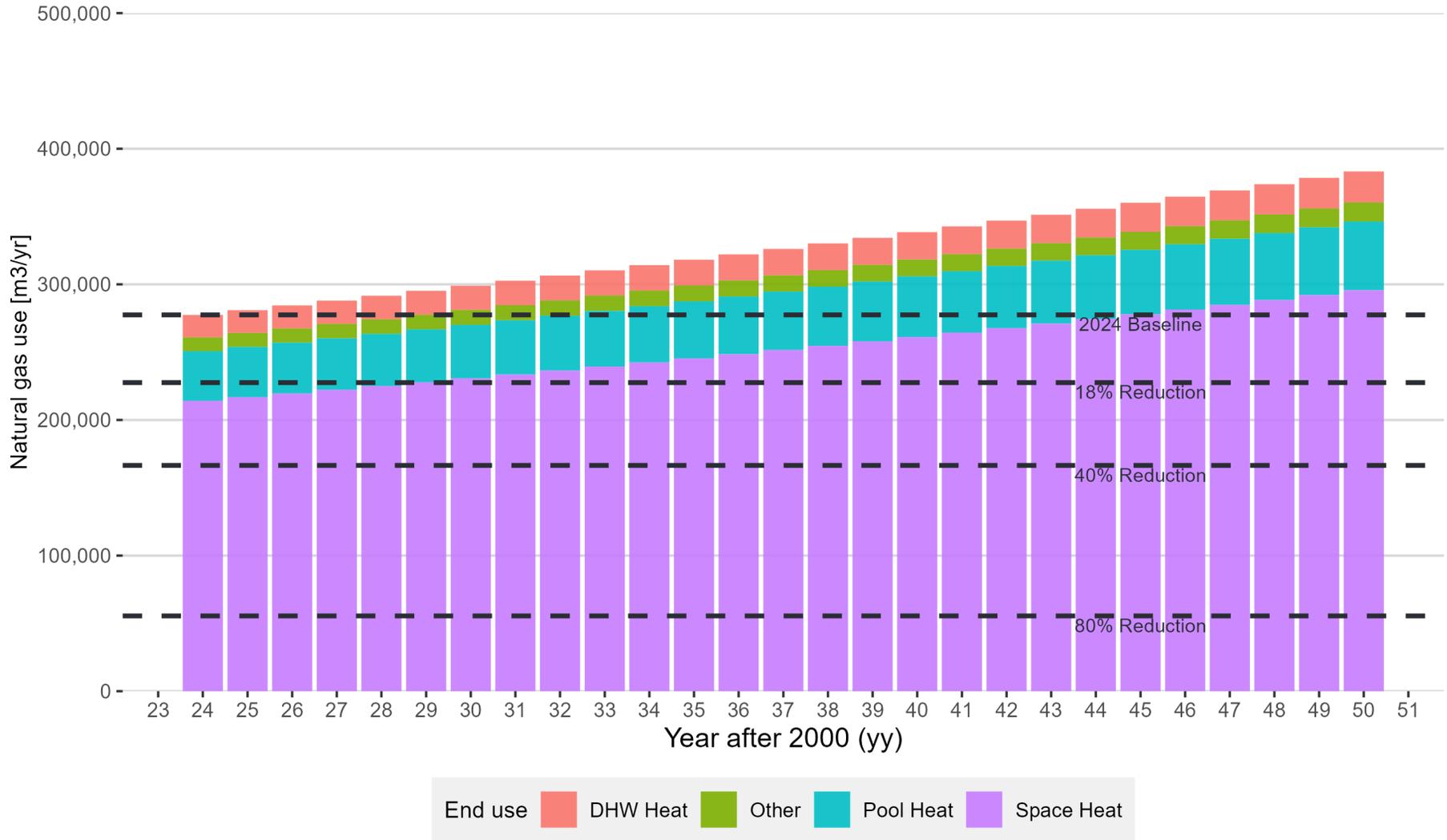


Figure 3: Projected natural gas use in the Business as Planned pathway.

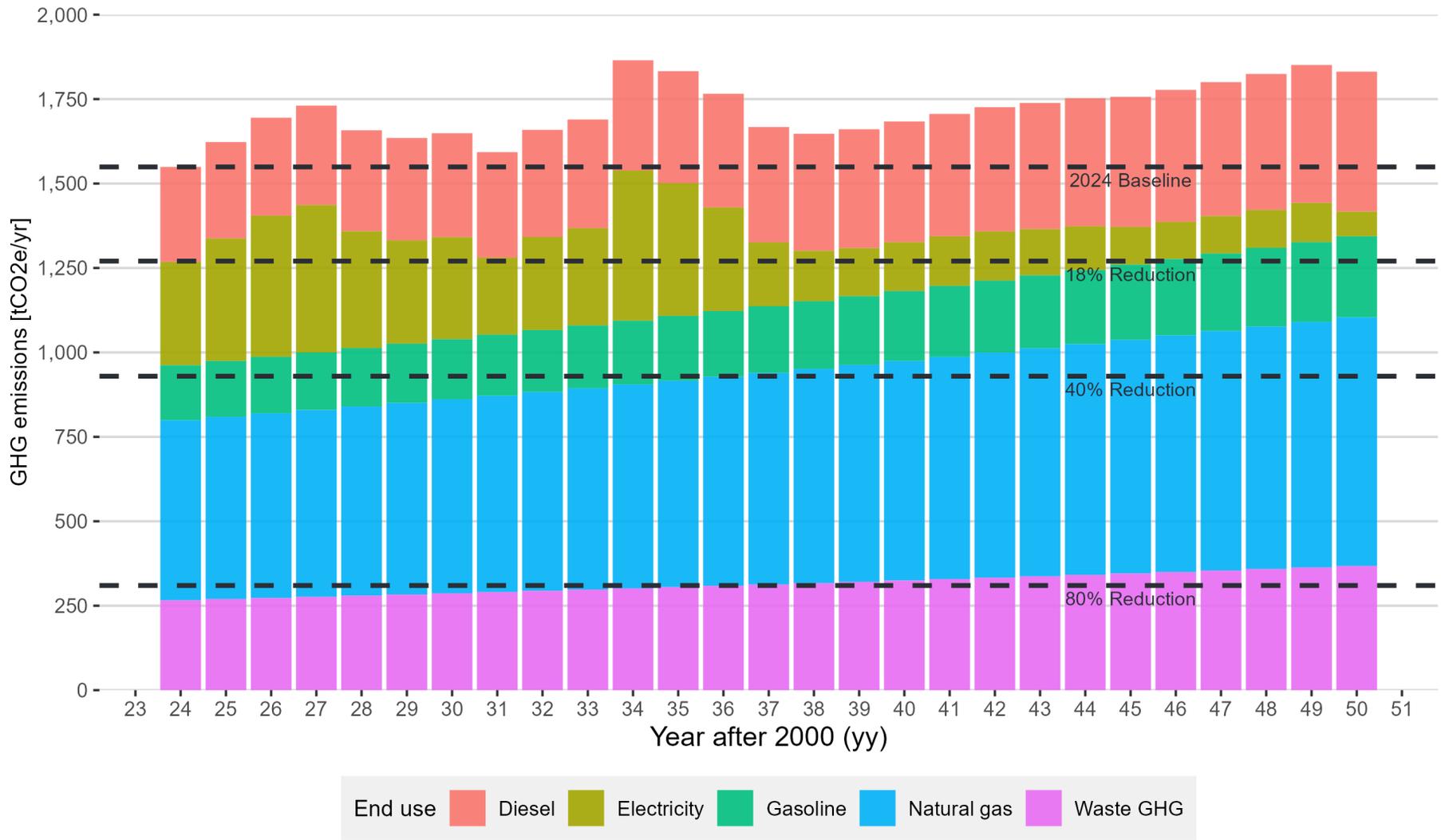


Figure 4: Projected GHG emissions in the Business as Planned pathway.

For the Business as Planned pathway, it is assumed that no measures are performed. In this case, due to the anticipated population growth outlined in Milestone 1, it is anticipated that utility use will gradually increase with time. This is anticipated to increase the GHG emissions as time goes on, even as the grid emissions factor for electricity is projected to decrease.

5.3 Most Aggressive

The objective of the Most Aggressive pathway is to understand the impact of implementing GHG-reducing measures while aiming to attain 18% reduction by 2028, 50% reduction by 2035, and net-zero by 2040. These targets are intended to achieve net zero emissions at a slightly faster pace than the scientific imperative established by the IPCC for emissions to drop by 45% below 2010 levels by 2030 and net-zero by 2050 in order to limit warming to 1.5°C. In addition, the goal of net zero by 2040 is chosen to align with more aggressive targets that have been established by other Canadian municipalities, such as the City of Toronto. This also aligns with the emissions goal in the City of Port Colborne's strategic plan.

Note that GHG emissions are projected to increase over the study period due to population growth, according to the assumptions listed in Milestone 1.

The recommended measure implementation plan for this pathway is presented in the following table, and the projected electricity use, natural gas use, and GHG emissions are presented in the following plots. Note that measures for assets with the highest GHG contributions are listed individually (these assets grouped together contribute to roughly 30% of the corporate GHG emissions). Otherwise, the assets are grouped together for the measure entry.

Table 8: Recommended measures and timeline for Most Aggressive pathway

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Vale Health and Wellness Centre	Conduct energy audit	60,765	0	5	0	-	-
	Vale Health and Wellness Centre	Ice resurfacers conversion	182,785	0	15	3	927,517	61,834
	Various Facilities	Conduct energy audit	318,349	0	5	0	-	-
	Various Facilities	HVAC to heat pump	99,485	5	15	72	20,852	1,390
	Various Facilities	Lighting upgrade	1,151,935	0	10	1	9,691,617	969,162
	Sugarloaf Marina Waste	Conduct waste audit	4,355	0	5	0	-	-
	Vale Health and Wellness Centre Waste	Conduct waste audit	4,355	0	5	0	-	-
	Various Waste Assets	Conduct waste audit	43,555	0	5	0	-	-
	Various Fleet Assets	Fleet optimization	14,518	2	10	20	7,410	741
2027	Vale Health and Wellness Centre	HVAC system optimization	102,739	35	15	529	2,912	194
	Various Facilities	HVAC system optimization	295,281	14	15	208	21,316	1,421
	Various Facilities	Lighting upgrade	188,650	0	10	0	4,579,427	457,943
	Parks Fleet	Fleet optimization	2,968	5	10	47	632	63

Table 8: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
	Transportation Fleet	Fleet optimization	2,968	10	10	97	307	31
	Various Fleet Assets	Fleet equipment decarbonization	768,573	8	5	42	90,580	18,116
	Various Fleet Assets	Fleet optimization	32,643	6	10	60	5,449	545
2028	Vale Health and Wellness Centre	HVAC to heat pump	4,384,022	278	15	4,170	15,772	1,051
	Vale Health and Wellness Centre	Lighting upgrade	929,455	0	10	2	4,382,227	438,223
	Various Facilities	Demolish building	0	4	-	-	0	-
	Various Facilities	DHW to heat pump	43,267	3	15	39	16,816	1,121
	Various Facilities	Lighting upgrade	66,671	0	10	0	3,445,606	344,561
	Various Fleet Assets	Fleet equipment decarbonization	2,225,532	49	5	247	44,976	8,995
2029	Various Facilities	DHW to heat pump	27,549	2	15	34	12,238	816
	Various Facilities	HVAC to heat pump	97,876	4	15	65	22,592	1,506
	Various Facilities	Lighting upgrade	176,856	0	10	0	65,517,831	6,551,783
	Various Fleet Assets	Fleet equipment decarbonization	3,077,256	6	5	31	490,625	98,125
2030	Various Facilities	DHW to heat pump	45,363	2	15	23	30,231	2,015
	Various Facilities	Solar PV	225,474	4	15	57	59,565	3,971
	Parks Fleet	Fleet equipment decarbonization	14,357,404	60	5	301	238,750	47,750
	Transportation Fleet	Fleet equipment decarbonization	13,810,455	45	5	226	305,663	61,133
	Various Fleet Assets	Fleet equipment decarbonization	136,737	5	5	26	25,983	5,197
2031	Vale Health and Wellness Centre	DHW to heat pump	136,820	20	15	304	6,744	450

Table 8: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
	Various Facilities	DHW to heat pump	11,386	2	15	27	6,337	422
	Various Facilities	Solar PV	578,727	9	15	142	61,154	4,077
	Various Fleet Assets	Fleet equipment decarbonization	10,760,39631		5	157	343,094	68,619
2032	Vale Health and Wellness Centre	Pool heat to heat pump	990,165	63	15	952	15,595	1,040
	Various Facilities	Solar PV	297,049	5	15	71	62,778	4,185
	Various Fleet Assets	Heavy vehicle decarbonization	1,070,165	2	10	20	544,515	54,451
2033	Vale Health and Wellness Centre	Solar PV	1,300,926	20	15	303	64,439	4,296
	Various Facilities	HVAC to heat pump	527,164	21	15	315	25,095	1,673
	Various Facilities	Solar PV	325,232	5	15	76	64,439	4,296
	Various Fleet Assets	Heavy vehicle decarbonization	2,192,697	28	10	277	79,269	7,927
2034	Various Facilities	HVAC to heat pump	776,210	30	15	452	25,756	1,717
	Various Fleet Assets	Heavy vehicle decarbonization	6,738,650	50	10	501	134,520	13,452
2035	Vale Health and Wellness Centre	Install low GWP refrigerant equipment	0	0	-	-	-	-
	Various Facilities	HVAC to heat pump	468,297	25	15	372	18,873	1,258
	Parks Fleet	Heavy vehicle decarbonization	33,031,87388		10	884	373,516	37,352
	Transportation Fleet	Heavy vehicle decarbonization	32,396,645181		10	1,807	179,257	17,926
	Various Fleet Assets	Heavy vehicle decarbonization	7,202,740	11	10	108	664,741	66,474
2037	Vale Health and Wellness Centre	Equipment electrification	563,486	14	18	258	39,349	2,186
2038	Various Facilities	HVAC to heat pump	143,762	5	15	76	28,548	1,903
	Various Fleet Assets	Heavy vehicle decarbonization	8,136,990	0	10	0	-	-

Table 8: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2039	Various Fleet Assets	Heavy vehicle decarbonization	18,018,00946		10	461	390,661	39,066
2040	Sugarloaf Marina Waste	Waste mitigation	11,814	68	20	1,365	173	9
	Vale Health and Wellness Centre Waste	Waste mitigation	11,814	64	20	1,285	184	9
	Various Waste Assets	Waste mitigation	118,135	134	20	2,673	884	44

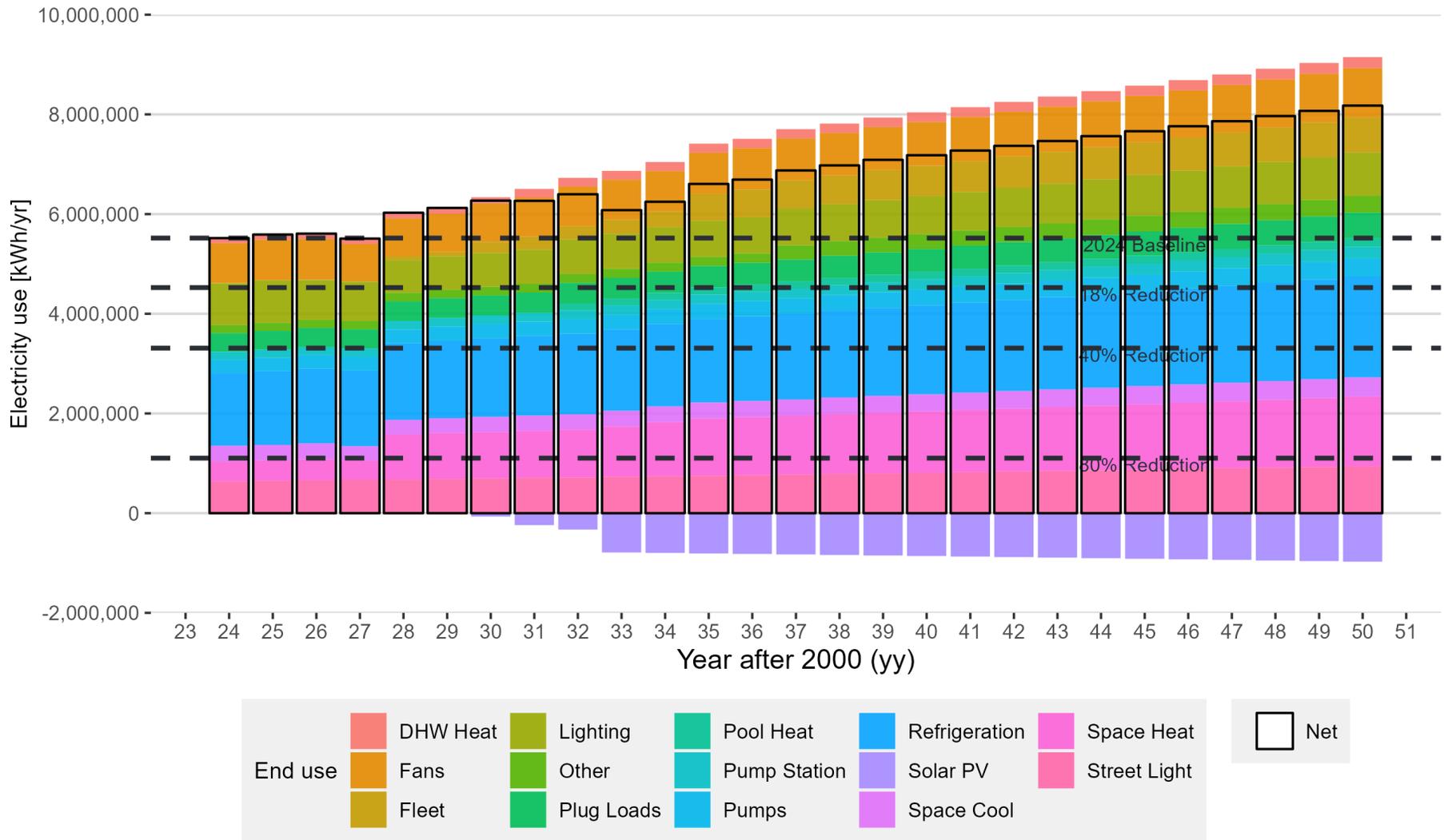


Figure 5: Projected electricity use in the Most Aggressive pathway.

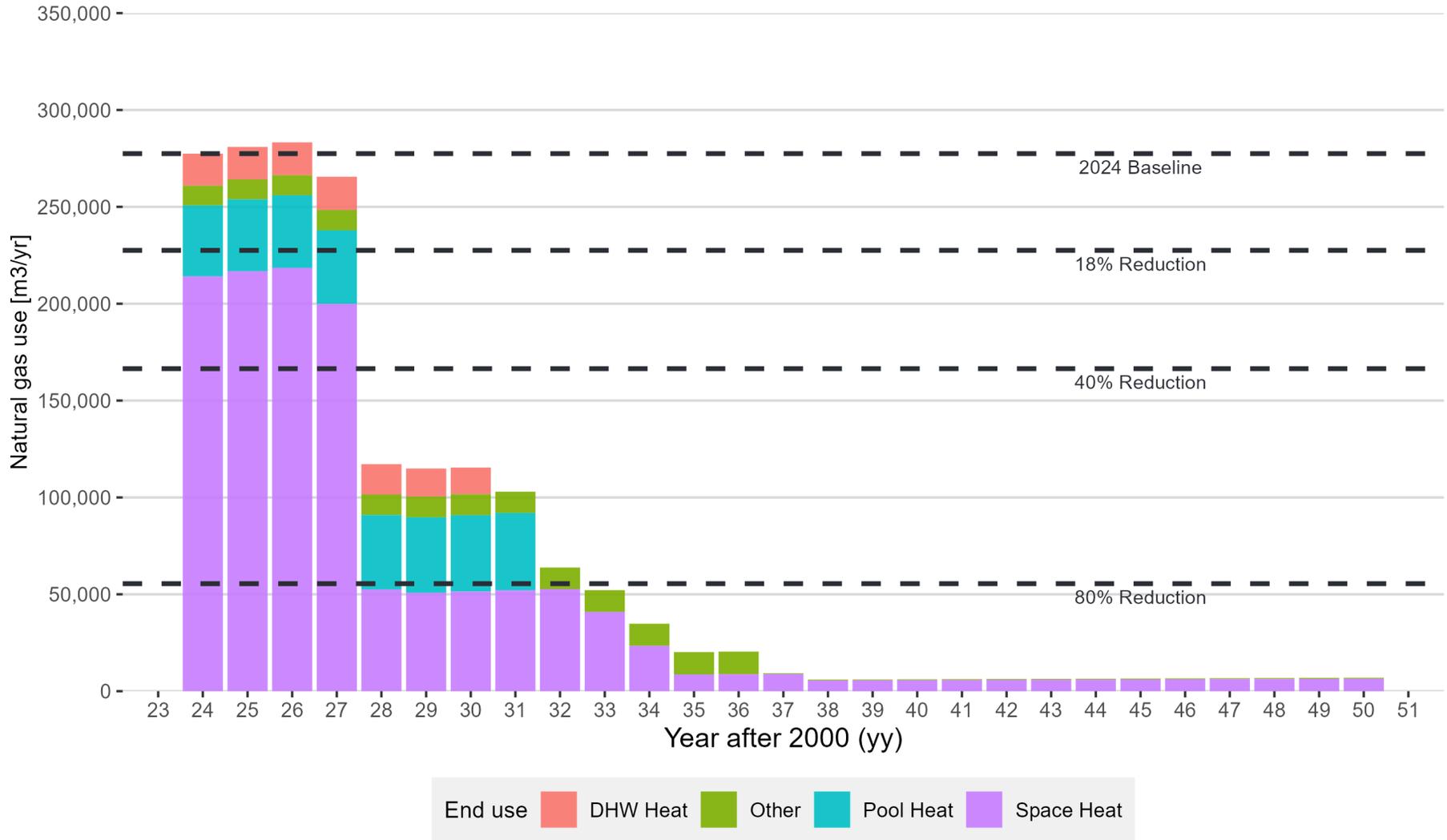


Figure 6: Projected natural gas use in the Most Aggressive pathway.

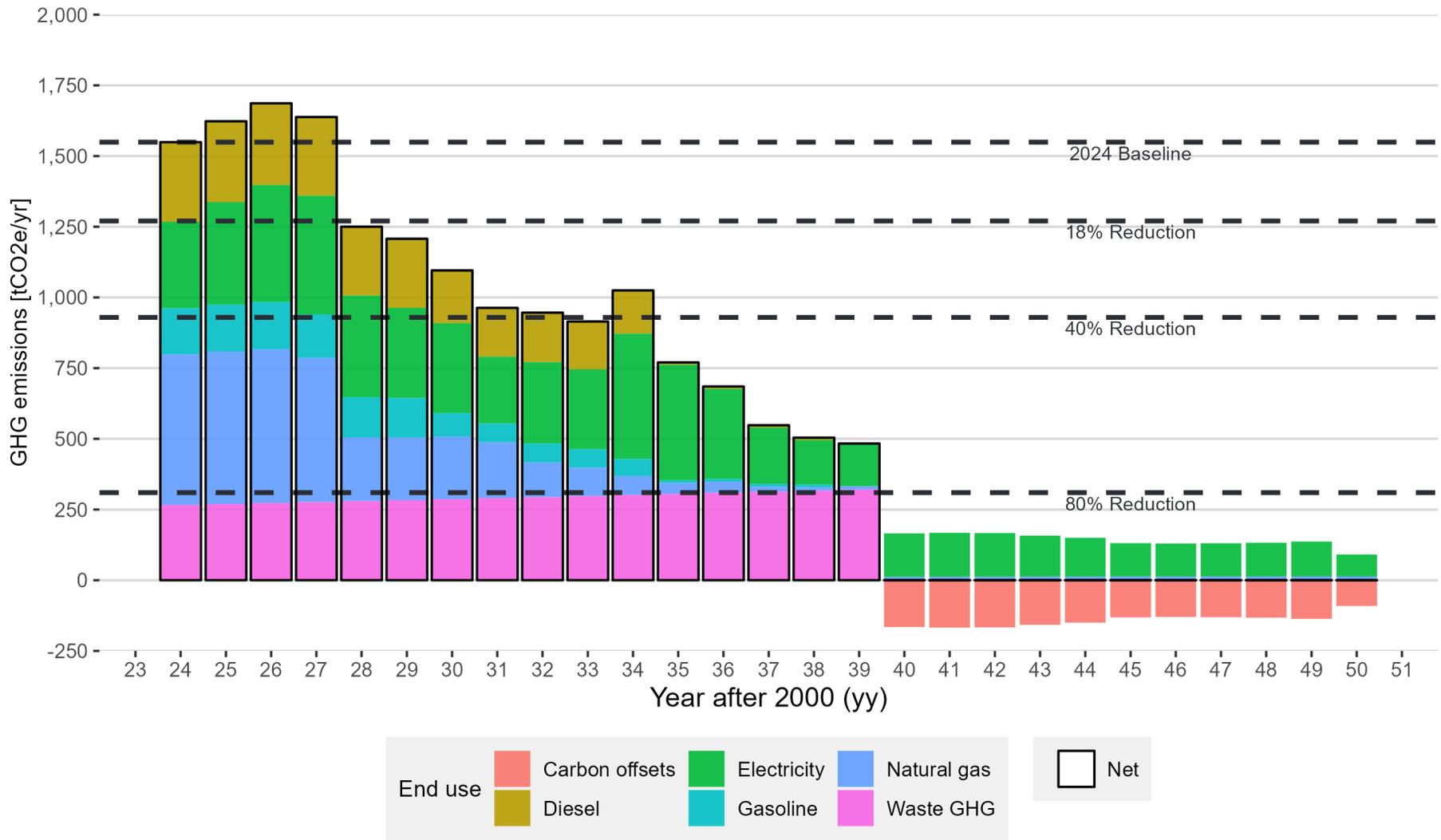


Figure 7: Projected GHG emissions in the Most Aggressive pathway.

To achieve the targets in the Most Aggressive pathway, many measures for the facilities must be undertaken in a relatively short timeframe. The lighting upgrade, fleet optimization, and some fuel switching measures (such as DHW or HVAC to heat pump measures and fleet equipment decarbonization) should be completed by 2028 to attain the 18% reduction target. By 2035, to achieve the target of 50% reduction, most of the fossil fuels (natural gas and fleet fuels) should be replaced with electricity and renewable energy. Waste is assumed to be mitigated by 2040 due to the recommendations described in the waste mitigation measure description, and any remaining GHG emissions due to non-renewable electricity are assumed to be offset with carbon offsets after 2040.

The largest reductions in GHG emissions correspond to the years when there are noticeable drops in natural gas, gasoline, or diesel. This is particularly visible from 2027 to 2028, when the Vale Health and Wellness Centre HVAC to heat pump measure is performed, substantially reducing the City of Port Colborne's natural gas use in 2028.

5.4 Most Aligned

The objective of the Most Aligned pathway is to understand the impact of implementing GHG-reducing measures while aiming to attain 18% reduction by 2028, 40% reduction by 2035, and net-zero by 2050. These targets are intended to align with Niagara Region’s goal of nearly 18% GHG reduction by 2028, the Canadian federal targets of 45-50% reduction from 2005 levels to 2035 and net zero by 2050.

Note that GHG emissions are projected to increase over the study period due to population growth, according to the assumptions listed in Milestone 1.

The recommended measure implementation plan for this pathway is presented in the following table, and the projected electricity use, natural gas use, and GHG emissions are presented in the following plots. Note that measures for assets with the highest GHG contributions are listed individually (these assets grouped together contribute to roughly 30% of the corporate GHG emissions). Otherwise, the assets are grouped together for the measure entry.

Table 9: Recommended measures and timeline for Most Aligned pathway

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Vale Health and Wellness Centre	Conduct energy audit	60,765	0	5	0	-	-
	Vale Health and Wellness Centre	Ice resurfacer conversion	182,785	0	15	3	927,517	61,834
	Various Facilities	Conduct energy audit	318,349	0	5	0	-	-
	Various Facilities	HVAC to heat pump	99,485	5	15	72	20,852	1,390
	Various Facilities	Lighting upgrade	1,151,935	0	10	1	9,691,617	969,162
	Sugarloaf Marina Waste	Conduct waste audit	4,355	0	5	0	-	-
	Vale Health and Wellness Centre Waste	Conduct waste audit	4,355	0	5	0	-	-
	Various Waste Assets	Conduct waste audit	43,555	0	5	0	-	-
	Various Fleet Assets	Fleet optimization	14,518	2	10	20	7,410	741
2027	Vale Health and Wellness Centre	HVAC system optimization	102,739	35	15	529	2,912	194
	Various Facilities	HVAC system optimization	295,281	14	15	208	21,316	1,421
	Various Facilities	Lighting upgrade	188,650	0	10	0	4,579,427	457,943
	Parks Fleet	Fleet optimization	2,968	5	10	47	632	63
	Transportation Fleet	Fleet optimization	2,968	10	10	97	307	31

Table 9: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2028	Various Fleet Assets	Fleet equipment decarbonization	768,573	8	5	42	90,580	18,116
	Various Fleet Assets	Fleet optimization	32,643	6	10	60	5,449	545
	Vale Health and Wellness Centre	HVAC to heat pump	4,384,022	278	15	4,170	15,772	1,051
	Vale Health and Wellness Centre	Lighting upgrade	929,455	0	10	2	4,382,227	438,223
	Various Facilities	Demolish building	0	4	-	-	0	-
	Various Facilities	DHW to heat pump	43,267	3	15	39	16,816	1,121
	Various Facilities	Lighting upgrade	66,671	0	10	0	3,445,606	344,561
2029	Various Fleet Assets	Fleet equipment decarbonization	2,225,532	49	5	247	44,976	8,995
	Various Facilities	DHW to heat pump	27,549	2	15	34	12,238	816
	Various Facilities	HVAC to heat pump	97,876	4	15	65	22,592	1,506
	Various Facilities	Lighting upgrade	176,856	0	10	0	65,517,831	6,551,783
2030	Various Fleet Assets	Fleet equipment decarbonization	3,077,256	6	5	31	490,625	98,125
	Various Facilities	DHW to heat pump	45,363	2	15	23	30,231	2,015
	Various Facilities	Solar PV	225,474	4	15	57	59,565	3,971
	Parks Fleet	Fleet equipment decarbonization	14,357,404	60	5	301	238,750	47,750
	Transportation Fleet	Fleet equipment decarbonization	13,810,455	45	5	226	305,663	61,133
	Various Fleet Assets	Fleet equipment decarbonization	136,737	5	5	26	25,983	5,197
2031	Vale Health and Wellness Centre	DHW to heat pump	136,820	20	15	304	6,744	450
	Various Facilities	DHW to heat pump	11,386	2	15	27	6,337	422

Table 9: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
	Various Facilities	Solar PV	578,727	9	15	142	61,154	4,077
	Various Fleet Assets	Fleet equipment decarbonization	10,760,396	31	5	157	343,094	68,619
2032	Vale Health and Wellness Centre	Pool heat to heat pump	990,165	63	15	952	15,595	1,040
	Various Facilities	Solar PV	297,049	5	15	71	62,778	4,185
	Various Fleet Assets	Heavy vehicle decarbonization	1,070,165	2	10	20	544,515	54,451
2033	Vale Health and Wellness Centre	Solar PV	1,300,926	20	15	303	64,439	4,296
	Various Facilities	HVAC to heat pump	527,164	21	15	315	25,095	1,673
	Various Facilities	Solar PV	325,232	5	15	76	64,439	4,296
	Various Fleet Assets	Heavy vehicle decarbonization	2,192,697	28	10	277	79,269	7,927
2034	Various Facilities	HVAC to heat pump	776,210	30	15	452	25,756	1,717
	Various Fleet Assets	Heavy vehicle decarbonization	6,738,650	50	10	501	134,520	13,452
2035	Vale Health and Wellness Centre	Install low GWP refrigerant equipment	0	0	-	-	-	-
	Various Facilities	HVAC to heat pump	468,297	25	15	372	18,873	1,258
	Various Fleet Assets	Heavy vehicle decarbonization	5,932,283	11	10	108	547,491	54,749
2037	Various Fleet Assets	Heavy vehicle decarbonization	1,326,972	0	10	0	-	-
2038	Parks Fleet	Heavy vehicle decarbonization	35,260,291	188	10	884	398,714	39,871
2039	Transportation Fleet	Heavy vehicle decarbonization	35,343,017	181	10	1,807	195,559	19,556
2042	Vale Health and Wellness Centre	Equipment electrification	639,752	14	18	258	44,674	2,482
2043	Various Fleet Assets	Heavy vehicle decarbonization	9,072,318	0	10	0	-	-
2044	Various Facilities	HVAC to heat pump	167,282	5	15	76	33,218	2,215

Table 9: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2045	Various Fleet Assets	Heavy vehicle decarbonization	10,265,54912		10	122	839,863	83,986
2046	Various Fleet Assets	Heavy vehicle decarbonization	10,491,39134		10	339	309,490	30,949
2050	Sugarloaf Marina Waste	Waste mitigation	14,686	68	20	1,365	215	11
	Vale Health and Wellness Centre Waste	Waste mitigation	14,686	64	20	1,285	229	11
	Various Waste Assets	Waste mitigation	146,855	134	20	2,673	1,099	55

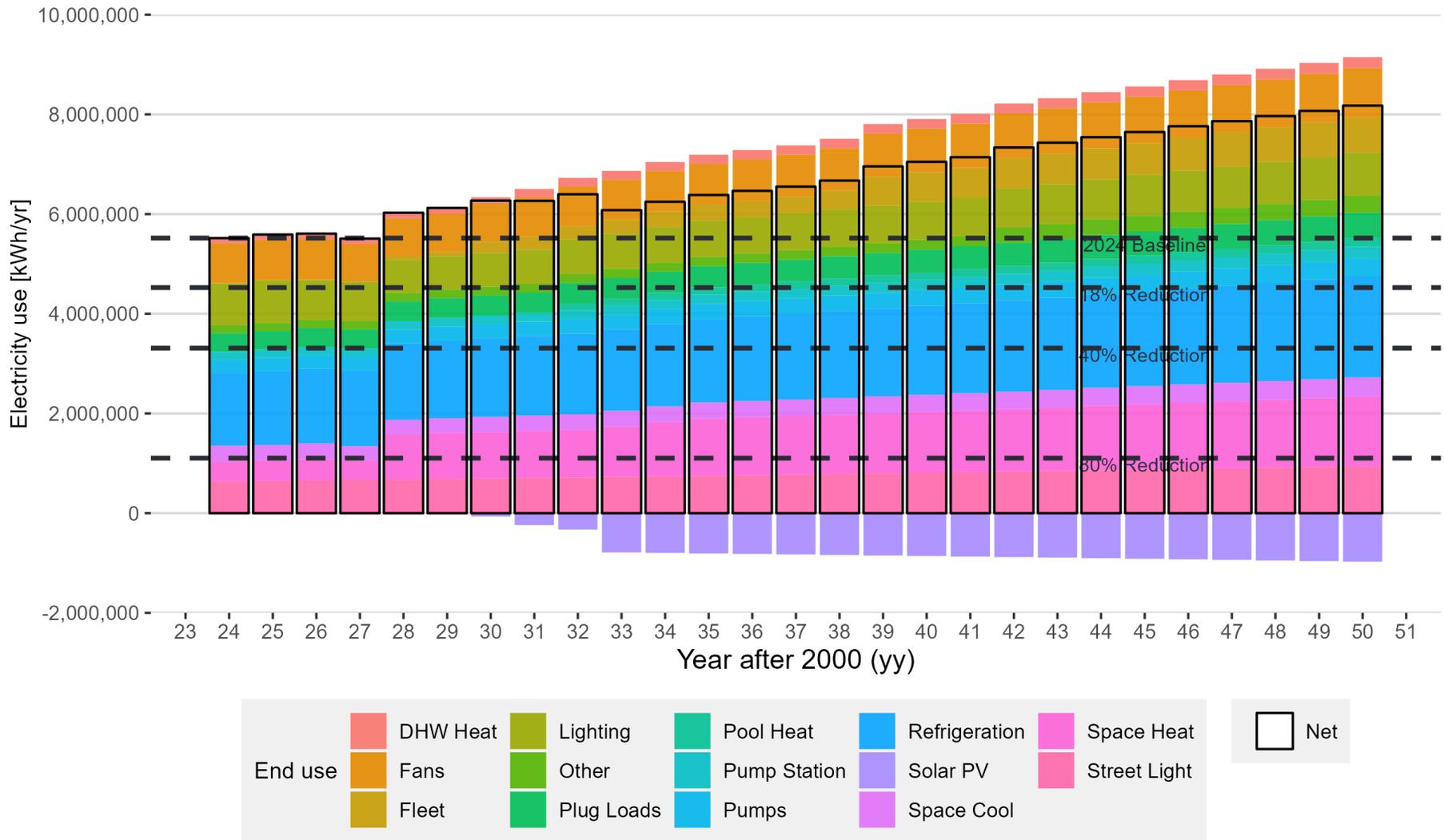


Figure 8: Projected electricity use in the Most Aligned pathway.

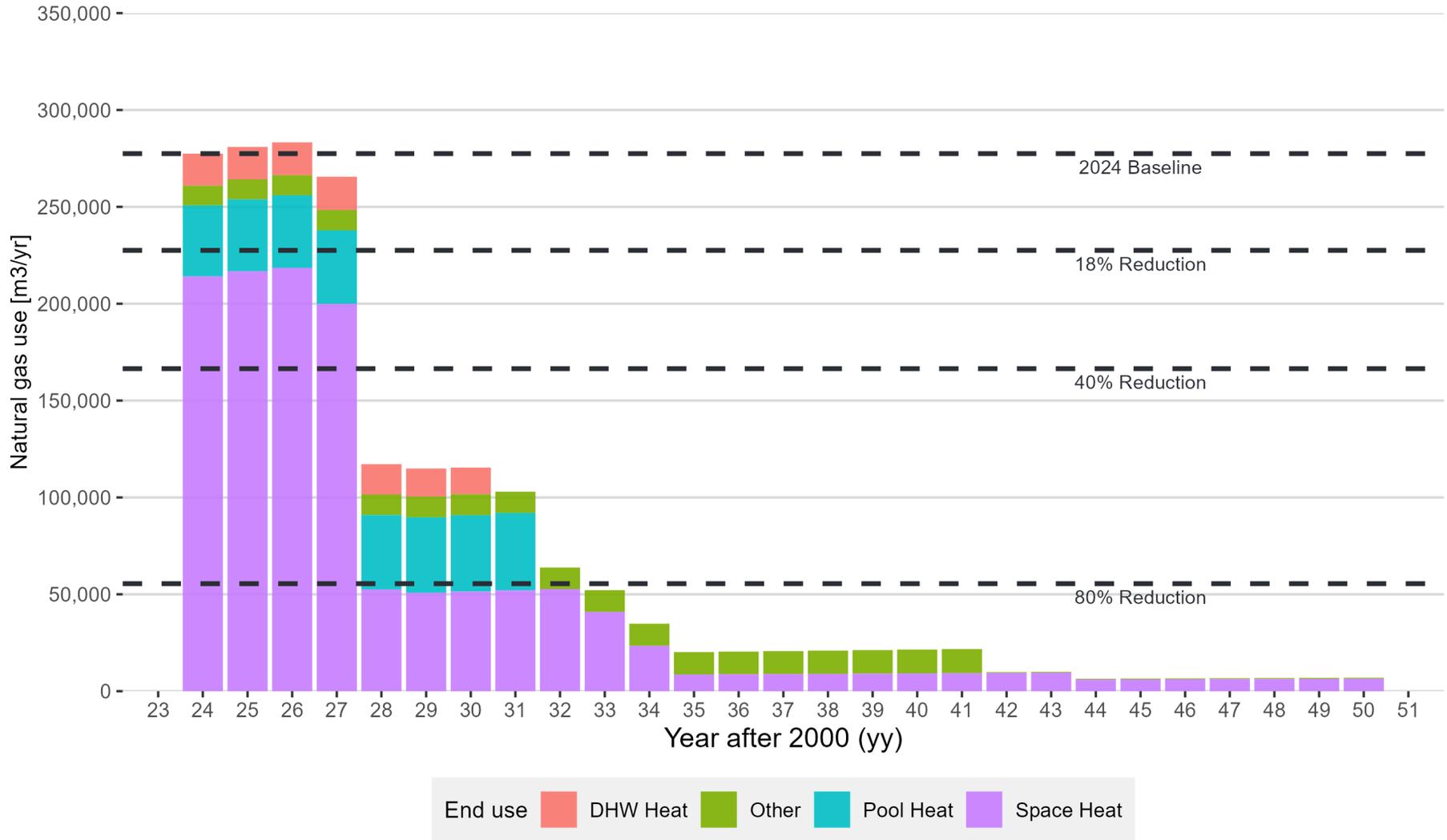


Figure 9: Projected natural gas use in the Most Aligned pathway.

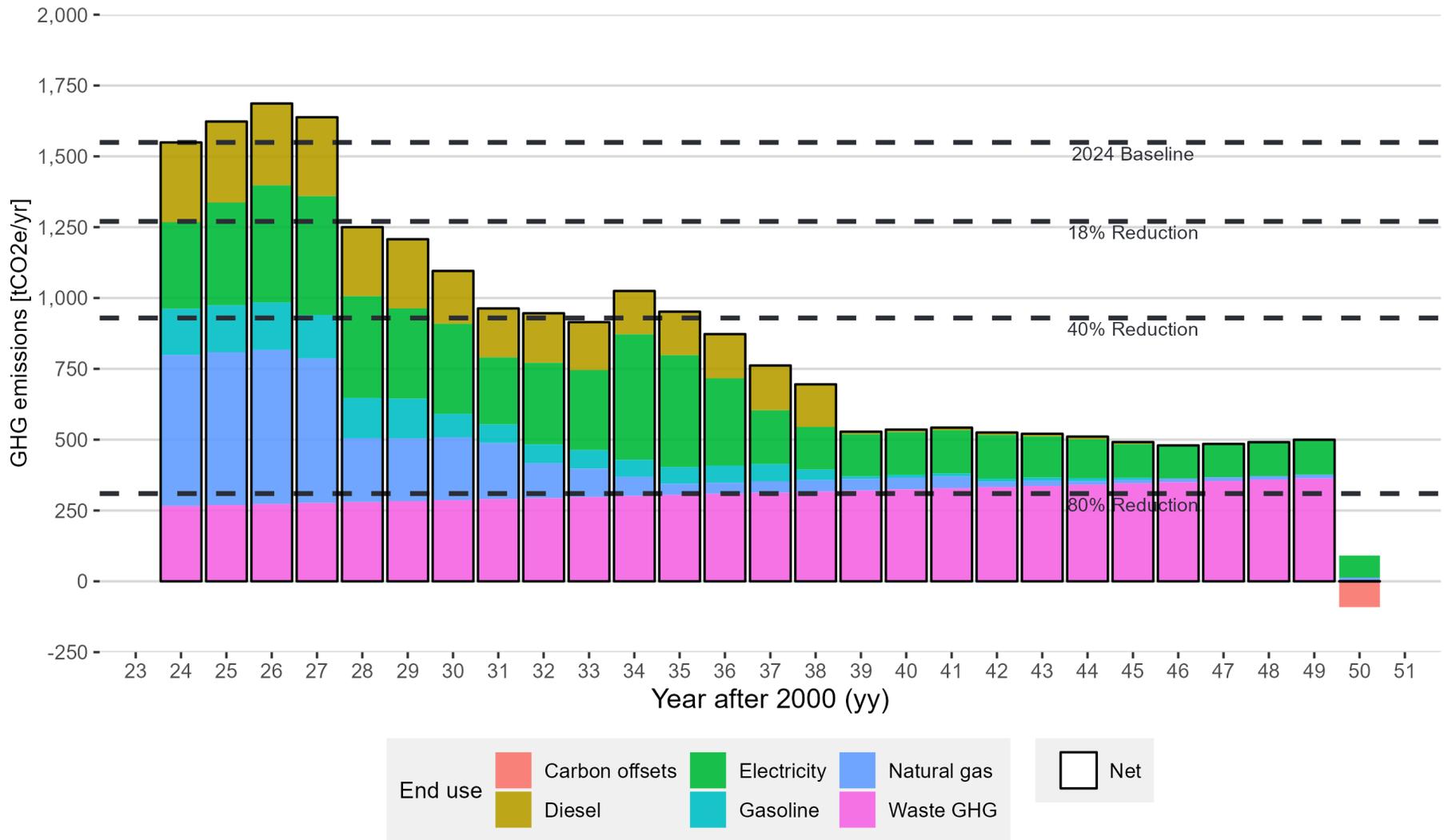


Figure 10: Projected GHG emissions in the Most Aligned pathway.

To achieve the targets in the Most Aligned pathway, a similarly quick measure implementation timeline to the Most Aggressive pathway must be undertaken in the first few years to meet the 2028 reduction target. The lighting upgrade, fleet optimization, and some fuel switching measures (such as DHW or HVAC to heat pump measures and fleet equipment decarbonization) should be completed by 2028 to attain the 18% reduction target. By 2035, to achieve the target of 40% reduction, many of the fossil fuels (natural gas and fleet fuels) should be replaced with electricity and renewable energy. Waste is assumed to be mitigated by 2050 due to the recommendations described in the waste mitigation measure description, and any remaining GHG emissions due to non-renewable electricity are assumed to be offset with carbon offsets after 2050.

The largest reductions in GHG emissions correspond to the years when there are noticeable drops in natural gas, gasoline, or diesel. This is particularly visible from 2027 to 2028, when the Vale Health and Wellness Centre HVAC to heat pump measure is performed, substantially reducing the City of Port Colborne's natural gas use in 2028. It is also visible from 2049 to 2050, when the effects of the waste mitigation measure are assumed to be accounted for.

5.5 Most Achievable

The objective of the Most Achievable pathway is to understand the impact of implementing GHG-reducing measures while aiming to attain 40% reduction by 2035 and 80% reduction by 2050, using carbon offsets to achieve net-zero. This scenario intends to achieve similar outcomes to the Most Aligned scenario, however, it considers targets that place less emphasis on immediate GHG reductions and allows for greater use of carbon offsets to avoid high capital cost measures.

Note that GHG emissions are projected to increase over the study period due to population growth, according to the assumptions listed in Milestone 1.

The recommended measure implementation plan for this pathway is presented in the following table, and the projected electricity use, natural gas use, and GHG emissions are presented in the following plots. Note that measures for assets with the highest GHG contributions are listed individually (these assets grouped together contribute to roughly 30% of the corporate GHG emissions). Otherwise, the assets are grouped together for the measure entry.

Table 10: Recommended measures and timeline for Most Achievable pathway

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Vale Health and Wellness Centre	Conduct energy audit	60,765	0	5	0	-	-
	Vale Health and Wellness Centre	Ice resurfacers conversion	182,785	0	15	3	927,517	61,834
	Various Facilities	Conduct energy audit	318,349	0	5	0	-	-
	Various Facilities	HVAC to heat pump	99,485	5	15	72	20,852	1,390
	Various Facilities	Lighting upgrade	130,396	0	10	0	6,068,410	606,841
	Sugarloaf Marina Waste	Conduct waste audit	4,355	0	5	0	-	-
	Vale Health and Wellness Centre Waste	Conduct waste audit	4,355	0	5	0	-	-
	Various Waste Assets	Conduct waste audit	43,555	0	5	0	-	-
2027	Various Facilities	Lighting upgrade	1,232,891	0	10	1	8,897,478	889,748
	Various Fleet Assets	Fleet optimization	14,838	2	10	20	7,573	757
2028	Vale Health and Wellness Centre	HVAC system optimization	105,087	35	15	529	2,979	199
	Vale Health and Wellness Centre	Lighting upgrade	929,455	0	10	2	4,382,227	438,223
	Various Facilities	Demolish building	0	4	-	-	0	-

Table 10: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
	Various Facilities	DHW to heat pump	10,855	0	15	6	28,814	1,921
	Various Facilities	HVAC system optimization	301,667	14	15	208	21,778	1,452
	Various Facilities	Lighting upgrade	66,671	0	10	0	3,445,606	344,561
	Parks Fleet	Fleet optimization	3,033	5	10	47	646	65
	Transportation Fleet	Fleet optimization	3,033	10	10	97	314	31
	Various Fleet Assets	Fleet equipment decarbonization	785,482	8	5	42	92,573	18,515
	Various Fleet Assets	Fleet optimization	33,361	6	10	60	5,568	557
2029	Vale Health and Wellness Centre	HVAC to heat pump	4,502,122	278	15	4,170	16,197	1,080
	Various Facilities	DHW to heat pump	33,132	2	15	33	15,086	1,006
	Various Facilities	HVAC system optimization	142	0	15	0	300,909	20,061
	Various Facilities	HVAC to heat pump	97,876	4	15	65	22,592	1,506
	Various Facilities	Lighting upgrade	176,856	0	10	0	65,517,831	6,551,783
	Various Fleet Assets	Fleet equipment decarbonization	2,006,906	23	5	117	85,915	17,183
2030	Various Facilities	DHW to heat pump	28,162	2	15	34	12,511	834
	Various Fleet Assets	Fleet equipment decarbonization	3,418,430	32	5	162	105,521	21,104
2031	Various Facilities	DHW to heat pump	46,365	2	15	23	30,899	2,060
	Various Facilities	Solar PV	231,491	4	15	57	61,154	4,077
	Parks Fleet	Fleet equipment decarbonization	14,673,267	60	5	301	244,002	48,800
	Transportation Fleet	Fleet equipment decarbonization	14,114,285	45	5	226	312,388	62,478
	Various Fleet Assets	Fleet equipment decarbonization	139,745	5	5	26	26,554	5,311

Table 10: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2032	Vale Health and Wellness Centre	DHW to heat pump	139,894	20	15	304	6,895	460
	Various Facilities	DHW to heat pump	11,643	2	15	27	6,479	432
	Various Facilities	Solar PV	594,099	9	15	142	62,778	4,185
	Various Fleet Assets	Fleet equipment decarbonization	10,997,12431		5	157	350,642	70,128
2033	Vale Health and Wellness Centre	Pool heat to heat pump	1,016,349	63	15	952	16,007	1,067
	Various Facilities	Solar PV	304,905	5	15	71	64,439	4,296
2034	Vale Health and Wellness Centre	Solar PV	1,335,179	20	15	303	66,135	4,409
	Various Facilities	HVAC to heat pump	541,044	21	15	315	25,756	1,717
	Various Facilities	Solar PV	333,795	5	15	76	66,135	4,409
2035	Vale Health and Wellness Centre	Install low GWP refrigerant equipment	0	0	-	-	-	-
	Various Facilities	HVAC to heat pump	1,264,858	55	15	824	23,018	1,535
2042	Vale Health and Wellness Centre	Equipment electrification	639,752	14	18	258	44,674	2,482
2044	Various Facilities	HVAC to heat pump	167,282	5	15	76	33,218	2,215
2050	Sugarloaf Marina Waste	Waste mitigation	14,686	68	20	1,365	215	11
	Vale Health and Wellness Centre Waste	Waste mitigation	14,686	64	20	1,285	229	11
	Various Waste Assets	Waste mitigation	146,855	134	20	2,673	1,099	55

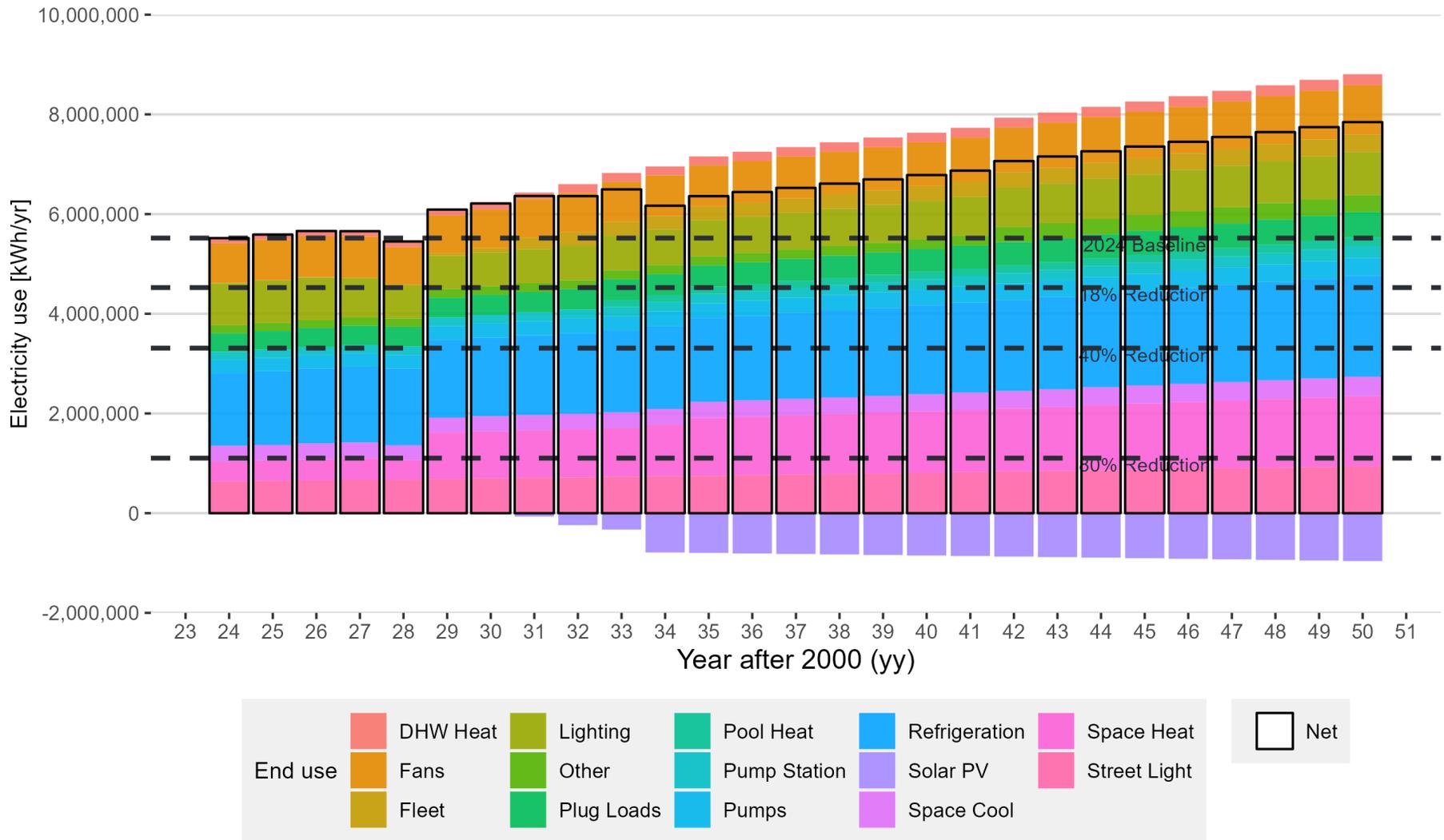


Figure 11: Projected electricity use in the Most Achievable pathway.

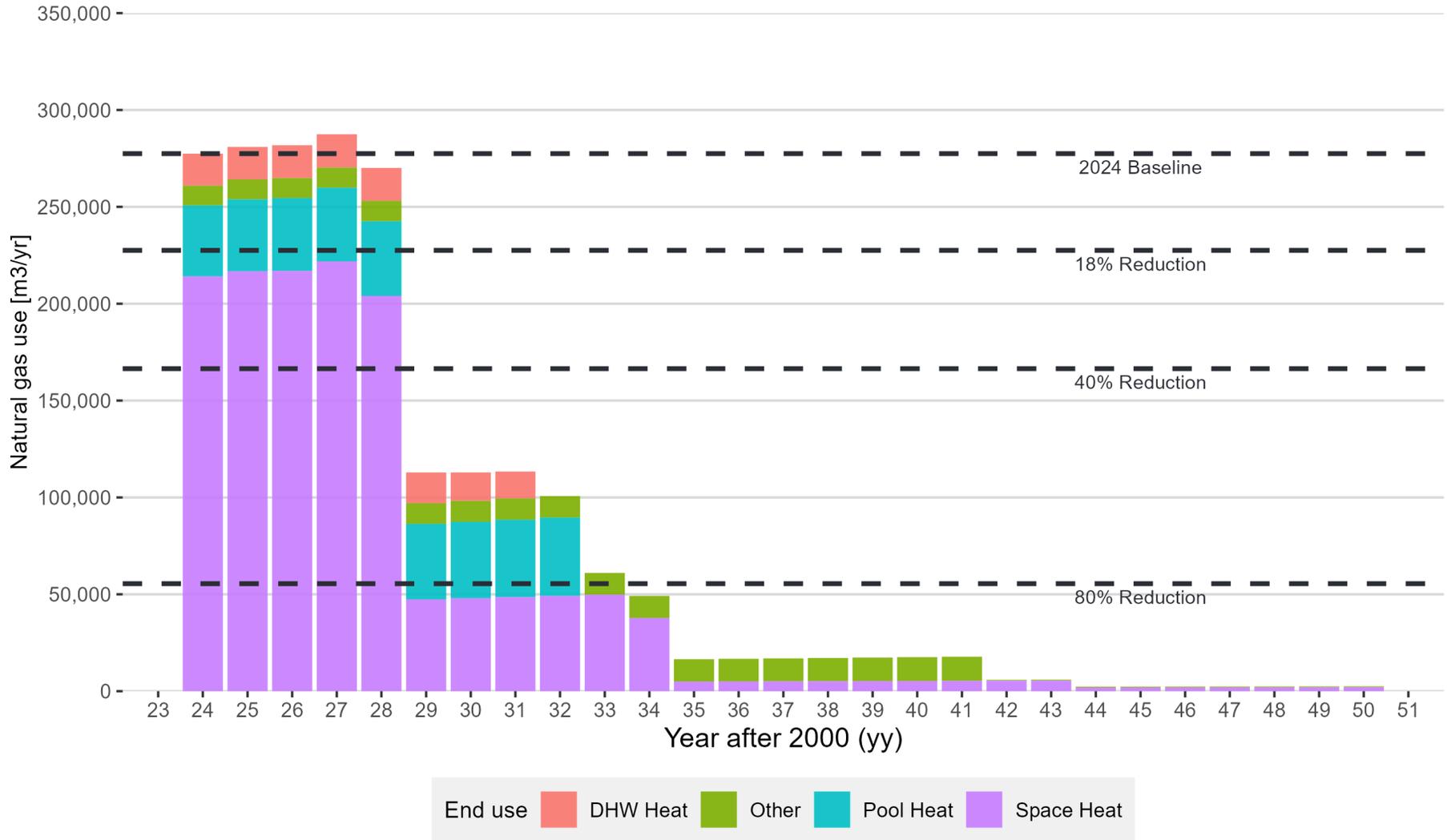


Figure 12: Projected natural gas use in the Most Achievable pathway.

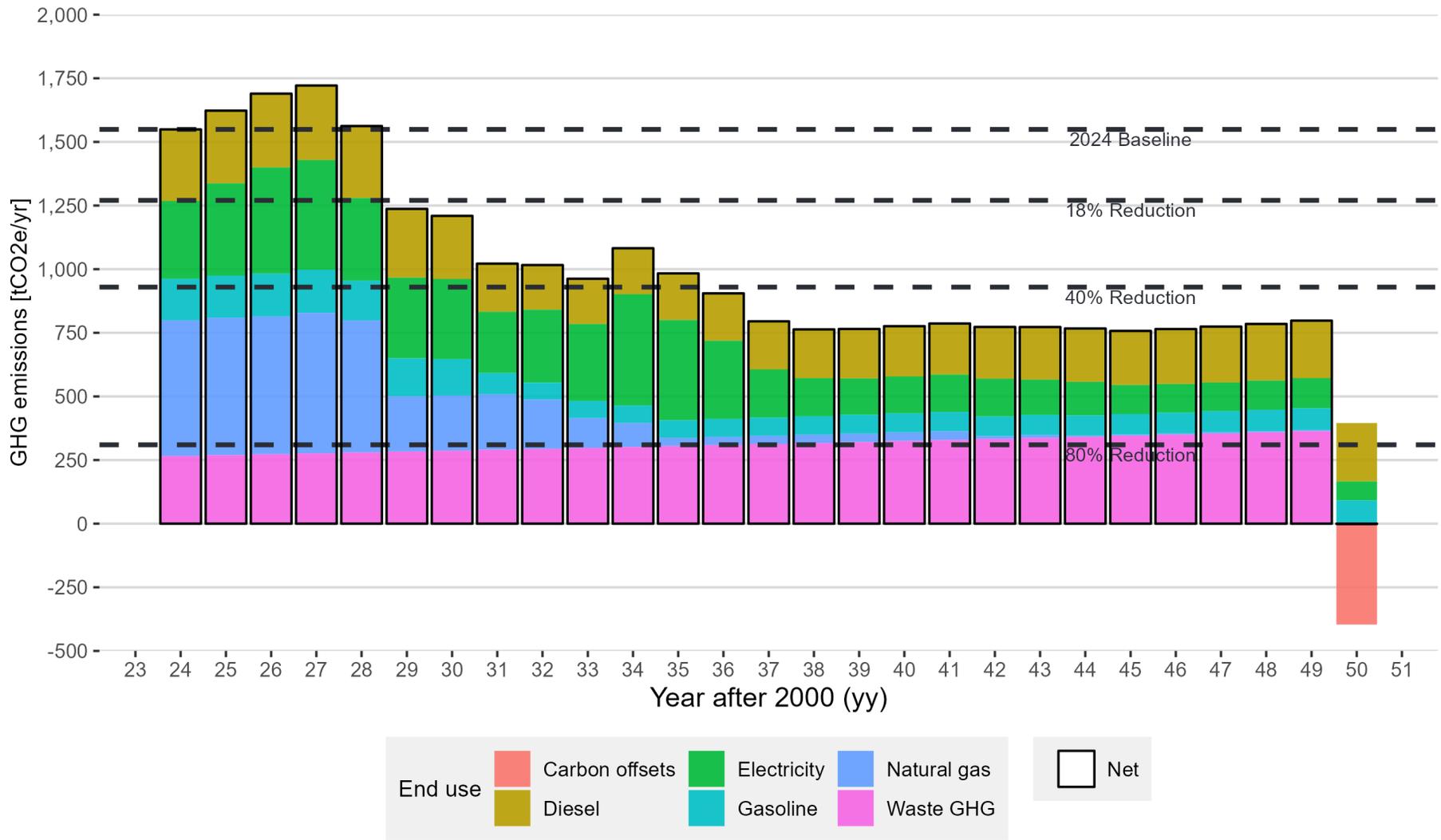


Figure 13: Projected GHG emissions in the Most Achievable pathway.

The Most Achievable pathway is meant to have the most gradual measure implementation timeline to achieve GHG reduction targets in a more manageable way, but the measures must still be implemented fairly quickly to achieve a 40% reduction by 2035. To accomplish this, the lighting upgrade, fleet optimization, and some fuel switching measures (such as DHW or HVAC to heat pump measures and fleet equipment decarbonization) should be completed by 2035. This requires that a good portion of the City of Port Colborne's assets (HVAC or fleet) be electrified to reduce GHG emissions. Waste is assumed to be mitigated by 2050 due to the recommendations described in the waste mitigation measure description, and any remaining GHG emissions due to non-renewable electricity are assumed to be offset with carbon offsets after 2050. For this pathway, it is assumed that heavy vehicle decarbonization is not completed to reduce costs while still substantially reducing the City of Port Colborne's GHG emissions. This doesn't quite meet the target of reducing emissions by 80% before carbon offsets, but approaches the target while focusing on the most cost effective and practical measures.

The largest reductions in GHG emissions correspond to the years when there are noticeable drops in natural gas, gasoline, or diesel. This is particularly visible from 2027 to 2028, when the Vale Health and Wellness Centre HVAC to heat pump measure is performed, substantially reducing the City of Port Colborne's natural gas use in 2028. It is also visible from 2049 to 2050, when the effects of the waste mitigation measure are assumed to be accounted for.

5.6 Overall Pathway Results

The pathway results are compared in the following table. Note that "final" refers to the parameter value in the final year of the study (2050), while cumulative refers to the total value of that parameter summed up over the course of the study period (from the baseline year until 2050). Also note that for the financial parameters, the estimated inflation is factored in.

Table 11: Pathway results comparison

Parameter	Unit	Business as Planned	Most Aggressive	Most Aligned	Most Achievable
Electricity utility use final (2050)	[kWh/yr]	7,700,000	8,180,000	8,180,000	7,840,000
Natural gas utility use final (2050)	[m3/yr]	383,000	6,950	6,950	2,520
Gasoline utility use final (2050)	[L/yr]	101,000	0	0	36,500
Diesel utility use final (2050)	[L/yr]	153,000	0	0	84,400
Waste disposal GHG emissions final (2050)	[tCO2e/yr]	368	0	0	0
Carbon offsets utility use final (2050)	[tCO2e/yr]	0	91	91	396
GHG emissions final (2050)	[tCO2e/yr]	1,830	0	0	0
Utility cost final (2050)	[\$/yr]	2,860,000	2,110,000	2,110,000	2,380,000
Electricity utility use cumulative	[kWh]	177,000,000	184,000,000	183,000,000	179,000,000
Natural gas utility use cumulative	[m3]	8,850,000	1,840,000	1,920,000	2,100,000
Gasoline utility use cumulative	[L]	2,260,000	550,000	655,000	1,110,000
Diesel utility use cumulative	[L]	3,420,000	925,000	1,160,000	2,200,000
Waste disposal GHG emissions cumulative	[tCO2e]	8,490	4,680	8,120	8,120
Carbon offsets utility use cumulative	[tCO2e]	0	1,560	91	396
GHG emissions cumulative	[tCO2e]	46,400	16,900	22,800	26,700
Project cost cumulative	[\$]	87,300,000	173,000,000	182,000,000	123,000,000
Incentives cumulative	[\$]	0	2,820,000	2,820,000	2,460,000
Effective project cost cumulative	[\$]	87,300,000	170,000,000	179,000,000	121,000,000
Utility cost cumulative	[\$]	50,900,000	40,200,000	40,500,000	43,300,000
Total cost cumulative	[\$]	138,000,000	210,000,000	219,000,000	164,000,000
Net present value cumulative	[\$]	75,200,000	129,000,000	123,000,000	95,000,000

All pathways, other than the Business as Planned pathway, are net-zero by 2050 due to the implementation of carbon offsets. The Most achievable has the highest amount of carbon offsets, as it does not consider every measure to reduce costs.

Implementing the measures in the pathways is anticipated to decrease the consumption of most utilities, but increase the electricity consumption due to the electrification measures being performed. This results in substantially lower GHG emissions even before carbon offsets are implemented. Note that the cumulative offsets are highest in the Most Aggressive scenario due to the accelerated timeline.

The utility costs in the pathways are lower than the anticipated Business as Planned utility costs, due to the increased efficiency of the equipment in the measures. However, project costs are much higher in the pathways when compared to the estimated replacement costs in the Business as Planned pathway.

The project costs in the Most Achievable pathway are lower than the other pathways, with relatively similar utility costs, suggesting that the Most Achievable pathway is likely to be the most feasible approach for reducing GHG emissions while maintaining manageable capital costs.

5.7 Recommendation

The Most Achievable pathway is able to significantly reduce the City of Port Colborne's GHG emissions with considerably lower costs than the Most Aggressive and Most Aligned pathways. As such, this is the recommended pathway to undertake to reduce corporate GHG emissions.

6 References

6.1 Emission Coefficients References

The reference links for emissions coefficients are provided below.

National Inventory Report: Greenhouse Gas Sources and Sinks in Canada:

- <https://publications.gc.ca/site/eng/9.506002/publication.html>

Environment and Climate Change Canada Data Catalogue (Electricity Grid Intensities):

- <https://data-donnees.az.ec.gc.ca/data/substances/monitor/canada-s-greenhouse-gas-emissions-projections/Current-Projections-Actuelles/Energy-Energie/AM%20Scenario%20AMS/Grid-O%26G-Intensities-Intensites-Reseau-Delectricite-P%26G?lang=en>

6.2 GHG Targets and Net Zero References

Canadian Federal Target 2035:

- <https://www.canada.ca/en/services/environment/weather/climatechange/climate-plan/2035-emissions-reduction-target.html>

Canadian Net Zero Target:

- <https://www.canada.ca/en/services/environment/weather/climatechange/climate-plan/net-zero-emissions-2050.html>

PCP Milestone 2 and IPCC Targets:

- https://cdn.prod.website-files.com/6022ab403a6b2126c03ebf95/6203d4ae7774df41b9623bc0_pcp-milestone-2-instruction-manual-english.pdf

City of Toronto - Transform to Net Zero Strategy:

- <https://www.toronto.ca/legdocs/mmis/2021/ie/bgrd/backgroundfile-173758.pdf>

A Additional Pathway Details

A.1 Recommended ECMs

The full list of recommended measures is presented below.

Table 12: Recommended measures and energy savings

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
00 Sugarloaf St, Splashpad	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
00 Sugarloaf St, Splashpad	Lighting upgrade	9,653	28	9,625	0	18	139	-4	0	0	0
00 Sugarloaf St, Splashpad	Purchasing carbon offsets	0	0	0	0	-4	0	0	0	0	0
000 Weaver Rd, Sec Camera	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
000 Weaver Rd, Sec Camera	Lighting upgrade	1,428	8	1,420	0	5	41	-1	0	0	0
000 Weaver Rd, Sec Camera	Purchasing carbon offsets	0	0	0	0	-1	0	0	0	0	0
1 Marina Rd (fuel docks)	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
1 Marina Rd (fuel docks)	HVAC system optimization	6,414	0	6,414	0	73	520	0	0	0	0
1 Marina Rd (fuel docks)	Lighting upgrade	32,068	68	32,000	0	45	340	-9	0	0	0
1 Marina Rd (fuel docks)	Purchasing carbon offsets	0	0	0	0	-12	0	0	0	0	0
11 King St (Metal Shed)	Purchasing carbon offsets	0	0	0	0	0	0	0	0	0	0
11 King St (Storage Bldg) 14 King St	Purchasing carbon offsets	0	0	0	0	0	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO ₂ e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m ³ /yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
145 Mellanby Ave, Lock 8 Viewing Stand	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
145 Mellanby Ave, Lock 8 Viewing Stand	Lighting upgrade	33,279	131	33,148	0	87	653	-18	0	0	0
145 Mellanby Ave, Lock 8 Viewing Stand	Purchasing carbon offsets	0	0	0	0	-13	0	0	0	0	0
2 John St. Lockview	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
2 John St. Lockview	Purchasing carbon offsets	0	0	0	0	-0	0	0	0	0	0
227 Catharine St, Market Square	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
227 Catharine St, Market Square	Lighting upgrade	1,262	4	1,258	0	2	18	-1	0	0	0
227 Catharine St, Market Square	Purchasing carbon offsets	0	0	0	0	-0	0	0	0	0	0
280 King Street (Barn)	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
280 King Street (Barn)	Lighting upgrade	23,462	68	23,394	0	45	338	-9	0	0	0
280 King Street (Barn)	Purchasing carbon offsets	0	0	0	0	-9	0	0	0	0	0
287 West Side Rd, Flow Meter	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
287 West Side Rd, Flow Meter	Lighting upgrade	1,783	10	1,773	0	7	51	-1	0	0	0
287 West Side Rd, Flow Meter	Purchasing carbon offsets	0	0	0	0	-1	0	0	0	0	0
296 Fielden Ave, Business Roselawn Centre	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
296 Fielden Ave, Business Roselawn Centre	DHW to heat pump	10,000	54	9,946	0	-46	-734	217	0	0	0
296 Fielden Ave, Business Roselawn Centre	HVAC system optimization	31,776	62	31,714	1	150	607	250	0	0	0
296 Fielden Ave, Business Roselawn Centre	HVAC to heat pump	106,974	21,395	85,579	4	-532	-8,441	2,499	0	0	0
296 Fielden Ave, Business Roselawn Centre	Lighting upgrade	158,880	287	158,593	0	191	1,436	-40	0	0	0
296 Fielden Ave, Business Roselawn Centre	Purchasing carbon offsets	0	0	0	6	-184	0	0	0	0	0
296 Fielden Ave, Business Roselawn Centre	Solar PV	60,000	12,000	48,000	1	2,391	17,082	0	0	0	0
296 Fielden Ave, Heritage Roselawn Centre	Conduct energy audit	25,475	20,380	5,095	0	0	0	0	0	0	0
296 Fielden Ave, Heritage Roselawn Centre	DHW to heat pump	15,000	295	14,705	2	-251	-3,989	1,181	0	0	0
296 Fielden Ave, Heritage Roselawn Centre	HVAC system optimization	76,426	339	76,087	3	810	3,263	1,358	0	0	0
296 Fielden Ave, Heritage Roselawn Centre	HVAC to heat pump	581,426	116,285	465,141	24	-2,892	-45,879	13,581	0	0	0
296 Fielden Ave, Heritage Roselawn Centre	Lighting upgrade	382,130	1,543	380,587	0	1,024	7,716	-215	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
296 Fielden Ave, Heritage Roselawn Centre	Purchasing carbon offsets	0	0	0	33	-999	0	0	0	0	0
296 Fielden Ave, Heritage Roselawn Centre	Solar PV	280,000	56,000	224,000	4	11,160	79,716	0	0	0	0
3 Marina St (Air Conditioning)	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
3 Marina St (Air Conditioning)	HVAC system optimization	7,265	0	7,265	0	117	838	0	0	0	0
3 Marina St (Air Conditioning)	Purchasing carbon offsets	0	0	0	0	-14	0	0	0	0	0
3 Marina St, Sugarloaf Marina docks	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
3 Marina St, Sugarloaf Marina docks	DHW to heat pump	10,000	259	9,741	2	-221	-3,501	1,036	0	0	0
3 Marina St, Sugarloaf Marina docks	HVAC system optimization	6,000	250	5,750	2	950	4,927	1,001	0	0	0
3 Marina St, Sugarloaf Marina docks	HVAC to heat pump	253,538	50,708	202,830	17	-2,133	-33,831	10,015	0	0	0
3 Marina St, Sugarloaf Marina docks	Lighting upgrade	30,000	1,812	28,188	0	1,202	9,058	-252	0	0	0
3 Marina St, Sugarloaf Marina docks	Purchasing carbon offsets	0	0	0	27	-823	0	0	0	0	0
3 Marina St, Sugarloaf Marina docks	Solar PV	320,000	64,000	256,000	5	12,755	91,104	0	0	0	0
550 Elizabeth St, Ball Field	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
550 Elizabeth St, Ball Field	HVAC system optimization	2,848	0	2,848	0	30	214	0	0	0	0
550 Elizabeth St, Ball Field	Lighting upgrade	14,241	35	14,206	0	23	173	-5	0	0	0
550 Elizabeth St, Ball Field	Purchasing carbon offsets	0	0	0	0	-5	0	0	0	0	0
550 Elizabeth St, Charg Stn	Purchasing carbon offsets	0	0	0	1	-15	0	0	0	0	0
61 Princess Street (Garage)	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
61 Princess Street (Garage)	Lighting upgrade	982	3	979	0	2	14	-0	0	0	0
61 Princess Street (Garage)	Purchasing carbon offsets	0	0	0	0	-0	0	0	0	0	0
78 Lakeshore Rd W, Heat Trace	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
78 Lakeshore Rd W, Heat Trace	Purchasing carbon offsets	0	0	0	0	0	0	0	0	0	0
Arabellas Tea Room	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
Arabellas Tea Room	DHW to heat pump	10,000	29	9,971	0	-25	-396	117	0	0	0
Arabellas Tea Room	HVAC system optimization	1,793	34	1,759	0	58	166	135	0	0	0
Arabellas Tea Room	HVAC to heat pump	57,780	11,556	46,224	2	-287	-4,559	1,350	0	0	0
Arabellas Tea Room	Lighting upgrade	8,964	79	8,885	0	52	394	-11	0	0	0
Arabellas Tea Room	Purchasing carbon offsets	0	0	0	3	-92	0	0	0	0	0
Athletic Field Washrooms	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Athletic Field Washrooms	Lighting upgrade	10,800	65	10,735	0	43	324	-9	0	0	0
Athletic Field Washrooms	Purchasing carbon offsets	0	0	0	0	-9	0	0	0	0	0
Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Lighting upgrade	11,400	55	11,345	0	37	276	-8	0	0	0
Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Purchasing carbon offsets	0	0	0	0	-7	0	0	0	0	0
Centennial Park Washrooms	Conduct energy audit	12,000	9,600	2,400	0	0	0	0	0	0	0
Centennial Park Washrooms	Lighting upgrade	3,132	58	3,074	0	39	291	-8	0	0	0
Centennial Park Washrooms	Purchasing carbon offsets	0	0	0	0	-8	0	0	0	0	0
City Hall	Conduct energy audit	12,056	6,820	5,236	0	0	0	0	0	0	0
City Hall	HVAC system optimization	36,167	0	36,167	1	3,095	22,106	0	0	0	0
City Hall	Lighting upgrade	180,834	4,383	176,451	0	2,910	21,917	-611	0	0	0
City Hall	Purchasing carbon offsets	0	0	0	21	-635	0	0	0	0	0
City Hall	Solar PV	240,000	48,000	192,000	4	9,566	68,328	0	0	0	0
Clarence St Crosswalk	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Clarence St Crosswalk	Lighting upgrade	2,977	17	2,960	0	11	86	-2	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO ₂ e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m ³ /yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Clarence St Crosswalk	Purchasing carbon offsets	0	0	0	0	-1	0	0	0	0	0
Clarence St, Seaway Lite Seaway Park	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Clarence St, Seaway Lite Seaway Park	Lighting upgrade	17,679	51	17,628	0	34	255	-7	0	0	0
Clarence St, Seaway Lite Seaway Park	Purchasing carbon offsets	0	0	0	0	-7	0	0	0	0	0
E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Lighting upgrade	2,571	7	2,564	0	5	37	-1	0	0	0
E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Purchasing carbon offsets	0	0	0	0	-1	0	0	0	0	0
Eagle Marsh Drain Outlet Structure	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Eagle Marsh Drain Outlet Structure	Lighting upgrade	30,601	88	30,513	0	59	441	-12	0	0	0
Eagle Marsh Drain Outlet Structure	Purchasing carbon offsets	0	0	0	0	-12	0	0	0	0	0
Fielden Washrooms	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Fielden Washrooms	Lighting upgrade	2,436	12	2,424	0	8	62	-2	0	0	0
Fielden Washrooms	Purchasing carbon offsets	0	0	0	0	-2	0	0	0	0	0
Fire and Emergency Services	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Fire and Emergency Services	HVAC system optimization	21,446	0	21,446	0	1,202	8,583	0	0	0	0
Fire and Emergency Services	Lighting upgrade	107,232	1,965	105,267	0	1,305	9,826	-274	0	0	0
Fire and Emergency Services	Purchasing carbon offsets	0	0	0	9	-280	0	0	0	0	0
Fire and Emergency Services	Solar PV	160,000	32,000	128,000	3	6,377	45,552	0	0	0	0
Harbour Master	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Harbour Master	HVAC system optimization	420	0	420	0	54	387	0	0	0	0
Harbour Master	Lighting upgrade	2,100	77	2,023	0	51	384	-11	0	0	0
Harbour Master	Purchasing carbon offsets	0	0	0	0	-11	0	0	0	0	0
HH Knoll Park	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
HH Knoll Park	HVAC system optimization	7,421	0	7,421	0	99	704	0	0	0	0
HH Knoll Park	Lighting upgrade	37,106	156	36,950	0	103	779	-22	0	0	0
HH Knoll Park	Purchasing carbon offsets	0	0	0	1	-27	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO ₂ e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m ³ /yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Humberstone Hall Visitors Centre	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Humberstone Hall Visitors Centre	DHW to heat pump	10,000	59	9,941	0	-50	-799	237	0	0	0
Humberstone Hall Visitors Centre	HVAC system optimization	2,100	68	2,032	1	89	133	272	0	0	0
Humberstone Hall Visitors Centre	HVAC to heat pump	116,466	23,293	93,173	5	-579	-9,190	2,720	0	0	0
Humberstone Hall Visitors Centre	Lighting upgrade	10,500	63	10,437	0	42	315	-9	0	0	0
Humberstone Hall Visitors Centre	Purchasing carbon offsets	0	0	0	6	-177	0	0	0	0	0
Library	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Library	DHW to heat pump	10,000	259	9,741	2	-220	-3,496	1,035	0	0	0
Library	HVAC system optimization	14,448	298	14,150	2	765	3,257	1,190	0	0	0
Library	HVAC to heat pump	509,546	101,909	407,637	21	-2,534	-40,207	11,902	0	0	0
Library	Lighting upgrade	72,240	1,724	70,516	0	1,145	8,621	-240	0	0	0
Library	Purchasing carbon offsets	0	0	0	30	-906	0	0	0	0	0
Library	Solar PV	80,000	16,000	64,000	1	3,189	22,776	0	0	0	0
Lions Field Park Canteen and Kitchen	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Lions Field Park Canteen and Kitchen	DHW to heat pump	10,000	5	9,995	0	-4	-63	19	0	0	0
Lions Field Park Canteen and Kitchen	HVAC system optimization	1,680	5	1,675	0	36	215	21	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Lions Field Park Canteen and Kitchen	HVAC to heat pump	9,138	1,828	7,310	0	-45	-721	213	0	0	0
Lions Field Park Canteen and Kitchen	Lighting upgrade	8,400	230	8,170	0	153	1,150	-32	0	0	0
Lions Field Park Canteen and Kitchen	Purchasing carbon offsets	0	0	0	1	-39	0	0	0	0	0
Lock 8 Washrooms	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Lock 8 Washrooms	HVAC system optimization	614	0	614	0	83	591	0	0	0	0
Lock 8 Washrooms	Lighting upgrade	3,072	131	2,941	0	87	653	-18	0	0	0
Lock 8 Washrooms	Purchasing carbon offsets	0	0	0	1	-22	0	0	0	0	0
Market Square	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Market Square	HVAC system optimization	1,865	0	1,865	0	17	125	0	0	0	0
Market Square	Lighting upgrade	9,323	25	9,298	0	16	124	-3	0	0	0
Market Square	Purchasing carbon offsets	0	0	0	0	-4	0	0	0	0	0
Museum LR Wilson Archives	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Museum LR Wilson Archives	DHW to heat pump	10,000	53	9,947	0	-45	-720	213	0	0	0
Museum LR Wilson Archives	HVAC system optimization	2,970	61	2,909	0	132	491	245	0	0	0
Museum LR Wilson Archives	HVAC to heat pump	104,926	20,985	83,941	4	-522	-8,279	2,451	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Museum LR Wilson Archives	Lighting upgrade	14,850	232	14,618	0	154	1,161	-32	0	0	0
Museum LR Wilson Archives	Purchasing carbon offsets	0	0	0	6	-176	0	0	0	0	0
Museum Sharpe HRC	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Museum Sharpe HRC	DHW to heat pump	10,000	34	9,966	0	-29	-463	137	0	0	0
Museum Sharpe HRC	HVAC system optimization	4,320	39	4,281	0	66	182	158	0	0	0
Museum Sharpe HRC	HVAC to heat pump	67,470	13,494	53,976	3	-336	-5,324	1,576	0	0	0
Museum Sharpe HRC	Lighting upgrade	21,600	86	21,514	0	57	431	-12	0	0	0
Museum Sharpe HRC	Purchasing carbon offsets	0	0	0	4	-107	0	0	0	0	0
Museum Williams House	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Museum Williams House	DHW to heat pump	10,000	60	9,940	0	-51	-808	239	0	0	0
Museum Williams House	HVAC system optimization	2,650	69	2,581	1	126	390	275	0	0	0
Museum Williams House	HVAC to heat pump	117,806	23,561	94,245	5	-586	-9,296	2,752	0	0	0
Museum Williams House	Lighting upgrade	13,248	185	13,063	0	123	924	-26	0	0	0
Museum Williams House	Purchasing carbon offsets	0	0	0	6	-190	0	0	0	0	0
Nickle Beach Washrooms	Purchasing carbon offsets	0	0	0	0	0	0	0	0	0	0
Pleasant Beach Rd security camera	Purchasing carbon offsets	0	0	0	0	0	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Public Works (Engineering and Operations Centre)	Conduct energy audit	14,742	0	14,742	0	0	0	0	0	0	0
Public Works (Engineering and Operations Centre)	HVAC system optimization	44,226	0	44,226	1	2,527	18,050	0	0	0	0
Public Works (Engineering and Operations Centre)	Lighting upgrade	221,130	3,579	217,551	0	2,376	17,896	-499	0	0	0
Public Works (Engineering and Operations Centre)	Purchasing carbon offsets	0	0	0	17	-518	0	0	0	0	0
Public Works (Engineering and Operations Centre)	Solar PV	320,000	64,000	256,000	5	12,755	91,104	0	0	0	0
Scouts Hall	Demolish building	0	0	0	4	553	266	1,983	0	0	0
Sugarloaf Marina Marlon Building	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Sugarloaf Marina Marlon Building	DHW to heat pump	10,000	63	9,937	0	-54	-853	253	0	0	0
Sugarloaf Marina Marlon Building	HVAC system optimization	4,860	73	4,787	1	652	4,121	290	0	0	0
Sugarloaf Marina Marlon Building	HVAC to heat pump	124,344	24,869	99,475	5	-618	-9,812	2,904	0	0	0
Sugarloaf Marina Marlon Building	Lighting upgrade	24,300	1,949	22,351	0	1,294	9,746	-272	0	0	0
Sugarloaf Marina Marlon Building	Purchasing carbon offsets	0	0	0	12	-368	0	0	0	0	0
Tennis Courts	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Tennis Courts	Lighting upgrade	11,400	161	11,239	0	107	806	-22	0	0	0
Tennis Courts	Purchasing carbon offsets	0	0	0	1	-21	0	0	0	0	0
Vale Health and Wellness Centre	Conduct energy audit	58,177	0	58,177	0	0	0	0	0	0	0
Vale Health and Wellness Centre	DHW to heat pump	120,000	2,925	117,075	20	-2,492	-39,529	11,701	0	0	0
Vale Health and Wellness Centre	Equipment electrification	500,000	100,000	400,000	14	-9,090	-83,228	9,855	0	0	0
Vale Health and Wellness Centre	HVAC system optimization	100,000	4,008	95,992	35	15,500	80,944	16,030	0	0	0
Vale Health and Wellness Centre	HVAC to heat pump	4,920,633	984,127	3,936,506	278	-34,138	-541,577	160,318	0	0	0
Vale Health and Wellness Centre	Ice resurfacers conversion	175,000	0	175,000	0	-125	-1,145	136	0	0	0
Vale Health and Wellness Centre	Install low GWP refrigerant equipment	0	0	0	0	0	0	0	0	0	0
Vale Health and Wellness Centre	Lighting upgrade	872,658	22,569	850,089	0	14,981	112,843	-3,144	0	0	0
Vale Health and Wellness Centre	Pool heat to heat pump	1,000,000	200,000	800,000	63	-7,798	-123,709	36,620	0	0	0
Vale Health and Wellness Centre	Purchasing carbon offsets	0	0	0	601	-18,060	0	0	0	0	0
Vale Health and Wellness Centre	Solar PV	1,280,000	256,000	1,024,000	20	51,018	364,416	0	0	0	0
Wignell Drain Outlet Structure	Conduct energy audit	12,000	0	12,000	0	0	0	0	0	0	0
Wignell Drain Outlet Structure	HVAC system optimization	127	0	127	0	1	8	0	0	0	0
Wignell Drain Outlet Structure	Lighting upgrade	635	2	633	0	1	8	-0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Wignell Drain Outlet Structure	Purchasing carbon offsets	0	0	0	0	-0	0	0	0	0	0
Archives Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Archives Waste	Purchasing carbon offsets	0	0	0	1	-44	0	0	0	0	0
Archives Waste	Waste mitigation	8,340	0	8,340	1	0	0	0	0	0	0
City Hall Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
City Hall Waste	Purchasing carbon offsets	0	0	0	15	-442	0	0	0	0	0
City Hall Waste	Waste mitigation	8,340	0	8,340	15	0	0	0	0	0	0
Fire Hall Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Fire Hall Waste	Purchasing carbon offsets	0	0	0	4	-133	0	0	0	0	0
Fire Hall Waste	Waste mitigation	8,340	0	8,340	4	0	0	0	0	0	0
Library Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Library Waste	Purchasing carbon offsets	0	0	0	3	-88	0	0	0	0	0
Library Waste	Waste mitigation	8,340	0	8,340	3	0	0	0	0	0	0
Museum Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Museum Waste	Purchasing carbon offsets	0	0	0	1	-44	0	0	0	0	0
Museum Waste	Waste mitigation	8,340	0	8,340	1	0	0	0	0	0	0
Nickel Beach Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Nickel Beach Waste	Purchasing carbon offsets	0	0	0	14	-422	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO ₂ e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m ³ /yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Nickel Beach Waste	Waste mitigation	8,340	0	8,340	14	0	0	0	0	0	0
Operations Centre Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Operations Centre Waste	Purchasing carbon offsets	0	0	0	32	-965	0	0	0	0	0
Operations Centre Waste	Waste mitigation	8,340	0	8,340	32	0	0	0	0	0	0
Park Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Park Waste	Purchasing carbon offsets	0	0	0	61	-1,823	0	0	0	0	0
Park Waste	Waste mitigation	8,340	0	8,340	61	0	0	0	0	0	0
Roselawn Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Roselawn Waste	Purchasing carbon offsets	0	0	0	0	-11	0	0	0	0	0
Roselawn Waste	Waste mitigation	8,340	0	8,340	0	0	0	0	0	0	0
Sugarloaf Marina Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Sugarloaf Marina Waste	Purchasing carbon offsets	0	0	0	68	-2,051	0	0	0	0	0
Sugarloaf Marina Waste	Waste mitigation	8,340	0	8,340	68	0	0	0	0	0	0
Tea Room Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0
Tea Room Waste	Purchasing carbon offsets	0	0	0	1	-44	0	0	0	0	0
Tea Room Waste	Waste mitigation	8,340	0	8,340	1	0	0	0	0	0	0
Vale Health and Wellness Centre Waste	Conduct waste audit	4,170	0	4,170	0	0	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Vale Health and Wellness Centre Waste	Purchasing carbon offsets	0	0	0	64	-1,931	0	0	0	0	0
Vale Health and Wellness Centre Waste	Waste mitigation	8,340	0	8,340	64	0	0	0	0	0	0
Building Dept Fleet	Fleet equipment decarbonization	360,000	0	360,000	2	1,288	-2,620	0	1,103	0	0
Building Dept Fleet	Fleet optimization	2,780	0	2,780	0	83	0	0	55	0	0
Building Dept Fleet	Purchasing carbon offsets	0	0	0	3	-79	0	0	0	0	0
By-Law Dept Fleet	Fleet equipment decarbonization	240,000	0	240,000	5	2,414	-4,911	0	2,068	0	0
By-Law Dept Fleet	Fleet optimization	2,780	0	2,780	0	155	0	0	103	0	0
By-Law Dept Fleet	Purchasing carbon offsets	0	0	0	5	-148	0	0	0	0	0
Canal Days Fleet	Fleet equipment decarbonization	120,000	0	120,000	1	591	-1,599	0	176	0	367
Canal Days Fleet	Fleet optimization	2,780	0	2,780	0	60	0	0	13	0	27
Canal Days Fleet	Heavy vehicle decarbonization	500,000	60,000	440,000	2	869	-2,352	0	259	0	540
Canal Days Fleet	Purchasing carbon offsets	0	0	0	2	-63	0	0	0	0	0
Comm & Ecdev Fleet	Fleet equipment decarbonization	120,000	0	120,000	0	0	0	0	0	0	0
Comm & Ecdev Fleet	Fleet optimization	2,780	0	2,780	0	0	0	0	0	0	0
Comm & Ecdev Fleet	Heavy vehicle decarbonization	500,000	60,000	440,000	0	0	0	0	0	0	0
Comm & Ecdev Fleet	Purchasing carbon offsets	0	0	0	0	0	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Drains Fleet	Fleet equipment decarbonization	720,000	0	720,000	19	8,129	-22,940	0	1,630	0	5,930
Drains Fleet	Fleet optimization	2,780	0	2,780	1	834	0	0	120	0	436
Drains Fleet	Heavy vehicle decarbonization	1,500,000	180,000	1,320,000	28	11,954	-33,736	0	2,397	0	8,721
Drains Fleet	Purchasing carbon offsets	0	0	0	30	-887	0	0	0	0	0
Engineering Fleet	Fleet equipment decarbonization	360,000	0	360,000	0	0	0	0	0	0	0
Engineering Fleet	Fleet optimization	2,780	0	2,780	0	0	0	0	0	0	0
Engineering Fleet	Heavy vehicle decarbonization	500,000	60,000	440,000	0	0	0	0	0	0	0
Engineering Fleet	Purchasing carbon offsets	0	0	0	0	0	0	0	0	0	0
Facility Maint Fleet	Fleet equipment decarbonization	600,000	0	600,000	5	2,318	-4,754	0	1,952	0	36
Facility Maint Fleet	Fleet optimization	2,780	0	2,780	0	219	0	0	144	0	3
Facility Maint Fleet	Heavy vehicle decarbonization	1,000,000	120,000	880,000	7	3,408	-6,991	0	2,871	0	53
Facility Maint Fleet	Purchasing carbon offsets	0	0	0	7	-213	0	0	0	0	0
Fire Fleet	Fleet equipment decarbonization	120,000	0	120,000	25	10,571	-30,472	0	1,587	0	8,304
Fire Fleet	Fleet optimization	2,780	0	2,780	2	1,301	0	0	139	0	728
Fire Fleet	Heavy vehicle decarbonization	5,000,000	600,000	4,400,000	43	18,545	-53,460	0	2,785	0	14,568
Fire Fleet	Purchasing carbon offsets	0	0	0	46	-1,393	0	0	0	0	0
Fleet Fleet	Fleet equipment decarbonization	120,000	0	120,000	1	710	-1,444	0	608	0	0
Fleet Fleet	Fleet optimization	2,780	0	2,780	0	65	0	0	43	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Fleet Fleet	Heavy vehicle decarbonization	500,000	60,000	440,000	2	1,014	-2,063	0	868	0	0
Fleet Fleet	Purchasing carbon offsets	0	0	0	2	-63	0	0	0	0	0
Marina Fleet	Fleet equipment decarbonization	2,160,000	0	2,160,000	6	2,792	-6,922	0	1,356	0	1,151
Marina Fleet	Fleet optimization	2,780	0	2,780	0	276	0	0	100	0	85
Marina Fleet	Heavy vehicle decarbonization	4,500,000	360,000	4,140,000	9	4,105	-10,179	0	1,995	0	1,692
Marina Fleet	Purchasing carbon offsets	0	0	0	9	-283	0	0	0	0	0
Museum Fleet	Fleet equipment decarbonization	120,000	0	120,000	0	128	-261	0	110	0	0
Museum Fleet	Fleet optimization	2,780	0	2,780	0	8	0	0	5	0	0
Museum Fleet	Purchasing carbon offsets	0	0	0	0	-8	0	0	0	0	0
Nickel Beach Fleet	Fleet equipment decarbonization	480,000	0	480,000	0	0	0	0	0	0	0
Nickel Beach Fleet	Fleet optimization	2,780	0	2,780	0	0	0	0	0	0	0
Nickel Beach Fleet	Heavy vehicle decarbonization	1,000,000	0	1,000,000	0	0	0	0	0	0	0
Nickel Beach Fleet	Purchasing carbon offsets	0	0	0	0	0	0	0	0	0	0
Parks Fleet	Fleet equipment decarbonization	12,600,000	0	12,600,000	60	29,129	-66,693	0	18,758	0	6,886
Parks Fleet	Fleet optimization	2,780	0	2,780	5	2,828	0	0	1,379	0	506
Parks Fleet	Heavy vehicle decarbonization	26,000,000	0	26,000,000	88	42,837	-98,079	0	27,586	0	10,126
Parks Fleet	Purchasing carbon offsets	0	0	0	94	-2,821	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Project Management Fleet	Fleet equipment decarbonization	120,000	0	120,000	5	2,725	-5,544	0	2,334	0	0
Project Management Fleet	Fleet optimization	2,780	0	2,780	0	175	0	0	117	0	0
Project Management Fleet	Purchasing carbon offsets	0	0	0	6	-167	0	0	0	0	0
Transportation Fleet	Fleet equipment decarbonization	12,120,000	0	12,120,000	45	19,479	-55,682	0	3,316	0	14,867
Transportation Fleet	Fleet optimization	2,780	0	2,780	10	5,454	0	0	663	0	2,973
Transportation Fleet	Heavy vehicle decarbonization	25,500,000	0	25,500,000	181	77,914	-222,726	0	13,263	0	59,468
Transportation Fleet	Purchasing carbon offsets	0	0	0	193	-5,802	0	0	0	0	0
Utilities Fleet	Fleet equipment decarbonization	2,880,000	0	2,880,000	0	0	0	0	0	0	0
Utilities Fleet	Fleet optimization	2,780	0	2,780	0	0	0	0	0	0	0
Utilities Fleet	Heavy vehicle decarbonization	6,000,000	0	6,000,000	0	0	0	0	0	0	0
Utilities Fleet	Purchasing carbon offsets	0	0	0	0	0	0	0	0	0	0
WasteWater Fleet	Fleet equipment decarbonization	3,120,000	0	3,120,000	8	3,927	-9,378	0	2,208	0	1,286
WasteWater Fleet	Fleet optimization	2,780	0	2,780	1	385	0	0	162	0	95
WasteWater Fleet	Heavy vehicle decarbonization	6,500,000	0	6,500,000	12	5,776	-13,792	0	3,247	0	1,891
WasteWater Fleet	Purchasing carbon offsets	0	0	0	13	-390	0	0	0	0	0
Water Fleet	Fleet equipment decarbonization	3,240,000	0	3,240,000	23	10,664	-26,525	0	5,113	0	4,473

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Water Fleet	Fleet optimization	2,780	0	2,780	2	1,057	0	0	376	0	329
Water Fleet	Heavy vehicle decarbonization	6,500,000	0	6,500,000	34	15,683	-39,007	0	7,519	0	6,577
Water Fleet	Purchasing carbon offsets	0	0	0	36	-1,084	0	0	0	0	0
000Clarence St, Traf Light Elm St	Purchasing carbon offsets	0	0	0	0	-8	0	0	0	0	0
160 Sugarloaf St, Lighting 200A Service-Cenotaph, etc	Purchasing carbon offsets	0	0	0	0	-3	0	0	0	0	0
160 Sugarloaf St, Park Light	Purchasing carbon offsets	0	0	0	0	-1	0	0	0	0	0
183 Main St West Lights	Purchasing carbon offsets	0	0	0	0	-7	0	0	0	0	0
212 West, No. 5 Panel Promenade lights	Purchasing carbon offsets	0	0	0	0	-5	0	0	0	0	0
3 Marina St (Marina Lighting) master	Purchasing carbon offsets	0	0	0	2	-73	0	0	0	0	0
Church&Main St. W Light Pedestal	Purchasing carbon offsets	0	0	0	1	-25	0	0	0	0	0
Light House and Sign	Purchasing carbon offsets	0	0	0	0	-4	0	0	0	0	0
Main St West Lights	Purchasing carbon offsets	0	0	0	1	-16	0	0	0	0	0
Near 48 Main St. W Light Pedestal	Purchasing carbon offsets	0	0	0	0	-7	0	0	0	0	0
Street Lights - General	Purchasing carbon offsets	0	0	0	30	-894	0	0	0	0	0
Traffic Lights-King St	Purchasing carbon offsets	0	0	0	0	-6	0	0	0	0	0

Table 12: Recommended measures and energy savings (continued)

Facility / Asset	Measure	Estimated project cost (\$)	Incentives (\$)	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Reduction in utility cost (\$/yr)	Reduction in electricity use (kWh/yr)	Reduction in natural gas use (m3/yr)	Reduction in gasoline use (L/yr)	Reduction in ethanol 10 use (L/yr)	Reduction in diesel use (L/yr)
Traffic Lights-Steele and Clarence	Purchasing carbon offsets	0	0	0	0	-6	0	0	0	0	0
550 Elizabeth St, Pump Stn 66 Elizabeth St	Purchasing carbon offsets	0	0	0	0	-11	0	0	0	0	0
69 Lake Rd, Pump House Nickel Beach	Purchasing carbon offsets	0	0	0	0	-6	0	0	0	0	0
69 Lake Rd, Trl Pumps Nickel Beach	Purchasing carbon offsets	0	0	0	0	-7	0	0	0	0	0
Bulk Water Station 2	Purchasing carbon offsets	0	0	0	0	-5	0	0	0	0	0
Johnson St Pumping Station	Purchasing carbon offsets	0	0	0	1	-43	0	0	0	0	0
Scholl Field Pump	Purchasing carbon offsets	0	0	0	7	-206	0	0	0	0	0
*											

A.2 Most Aggressive Pathway ECMs

The full list of recommended measures for the Most Aggressive pathway is presented below.

Table 13: Recommended measures and timeline for Most Aggressive pathway

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	00 Sugarloaf St, Splashpad	Conduct energy audit	2,934	0	5	0	-	-
2026	00 Sugarloaf St, Splashpad	Lighting upgrade	10,055	0	10	0	38,419,555	3,841,956
2026	000 Weaver Rd, Sec Camera	Conduct energy audit	2,934	0	5	0	-	-
2026	000 Weaver Rd, Sec Camera	Lighting upgrade	1,483	0	10	0	19,160,294	1,916,029
2026	1 Marina Rd (fuel docks)	Conduct energy audit	2,934	0	5	0	-	-
2026	1 Marina Rd (fuel docks)	Lighting upgrade	33,426	0	10	0	52,272,649	5,227,265
2026	145 Mellanby Ave, Lock 8 Viewing Stand	Conduct energy audit	2,934	0	5	0	-	-
2026	145 Mellanby Ave, Lock 8 Viewing Stand	Lighting upgrade	34,629	0	10	0	28,222,465	2,822,247
2026	2 John St. Lockview	Conduct energy audit	2,934	0	5	0	-	-
2026	227 Catharine St, Market Square	Conduct energy audit	2,934	0	5	0	-	-
2026	227 Catharine St, Market Square	Lighting upgrade	1,314	0	10	0	38,412,661	3,841,266
2026	280 King Street (Barn)	Conduct energy audit	2,934	0	5	0	-	-
2026	280 King Street (Barn)	Lighting upgrade	24,438	0	10	0	38,420,174	3,842,017
2026	287 West Side Rd, Flow Meter	Conduct energy audit	2,934	0	5	0	-	-
2026	287 West Side Rd, Flow Meter	Lighting upgrade	1,852	0	10	0	19,154,270	1,915,427
2026	296 Fielden Ave, Business Roselawn Centre	Conduct energy audit	2,934	0	5	0	-	-
2026	296 Fielden Ave, Heritage Roselawn Centre	Conduct energy audit	6,228	0	5	0	-	-

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	296 Fielden Ave, Heritage Roselawn Centre	Lighting upgrade	397,585	0	10	0	27,412,811	2,741,281
2026	3 Marina St (Air Conditioning)	Conduct energy audit	2,934	0	5	0	-	-
2026	3 Marina St, Sugarloaf Marina docks	Conduct energy audit	2,934	0	5	0	-	-
2026	550 Elizabeth St, Ball Field	Conduct energy audit	2,934	0	5	0	-	-
2026	550 Elizabeth St, Ball Field	Lighting upgrade	14,840	0	10	0	45,757,571	4,575,757
2026	61 Princess Street (Garage)	Conduct energy audit	2,934	0	5	0	-	-
2026	61 Princess Street (Garage)	Lighting upgrade	1,023	0	10	0	38,433,484	3,843,348
2026	78 Lakeshore Rd W, Heat Trace	Conduct energy audit	2,934	0	5	0	-	-
2026	Arabellas Tea Room	Conduct energy audit	2,934	0	5	0	-	-
2026	Arabellas Tea Room	Lighting upgrade	9,284	0	10	0	12,545,210	1,254,521
2026	Athletic Field Washrooms	Conduct energy audit	2,934	0	5	0	-	-
2026	Athletic Field Washrooms	Lighting upgrade	11,216	0	10	0	18,419,060	1,841,906
2026	Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Conduct energy audit	2,934	0	5	0	-	-
2026	Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Lighting upgrade	11,852	0	10	0	22,857,045	2,285,705
2026	Centennial Park Washrooms	Conduct energy audit	2,934	0	5	0	-	-
2026	Centennial Park Washrooms	Lighting upgrade	3,213	0	10	0	5,878,078	587,808
2026	City Hall	Conduct energy audit	5,772	0	5	0	-	-
2026	Clarence St Crosswalk	Conduct energy audit	12,534	0	5	0	-	-
2026	Clarence St Crosswalk	Lighting upgrade	3,092	0	10	0	19,156,327	1,915,633

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Clarence St, Seaway Lite Seaway Park	Conduct energy audit	12,534	0	5	0	-	-
2026	Clarence St, Seaway Lite Seaway Park	Lighting upgrade	18,414	0	10	0	38,420,835	3,842,084
2026	E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Conduct energy audit	12,534	0	5	0	-	-
2026	E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Lighting upgrade	2,678	0	10	0	38,426,923	3,842,692
2026	Eagle Marsh Drain Outlet Structure	Conduct energy audit	12,534	0	5	0	-	-
2026	Eagle Marsh Drain Outlet Structure	Lighting upgrade	31,874	0	10	0	38,421,092	3,842,109
2026	Fielden Washrooms	Conduct energy audit	12,534	0	5	0	-	-
2026	Fielden Washrooms	Lighting upgrade	2,532	0	10	0	21,652,982	2,165,298
2026	Fire and Emergency Services	Conduct energy audit	12,534	0	5	0	-	-
2026	Fire and Emergency Services	Lighting upgrade	110,037	0	10	0	5,957,745	595,774
2026	Harbour Master	Conduct energy audit	12,534	0	5	0	-	-
2026	Harbour Master	Lighting upgrade	2,117	0	10	0	2,932,073	293,207
2026	HH Knoll Park	Conduct energy audit	12,534	0	5	0	-	-
2026	HH Knoll Park	Lighting upgrade	38,601	0	10	0	26,372,115	2,637,212
2026	Humberstone Hall Visitors Centre	Conduct energy audit	12,534	0	5	0	-	-
2026	Humberstone Hall Visitors Centre	Lighting upgrade	10,904	0	10	0	18,413,493	1,841,349
2026	Library	Conduct energy audit	12,534	0	5	0	-	-

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Library	Lighting upgrade	73,729	0	10	0	4,550,087	455,009
2026	Lions Field Park Canteen and Kitchen	Conduct energy audit	12,534	0	5	0	-	-
2026	Lions Field Park Canteen and Kitchen	Lighting upgrade	8,544	0	10	0	3,953,168	395,317
2026	Lock 8 Washrooms	Conduct energy audit	12,534	0	5	0	-	-
2026	Lock 8 Washrooms	Lighting upgrade	3,078	0	10	0	2,507,322	250,732
2026	Market Square	Conduct energy audit	12,534	0	5	0	-	-
2026	Market Square	Lighting upgrade	9,713	0	10	0	41,771,454	4,177,145
2026	Museum LR Wilson Archives	Conduct energy audit	12,534	0	5	0	-	-
2026	Museum LR Wilson Archives	Lighting upgrade	15,278	0	10	0	7,001,734	700,173
2026	Museum Sharpe HRC	Conduct energy audit	12,534	0	5	0	-	-
2026	Museum Williams House	Conduct energy audit	12,534	0	5	0	-	-
2026	Museum Williams House	HVAC to heat pump	99,485	5	15	72	20,852	1,390
2026	Museum Williams House	Lighting upgrade	13,653	0	10	0	7,865,024	786,502
2026	Public Works (Engineering and Operations Centre)	Conduct energy audit	15,398	0	5	0	-	-
2026	Public Works (Engineering and Operations Centre)	Lighting upgrade	227,388	0	10	0	6,760,122	676,012
2026	Sugarloaf Marina Marlon Building	Conduct energy audit	12,534	0	5	0	-	-
2026	Sugarloaf Marina Marlon Building	Lighting upgrade	23,432	0	10	0	1,279,182	127,918
2026	Tennis Courts	Conduct energy audit	12,534	0	5	0	-	-
2026	Vale Health and Wellness Centre	Conduct energy audit	60,765	0	5	0	-	-

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Vale Health and Wellness Centre	Ice resurfacers conversion	182,785	0	15	3	927,517	61,834
2026	Wignell Drain Outlet Structure	Conduct energy audit	12,534	0	5	0	-	-
2026	Wignell Drain Outlet Structure	Lighting upgrade	662	0	10	0	41,795,040	4,179,504
2026	Archives Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	City Hall Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Fire Hall Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Library Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Museum Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Nickel Beach Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Operations Centre Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Park Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Roselawn Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Sugarloaf Marina Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Tea Room Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Vale Health and Wellness Centre Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Building Dept Fleet	Fleet optimization	2,904	0	10	1	22,065	2,207
2026	By-Law Dept Fleet	Fleet optimization	2,904	0	10	2	11,772	1,177
2026	Canal Days Fleet	Fleet optimization	2,904	0	10	1	27,714	2,771
2026	Comm & Ecdev Fleet	Fleet optimization	2,904	0	10	0	-	-
2026	Drains Fleet	Fleet optimization	2,904	1	10	15	1,967	197
2027	1 Marina Rd (fuel docks)	HVAC system optimization	6,847	0	15	0	237,739	15,849

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2027	296 Fielden Ave, Business Roselawn Centre	HVAC system optimization	33,857	1	15	8	65,921	4,395
2027	296 Fielden Ave, Heritage Roselawn Centre	HVAC system optimization	81,242	3	15	42	29,125	1,942
2027	3 Marina St (Air Conditioning)	HVAC system optimization	7,755	0	15	1	166,986	11,132
2027	3 Marina St, Sugarloaf Marina docks	HVAC system optimization	6,154	2	15	33	2,802	187
2027	550 Elizabeth St, Ball Field	HVAC system optimization	3,040	0	15	0	256,893	17,126
2027	Arabellas Tea Room	HVAC system optimization	1,880	0	15	4	7,004	467
2027	City Hall	HVAC system optimization	38,607	1	15	18	31,524	2,102
2027	City Hall	Lighting upgrade	188,650	0	10	0	4,579,427	457,943
2027	Fire and Emergency Services	HVAC system optimization	22,893	0	15	7	48,146	3,210
2027	Harbour Master	HVAC system optimization	448	0	15	0	20,891	1,393
2027	HH Knoll Park	HVAC system optimization	7,922	0	15	1	202,994	13,533
2027	Humberstone Hall Visitors Centre	HVAC system optimization	2,174	1	15	8	4,102	273
2027	Library	HVAC system optimization	15,125	2	15	37	6,132	409
2027	Lions Field Park Canteen and Kitchen	HVAC system optimization	1,788	0	15	1	33,807	2,254
2027	Lock 8 Washrooms	HVAC system optimization	655	0	15	0	20,025	1,335
2027	Market Square	HVAC system optimization	1,991	0	15	0	287,993	19,200
2027	Museum LR Wilson Archives	HVAC system optimization	3,109	0	15	7	6,244	416
2027	Museum Sharpe HRC	HVAC system optimization	4,572	0	15	5	14,616	974
2027	Museum Williams House	HVAC system optimization	2,760	1	15	8	5,016	334

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2027	Public Works (Engineering and Operations Centre)	HVAC system optimization	47,210	1	15	15	47,211	3,147
2027	Sugarloaf Marina Marlon Building	HVAC system optimization	5,115	1	15	12	6,506	434
2027	Vale Health and Wellness Centre	HVAC system optimization	102,739	35	15	529	2,912	194
2027	Wignell Drain Outlet Structure	HVAC system optimization	136	0	15	0	288,093	19,206
2027	Building Dept Fleet	Fleet equipment decarbonization	384,287	2	5	12	154,516	30,903
2027	By-Law Dept Fleet	Fleet equipment decarbonization	256,191	5	5	23	54,959	10,992
2027	Canal Days Fleet	Fleet equipment decarbonization	128,096	1	5	7	95,848	19,170
2027	Engineering Fleet	Fleet optimization	2,968	0	10	0	-	-
2027	Facility Maint Fleet	Fleet optimization	2,968	0	10	4	8,387	839
2027	Fire Fleet	Fleet optimization	2,968	2	10	23	1,280	128
2027	Fleet Fleet	Fleet optimization	2,968	0	10	1	28,392	2,839
2027	Marina Fleet	Fleet optimization	2,968	0	10	5	6,299	630
2027	Museum Fleet	Fleet optimization	2,968	0	10	0	226,161	22,616
2027	Nickel Beach Fleet	Fleet optimization	2,968	0	10	0	-	-
2027	Parks Fleet	Fleet optimization	2,968	5	10	47	632	63
2027	Project Management Fleet	Fleet optimization	2,968	0	10	3	10,657	1,066
2027	Transportation Fleet	Fleet optimization	2,968	10	10	97	307	31
2027	Utilities Fleet	Fleet optimization	2,968	0	10	0	-	-
2027	WasteWater Fleet	Fleet optimization	2,968	1	10	6	4,571	457

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2027	Water Fleet	Fleet optimization	2,968	2	10	18	1,646	165
2028	296 Fielden Ave, Business Roselawn Centre	DHW to heat pump	10,855	0	15	6	28,814	1,921
2028	3 Marina St, Sugarloaf Marina docks	Lighting upgrade	30,917	0	10	0	1,816,029	181,603
2028	Library	DHW to heat pump	10,651	2	15	27	5,935	396
2028	Lions Field Park Canteen and Kitchen	DHW to heat pump	10,905	0	15	0	338,867	22,591
2028	Museum LR Wilson Archives	DHW to heat pump	10,856	0	15	6	29,379	1,959
2028	Museum Sharpe HRC	Lighting upgrade	23,478	0	10	0	28,994,973	2,899,497
2028	Scouts Hall	Demolish building	0	4	-	-	0	-
2028	Tennis Courts	Lighting upgrade	12,276	0	10	0	8,101,014	810,101
2028	Vale Health and Wellness Centre	HVAC to heat pump	4,384,022	278	15	4,170	15,772	1,051
2028	Vale Health and Wellness Centre	Lighting upgrade	929,455	0	10	2	4,382,227	438,223
2028	Comm & Ecdev Fleet	Fleet equipment decarbonization	130,914	0	5	0	-	-
2028	Drains Fleet	Fleet equipment decarbonization	785,482	19	5	94	41,759	8,352
2028	Engineering Fleet	Fleet equipment decarbonization	392,741	0	5	0	-	-
2028	Facility Maint Fleet	Fleet equipment decarbonization	654,568	5	5	23	143,885	28,777
2028	Fire Fleet	Fleet equipment decarbonization	130,914	25	5	124	5,292	1,058
2028	Fleet Fleet	Fleet equipment decarbonization	130,914	1	5	7	94,627	18,925

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2029	296 Fielden Ave, Business Roselawn Centre	HVAC to heat pump	97,876	4	15	65	22,592	1,506
2029	296 Fielden Ave, Business Roselawn Centre	Lighting upgrade	176,856	0	10	0	65,517,831	6,551,783
2029	296 Fielden Ave, Heritage Roselawn Centre	DHW to heat pump	16,429	2	15	31	8,023	535
2029	Arabellas Tea Room	DHW to heat pump	11,120	0	15	3	54,649	3,643
2029	Marina Fleet	Fleet equipment decarbonization	2,408,287	6	5	30	399,773	79,955
2029	Museum Fleet	Fleet equipment decarbonization	133,794	0	5	1	539,531	107,906
2029	Nickel Beach Fleet	Fleet equipment decarbonization	535,175	0	5	0	-	-
2030	Fire and Emergency Services	Solar PV	150,316	3	15	38	59,565	3,971
2030	Humberstone Hall Visitors Centre	DHW to heat pump	11,336	0	15	6	27,637	1,842
2030	Library	Solar PV	75,158	1	15	19	59,565	3,971
2030	Museum Sharpe HRC	DHW to heat pump	11,361	0	15	4	47,812	3,187
2030	Museum Williams House	DHW to heat pump	11,335	0	15	6	27,321	1,821
2030	Sugarloaf Marina Marlon Building	DHW to heat pump	11,332	0	15	7	25,877	1,725
2030	Parks Fleet	Fleet equipment decarbonization	14,357,40460		5	301	238,750	47,750
2030	Project Management Fleet	Fleet equipment decarbonization	136,737	5	5	26	25,983	5,197
2030	Transportation Fleet	Fleet equipment decarbonization	13,810,45545		5	226	305,663	61,133

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2031	296 Fielden Ave, Heritage Roselawn Centre	Solar PV	270,073	4	15	66	61,154	4,077
2031	3 Marina St, Sugarloaf Marina docks	DHW to heat pump	11,386	2	15	27	6,337	422
2031	3 Marina St, Sugarloaf Marina docks	Solar PV	308,654	5	15	76	61,154	4,077
2031	Vale Health and Wellness Centre	DHW to heat pump	136,820	20	15	304	6,744	450
2031	Utilities Fleet	Fleet equipment decarbonization	3,353,890	0	5	0	-	-
2031	WasteWater Fleet	Fleet equipment decarbonization	3,633,380	8	5	42	437,148	87,430
2031	Water Fleet	Fleet equipment decarbonization	3,773,126	23	5	115	163,684	32,737
2032	296 Fielden Ave, Business Roselawn Centre	Solar PV	59,410	1	15	14	62,778	4,185
2032	City Hall	Solar PV	237,640	4	15	57	62,778	4,185
2032	Vale Health and Wellness Centre	Pool heat to heat pump	990,165	63	15	952	15,595	1,040
2032	Canal Days Fleet	Heavy vehicle decarbonization	535,082	2	10	20	272,257	27,226
2032	Comm & Ecdev Fleet	Heavy vehicle decarbonization	535,082	0	10	0	-	-
2033	Library	HVAC to heat pump	517,876	21	15	310	25,095	1,673
2033	Lions Field Park Canteen and Kitchen	HVAC to heat pump	9,287	0	15	6	25,096	1,673
2033	Public Works (Engineering and Operations Centre)	Solar PV	325,232	5	15	76	64,439	4,296
2033	Vale Health and Wellness Centre	Solar PV	1,300,926	20	15	303	64,439	4,296
2033	Drains Fleet	Heavy vehicle decarbonization	1,644,523	28	10	277	59,451	5,945

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2033	Engineering Fleet	Heavy vehicle decarbonization	548,174	0	10	0	-	-
2034	296 Fielden Ave, Heritage Roselawn Centre	HVAC to heat pump	606,490	24	15	353	25,756	1,717
2034	Arabellas Tea Room	HVAC to heat pump	60,271	2	15	35	25,756	1,717
2034	Museum LR Wilson Archives	HVAC to heat pump	109,449	4	15	64	25,756	1,717
2034	Facility Maint Fleet	Heavy vehicle decarbonization	1,123,108	7	10	67	167,877	16,788
2034	Fire Fleet	Heavy vehicle decarbonization	5,615,541	43	10	434	129,379	12,938
2035	3 Marina St, Sugarloaf Marina docks	HVAC to heat pump	271,401	17	15	260	15,630	1,042
2035	Humberstone Hall Visitors Centre	HVAC to heat pump	124,672	5	15	71	26,431	1,762
2035	Museum Sharpe HRC	HVAC to heat pump	72,224	3	15	41	26,432	1,762
2035	Vale Health and Wellness Centre	Install low GWP refrigerant equipment	0	0	-	-	-	-
2035	Fleet Fleet	Heavy vehicle decarbonization	575,228	2	10	20	291,052	29,105
2035	Marina Fleet	Heavy vehicle decarbonization	5,357,055	9	10	89	604,700	60,470
2035	Nickel Beach Fleet	Heavy vehicle decarbonization	1,270,457	0	10	0	-	-
2035	Parks Fleet	Heavy vehicle decarbonization	33,031,873	388	10	884	373,516	37,352
2035	Transportation Fleet	Heavy vehicle decarbonization	32,396,645	181	10	1,807	179,257	17,926
2037	Vale Health and Wellness Centre	Equipment electrification	563,486	14	18	258	39,349	2,186
2038	Sugarloaf Marina Marlon Building	HVAC to heat pump	143,762	5	15	76	28,548	1,903
2038	Utilities Fleet	Heavy vehicle decarbonization	8,136,990	0	10	0	-	-
2039	WasteWater Fleet	Heavy vehicle decarbonization	9,009,004	12	10	122	737,061	73,706
2039	Water Fleet	Heavy vehicle decarbonization	9,009,004	34	10	339	265,761	26,576

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2040	00 Sugarloaf St, Splashpad	Purchasing carbon offsets	0	0	-	-	0	-
2040	000 Weaver Rd, Sec Camera	Purchasing carbon offsets	0	0	-	-	0	-
2040	1 Marina Rd (fuel docks)	Purchasing carbon offsets	0	0	-	-	0	-
2040	11 King St (Metal Shed)	Purchasing carbon offsets	0	0	-	-	-	-
2040	11 King St (Storage Bldg) 14 King St	Purchasing carbon offsets	0	0	-	-	-	-
2040	145 Mellanby Ave, Lock 8 Viewing Stand	Purchasing carbon offsets	0	0	-	-	0	-
2040	2 John St. Lockview	Purchasing carbon offsets	0	0	-	-	0	-
2040	227 Catharine St, Market Square	Purchasing carbon offsets	0	0	-	-	0	-
2040	280 King Street (Barn)	Purchasing carbon offsets	0	0	-	-	0	-
2040	287 West Side Rd, Flow Meter	Purchasing carbon offsets	0	0	-	-	0	-
2040	296 Fielden Ave, Business Roselawn Centre	Purchasing carbon offsets	0	6	-	-	0	-
2040	296 Fielden Ave, Heritage Roselawn Centre	Purchasing carbon offsets	0	33	-	-	0	-
2040	3 Marina St (Air Conditioning)	Purchasing carbon offsets	0	0	-	-	0	-
2040	3 Marina St, Sugarloaf Marina docks	Purchasing carbon offsets	0	27	-	-	0	-
2040	550 Elizabeth St, Ball Field	Purchasing carbon offsets	0	0	-	-	0	-
2040	550 Elizabeth St, Charg Stn	Purchasing carbon offsets	0	1	-	-	0	-
2040	61 Princess Street (Garage)	Purchasing carbon offsets	0	0	-	-	0	-
2040	78 Lakeshore Rd W, Heat Trace	Purchasing carbon offsets	0	0	-	-	-	-
2040	Arabellas Tea Room	Purchasing carbon offsets	0	3	-	-	0	-

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2040	Athletic Field Washrooms	Purchasing carbon offsets	0	0	-	-	0	-
2040	Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Purchasing carbon offsets	0	0	-	-	0	-
2040	Centennial Park Washrooms	Purchasing carbon offsets	0	0	-	-	0	-
2040	City Hall	Purchasing carbon offsets	0	21	-	-	0	-
2040	Clarence St Crosswalk	Purchasing carbon offsets	0	0	-	-	0	-
2040	Clarence St, Seaway Lite Seaway Park	Purchasing carbon offsets	0	0	-	-	0	-
2040	E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Purchasing carbon offsets	0	0	-	-	0	-
2040	Eagle Marsh Drain Outlet Structure	Purchasing carbon offsets	0	0	-	-	0	-
2040	Fielden Washrooms	Purchasing carbon offsets	0	0	-	-	0	-
2040	Fire and Emergency Services	Purchasing carbon offsets	0	9	-	-	0	-
2040	Harbour Master	Purchasing carbon offsets	0	0	-	-	0	-
2040	HH Knoll Park	Purchasing carbon offsets	0	1	-	-	0	-
2040	Humberstone Hall Visitors Centre	Purchasing carbon offsets	0	6	-	-	0	-
2040	Library	Purchasing carbon offsets	0	30	-	-	0	-
2040	Lions Field Park Canteen and Kitchen	Purchasing carbon offsets	0	1	-	-	0	-
2040	Lock 8 Washrooms	Purchasing carbon offsets	0	1	-	-	0	-
2040	Market Square	Purchasing carbon offsets	0	0	-	-	0	-
2040	Museum LR Wilson Archives	Purchasing carbon offsets	0	6	-	-	0	-
2040	Museum Sharpe HRC	Purchasing carbon offsets	0	4	-	-	0	-

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2040	Museum Williams House	Purchasing carbon offsets	0	6	-	-	0	-
2040	Nickle Beach Washrooms	Purchasing carbon offsets	0	0	-	-	-	-
2040	Pleasant Beach Rd security camera	Purchasing carbon offsets	0	0	-	-	-	-
2040	Public Works (Engineering and Operations Centre)	Purchasing carbon offsets	0	17	-	-	0	-
2040	Sugarloaf Marina Marlon Building	Purchasing carbon offsets	0	12	-	-	0	-
2040	Tennis Courts	Purchasing carbon offsets	0	1	-	-	0	-
2040	Vale Health and Wellness Centre	Purchasing carbon offsets	0	601	-	-	0	-
2040	Wignell Drain Outlet Structure	Purchasing carbon offsets	0	0	-	-	0	-
2040	Archives Waste	Purchasing carbon offsets	0	1	-	-	0	-
2040	Archives Waste	Waste mitigation	11,814	1	20	29	8,038	402
2040	City Hall Waste	Purchasing carbon offsets	0	15	-	-	0	-
2040	City Hall Waste	Waste mitigation	11,814	15	20	294	804	40
2040	Fire Hall Waste	Purchasing carbon offsets	0	4	-	-	0	-
2040	Fire Hall Waste	Waste mitigation	11,814	4	20	88	2,679	134
2040	Library Waste	Purchasing carbon offsets	0	3	-	-	0	-
2040	Library Waste	Waste mitigation	11,814	3	20	59	4,019	201
2040	Museum Waste	Purchasing carbon offsets	0	1	-	-	0	-
2040	Museum Waste	Waste mitigation	11,814	1	20	29	8,038	402
2040	Nickle Beach Waste	Purchasing carbon offsets	0	14	-	-	0	-
2040	Nickle Beach Waste	Waste mitigation	11,814	14	20	281	841	42

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2040	Operations Centre Waste	Purchasing carbon offsets	0	32	-	-	0	-
2040	Operations Centre Waste	Waste mitigation	11,814	32	20	642	368	18
2040	Park Waste	Purchasing carbon offsets	0	61	-	-	0	-
2040	Park Waste	Waste mitigation	11,814	61	20	1,213	195	10
2040	Roselawn Waste	Purchasing carbon offsets	0	0	-	-	0	-
2040	Roselawn Waste	Waste mitigation	11,814	0	20	7	32,154	1,608
2040	Sugarloaf Marina Waste	Purchasing carbon offsets	0	68	-	-	0	-
2040	Sugarloaf Marina Waste	Waste mitigation	11,814	68	20	1,365	173	9
2040	Tea Room Waste	Purchasing carbon offsets	0	1	-	-	0	-
2040	Tea Room Waste	Waste mitigation	11,814	1	20	29	8,038	402
2040	Vale Health and Wellness Centre Waste	Purchasing carbon offsets	0	64	-	-	0	-
2040	Vale Health and Wellness Centre Waste	Waste mitigation	11,814	64	20	1,285	184	9
2040	Building Dept Fleet	Purchasing carbon offsets	0	3	-	-	0	-
2040	By-Law Dept Fleet	Purchasing carbon offsets	0	5	-	-	0	-
2040	Canal Days Fleet	Purchasing carbon offsets	0	2	-	-	0	-
2040	Comm & Ecdev Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2040	Drains Fleet	Purchasing carbon offsets	0	30	-	-	0	-
2040	Engineering Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2040	Facility Maint Fleet	Purchasing carbon offsets	0	7	-	-	0	-
2040	Fire Fleet	Purchasing carbon offsets	0	46	-	-	0	-
2040	Fleet Fleet	Purchasing carbon offsets	0	2	-	-	0	-
2040	Marina Fleet	Purchasing carbon offsets	0	9	-	-	0	-

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2040	Museum Fleet	Purchasing carbon offsets	0	0	-	-	0	-
2040	Nickel Beach Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2040	Parks Fleet	Purchasing carbon offsets	0	94	-	-	0	-
2040	Project Management Fleet	Purchasing carbon offsets	0	6	-	-	0	-
2040	Transportation Fleet	Purchasing carbon offsets	0	193	-	-	0	-
2040	Utilities Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2040	WasteWater Fleet	Purchasing carbon offsets	0	13	-	-	0	-
2040	Water Fleet	Purchasing carbon offsets	0	36	-	-	0	-
2040	000Clarence St, Traf Light Elm St	Purchasing carbon offsets	0	0	-	-	0	-
2040	160 Sugarloaf St, Lighting 200A Service-Cenotaph, etc	Purchasing carbon offsets	0	0	-	-	0	-
2040	160 Sugarloaf St, Park Light	Purchasing carbon offsets	0	0	-	-	0	-
2040	183 Main St West Lights	Purchasing carbon offsets	0	0	-	-	0	-
2040	212 West, No. 5 Panel Promenade lights	Purchasing carbon offsets	0	0	-	-	0	-
2040	3 Marina St (Marina Lighting) master	Purchasing carbon offsets	0	2	-	-	0	-
2040	Church&Main St. W Light Pedestal	Purchasing carbon offsets	0	1	-	-	0	-
2040	Light House and Sign	Purchasing carbon offsets	0	0	-	-	0	-
2040	Main St West Lights	Purchasing carbon offsets	0	1	-	-	0	-
2040	Near 48 Main St. W Light Pedestal	Purchasing carbon offsets	0	0	-	-	0	-
2040	Street Lights - General	Purchasing carbon offsets	0	30	-	-	0	-
2040	Traffic Lights-King St	Purchasing carbon offsets	0	0	-	-	0	-

Table 13: Recommended measures and timeline for Most Aggressive pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2040	Traffic Lights-Steele and Clarence	Purchasing carbon offsets	0	0	-	-	0	-
2040	550 Elizabeth St, Pump Stn 66 Elizabeth St	Purchasing carbon offsets	0	0	-	-	0	-
2040	69 Lake Rd, Pump House Nickel Beach	Purchasing carbon offsets	0	0	-	-	0	-
2040	69 Lake Rd, Trl Pumps Nickel Beach	Purchasing carbon offsets	0	0	-	-	0	-
2040	Bulk Water Station 2	Purchasing carbon offsets	0	0	-	-	0	-
2040	Johnson St Pumping Station	Purchasing carbon offsets	0	1	-	-	0	-
2040	Scholl Field Pump	Purchasing carbon offsets	0	7	-	-	0	-
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A.3 Most Aligned Pathway ECMs

The full list of recommended measures for the Most Aligned pathway is presented below.

Table 14: Recommended measures and timeline for Most Aligned pathway

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	00 Sugarloaf St, Splashpad	Conduct energy audit	2,934	0	5	0	-	-
2026	00 Sugarloaf St, Splashpad	Lighting upgrade	10,055	0	10	0	38,419,555	3,841,956
2026	000 Weaver Rd, Sec Camera	Conduct energy audit	2,934	0	5	0	-	-
2026	000 Weaver Rd, Sec Camera	Lighting upgrade	1,483	0	10	0	19,160,294	1,916,029
2026	1 Marina Rd (fuel docks)	Conduct energy audit	2,934	0	5	0	-	-
2026	1 Marina Rd (fuel docks)	Lighting upgrade	33,426	0	10	0	52,272,649	5,227,265
2026	145 Mellanby Ave, Lock 8 Viewing Stand	Conduct energy audit	2,934	0	5	0	-	-

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	145 Mellanby Ave, Lock 8 Viewing Stand	Lighting upgrade	34,629	0	10	0	28,222,465	2,822,247
2026	2 John St. Lockview	Conduct energy audit	2,934	0	5	0	-	-
2026	227 Catharine St, Market Square	Conduct energy audit	2,934	0	5	0	-	-
2026	227 Catharine St, Market Square	Lighting upgrade	1,314	0	10	0	38,412,661	3,841,266
2026	280 King Street (Barn)	Conduct energy audit	2,934	0	5	0	-	-
2026	280 King Street (Barn)	Lighting upgrade	24,438	0	10	0	38,420,174	3,842,017
2026	287 West Side Rd, Flow Meter	Conduct energy audit	2,934	0	5	0	-	-
2026	287 West Side Rd, Flow Meter	Lighting upgrade	1,852	0	10	0	19,154,270	1,915,427
2026	296 Fielden Ave, Business Roselawn Centre	Conduct energy audit	2,934	0	5	0	-	-
2026	296 Fielden Ave, Heritage Roselawn Centre	Conduct energy audit	6,228	0	5	0	-	-
2026	296 Fielden Ave, Heritage Roselawn Centre	Lighting upgrade	397,585	0	10	0	27,412,811	2,741,281
2026	3 Marina St (Air Conditioning)	Conduct energy audit	2,934	0	5	0	-	-
2026	3 Marina St, Sugarloaf Marina docks	Conduct energy audit	2,934	0	5	0	-	-
2026	550 Elizabeth St, Ball Field	Conduct energy audit	2,934	0	5	0	-	-
2026	550 Elizabeth St, Ball Field	Lighting upgrade	14,840	0	10	0	45,757,571	4,575,757
2026	61 Princess Street (Garage)	Conduct energy audit	2,934	0	5	0	-	-
2026	61 Princess Street (Garage)	Lighting upgrade	1,023	0	10	0	38,433,484	3,843,348
2026	78 Lakeshore Rd W, Heat Trace	Conduct energy audit	2,934	0	5	0	-	-

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Arabellas Tea Room	Conduct energy audit	2,934	0	5	0	-	-
2026	Arabellas Tea Room	Lighting upgrade	9,284	0	10	0	12,545,210	1,254,521
2026	Athletic Field Washrooms	Conduct energy audit	2,934	0	5	0	-	-
2026	Athletic Field Washrooms	Lighting upgrade	11,216	0	10	0	18,419,060	1,841,906
2026	Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Conduct energy audit	2,934	0	5	0	-	-
2026	Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Lighting upgrade	11,852	0	10	0	22,857,045	2,285,705
2026	Centennial Park Washrooms	Conduct energy audit	2,934	0	5	0	-	-
2026	Centennial Park Washrooms	Lighting upgrade	3,213	0	10	0	5,878,078	587,808
2026	City Hall	Conduct energy audit	5,772	0	5	0	-	-
2026	Clarence St Crosswalk	Conduct energy audit	12,534	0	5	0	-	-
2026	Clarence St Crosswalk	Lighting upgrade	3,092	0	10	0	19,156,327	1,915,633
2026	Clarence St, Seaway Lite Seaway Park	Conduct energy audit	12,534	0	5	0	-	-
2026	Clarence St, Seaway Lite Seaway Park	Lighting upgrade	18,414	0	10	0	38,420,835	3,842,084
2026	E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Conduct energy audit	12,534	0	5	0	-	-
2026	E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Lighting upgrade	2,678	0	10	0	38,426,923	3,842,692
2026	Eagle Marsh Drain Outlet Structure	Conduct energy audit	12,534	0	5	0	-	-
2026	Eagle Marsh Drain Outlet Structure	Lighting upgrade	31,874	0	10	0	38,421,092	3,842,109

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Fielden Washrooms	Conduct energy audit	12,534	0	5	0	-	-
2026	Fielden Washrooms	Lighting upgrade	2,532	0	10	0	21,652,982	2,165,298
2026	Fire and Emergency Services	Conduct energy audit	12,534	0	5	0	-	-
2026	Fire and Emergency Services	Lighting upgrade	110,037	0	10	0	5,957,745	595,774
2026	Harbour Master	Conduct energy audit	12,534	0	5	0	-	-
2026	Harbour Master	Lighting upgrade	2,117	0	10	0	2,932,073	293,207
2026	HH Knoll Park	Conduct energy audit	12,534	0	5	0	-	-
2026	HH Knoll Park	Lighting upgrade	38,601	0	10	0	26,372,115	2,637,212
2026	Humberstone Hall Visitors Centre	Conduct energy audit	12,534	0	5	0	-	-
2026	Humberstone Hall Visitors Centre	Lighting upgrade	10,904	0	10	0	18,413,493	1,841,349
2026	Library	Conduct energy audit	12,534	0	5	0	-	-
2026	Library	Lighting upgrade	73,729	0	10	0	4,550,087	455,009
2026	Lions Field Park Canteen and Kitchen	Conduct energy audit	12,534	0	5	0	-	-
2026	Lions Field Park Canteen and Kitchen	Lighting upgrade	8,544	0	10	0	3,953,168	395,317
2026	Lock 8 Washrooms	Conduct energy audit	12,534	0	5	0	-	-
2026	Lock 8 Washrooms	Lighting upgrade	3,078	0	10	0	2,507,322	250,732
2026	Market Square	Conduct energy audit	12,534	0	5	0	-	-
2026	Market Square	Lighting upgrade	9,713	0	10	0	41,771,454	4,177,145
2026	Museum LR Wilson Archives	Conduct energy audit	12,534	0	5	0	-	-
2026	Museum LR Wilson Archives	Lighting upgrade	15,278	0	10	0	7,001,734	700,173

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Museum Sharpe HRC	Conduct energy audit	12,534	0	5	0	-	-
2026	Museum Williams House	Conduct energy audit	12,534	0	5	0	-	-
2026	Museum Williams House	HVAC to heat pump	99,485	5	15	72	20,852	1,390
2026	Museum Williams House	Lighting upgrade	13,653	0	10	0	7,865,024	786,502
2026	Public Works (Engineering and Operations Centre)	Conduct energy audit	15,398	0	5	0	-	-
2026	Public Works (Engineering and Operations Centre)	Lighting upgrade	227,388	0	10	0	6,760,122	676,012
2026	Sugarloaf Marina Marlon Building	Conduct energy audit	12,534	0	5	0	-	-
2026	Sugarloaf Marina Marlon Building	Lighting upgrade	23,432	0	10	0	1,279,182	127,918
2026	Tennis Courts	Conduct energy audit	12,534	0	5	0	-	-
2026	Vale Health and Wellness Centre	Conduct energy audit	60,765	0	5	0	-	-
2026	Vale Health and Wellness Centre	Ice resurfacer conversion	182,785	0	15	3	927,517	61,834
2026	Wignell Drain Outlet Structure	Conduct energy audit	12,534	0	5	0	-	-
2026	Wignell Drain Outlet Structure	Lighting upgrade	662	0	10	0	41,795,040	4,179,504
2026	Archives Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	City Hall Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Fire Hall Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Library Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Museum Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Nickel Beach Waste	Conduct waste audit	4,355	0	5	0	-	-

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Operations Centre Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Park Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Roselawn Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Sugarloaf Marina Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Tea Room Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Vale Health and Wellness Centre Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Building Dept Fleet	Fleet optimization	2,904	0	10	1	22,065	2,207
2026	By-Law Dept Fleet	Fleet optimization	2,904	0	10	2	11,772	1,177
2026	Canal Days Fleet	Fleet optimization	2,904	0	10	1	27,714	2,771
2026	Comm & Ecdev Fleet	Fleet optimization	2,904	0	10	0	-	-
2026	Drains Fleet	Fleet optimization	2,904	1	10	15	1,967	197
2027	1 Marina Rd (fuel docks)	HVAC system optimization	6,847	0	15	0	237,739	15,849
2027	296 Fielden Ave, Business Roselawn Centre	HVAC system optimization	33,857	1	15	8	65,921	4,395
2027	296 Fielden Ave, Heritage Roselawn Centre	HVAC system optimization	81,242	3	15	42	29,125	1,942
2027	3 Marina St (Air Conditioning)	HVAC system optimization	7,755	0	15	1	166,986	11,132
2027	3 Marina St, Sugarloaf Marina docks	HVAC system optimization	6,154	2	15	33	2,802	187
2027	550 Elizabeth St, Ball Field	HVAC system optimization	3,040	0	15	0	256,893	17,126
2027	Arabellas Tea Room	HVAC system optimization	1,880	0	15	4	7,004	467
2027	City Hall	HVAC system optimization	38,607	1	15	18	31,524	2,102
2027	City Hall	Lighting upgrade	188,650	0	10	0	4,579,427	457,943

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2027	Fire and Emergency Services	HVAC system optimization	22,893	0	15	7	48,146	3,210
2027	Harbour Master	HVAC system optimization	448	0	15	0	20,891	1,393
2027	HH Knoll Park	HVAC system optimization	7,922	0	15	1	202,994	13,533
2027	Humberstone Hall Visitors Centre	HVAC system optimization	2,174	1	15	8	4,102	273
2027	Library	HVAC system optimization	15,125	2	15	37	6,132	409
2027	Lions Field Park Canteen and Kitchen	HVAC system optimization	1,788	0	15	1	33,807	2,254
2027	Lock 8 Washrooms	HVAC system optimization	655	0	15	0	20,025	1,335
2027	Market Square	HVAC system optimization	1,991	0	15	0	287,993	19,200
2027	Museum LR Wilson Archives	HVAC system optimization	3,109	0	15	7	6,244	416
2027	Museum Sharpe HRC	HVAC system optimization	4,572	0	15	5	14,616	974
2027	Museum Williams House	HVAC system optimization	2,760	1	15	8	5,016	334
2027	Public Works (Engineering and Operations Centre)	HVAC system optimization	47,210	1	15	15	47,211	3,147
2027	Sugarloaf Marina Marlon Building	HVAC system optimization	5,115	1	15	12	6,506	434
2027	Vale Health and Wellness Centre	HVAC system optimization	102,739	35	15	529	2,912	194
2027	Wignell Drain Outlet Structure	HVAC system optimization	136	0	15	0	288,093	19,206
2027	Building Dept Fleet	Fleet equipment decarbonization	384,287	2	5	12	154,516	30,903
2027	By-Law Dept Fleet	Fleet equipment decarbonization	256,191	5	5	23	54,959	10,992
2027	Canal Days Fleet	Fleet equipment decarbonization	128,096	1	5	7	95,848	19,170

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2027	Engineering Fleet	Fleet optimization	2,968	0	10	0	-	-
2027	Facility Maint Fleet	Fleet optimization	2,968	0	10	4	8,387	839
2027	Fire Fleet	Fleet optimization	2,968	2	10	23	1,280	128
2027	Fleet Fleet	Fleet optimization	2,968	0	10	1	28,392	2,839
2027	Marina Fleet	Fleet optimization	2,968	0	10	5	6,299	630
2027	Museum Fleet	Fleet optimization	2,968	0	10	0	226,161	22,616
2027	Nickel Beach Fleet	Fleet optimization	2,968	0	10	0	-	-
2027	Parks Fleet	Fleet optimization	2,968	5	10	47	632	63
2027	Project Management Fleet	Fleet optimization	2,968	0	10	3	10,657	1,066
2027	Transportation Fleet	Fleet optimization	2,968	10	10	97	307	31
2027	Utilities Fleet	Fleet optimization	2,968	0	10	0	-	-
2027	WasteWater Fleet	Fleet optimization	2,968	1	10	6	4,571	457
2027	Water Fleet	Fleet optimization	2,968	2	10	18	1,646	165
2028	296 Fielden Ave, Business Roselawn Centre	DHW to heat pump	10,855	0	15	6	28,814	1,921
2028	3 Marina St, Sugarloaf Marina docks	Lighting upgrade	30,917	0	10	0	1,816,029	181,603
2028	Library	DHW to heat pump	10,651	2	15	27	5,935	396
2028	Lions Field Park Canteen and Kitchen	DHW to heat pump	10,905	0	15	0	338,867	22,591
2028	Museum LR Wilson Archives	DHW to heat pump	10,856	0	15	6	29,379	1,959
2028	Museum Sharpe HRC	Lighting upgrade	23,478	0	10	0	28,994,973	2,899,497
2028	Scouts Hall	Demolish building	0	4	-	-	0	-
2028	Tennis Courts	Lighting upgrade	12,276	0	10	0	8,101,014	810,101

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2028	Vale Health and Wellness Centre	HVAC to heat pump	4,384,022	278	15	4,170	15,772	1,051
2028	Vale Health and Wellness Centre	Lighting upgrade	929,455	0	10	2	4,382,227	438,223
2028	Comm & Ecdev Fleet	Fleet equipment decarbonization	130,914	0	5	0	-	-
2028	Drains Fleet	Fleet equipment decarbonization	785,482	19	5	94	41,759	8,352
2028	Engineering Fleet	Fleet equipment decarbonization	392,741	0	5	0	-	-
2028	Facility Maint Fleet	Fleet equipment decarbonization	654,568	5	5	23	143,885	28,777
2028	Fire Fleet	Fleet equipment decarbonization	130,914	25	5	124	5,292	1,058
2028	Fleet Fleet	Fleet equipment decarbonization	130,914	1	5	7	94,627	18,925
2029	296 Fielden Ave, Business Roselawn Centre	HVAC to heat pump	97,876	4	15	65	22,592	1,506
2029	296 Fielden Ave, Business Roselawn Centre	Lighting upgrade	176,856	0	10	0	65,517,831	6,551,783
2029	296 Fielden Ave, Heritage Roselawn Centre	DHW to heat pump	16,429	2	15	31	8,023	535
2029	Arabellas Tea Room	DHW to heat pump	11,120	0	15	3	54,649	3,643
2029	Marina Fleet	Fleet equipment decarbonization	2,408,287	6	5	30	399,773	79,955
2029	Museum Fleet	Fleet equipment decarbonization	133,794	0	5	1	539,531	107,906
2029	Nickel Beach Fleet	Fleet equipment decarbonization	535,175	0	5	0	-	-
2030	Fire and Emergency Services	Solar PV	150,316	3	15	38	59,565	3,971

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2030	Humberstone Hall Visitors Centre	DHW to heat pump	11,336	0	15	6	27,637	1,842
2030	Library	Solar PV	75,158	1	15	19	59,565	3,971
2030	Museum Sharpe HRC	DHW to heat pump	11,361	0	15	4	47,812	3,187
2030	Museum Williams House	DHW to heat pump	11,335	0	15	6	27,321	1,821
2030	Sugarloaf Marina Marlon Building	DHW to heat pump	11,332	0	15	7	25,877	1,725
2030	Parks Fleet	Fleet equipment decarbonization	14,357,40460		5	301	238,750	47,750
2030	Project Management Fleet	Fleet equipment decarbonization	136,737	5	5	26	25,983	5,197
2030	Transportation Fleet	Fleet equipment decarbonization	13,810,45545		5	226	305,663	61,133
2031	296 Fielden Ave, Heritage Roselawn Centre	Solar PV	270,073	4	15	66	61,154	4,077
2031	3 Marina St, Sugarloaf Marina docks	DHW to heat pump	11,386	2	15	27	6,337	422
2031	3 Marina St, Sugarloaf Marina docks	Solar PV	308,654	5	15	76	61,154	4,077
2031	Vale Health and Wellness Centre	DHW to heat pump	136,820	20	15	304	6,744	450
2031	Utilities Fleet	Fleet equipment decarbonization	3,353,890	0	5	0	-	-
2031	WasteWater Fleet	Fleet equipment decarbonization	3,633,380	8	5	42	437,148	87,430
2031	Water Fleet	Fleet equipment decarbonization	3,773,126	23	5	115	163,684	32,737
2032	296 Fielden Ave, Business Roselawn Centre	Solar PV	59,410	1	15	14	62,778	4,185
2032	City Hall	Solar PV	237,640	4	15	57	62,778	4,185

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2032	Vale Health and Wellness Centre	Pool heat to heat pump	990,165	63	15	952	15,595	1,040
2032	Canal Days Fleet	Heavy vehicle decarbonization	535,082	2	10	20	272,257	27,226
2032	Comm & Ecdev Fleet	Heavy vehicle decarbonization	535,082	0	10	0	-	-
2033	Library	HVAC to heat pump	517,876	21	15	310	25,095	1,673
2033	Lions Field Park Canteen and Kitchen	HVAC to heat pump	9,287	0	15	6	25,096	1,673
2033	Public Works (Engineering and Operations Centre)	Solar PV	325,232	5	15	76	64,439	4,296
2033	Vale Health and Wellness Centre	Solar PV	1,300,926	20	15	303	64,439	4,296
2033	Drains Fleet	Heavy vehicle decarbonization	1,644,523	28	10	277	59,451	5,945
2033	Engineering Fleet	Heavy vehicle decarbonization	548,174	0	10	0	-	-
2034	296 Fielden Ave, Heritage Roselawn Centre	HVAC to heat pump	606,490	24	15	353	25,756	1,717
2034	Arabellas Tea Room	HVAC to heat pump	60,271	2	15	35	25,756	1,717
2034	Museum LR Wilson Archives	HVAC to heat pump	109,449	4	15	64	25,756	1,717
2034	Facility Maint Fleet	Heavy vehicle decarbonization	1,123,108	7	10	67	167,877	16,788
2034	Fire Fleet	Heavy vehicle decarbonization	5,615,541	43	10	434	129,379	12,938
2035	3 Marina St, Sugarloaf Marina docks	HVAC to heat pump	271,401	17	15	260	15,630	1,042
2035	Humberstone Hall Visitors Centre	HVAC to heat pump	124,672	5	15	71	26,431	1,762
2035	Museum Sharpe HRC	HVAC to heat pump	72,224	3	15	41	26,432	1,762
2035	Vale Health and Wellness Centre	Install low GWP refrigerant equipment	0	0	-	-	-	-
2035	Fleet Fleet	Heavy vehicle decarbonization	575,228	2	10	20	291,052	29,105

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2035	Marina Fleet	Heavy vehicle decarbonization	5,357,055	9	10	89	604,700	60,470
2037	Nickel Beach Fleet	Heavy vehicle decarbonization	1,326,972	0	10	0	-	-
2038	Parks Fleet	Heavy vehicle decarbonization	35,260,291	188	10	884	398,714	39,871
2039	Transportation Fleet	Heavy vehicle decarbonization	35,343,017	181	10	1,807	195,559	19,556
2042	Vale Health and Wellness Centre	Equipment electrification	639,752	14	18	258	44,674	2,482
2043	Utilities Fleet	Heavy vehicle decarbonization	9,072,318	0	10	0	-	-
2044	Sugarloaf Marina Marlon Building	HVAC to heat pump	167,282	5	15	76	33,218	2,215
2045	WasteWater Fleet	Heavy vehicle decarbonization	10,265,549	12	10	122	839,863	83,986
2046	Water Fleet	Heavy vehicle decarbonization	10,491,391	134	10	339	309,490	30,949
2050	00 Sugarloaf St, Splashpad	Purchasing carbon offsets	0	0	-	-	0	-
2050	000 Weaver Rd, Sec Camera	Purchasing carbon offsets	0	0	-	-	0	-
2050	1 Marina Rd (fuel docks)	Purchasing carbon offsets	0	0	-	-	0	-
2050	11 King St (Metal Shed)	Purchasing carbon offsets	0	0	-	-	-	-
2050	11 King St (Storage Bldg) 14 King St	Purchasing carbon offsets	0	0	-	-	-	-
2050	145 Mellanby Ave, Lock 8 Viewing Stand	Purchasing carbon offsets	0	0	-	-	0	-
2050	2 John St. Lockview	Purchasing carbon offsets	0	0	-	-	0	-
2050	227 Catharine St, Market Square	Purchasing carbon offsets	0	0	-	-	0	-
2050	280 King Street (Barn)	Purchasing carbon offsets	0	0	-	-	0	-
2050	287 West Side Rd, Flow Meter	Purchasing carbon offsets	0	0	-	-	0	-
2050	296 Fielden Ave, Business Roselawn Centre	Purchasing carbon offsets	0	6	-	-	0	-

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2050	296 Fielden Ave, Heritage Roselawn Centre	Purchasing carbon offsets	0	33	-	-	0	-
2050	3 Marina St (Air Conditioning)	Purchasing carbon offsets	0	0	-	-	0	-
2050	3 Marina St, Sugarloaf Marina docks	Purchasing carbon offsets	0	27	-	-	0	-
2050	550 Elizabeth St, Ball Field	Purchasing carbon offsets	0	0	-	-	0	-
2050	550 Elizabeth St, Charg Stn	Purchasing carbon offsets	0	1	-	-	0	-
2050	61 Princess Street (Garage)	Purchasing carbon offsets	0	0	-	-	0	-
2050	78 Lakeshore Rd W, Heat Trace	Purchasing carbon offsets	0	0	-	-	-	-
2050	Arabellas Tea Room	Purchasing carbon offsets	0	3	-	-	0	-
2050	Athletic Field Washrooms	Purchasing carbon offsets	0	0	-	-	0	-
2050	Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Purchasing carbon offsets	0	0	-	-	0	-
2050	Centennial Park Washrooms	Purchasing carbon offsets	0	0	-	-	0	-
2050	City Hall	Purchasing carbon offsets	0	21	-	-	0	-
2050	Clarence St Crosswalk	Purchasing carbon offsets	0	0	-	-	0	-
2050	Clarence St, Seaway Lite Seaway Park	Purchasing carbon offsets	0	0	-	-	0	-
2050	E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Purchasing carbon offsets	0	0	-	-	0	-
2050	Eagle Marsh Drain Outlet Structure	Purchasing carbon offsets	0	0	-	-	0	-
2050	Fielden Washrooms	Purchasing carbon offsets	0	0	-	-	0	-
2050	Fire and Emergency Services	Purchasing carbon offsets	0	9	-	-	0	-

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2050	Harbour Master	Purchasing carbon offsets	0	0	-	-	0	-
2050	HH Knoll Park	Purchasing carbon offsets	0	1	-	-	0	-
2050	Humberstone Hall Visitors Centre	Purchasing carbon offsets	0	6	-	-	0	-
2050	Library	Purchasing carbon offsets	0	30	-	-	0	-
2050	Lions Field Park Canteen and Kitchen	Purchasing carbon offsets	0	1	-	-	0	-
2050	Lock 8 Washrooms	Purchasing carbon offsets	0	1	-	-	0	-
2050	Market Square	Purchasing carbon offsets	0	0	-	-	0	-
2050	Museum LR Wilson Archives	Purchasing carbon offsets	0	6	-	-	0	-
2050	Museum Sharpe HRC	Purchasing carbon offsets	0	4	-	-	0	-
2050	Museum Williams House	Purchasing carbon offsets	0	6	-	-	0	-
2050	Nickle Beach Washrooms	Purchasing carbon offsets	0	0	-	-	-	-
2050	Pleasant Beach Rd security camera	Purchasing carbon offsets	0	0	-	-	-	-
2050	Public Works (Engineering and Operations Centre)	Purchasing carbon offsets	0	17	-	-	0	-
2050	Sugarloaf Marina Marlon Building	Purchasing carbon offsets	0	12	-	-	0	-
2050	Tennis Courts	Purchasing carbon offsets	0	1	-	-	0	-
2050	Vale Health and Wellness Centre	Purchasing carbon offsets	0	601	-	-	0	-
2050	Wignell Drain Outlet Structure	Purchasing carbon offsets	0	0	-	-	0	-
2050	Archives Waste	Purchasing carbon offsets	0	1	-	-	0	-
2050	Archives Waste	Waste mitigation	14,686	1	20	29	9,993	500
2050	City Hall Waste	Purchasing carbon offsets	0	15	-	-	0	-

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2050	City Hall Waste	Waste mitigation	14,686	15	20	294	999	50
2050	Fire Hall Waste	Purchasing carbon offsets	0	4	-	-	0	-
2050	Fire Hall Waste	Waste mitigation	14,686	4	20	88	3,331	167
2050	Library Waste	Purchasing carbon offsets	0	3	-	-	0	-
2050	Library Waste	Waste mitigation	14,686	3	20	59	4,996	250
2050	Museum Waste	Purchasing carbon offsets	0	1	-	-	0	-
2050	Museum Waste	Waste mitigation	14,686	1	20	29	9,993	500
2050	Nickel Beach Waste	Purchasing carbon offsets	0	14	-	-	0	-
2050	Nickel Beach Waste	Waste mitigation	14,686	14	20	281	1,045	52
2050	Operations Centre Waste	Purchasing carbon offsets	0	32	-	-	0	-
2050	Operations Centre Waste	Waste mitigation	14,686	32	20	642	457	23
2050	Park Waste	Purchasing carbon offsets	0	61	-	-	0	-
2050	Park Waste	Waste mitigation	14,686	61	20	1,213	242	12
2050	Roselawn Waste	Purchasing carbon offsets	0	0	-	-	0	-
2050	Roselawn Waste	Waste mitigation	14,686	0	20	7	39,970	1,999
2050	Sugarloaf Marina Waste	Purchasing carbon offsets	0	68	-	-	0	-
2050	Sugarloaf Marina Waste	Waste mitigation	14,686	68	20	1,365	215	11
2050	Tea Room Waste	Purchasing carbon offsets	0	1	-	-	0	-
2050	Tea Room Waste	Waste mitigation	14,686	1	20	29	9,993	500
2050	Vale Health and Wellness Centre Waste	Purchasing carbon offsets	0	64	-	-	0	-
2050	Vale Health and Wellness Centre Waste	Waste mitigation	14,686	64	20	1,285	229	11
2050	Building Dept Fleet	Purchasing carbon offsets	0	3	-	-	0	-

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2050	By-Law Dept Fleet	Purchasing carbon offsets	0	5	-	-	0	-
2050	Canal Days Fleet	Purchasing carbon offsets	0	2	-	-	0	-
2050	Comm & Ecdev Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2050	Drains Fleet	Purchasing carbon offsets	0	30	-	-	0	-
2050	Engineering Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2050	Facility Maint Fleet	Purchasing carbon offsets	0	7	-	-	0	-
2050	Fire Fleet	Purchasing carbon offsets	0	46	-	-	0	-
2050	Fleet Fleet	Purchasing carbon offsets	0	2	-	-	0	-
2050	Marina Fleet	Purchasing carbon offsets	0	9	-	-	0	-
2050	Museum Fleet	Purchasing carbon offsets	0	0	-	-	0	-
2050	Nickel Beach Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2050	Parks Fleet	Purchasing carbon offsets	0	94	-	-	0	-
2050	Project Management Fleet	Purchasing carbon offsets	0	6	-	-	0	-
2050	Transportation Fleet	Purchasing carbon offsets	0	193	-	-	0	-
2050	Utilities Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2050	WasteWater Fleet	Purchasing carbon offsets	0	13	-	-	0	-
2050	Water Fleet	Purchasing carbon offsets	0	36	-	-	0	-
2050	000Clarence St, Traf Light Elm St	Purchasing carbon offsets	0	0	-	-	0	-
2050	160 Sugarloaf St, Lighting 200A Service-Cenotaph, etc	Purchasing carbon offsets	0	0	-	-	0	-
2050	160 Sugarloaf St, Park Light	Purchasing carbon offsets	0	0	-	-	0	-
2050	183 Main St West Lights	Purchasing carbon offsets	0	0	-	-	0	-

Table 14: Recommended measures and timeline for Most Aligned pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2050	212 West, No. 5 Panel Promenade lights	Purchasing carbon offsets	0	0	-	-	0	-
2050	3 Marina St (Marina Lighting) master	Purchasing carbon offsets	0	2	-	-	0	-
2050	Church&Main St. W Light Pedestal	Purchasing carbon offsets	0	1	-	-	0	-
2050	Light House and Sign	Purchasing carbon offsets	0	0	-	-	0	-
2050	Main St West Lights	Purchasing carbon offsets	0	1	-	-	0	-
2050	Near 48 Main St. W Light Pedestal	Purchasing carbon offsets	0	0	-	-	0	-
2050	Street Lights - General	Purchasing carbon offsets	0	30	-	-	0	-
2050	Traffic Lights-King St	Purchasing carbon offsets	0	0	-	-	0	-
2050	Traffic Lights-Steele and Clarence	Purchasing carbon offsets	0	0	-	-	0	-
2050	550 Elizabeth St, Pump Stn 66 Elizabeth St	Purchasing carbon offsets	0	0	-	-	0	-
2050	69 Lake Rd, Pump House Nickel Beach	Purchasing carbon offsets	0	0	-	-	0	-
2050	69 Lake Rd, Trl Pumps Nickel Beach	Purchasing carbon offsets	0	0	-	-	0	-
2050	Bulk Water Station 2	Purchasing carbon offsets	0	0	-	-	0	-
2050	Johnson St Pumping Station	Purchasing carbon offsets	0	1	-	-	0	-
2050	Scholl Field Pump	Purchasing carbon offsets	0	7	-	-	0	-

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A.4 Most Achievable Pathway ECMs

The full list of recommended measures for the Most Achievable pathway is presented below.

Table 15: Recommended measures and timeline for Most Achievable pathway

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	00 Sugarloaf St, Splashpad	Conduct energy audit	2,934	0	5	0	-	-
2026	000 Weaver Rd, Sec Camera	Conduct energy audit	2,934	0	5	0	-	-
2026	1 Marina Rd (fuel docks)	Conduct energy audit	2,934	0	5	0	-	-
2026	145 Mellanby Ave, Lock 8 Viewing Stand	Conduct energy audit	2,934	0	5	0	-	-
2026	2 John St. Lockview	Conduct energy audit	2,934	0	5	0	-	-
2026	227 Catharine St, Market Square	Conduct energy audit	2,934	0	5	0	-	-
2026	280 King Street (Barn)	Conduct energy audit	2,934	0	5	0	-	-
2026	287 West Side Rd, Flow Meter	Conduct energy audit	2,934	0	5	0	-	-
2026	296 Fielden Ave, Business Roselawn Centre	Conduct energy audit	2,934	0	5	0	-	-
2026	296 Fielden Ave, Heritage Roselawn Centre	Conduct energy audit	6,228	0	5	0	-	-
2026	3 Marina St (Air Conditioning)	Conduct energy audit	2,934	0	5	0	-	-
2026	3 Marina St, Sugarloaf Marina docks	Conduct energy audit	2,934	0	5	0	-	-
2026	550 Elizabeth St, Ball Field	Conduct energy audit	2,934	0	5	0	-	-
2026	61 Princess Street (Garage)	Conduct energy audit	2,934	0	5	0	-	-
2026	78 Lakeshore Rd W, Heat Trace	Conduct energy audit	2,934	0	5	0	-	-
2026	Arabellas Tea Room	Conduct energy audit	2,934	0	5	0	-	-
2026	Arabellas Tea Room	Lighting upgrade	9,284	0	10	0	12,545,210	1,254,521
2026	Athletic Field Washrooms	Conduct energy audit	2,934	0	5	0	-	-
2026	Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Conduct energy audit	2,934	0	5	0	-	-

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Centennial Park Washrooms	Conduct energy audit	2,934	0	5	0	-	-
2026	City Hall	Conduct energy audit	5,772	0	5	0	-	-
2026	Clarence St Crosswalk	Conduct energy audit	12,534	0	5	0	-	-
2026	Clarence St, Seaway Lite Seaway Park	Conduct energy audit	12,534	0	5	0	-	-
2026	E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Conduct energy audit	12,534	0	5	0	-	-
2026	Eagle Marsh Drain Outlet Structure	Conduct energy audit	12,534	0	5	0	-	-
2026	Fielden Washrooms	Conduct energy audit	12,534	0	5	0	-	-
2026	Fielden Washrooms	Lighting upgrade	2,532	0	10	0	21,652,982	2,165,298
2026	Fire and Emergency Services	Conduct energy audit	12,534	0	5	0	-	-
2026	Fire and Emergency Services	Lighting upgrade	110,037	0	10	0	5,957,745	595,774
2026	Harbour Master	Conduct energy audit	12,534	0	5	0	-	-
2026	HH Knoll Park	Conduct energy audit	12,534	0	5	0	-	-
2026	Humberstone Hall Visitors Centre	Conduct energy audit	12,534	0	5	0	-	-
2026	Library	Conduct energy audit	12,534	0	5	0	-	-
2026	Lions Field Park Canteen and Kitchen	Conduct energy audit	12,534	0	5	0	-	-
2026	Lions Field Park Canteen and Kitchen	Lighting upgrade	8,544	0	10	0	3,953,168	395,317
2026	Lock 8 Washrooms	Conduct energy audit	12,534	0	5	0	-	-
2026	Market Square	Conduct energy audit	12,534	0	5	0	-	-
2026	Museum LR Wilson Archives	Conduct energy audit	12,534	0	5	0	-	-

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Museum Sharpe HRC	Conduct energy audit	12,534	0	5	0	-	-
2026	Museum Williams House	Conduct energy audit	12,534	0	5	0	-	-
2026	Museum Williams House	HVAC to heat pump	99,485	5	15	72	20,852	1,390
2026	Public Works (Engineering and Operations Centre)	Conduct energy audit	15,398	0	5	0	-	-
2026	Sugarloaf Marina Marlon Building	Conduct energy audit	12,534	0	5	0	-	-
2026	Tennis Courts	Conduct energy audit	12,534	0	5	0	-	-
2026	Vale Health and Wellness Centre	Conduct energy audit	60,765	0	5	0	-	-
2026	Vale Health and Wellness Centre	Ice resurfacers conversion	182,785	0	15	3	927,517	61,834
2026	Wignell Drain Outlet Structure	Conduct energy audit	12,534	0	5	0	-	-
2026	Archives Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	City Hall Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Fire Hall Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Library Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Museum Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Nickel Beach Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Operations Centre Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Park Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Roselawn Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Sugarloaf Marina Waste	Conduct waste audit	4,355	0	5	0	-	-
2026	Tea Room Waste	Conduct waste audit	4,355	0	5	0	-	-

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2026	Vale Health and Wellness Centre Waste	Conduct waste audit	4,355	0	5	0	-	-
2027	00 Sugarloaf St, Splashpad	Lighting upgrade	10,276	0	10	0	39,267,126	3,926,713
2027	000 Weaver Rd, Sec Camera	Lighting upgrade	1,516	0	10	0	19,584,161	1,958,416
2027	1 Marina Rd (fuel docks)	Lighting upgrade	34,163	0	10	0	53,424,988	5,342,499
2027	145 Mellanby Ave, Lock 8 Viewing Stand	Lighting upgrade	35,394	0	10	0	28,845,700	2,884,570
2027	227 Catharine St, Market Square	Lighting upgrade	1,343	0	10	0	39,260,081	3,926,008
2027	280 King Street (Barn)	Lighting upgrade	24,977	0	10	0	39,267,759	3,926,776
2027	287 West Side Rd, Flow Meter	Lighting upgrade	1,893	0	10	0	19,578,005	1,957,801
2027	296 Fielden Ave, Heritage Roselawn Centre	Lighting upgrade	406,366	0	10	0	28,018,234	2,801,823
2027	550 Elizabeth St, Ball Field	Lighting upgrade	15,167	0	10	0	46,766,579	4,676,658
2027	61 Princess Street (Garage)	Lighting upgrade	1,045	0	10	0	39,281,362	3,928,136
2027	Athletic Field Washrooms	Lighting upgrade	11,464	0	10	0	18,826,620	1,882,662
2027	Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Lighting upgrade	12,114	0	10	0	23,362,241	2,336,224
2027	Centennial Park Washrooms	Lighting upgrade	3,285	0	10	0	6,009,736	600,974
2027	City Hall	Lighting upgrade	188,650	0	10	0	4,579,427	457,943
2027	Clarence St Crosswalk	Lighting upgrade	3,161	0	10	0	19,580,107	1,958,011
2027	Clarence St, Seaway Lite Seaway Park	Lighting upgrade	18,821	0	10	0	39,268,435	3,926,843
2027	E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Lighting upgrade	2,737	0	10	0	39,274,657	3,927,466

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2027	Eagle Marsh Drain Outlet Structure	Lighting upgrade	32,577	0	10	0	39,268,697	3,926,870
2027	Harbour Master	Lighting upgrade	2,165	0	10	0	2,998,920	299,892
2027	HH Knoll Park	Lighting upgrade	39,454	0	10	0	26,954,643	2,695,464
2027	Humberstone Hall Visitors Centre	Lighting upgrade	11,145	0	10	0	18,820,931	1,882,093
2027	Library	Lighting upgrade	75,389	0	10	0	4,652,530	465,253
2027	Lock 8 Washrooms	Lighting upgrade	3,149	0	10	0	2,564,824	256,482
2027	Market Square	Lighting upgrade	9,927	0	10	0	42,692,767	4,269,277
2027	Museum LR Wilson Archives	Lighting upgrade	15,620	0	10	0	7,158,114	715,811
2027	Museum Williams House	Lighting upgrade	13,957	0	10	0	8,040,396	804,040
2027	Public Works (Engineering and Operations Centre)	Lighting upgrade	232,469	0	10	0	6,911,185	691,119
2027	Sugarloaf Marina Marlon Building	Lighting upgrade	23,990	0	10	0	1,309,665	130,967
2027	Wignell Drain Outlet Structure	Lighting upgrade	676	0	10	0	42,716,871	4,271,687
2027	Building Dept Fleet	Fleet optimization	2,968	0	10	1	22,550	2,255
2027	By-Law Dept Fleet	Fleet optimization	2,968	0	10	2	12,031	1,203
2027	Canal Days Fleet	Fleet optimization	2,968	0	10	1	28,324	2,832
2027	Comm & Ecdev Fleet	Fleet optimization	2,968	0	10	0	-	-
2027	Drains Fleet	Fleet optimization	2,968	1	10	15	2,010	201
2028	1 Marina Rd (fuel docks)	HVAC system optimization	6,997	0	15	0	242,969	16,198
2028	296 Fielden Ave, Business Roselawn Centre	DHW to heat pump	10,855	0	15	6	28,814	1,921

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2028	296 Fielden Ave, Business Roselawn Centre	HVAC system optimization	34,603	1	15	8	67,373	4,492
2028	296 Fielden Ave, Heritage Roselawn Centre	HVAC system optimization	83,037	3	15	42	29,768	1,985
2028	3 Marina St (Air Conditioning)	HVAC system optimization	7,926	0	15	1	170,660	11,377
2028	3 Marina St, Sugarloaf Marina docks	HVAC system optimization	6,295	2	15	33	2,866	191
2028	3 Marina St, Sugarloaf Marina docks	Lighting upgrade	30,917	0	10	0	1,816,029	181,603
2028	550 Elizabeth St, Ball Field	HVAC system optimization	3,107	0	15	0	262,544	17,503
2028	Arabellas Tea Room	HVAC system optimization	1,922	0	15	4	7,160	477
2028	City Hall	HVAC system optimization	39,456	1	15	18	32,218	2,148
2028	Fire and Emergency Services	HVAC system optimization	23,396	0	15	7	49,205	3,280
2028	Harbour Master	HVAC system optimization	458	0	15	0	21,351	1,423
2028	HH Knoll Park	HVAC system optimization	8,096	0	15	1	207,459	13,831
2028	Humberstone Hall Visitors Centre	HVAC system optimization	2,223	1	15	8	4,195	280
2028	Library	HVAC system optimization	15,464	2	15	37	6,270	418
2028	Lions Field Park Canteen and Kitchen	HVAC system optimization	1,827	0	15	1	34,553	2,304
2028	Lock 8 Washrooms	HVAC system optimization	670	0	15	0	20,466	1,364
2028	Market Square	HVAC system optimization	2,035	0	15	0	294,329	19,622
2028	Museum LR Wilson Archives	HVAC system optimization	3,179	0	15	7	6,384	426
2028	Museum Sharpe HRC	HVAC system optimization	4,673	0	15	5	14,940	996
2028	Museum Sharpe HRC	Lighting upgrade	23,478	0	10	0	28,994,973	2,899,497

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2028	Museum Williams House	HVAC system optimization	2,822	1	15	8	5,129	342
2028	Public Works (Engineering and Operations Centre)	HVAC system optimization	48,248	1	15	15	48,249	3,217
2028	Scouts Hall	Demolish building	0	4	-	-	0	-
2028	Sugarloaf Marina Marlon Building	HVAC system optimization	5,229	1	15	12	6,652	443
2028	Tennis Courts	Lighting upgrade	12,276	0	10	0	8,101,014	810,101
2028	Vale Health and Wellness Centre	HVAC system optimization	105,087	35	15	529	2,979	199
2028	Vale Health and Wellness Centre	Lighting upgrade	929,455	0	10	2	4,382,227	438,223
2028	Building Dept Fleet	Fleet equipment decarbonization	392,741	2	5	12	157,916	31,583
2028	By-Law Dept Fleet	Fleet equipment decarbonization	261,827	5	5	23	56,168	11,234
2028	Canal Days Fleet	Fleet equipment decarbonization	130,914	1	5	7	97,957	19,591
2028	Engineering Fleet	Fleet optimization	3,033	0	10	0	-	-
2028	Facility Maint Fleet	Fleet optimization	3,033	0	10	4	8,571	857
2028	Fire Fleet	Fleet optimization	3,033	2	10	23	1,308	131
2028	Fleet Fleet	Fleet optimization	3,033	0	10	1	29,016	2,902
2028	Marina Fleet	Fleet optimization	3,033	0	10	5	6,438	644
2028	Museum Fleet	Fleet optimization	3,033	0	10	0	231,136	23,114
2028	Nickel Beach Fleet	Fleet optimization	3,033	0	10	0	-	-
2028	Parks Fleet	Fleet optimization	3,033	5	10	47	646	65
2028	Project Management Fleet	Fleet optimization	3,033	0	10	3	10,891	1,089

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2028	Transportation Fleet	Fleet optimization	3,033	10	10	97	314	31
2028	Utilities Fleet	Fleet optimization	3,033	0	10	0	-	-
2028	WasteWater Fleet	Fleet optimization	3,033	1	10	6	4,671	467
2028	Water Fleet	Fleet optimization	3,033	2	10	18	1,682	168
2029	296 Fielden Ave, Business Roselawn Centre	HVAC to heat pump	97,876	4	15	65	22,592	1,506
2029	296 Fielden Ave, Business Roselawn Centre	Lighting upgrade	176,856	0	10	0	65,517,831	6,551,783
2029	Library	DHW to heat pump	10,891	2	15	27	6,069	405
2029	Lions Field Park Canteen and Kitchen	DHW to heat pump	11,145	0	15	0	346,325	23,088
2029	Museum LR Wilson Archives	DHW to heat pump	11,096	0	15	6	30,029	2,002
2029	Vale Health and Wellness Centre	HVAC to heat pump	4,502,122	278	15	4,170	16,197	1,080
2029	Wignell Drain Outlet Structure	HVAC system optimization	142	0	15	0	300,909	20,061
2029	Comm & Ecdev Fleet	Fleet equipment decarbonization	133,794	0	5	0	-	-
2029	Drains Fleet	Fleet equipment decarbonization	802,762	19	5	94	42,678	8,536
2029	Engineering Fleet	Fleet equipment decarbonization	401,381	0	5	0	-	-
2029	Facility Maint Fleet	Fleet equipment decarbonization	668,969	5	5	23	147,050	29,410
2030	296 Fielden Ave, Heritage Roselawn Centre	DHW to heat pump	16,797	2	15	31	8,203	547
2030	Arabellas Tea Room	DHW to heat pump	11,365	0	15	3	55,854	3,724

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2030	Fire Fleet	Fleet equipment decarbonization	136,737	25	5	124	5,527	1,105
2030	Fleet Fleet	Fleet equipment decarbonization	136,737	1	5	7	98,837	19,767
2030	Marina Fleet	Fleet equipment decarbonization	2,461,269	6	5	30	408,568	81,714
2030	Museum Fleet	Fleet equipment decarbonization	136,737	0	5	1	551,401	110,280
2030	Nickel Beach Fleet	Fleet equipment decarbonization	546,949	0	5	0	-	-
2031	Fire and Emergency Services	Solar PV	154,327	3	15	38	61,154	4,077
2031	Humberstone Hall Visitors Centre	DHW to heat pump	11,586	0	15	6	28,248	1,883
2031	Library	Solar PV	77,164	1	15	19	61,154	4,077
2031	Museum Sharpe HRC	DHW to heat pump	11,611	0	15	4	48,867	3,258
2031	Museum Williams House	DHW to heat pump	11,586	0	15	6	27,926	1,862
2031	Sugarloaf Marina Marlon Building	DHW to heat pump	11,582	0	15	7	26,450	1,763
2031	Parks Fleet	Fleet equipment decarbonization	14,673,26760		5	301	244,002	48,800
2031	Project Management Fleet	Fleet equipment decarbonization	139,745	5	5	26	26,554	5,311
2031	Transportation Fleet	Fleet equipment decarbonization	14,114,28545		5	226	312,388	62,478
2032	296 Fielden Ave, Heritage Roselawn Centre	Solar PV	277,246	4	15	66	62,778	4,185
2032	3 Marina St, Sugarloaf Marina docks	DHW to heat pump	11,643	2	15	27	6,479	432
2032	3 Marina St, Sugarloaf Marina docks	Solar PV	316,853	5	15	76	62,778	4,185

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2032	Vale Health and Wellness Centre	DHW to heat pump	139,894	20	15	304	6,895	460
2032	Utilities Fleet	Fleet equipment decarbonization	3,427,675	0	5	0	-	-
2032	WasteWater Fleet	Fleet equipment decarbonization	3,713,315	8	5	42	446,765	89,353
2032	Water Fleet	Fleet equipment decarbonization	3,856,135	23	5	115	167,285	33,457
2033	296 Fielden Ave, Business Roselawn Centre	Solar PV	60,981	1	15	14	64,439	4,296
2033	City Hall	Solar PV	243,924	4	15	57	64,439	4,296
2033	Vale Health and Wellness Centre	Pool heat to heat pump	1,016,349	63	15	952	16,007	1,067
2034	Library	HVAC to heat pump	531,512	21	15	310	25,756	1,717
2034	Lions Field Park Canteen and Kitchen	HVAC to heat pump	9,532	0	15	6	25,757	1,717
2034	Public Works (Engineering and Operations Centre)	Solar PV	333,795	5	15	76	66,135	4,409
2034	Vale Health and Wellness Centre	Solar PV	1,335,179	20	15	303	66,135	4,409
2035	296 Fielden Ave, Heritage Roselawn Centre	HVAC to heat pump	622,391	24	15	353	26,431	1,762
2035	3 Marina St, Sugarloaf Marina docks	HVAC to heat pump	271,401	17	15	260	15,630	1,042
2035	Arabellas Tea Room	HVAC to heat pump	61,851	2	15	35	26,431	1,762
2035	Humberstone Hall Visitors Centre	HVAC to heat pump	124,672	5	15	71	26,431	1,762
2035	Museum LR Wilson Archives	HVAC to heat pump	112,319	4	15	64	26,431	1,762
2035	Museum Sharpe HRC	HVAC to heat pump	72,224	3	15	41	26,432	1,762

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2035	Vale Health and Wellness Centre	Install low GWP refrigerant equipment	0	0	-	-	-	-
2042	Vale Health and Wellness Centre	Equipment electrification	639,752	14	18	258	44,674	2,482
2044	Sugarloaf Marina Marlon Building	HVAC to heat pump	167,282	5	15	76	33,218	2,215
2050	00 Sugarloaf St, Splashpad	Purchasing carbon offsets	0	0	-	-	0	-
2050	000 Weaver Rd, Sec Camera	Purchasing carbon offsets	0	0	-	-	0	-
2050	1 Marina Rd (fuel docks)	Purchasing carbon offsets	0	0	-	-	0	-
2050	11 King St (Metal Shed)	Purchasing carbon offsets	0	0	-	-	-	-
2050	11 King St (Storage Bldg) 14 King St	Purchasing carbon offsets	0	0	-	-	-	-
2050	145 Mellanby Ave, Lock 8 Viewing Stand	Purchasing carbon offsets	0	0	-	-	0	-
2050	2 John St. Lockview	Purchasing carbon offsets	0	0	-	-	0	-
2050	227 Catharine St, Market Square	Purchasing carbon offsets	0	0	-	-	0	-
2050	280 King Street (Barn)	Purchasing carbon offsets	0	0	-	-	0	-
2050	287 West Side Rd, Flow Meter	Purchasing carbon offsets	0	0	-	-	0	-
2050	296 Fielden Ave, Business Roselawn Centre	Purchasing carbon offsets	0	6	-	-	0	-
2050	296 Fielden Ave, Heritage Roselawn Centre	Purchasing carbon offsets	0	33	-	-	0	-
2050	3 Marina St (Air Conditioning)	Purchasing carbon offsets	0	0	-	-	0	-
2050	3 Marina St, Sugarloaf Marina docks	Purchasing carbon offsets	0	27	-	-	0	-
2050	550 Elizabeth St, Ball Field	Purchasing carbon offsets	0	0	-	-	0	-

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO ₂ e/yr)	Measure life (years)	Lifetime GHG reduction (tCO ₂ e)	Project cost per GHG reduction (\$/tCO ₂ e/yr)	Project cost per lifetime GHG reduction (\$/tCO ₂ e)
2050	550 Elizabeth St, Charg Stn	Purchasing carbon offsets	0	1	-	-	0	-
2050	61 Princess Street (Garage)	Purchasing carbon offsets	0	0	-	-	0	-
2050	78 Lakeshore Rd W, Heat Trace	Purchasing carbon offsets	0	0	-	-	-	-
2050	Arabellas Tea Room	Purchasing carbon offsets	0	3	-	-	0	-
2050	Athletic Field Washrooms	Purchasing carbon offsets	0	0	-	-	0	-
2050	Bandshell at HH Knoll Park 160 Sugarloaf St, Pedestal	Purchasing carbon offsets	0	0	-	-	0	-
2050	Centennial Park Washrooms	Purchasing carbon offsets	0	0	-	-	0	-
2050	City Hall	Purchasing carbon offsets	0	21	-	-	0	-
2050	Clarence St Crosswalk	Purchasing carbon offsets	0	0	-	-	0	-
2050	Clarence St, Seaway Lite Seaway Park	Purchasing carbon offsets	0	0	-	-	0	-
2050	E Side S of Playground (Pedestal) 160 Sugarloaf St, Festival	Purchasing carbon offsets	0	0	-	-	0	-
2050	Eagle Marsh Drain Outlet Structure	Purchasing carbon offsets	0	0	-	-	0	-
2050	Fielden Washrooms	Purchasing carbon offsets	0	0	-	-	0	-
2050	Fire and Emergency Services	Purchasing carbon offsets	0	9	-	-	0	-
2050	Harbour Master	Purchasing carbon offsets	0	0	-	-	0	-
2050	HH Knoll Park	Purchasing carbon offsets	0	1	-	-	0	-
2050	Humberstone Hall Visitors Centre	Purchasing carbon offsets	0	6	-	-	0	-
2050	Library	Purchasing carbon offsets	0	30	-	-	0	-

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2050	Lions Field Park Canteen and Kitchen	Purchasing carbon offsets	0	1	-	-	0	-
2050	Lock 8 Washrooms	Purchasing carbon offsets	0	1	-	-	0	-
2050	Market Square	Purchasing carbon offsets	0	0	-	-	0	-
2050	Museum LR Wilson Archives	Purchasing carbon offsets	0	6	-	-	0	-
2050	Museum Sharpe HRC	Purchasing carbon offsets	0	4	-	-	0	-
2050	Museum Williams House	Purchasing carbon offsets	0	6	-	-	0	-
2050	Nickle Beach Washrooms	Purchasing carbon offsets	0	0	-	-	-	-
2050	Pleasant Beach Rd security camera	Purchasing carbon offsets	0	0	-	-	-	-
2050	Public Works (Engineering and Operations Centre)	Purchasing carbon offsets	0	17	-	-	0	-
2050	Sugarloaf Marina Marlon Building	Purchasing carbon offsets	0	12	-	-	0	-
2050	Tennis Courts	Purchasing carbon offsets	0	1	-	-	0	-
2050	Vale Health and Wellness Centre	Purchasing carbon offsets	0	601	-	-	0	-
2050	Wignell Drain Outlet Structure	Purchasing carbon offsets	0	0	-	-	0	-
2050	Archives Waste	Purchasing carbon offsets	0	1	-	-	0	-
2050	Archives Waste	Waste mitigation	14,686	1	20	29	9,993	500
2050	City Hall Waste	Purchasing carbon offsets	0	15	-	-	0	-
2050	City Hall Waste	Waste mitigation	14,686	15	20	294	999	50
2050	Fire Hall Waste	Purchasing carbon offsets	0	4	-	-	0	-
2050	Fire Hall Waste	Waste mitigation	14,686	4	20	88	3,331	167
2050	Library Waste	Purchasing carbon offsets	0	3	-	-	0	-

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2050	Library Waste	Waste mitigation	14,686	3	20	59	4,996	250
2050	Museum Waste	Purchasing carbon offsets	0	1	-	-	0	-
2050	Museum Waste	Waste mitigation	14,686	1	20	29	9,993	500
2050	Nickel Beach Waste	Purchasing carbon offsets	0	14	-	-	0	-
2050	Nickel Beach Waste	Waste mitigation	14,686	14	20	281	1,045	52
2050	Operations Centre Waste	Purchasing carbon offsets	0	32	-	-	0	-
2050	Operations Centre Waste	Waste mitigation	14,686	32	20	642	457	23
2050	Park Waste	Purchasing carbon offsets	0	61	-	-	0	-
2050	Park Waste	Waste mitigation	14,686	61	20	1,213	242	12
2050	Roselawn Waste	Purchasing carbon offsets	0	0	-	-	0	-
2050	Roselawn Waste	Waste mitigation	14,686	0	20	7	39,970	1,999
2050	Sugarloaf Marina Waste	Purchasing carbon offsets	0	68	-	-	0	-
2050	Sugarloaf Marina Waste	Waste mitigation	14,686	68	20	1,365	215	11
2050	Tea Room Waste	Purchasing carbon offsets	0	1	-	-	0	-
2050	Tea Room Waste	Waste mitigation	14,686	1	20	29	9,993	500
2050	Vale Health and Wellness Centre Waste	Purchasing carbon offsets	0	64	-	-	0	-
2050	Vale Health and Wellness Centre Waste	Waste mitigation	14,686	64	20	1,285	229	11
2050	Building Dept Fleet	Purchasing carbon offsets	0	3	-	-	0	-
2050	By-Law Dept Fleet	Purchasing carbon offsets	0	5	-	-	0	-
2050	Canal Days Fleet	Purchasing carbon offsets	0	2	-	-	0	-
2050	Comm & Ecdev Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2050	Drains Fleet	Purchasing carbon offsets	0	30	-	-	0	-

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2050	Engineering Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2050	Facility Maint Fleet	Purchasing carbon offsets	0	7	-	-	0	-
2050	Fire Fleet	Purchasing carbon offsets	0	46	-	-	0	-
2050	Fleet Fleet	Purchasing carbon offsets	0	2	-	-	0	-
2050	Marina Fleet	Purchasing carbon offsets	0	9	-	-	0	-
2050	Museum Fleet	Purchasing carbon offsets	0	0	-	-	0	-
2050	Nickel Beach Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2050	Parks Fleet	Purchasing carbon offsets	0	94	-	-	0	-
2050	Project Management Fleet	Purchasing carbon offsets	0	6	-	-	0	-
2050	Transportation Fleet	Purchasing carbon offsets	0	193	-	-	0	-
2050	Utilities Fleet	Purchasing carbon offsets	0	0	-	-	-	-
2050	WasteWater Fleet	Purchasing carbon offsets	0	13	-	-	0	-
2050	Water Fleet	Purchasing carbon offsets	0	36	-	-	0	-
2050	000Clarence St, Traf Light Elm St	Purchasing carbon offsets	0	0	-	-	0	-
2050	160 Sugarloaf St, Lighting 200A Service-Cenotaph, etc	Purchasing carbon offsets	0	0	-	-	0	-
2050	160 Sugarloaf St, Park Light	Purchasing carbon offsets	0	0	-	-	0	-
2050	183 Main St West Lights	Purchasing carbon offsets	0	0	-	-	0	-
2050	212 West, No. 5 Panel Promenade lights	Purchasing carbon offsets	0	0	-	-	0	-
2050	3 Marina St (Marina Lighting) master	Purchasing carbon offsets	0	2	-	-	0	-
2050	Church&Main St. W Light Pedestal	Purchasing carbon offsets	0	1	-	-	0	-

Table 15: Recommended measures and timeline for Most Achievable pathway (continued)

Year	Facility / Asset	Measure	Effective project cost (\$)	Reduction in GHG emissions (tCO2e/yr)	Measure life (years)	Lifetime GHG reduction (tCO2e)	Project cost per GHG reduction (\$/tCO2e/yr)	Project cost per lifetime GHG reduction (\$/tCO2e)
2050	Light House and Sign	Purchasing carbon offsets	0	0	-	-	0	-
2050	Main St West Lights	Purchasing carbon offsets	0	1	-	-	0	-
2050	Near 48 Main St. W Light Pedestal	Purchasing carbon offsets	0	0	-	-	0	-
2050	Street Lights - General	Purchasing carbon offsets	0	30	-	-	0	-
2050	Traffic Lights-King St	Purchasing carbon offsets	0	0	-	-	0	-
2050	Traffic Lights-Steele and Clarence	Purchasing carbon offsets	0	0	-	-	0	-
2050	550 Elizabeth St, Pump Stn 66 Elizabeth St	Purchasing carbon offsets	0	0	-	-	0	-
2050	69 Lake Rd, Pump House Nickel Beach	Purchasing carbon offsets	0	0	-	-	0	-
2050	69 Lake Rd, Trl Pumps Nickel Beach	Purchasing carbon offsets	0	0	-	-	0	-
2050	Bulk Water Station 2	Purchasing carbon offsets	0	0	-	-	0	-
2050	Johnson St Pumping Station	Purchasing carbon offsets	0	1	-	-	0	-
2050	Scholl Field Pump	Purchasing carbon offsets	0	7	-	-	0	-
*								

B Carbon Offsets

B.1 Carbon Offset Details

The Canadian Green Building Council (CAGBC) defines net carbon emissions for a facility as in the following formula.

$$\text{Net emissions} = \text{Embodied carbon} + \text{Operational carbon} - \text{Avoided emissions}$$

The terms of this formula are defined as follows.

- **Embodied carbon.** GHG emissions associated with the construction, maintenance and final end-of-life disposal of the facility.
- **Operational carbon.** GHG emissions associated with the use of energy of the facility while in operation.
- **Avoided emissions.** GHG emissions avoided through activities such as exporting green power to local grids, or the purchase of carbon offsets.

Net Zero emissions are achieved when the Net emissions from this formula is zero or less.

Carbon offsets focus on the ongoing use of avoided emissions (as defined above) to offset operational carbon associated with ongoing energy use at the facility. Note that embodied carbon emissions tend to be a one-time event, in contrast to the on-going emissions associated with operations, which must also be accounted for through avoided emissions.

As defined above, emission avoidance activities recognized by the CaGBC definition of Net-Zero include exporting green power, or the purchase of carbon offsets. Green power exports include the exporting of on-site renewable energy, as well as the injection of renewable energy into local grids through off-site renewable energy generation facilities. The latter approach is typically accomplished through the purchase of Renewable Energy Certificates (RECs). RECs are utility-specific and are purchased by unit energy of the utility in question (e.g. kWh for electricity, or m³ for natural gas), and can only be used to offset GHG emissions associated with the specific utility in question. For example, electricity RECs can be purchased to offset up to 100% of electricity used by the building, but cannot be used to offset natural gas used by the building (and vice versa). RECs are typically considered best practise because they facilitate an immediate injection of renewable energy into grids. RECs can be purchased through REC providers such as Bullfrog Power.

The purchase of carbon offsets is the second approach for avoided emissions recognized by CaGBC. Carbon offsets are purchased per tonne of GHG emissions, and can be used to offset either direct (e.g. natural gas combustion on-site) or indirect (e.g. electricity use on-site, which is generated offsite) GHG emissions. Carbon offsets must be certified as stipulated within the CaGBCs Zero Carbon Building Standard, which is required to uphold quality standards of the carbon offsets. Carbon offsets can be purchased through certified providers such as Less Emissions Inc.

Cost rates for RECs and carbon offsets are summarized as follows.

- Electricity REC cost rate (Bullfrog Power): 0.025 \$/kWh.
- Natural gas REC cost rate (Bullfrog Power): 0.186 \$/m³.
- Carbon offset cost rate (Less Emissions Inc.): 24 \$/mtCO₂e.

Update on Reducing Corporate Greenhouse Gas Emissions

February 24, 2026



Overview

- Background
- Partners for Climate Protection Program
- Corporate Climate Action Plan
- Emissions target recommendations
- Grant funding
- Conclusion



Background



Current strategic plan goal: To adapt to the global climate emergency.

Measure: Reach net-zero by 2040 through reduced GHG emissions and improved energy efficiency.

How do we achieve this?

- Shared services agreement with six other local area municipalities in 2025
- Corporate Climate Action Plan developed
 - Partners for Climate Protection Program
 - Proposing updated emissions reductions targets for Council's consideration
- Grant offset half the cost of developing the Plan



Partners for Climate Protection (PCP) Program

500+
Municipalities
participating

13
Provinces and
territories with
members

70%
Canadian population
represented

5-Milestone Framework



Connection to ECDM

- Energy Conservation and Demand Management Plan, 2024-2029
 - Required under *O.Reg 25/23*
 - Updated every 5 years
 - Annual reporting on electricity and natural gas usage at 15 City facilities
- Corporate Climate Action Plan includes emissions from:
 - Buildings and facilities, fleet and transportation, water and wastewater pumping, waste, and streetlights



Energy Conservation &
Demand Management Plan
2024



Benefits of Joining the PCP Program



Operational Efficiency and Cost Savings

- Enhance efficiency in facility, fleet, and water operations to reduce fuel and utility costs.

Climate Resilience Preparation

- Address climate risks to improve municipal service delivery and community resilience.
- Better alignment with global, national, and local net-zero targets.

Regulatory Compliance Alignment and Accountability

- Aligns with O. Reg 25/23 requirements but is more compressive.
- Sets regular reporting timeline for the City's GHG reduction goals.

Funding and Future Upgrades

- Joining the PCP and adopting the Plan will qualify the City for new funding opportunities.

Resource Access

- FCM resources and support available for PCP members.
- Networking and knowledge sharing with municipalities across Canada.

Joining the PCP Program



1. Pass a joining resolution through Council.
2. Assign a Councillor and staff member as key contacts and keep contact information up-to-date.
3. Move through the 5-Milestone Framework within 10 years of joining.
 - We've already completed milestones 1-3, if approved!
4. Report on progress at least once every two years, with support from FCM.
5. Actively participate in program activities and share experiences with other network members.

CITY OF PORT COLBORNE
Municipal Offices
66 Charlotte

Port Colborne

PCP MILESTONE #3 CORPORATE CLIMATE ACTION PLAN

KITCHENER | HAMILTON | TORONTO | CALGARY | EDMONTON

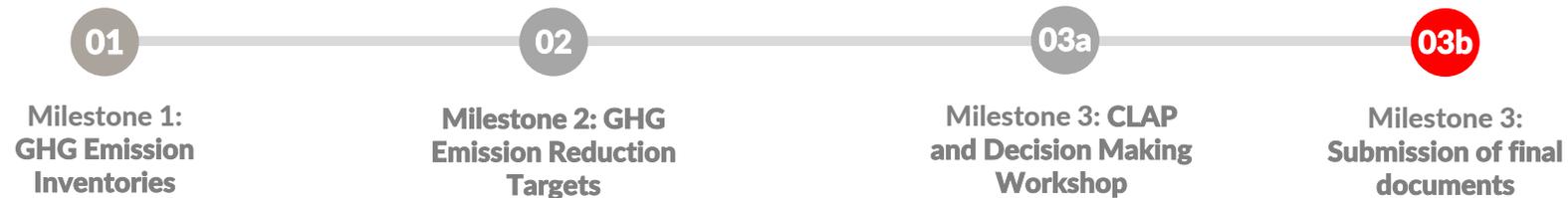
WALTERFEDY

PROJECT & GOALS

PARTNERS FOR CLIMATE PROTECTION

- The PCP Milestone framework provides a snapshot of current GHG emissions, as well as forecasted GHG emissions.
- By developing a Corporate Climate Action Plan, each town will be equipped with achievable GHG emission reduction targets, a framework to achieve these targets, and the impacts of project implementation.

PROJECT MILESTONES



Milestone 3 Corporate Climate Action Plan (CCAP): The purpose of the Climate Action Plan is to provide a framework for the municipality to follow to meet its corporate GHG emission targets. The CCAP contains high-level energy, GHG, and financial analysis with order-of-magnitude pricing. With this information, the municipality can determine the most appropriate path forward for GHG reductions.

Port Colborne Overall GHG Emissions By Sector

Sector	GHG Emissions (tCO ₂ e/yr)	Percent of GHG Emissions
Buildings and Facilities	794.5	51%
Fleet Vehicles	444.2	29%
Corporate Solid Waste	262.2	17%
Streetlights and Traffic Signals	35.1	2%
Water and Waste Water	9.2	1%
Total	1,545.2	100%

3 SCENARIO APPROACH

MOST AGGRESSIVE

- Net-zero by 2040
- 50% reduction by 2035
- 18% reduction by 2028

MOST ALIGNED

- Net-zero by 2050
- 40% reduction by 2035
- 18% reduction by 2028

MOST ACHEIVABLE

- 80% reduction by 2050
- Net-zero with carbon offsets
- 40% reduction by 2035



MEASURES



BUILDINGS AND FACILITIES

PROPOSED MEASURES

- Conduct energy audit
- Various electrification measures
- Heat pumps
- HVAC system optimization
- Lighting upgrades
- Solar PV

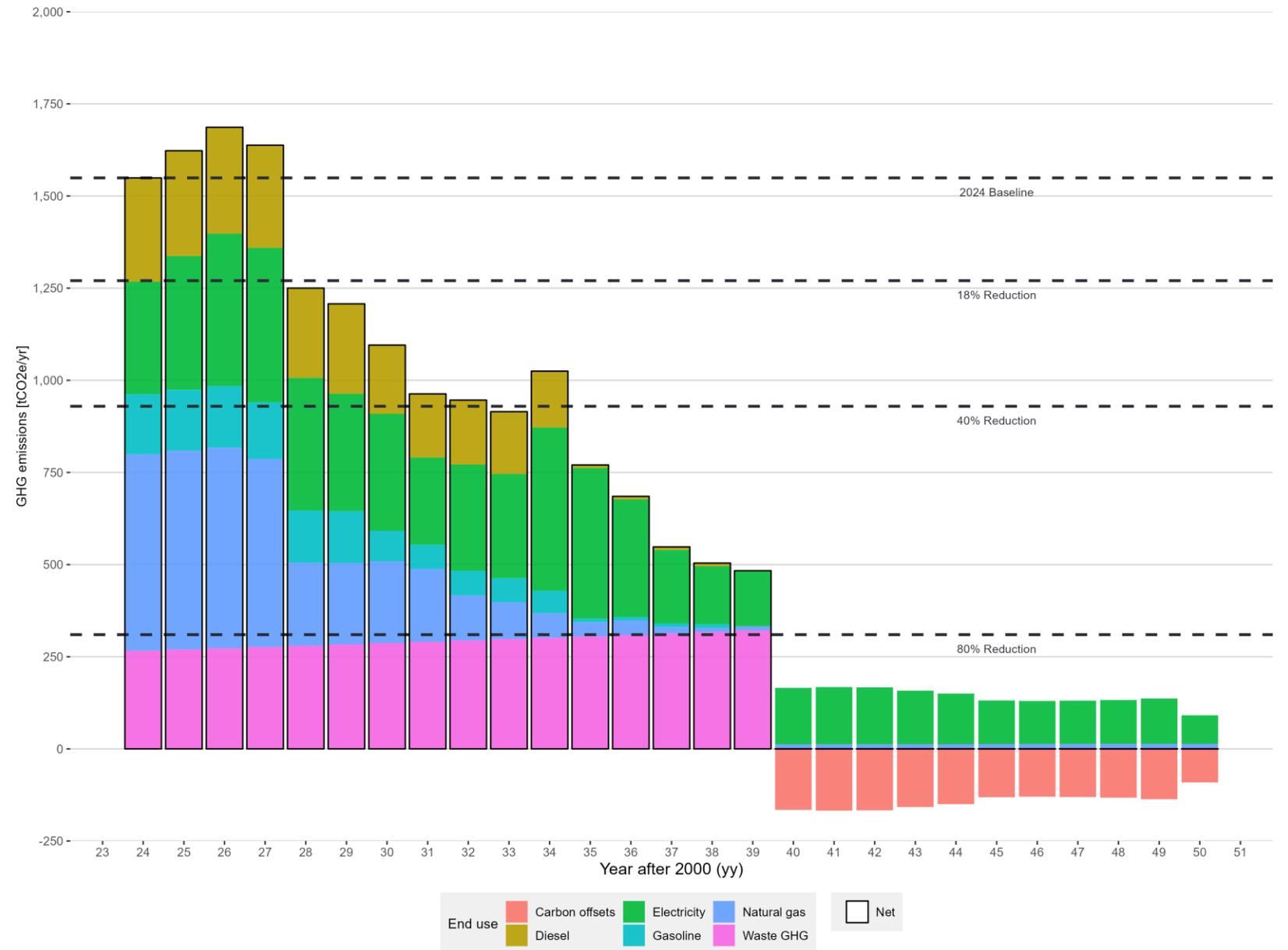




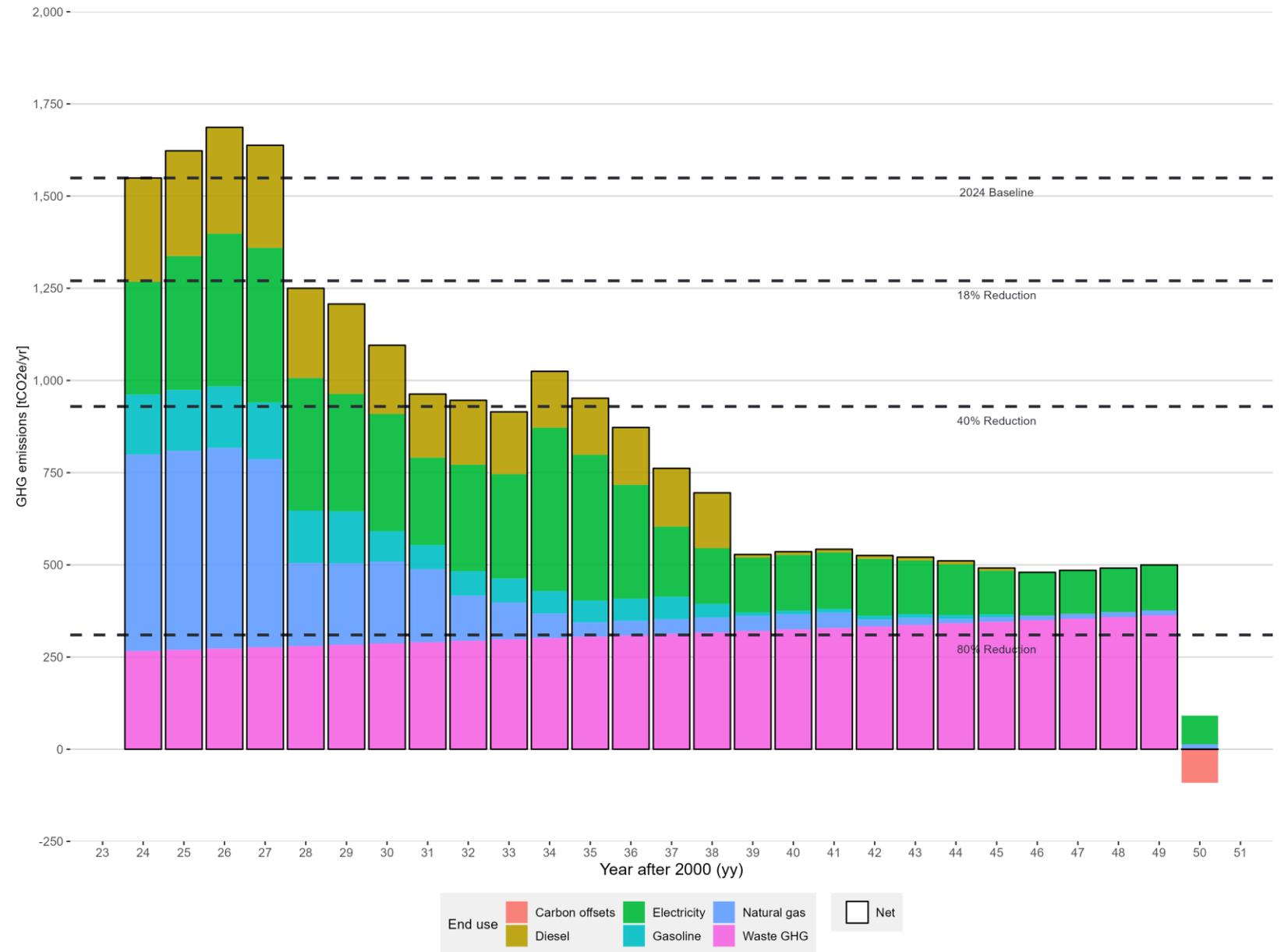
SCENARIOS



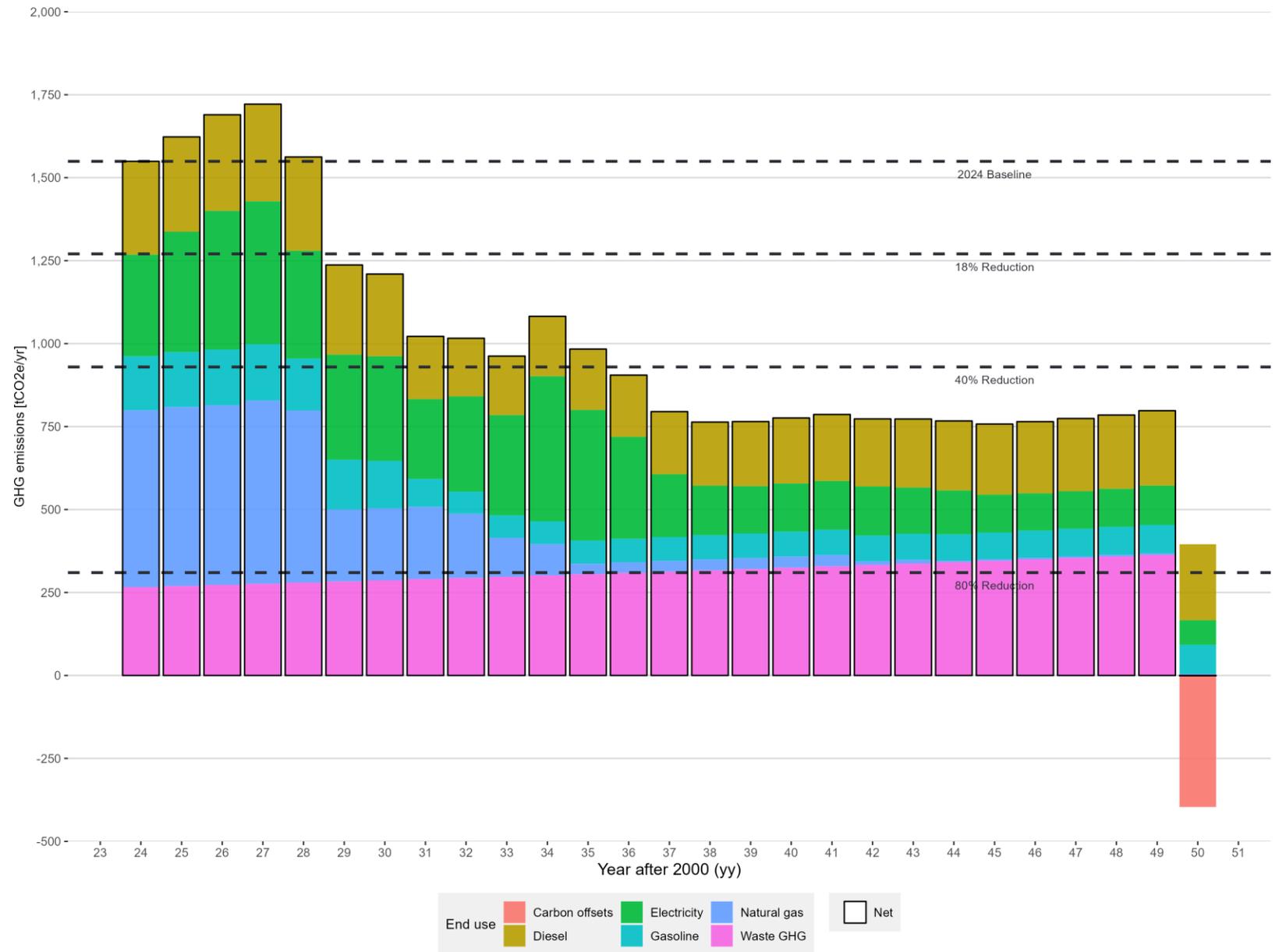
Most Aggressive – GHG emissions



Most Aligned – GHG emissions



Most Achievable – GHG emissions



SCENARIO COMPARISON

Parameter	Unit	Business as Planned	Most Aggressive	Most Aligned	Most Achievable
GHG emissions final (2050)	[tCO2e/yr]	1,830	0	0	0
Utility cost final (2050)	[\$/yr]	2,860,000	2,110,000	2,110,000	2,380,000
GHG emissions cumulative	[tCO2e]	46,400	16,900	22,800	26,700
Project cost cumulative	[\$]	87,300,000	173,000,000	182,000,000	123,000,000
Total cost cumulative	[\$]	138,000,000	210,000,000	219,000,000	164,000,000
Net present value cumulative	[\$]	75,200,000	129,000,000	123,000,000	95,000,000

Taking Immediate Action

Green Buildings Pathway Feasibility Studies Grant



PORT COLBORNE

GHG Reduction Pathway Feasibility Grant Funding Program



Funding Background

- FCM Green Municipal Fund (GMF) grant funding program
 - Conduct pathway feasibility studies to explore opportunities to reducing greenhouse gas emissions.
- Feasibility Studies to be completed on seven (7) municipal buildings:
 - Vale Health and Wellness Centre
 - City Hall
 - Engineering and Operations Centre
 - Fire Hall
 - Library
 - Museum and Roselawn Centre
- **September 2025:** City of Port Colborne awarded grant of **up to \$200,000**.
 - This can cover up to 80% of total project costs. City to cover the remaining costs.

GHG Reduction Pathway Feasibility Grant Funding Program

RFP Timeline

- **December 10, 2025:** FCM Funding Agreement fully executed
- City staff moved forward with a Request for Proposal (“RFP”). The RFP schedule has been provided below:
 - **December 16, 2025:** Issue Date of RFP
 - **January 26, 2026:** Deadline for Questions
 - **January 29, 2026:** Deadline for Issuing Addenda
 - **February 5, 2026:** Submission Deadline
 - **End of February 2026:** Anticipated Execution of Agreement
- Once a proponent has been approved and the procurement agreement has been executed, a project kick-off meeting will take place and the project will commence.

GHG Reduction Pathway Feasibility Grant Funding Program

Project Milestones

The City is required to complete seven (7) milestones under the FCM Funding arrangement to receive funding payments at the end of each milestone.

- Milestone 1: Site Investigations and Information – Complete By: March 2026
- Milestone 2: Calibrate Modelling of Existing – Complete By: May 2026
- Milestone 3: Design Workshop – Complete By: July 2026
- Milestone 4: GHG Reduction Measures Analysis - September 2026
- Milestone 5: GHG Reduction Option/Package - November 2026
- Milestone 6: Decision-Making Workshop - January 2027
- Milestone 7: Capital Plan/Final Report - March 2027

Next Steps

1. City's Communications staff to coordinate a media announcement with FCM.
2. City staff to engage with the Environmental Advisory Committee (EAC) on milestone updates throughout the project.

Thank you



The Corporation of the City of Port Colborne
By-law No. _____

Being a By-law to Authorize entering into an Agreement of Purchase and Sale with Canal Breeze Inc., regarding Part of Raglan Street (Also Known As Bell Street), Lying West of Welland Street Plan 843 in the City of Port Colborne
Being Part 1, Plan 59R-18513.

Whereas at its meeting of February 24th, 2026 the Council of The Corporation of the City of Port Colborne (Council) approved the recommendations of Planning and Development Department Report 2026-04 Subject: Sale of Surplus City Property - Raglan Street (AKA Bell Street) By-law; and

Whereas Council is desirous of entering into an Agreement of Purchase and Sale with Canal Breeze Inc., Part of Raglan Street (AKA Bell Street), Lying West of Welland Street Plan 843 in the City of Port Colborne for the sale price of \$20,000 plus agreed upon expenses; and

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

1. That The Corporation of the City of Port Colborne enters into an Agreement of Purchase and Sale with Canal Breeze Inc. for the sale of Part of Raglan Street (AKA Bell Street), Lying West of Welland Street Plan 843 in the City of Port Colborne Being Part 1, Plan 59R-18513 for the purchase price of \$20,000 plus agreed upon expenses with the Agreement attached hereto as Schedule "A".
2. That the Mayor, the City Clerk be and each of them is hereby authorized and directed to sign said agreement, together with any documents necessary to complete the conditions of said agreement and the Clerk is hereby authorized to affix the Corporate Seal thereto.
3. That the City Solicitor be and is hereby directed to prepare and register all such documents in the proper Land Registry Office as may be required to give full force and effect to this By-Law.
4. That the Clerk is authorized to affect any minor modifications, corrections, or omissions, solely of grammatical, semantical, or descriptive nature to this by-law or its schedules after the passage of this by-law.

Enacted and passed this 24th day of February, 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk

Schedule "A" to By-law No. 7433/17/26



**Agreement of Purchase and Sale
Commercial**

Form 500
for use in the Province of Ontario

This Agreement of Purchase and Sale dated this day of February, 2026

BUYER: Canal Breeze Inc., agrees to purchase from
(Full legal names of all Buyers)

SELLER: The Corporation of the City of Port Colborne, the following
(Full legal names of all Sellers)

REAL PROPERTY:

Address Vacant Land - Part of Raglan Street

fronting on the side of
in the City of Port Colborne

and having a frontage of see Schedule B more or less by a depth of See Schedule B more or less

and legally described as Part of PIN 64149-0138(LT) Part of Raglan Street Plan 843 Port Colborne (AKA Bell Street)

Lying west of Welland Street, Port Colborne designated as Part 1 on 59R-18513 (the "property")
(Legal description of land including easements not described elsewhere)

PURCHASE PRICE: Dollars (CDN\$) 20,000.00

Twenty Thousand **XX** Dollars

DEPOSIT: Buyer submits Upon Acceptance
(Herewith/Upon Acceptance/as otherwise described in this Agreement)

Two Thousand **XX** Dollars (CDN\$) 2,000.00

by negotiable cheque payable to Daniel & Partners LLP in trust "Deposit Holder"
to be held in trust pending completion or other termination of this Agreement and to be credited toward the Purchase Price on completion. For the purposes of this Agreement, "Upon Acceptance" shall mean that the Buyer is required to deliver the deposit to the Deposit Holder within 24 hours of the acceptance of this Agreement. The parties to this Agreement hereby acknowledge that, unless otherwise provided for in this Agreement, the Deposit Holder shall place the deposit in trust in the Deposit Holder's non-interest bearing Real Estate Trust Account and no interest shall be earned, received or paid on the deposit.

Buyer agrees to pay the balance as more particularly set out in Schedule A attached.

SCHEDULE(S) A B & C **attached hereto form(s) part of this Agreement.**

1. IRREVOCABILITY: This offer shall be irrevocable by Buyer until 8:00 on
(Seller/Buyer) the 5th day of March, 2026 8:00 p.m.
after which time, if not accepted, this offer shall be null and void and the deposit shall be returned to the Buyer in full without interest.

2. COMPLETION DATE: This Agreement shall be completed by no later than 6:00 p.m. on the day of
See Schedule A, 20..... Upon completion, vacant possession of the property shall be given to the Buyer unless otherwise provided for in this Agreement.

INITIALS OF BUYER(S):

INITIALS OF SELLER(S):

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3. **NOTICES:** The Seller hereby appoints the Listing Brokerage as agent for the Seller for the purpose of giving and receiving notices pursuant to this Agreement. Where a Brokerage (Buyer's Brokerage) has entered into a representation agreement with the Buyer, the Buyer hereby appoints the Buyer's Brokerage as agent for the purpose of giving and receiving notices pursuant to this Agreement. **The Brokerage shall not be appointed or authorized to be agent for either the Buyer or the Seller for the purpose of giving and receiving notices where the Brokerage represents both the Seller and the Buyer (multiple representation) or where the Buyer or the Seller is a self-represented party.** Any notice relating hereto or provided for herein shall be in writing. In addition to any provision contained herein and in any Schedule hereto, this offer, any counter-offer, notice of acceptance thereof or any notice to be given or received pursuant to this Agreement or any Schedule hereto (any of them, "Document") shall be deemed given and received when delivered personally or hand delivered to the Address for Service provided in the Acknowledgement below, or where a facsimile number or email address is provided herein, when transmitted electronically to that facsimile number or email address, respectively, in which case, the signature(s) of the party (parties) shall be deemed to be original.

FAX No.:
 (For delivery of Documents to Seller)

FAX No.:
 (For delivery of Documents to Buyer)

Email Address: **Bram.Cotton@portcolborne.ca**
 (For delivery of Documents to Seller)

Email Address: **dwiller@sullivan-mahoney.com**
 (For delivery of Documents to Buyer)

4. **CHATELS INCLUDED:**

N/A

Unless otherwise stated in this Agreement or any Schedule hereto, Seller agrees to convey all fixtures and chattels included in the Purchase Price free from all liens, encumbrances or claims affecting the said fixtures and chattels.

5. **FIXTURES EXCLUDED:**

N/A

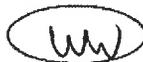
6. **RENTAL ITEMS (Including Lease, Lease to Own):** The following equipment is rented and **not** included in the Purchase Price. The Buyer agrees to assume the rental contract(s), if assumable:

N/A

The Buyer agrees to cooperate and execute such documentation as may be required to facilitate such assumption.

7. **HST: If the sale of the property (Real Property as described above) is subject to Harmonized Sales Tax (HST), then such tax shall be in addition to the Purchase Price.** The Seller will not collect HST if the Buyer provides to the Seller a warranty that the Buyer is registered under the Excise Tax Act ("ETA"), together with a copy of the Buyer's ETA registration, a warranty that the Buyer shall self-assess and remit the HST payable and file the prescribed form and shall indemnify the Seller in respect of any HST payable. The foregoing warranties shall not merge but shall survive the completion of the transaction. If the sale of the property is not subject to HST, Seller agrees to certify on or before closing, that the transaction is not subject to HST. Any HST on chattels, if applicable, is not included in the Purchase Price.

INITIALS OF BUYER(S):



INITIALS OF SELLER(S):



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8. **TITLE SEARCH:** Buyer shall be allowed until 6:00 p.m. on the day of..... **5 days prior to completion** 20....., (Requisition Date) to examine the title to the property at his own expense and until the earlier of: (i) thirty days from the later of the Requisition Date or the date on which the conditions in this Agreement are fulfilled or otherwise waived or; (ii) five days prior to completion, to satisfy himself that there

are no outstanding work orders or deficiency notices affecting the property, that its present use (.....) may be lawfully continued and that the principal building may be insured against risk of fire. Seller hereby consents to the municipality or other governmental agencies releasing to Buyer details of all outstanding work orders and deficiency notices affecting the property, and Seller agrees to execute and deliver such further authorizations in this regard as Buyer may reasonably require.

9. **FUTURE USE:** Seller and Buyer agree that there is no representation or warranty of any kind that the future intended use of the property by Buyer is or will be lawful except as may be specifically provided for in this Agreement.

10. **TITLE:** Provided that the title to the property is good and free from all registered restrictions, charges, liens, and encumbrances except as otherwise specifically provided in this Agreement and save and except for (a) any registered restrictions or covenants that run with the land providing that such are complied with; (b) any registered municipal agreements and registered agreements with publicly regulated utilities providing such have been complied with, or security has been posted to ensure compliance and completion, as evidenced by a letter from the relevant municipality or regulated utility; (c) any minor easements for the supply of domestic utility or telecommunication services to the property or adjacent properties; and (d) any easements for drainage, storm or sanitary sewers, public utility lines, telecommunication lines, cable television lines or other services which do not materially affect the use of the property. If within the specified times referred to in paragraph 8 any valid objection to title or to any outstanding work order or deficiency notice, or to the fact the said present use may not lawfully be continued, or that the principal building may not be insured against risk of fire is made in writing to Seller and which Seller is unable or unwilling to remove, remedy or satisfy or obtain insurance save and except against risk of fire (Title Insurance) in favour of the Buyer and any mortgagee, (with all related costs at the expense of the Seller), and which Buyer will not waive, this Agreement notwithstanding any intermediate acts or negotiations in respect of such objections, shall be at an end and all monies paid shall be returned without interest or deduction and Seller, Listing Brokerage and Co-operating Brokerage shall not be liable for any costs or damages. Save as to any valid objection so made by such day and except for any objection going to the root of the title, Buyer shall be conclusively deemed to have accepted Seller's title to the property.

11. **CLOSING ARRANGEMENTS:** Where each of the Seller and Buyer retain a lawyer to complete the Agreement of Purchase and Sale of the property, and where the transaction will be completed by electronic registration pursuant to Part III of the Land Registration Reform Act, R.S.O. 1990, Chapter L4 and the Electronic Registration Act, S.O. 1991, Chapter 44, and any amendments thereto, the Seller and Buyer acknowledge and agree that the exchange of closing funds, non-registrable documents and other items (the "Requisite Deliveries") and the release thereof to the Seller and Buyer will (a) not occur at the same time as the registration of the transfer/deed (and any other documents intended to be registered in connection with the completion of this transaction) and (b) be subject to conditions whereby the lawyer(s) receiving any of the Requisite Deliveries will be required to hold same in trust and not release same except in accordance with the terms of a document registration agreement between the said lawyers. The Seller and Buyer irrevocably instruct the said lawyers to be bound by the document registration agreement which is recommended from time to time by the Law Society of Ontario. Unless otherwise agreed to by the lawyers, such exchange of Requisite Deliveries shall occur by the delivery of the Requisite Deliveries of each party to the office of the lawyer for the other party or such other location agreeable to both lawyers.

12. **DOCUMENTS AND DISCHARGE:** Buyer shall not call for the production of any title deed, abstract, survey or other evidence of title to the property except such as are in the possession or control of Seller. If requested by Buyer, Seller will deliver any sketch or survey of the property within Seller's control to Buyer as soon as possible and prior to the Requisition Date. If a discharge of any Charge/Mortgage held by a corporation incorporated pursuant to the Trust And Loan Companies Act (Canada), Chartered Bank, Trust Company, Credit Union, Caisse Populaire or Insurance Company and which is not to be assumed by Buyer on completion, is not available in registrable form on completion, Buyer agrees to accept Seller's lawyer's personal undertaking to obtain, out of the closing funds, a discharge in registrable form and to register same, or cause same to be registered, on title within a reasonable period of time after completion, provided that on or before completion Seller shall provide to Buyer a mortgage statement prepared by the mortgagee setting out the balance required to obtain the discharge, and, where a real-time electronic cleared funds transfer system is not being used, a direction executed by Seller directing payment to the mortgagee of the amount required to obtain the discharge out of the balance due on completion.

13. **INSPECTION:** Buyer acknowledges having had the opportunity to inspect the property and understands that upon acceptance of this offer there shall be a binding agreement of purchase and sale between Buyer and Seller.

14. **INSURANCE:** All buildings on the property and all other things being purchased shall be and remain until completion at the risk of Seller. Pending completion, Seller shall hold all insurance policies, if any, and the proceeds thereof in trust for the parties as their interests may appear and in the event of substantial damage, Buyer may either terminate this Agreement and have all monies paid returned without interest or deduction or else take the proceeds of any insurance and complete the purchase. No insurance shall be transferred on completion. If Seller is taking back a Charge/Mortgage, or Buyer is assuming a Charge/Mortgage, Buyer shall supply Seller with reasonable evidence of adequate insurance to protect Seller's or other mortgagee's interest on completion.

INITIALS OF BUYER(S): 

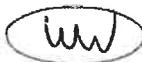
INITIALS OF SELLER(S): 

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- 15. PLANNING ACT:** This Agreement shall be effective to create an interest in the property only if Seller complies with the subdivision control provisions of the Planning Act by completion and Seller covenants to proceed diligently at his expense to obtain any necessary consent by completion.
- 16. DOCUMENT PREPARATION:** The Transfer/Deed shall, save for the Land Transfer Tax Affidavit, be prepared in registrable form at the expense of Seller, and any Charge/Mortgage to be given back by the Buyer to Seller at the expense of the Buyer. If requested by Buyer, Seller covenants that the Transfer/Deed to be delivered on completion shall contain the statements contemplated by Section 50(22) of the Planning Act, R.S.O.1990.
- 17. RESIDENCY:** (a) Subject to (b) below, the Seller represents and warrants that the Seller is not and on completion will not be a non-resident under the non-residency provisions of the Income Tax Act which representation and warranty shall survive and not merge upon the completion of this transaction and the Seller shall deliver to the Buyer a statutory declaration that Seller is not then a non-resident of Canada;
(b) provided that if the Seller is a non-resident under the non-residency provisions of the Income Tax Act, the Buyer shall be credited towards the Purchase Price with the amount, if any, necessary for Buyer to pay to the Minister of National Revenue to satisfy Buyer's liability in respect of tax payable by Seller under the non-residency provisions of the Income Tax Act by reason of this sale. Buyer shall not claim such credit if Seller delivers on completion the prescribed certificate.
- 18. ADJUSTMENTS:** Any rents, mortgage interest, realty taxes including local improvement rates and unmetered public or private utility charges and unmetered cost of fuel, as applicable, shall be apportioned and allowed to the day of completion, the day of completion itself to be apportioned to Buyer.
- 19. TIME LIMITS:** Time shall in all respects be of the essence hereof provided that the time for doing or completing of any matter provided for herein may be extended or abridged by an agreement in writing signed by Seller and Buyer or by their respective lawyers who may be specifically authorized in that regard.
- 20. PROPERTY ASSESSMENT:** The Buyer and Seller hereby acknowledge that the Province of Ontario has implemented current value assessment and properties may be re-assessed on an annual basis. The Buyer and Seller agree that no claim will be made against the Buyer or Seller, or any Brokerage, Broker or Salesperson, for any changes in property tax as a result of a re-assessment of the property, save and except any property taxes that accrued prior to the completion of this transaction.
- 21. TENDER:** Any tender of documents or money hereunder may be made upon Seller or Buyer or their respective lawyers on the day set for completion. Money shall be tendered with funds drawn on a lawyer's trust account in the form of a bank draft, certified cheque or wire transfer using the Lynx high value payment system as set out and prescribed by the *Canadian Payments Act* [R.S.C., 1985, c. C-21], as amended from time to time.
- 22. FAMILY LAW ACT:** Seller warrants that spousal consent is not necessary to this transaction under the provisions of the Family Law Act, R.S.O.1990 unless the spouse of the Seller has executed the consent hereinafter provided.
- 23. UFFI:** Seller represents and warrants to Buyer that during the time Seller has owned the property, Seller has not caused any building on the property to be insulated with insulation containing urea formaldehyde, and that to the best of Seller's knowledge no building on the property contains or has ever contained insulation that contains urea formaldehyde. This warranty shall survive and not merge on the completion of this transaction, and if the building is part of a multiple unit building, this warranty shall only apply to that part of the building which is the subject of this transaction.
- 24. LEGAL, ACCOUNTING AND ENVIRONMENTAL ADVICE:** The parties acknowledge that any information provided by the brokerage is not legal, tax or environmental advice, and that it has been recommended that the parties obtain independent professional advice prior to signing this document.
- 25. CONSUMER REPORTS:** The Buyer is hereby notified that a consumer report containing credit and/or personal information may be referred to in connection with this transaction.
- 26. AGREEMENT IN WRITING:** If there is conflict or discrepancy between any provision added to this Agreement (including any Schedule attached hereto) and any provision in the standard pre-set portion hereof, the added provision shall supersede the standard pre-set provision to the extent of such conflict or discrepancy. This Agreement including any Schedule attached hereto, shall constitute the entire Agreement between Buyer and Seller. There is no representation, warranty, collateral agreement or condition, which affects this Agreement other than as expressed herein. For the purposes of this Agreement, Seller means vendor and Buyer means purchaser. This Agreement shall be read with all changes of gender or number required by the context.
- 27. ELECTRONIC SIGNATURES:** The parties hereto consent and agree to the use of electronic signatures pursuant to the *Electronic Commerce Act*, 2000, S.O. 2000, c17 as amended from time to time with respect to this Agreement and any other documents respecting this transaction.
- 28. TIME AND DATE:** Any reference to a time and date in this Agreement shall mean the time and date where the property is located.

INITIALS OF BUYER(S):



INITIALS OF SELLER(S):



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Form 500 Revised 2024 Page 4 of 7

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29. SUCCESSORS AND ASSIGNS: The heirs, executors, administrators, successors and assigns of the undersigned are bound by the terms herein. SIGNED, SEALED AND DELIVERED in the presence of: IN WITNESS whereof I have hereunto set my hand and seal:

Amiee Liotta (Witness) Wendy Wang (Buyer/Authorized Signing Officer) February 2026 (Date)

I, the Undersigned Seller, agree to the above offer. I hereby irrevocably instruct my lawyer to pay directly to the brokerage(s) with whom I have agreed to pay commission, the unpaid balance of the commission together with applicable Harmonized Sales Tax (and any other taxes as may hereafter be applicable), from the proceeds of the sale prior to any payment to the undersigned on completion, as advised by the brokerage(s) to my lawyer. SIGNED, SEALED AND DELIVERED in the presence of: IN WITNESS whereof I have hereunto set my hand and seal:

(Witness) (Seller/Authorized Signing Officer) 2026 (Date)

SPOUSAL CONSENT: The undersigned spouse of the Seller hereby consents to the disposition evidenced herein pursuant to the provisions of the Family Law Act, R.S.O. 1990, and hereby agrees to execute all necessary or incidental documents to give full force and effect to the sale evidenced herein.

(Witness) (Spouse) (Seal) (Date)

CONFIRMATION OF ACCEPTANCE: Notwithstanding anything contained herein to the contrary, I confirm this Agreement with all changes both typed and written was finally accepted by all parties at this day of 20²⁶ (a.m./p.m.)

(Signature of Seller or Buyer)

INFORMATION ON BROKERAGE(S)

Listing Brokerage (Tel. No.)
 (Salesperson/Broker/Broker of Record Name)
 Co-op/Buyer Brokerage (Tel. No.)
 (Salesperson/Broker/Broker of Record Name)

ACKNOWLEDGEMENT

I acknowledge receipt of my signed copy of this accepted Agreement of Purchase and Sale and I authorize the Brokerage to forward a copy to my lawyer.

I acknowledge receipt of my signed copy of this accepted Agreement of Purchase and Sale and I authorize the Brokerage to forward a copy to my lawyer.

(Seller) (Date)
 (Seller) (Date)
 Address for Service
 (Tel. No.)
 Seller's Lawyer Callum Shedden
 Address 300B Fourth Avenue, First Floor, St. Catharines ON
 Email sheddenc@niagaralaw.ca
 905 688-9411 (Tel. No.) 905 688-9411 (Fax No.)

(Buyer) (Date)
 (Buyer) (Date)
 Address for Service
 (Tel. No.)
 Buyer's Lawyer David Willer
 Address 40 Queen Street, Box 1360 St. Catharines ON
 Email dwiller@sullivan-mahoney.com
 905 688-6655 (Tel. No.) 905 688-5814 (Fax No.)

FOR OFFICE USE ONLY

COMMISSION TRUST AGREEMENT

To: Co-operating Brokerage shown on the foregoing Agreement of Purchase and Sale;
 In consideration for the Co-operating Brokerage procuring the foregoing Agreement of Purchase and Sale, I hereby declare that all moneys received or receivable by me in connection with the Transaction as contemplated in the MLS® Rules and Regulations of my Real Estate Board shall be receivable and held in trust. This agreement shall constitute a Commission Trust Agreement as defined in the MLS® Rules and shall be subject to and governed by the MLS® Rules pertaining to Commission Trust.
 DATED as of the date and time of the acceptance of the foregoing Agreement of Purchase and Sale, Acknowledged by:

(Authorized to bind the Listing Brokerage)

(Authorized to bind the Co-operating Brokerage)

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Schedule A Agreement of Purchase and Sale – Commercial

Form 500
for use in the Province of Ontario

This Schedule is attached to and forms part of the Agreement of Purchase and Sale between:

BUYER: Canal Breeze Inc., and

SELLER: The Corporation of the City of Port Colborne

for the purchase and sale of Vacant Land - Part of Raglan Street

..... dated the day of February, 2026

Buyer agrees to pay the balance as follows:

The Buyer shall pay the balance of the Purchase Price, subject to adjustments, to the Seller on the Completion Date by bank draft, wire transfer or certified cheque drawn on an Ontario lawyer's trust account.

In addition to the Purchase Price the Buyer agrees to pay the following:

(a) Survey costs of the Seller with respect to the reference plan required to describe the Property in the amount of \$2,208.81; and

(b) Legal fees and disbursements of the Seller with respect to this transaction which are estimated to be \$3,500.00 inclusive of HST.

This transaction shall be completed on the 21st day following the approval of this Agreement of Purchase and Sale by Council for the Corporation of the City of Port Colborne.

Prior to Closing, the Seller will register on title to the Property a by-law passed by the City of Port Colborne which stops up and closes the Property pursuant to the provisions of the Municipal Act, 2001.

This form must be initialed by all parties to the Agreement of Purchase and Sale.

INITIALS OF BUYER(S):

WW

INITIALS OF SELLER(S):

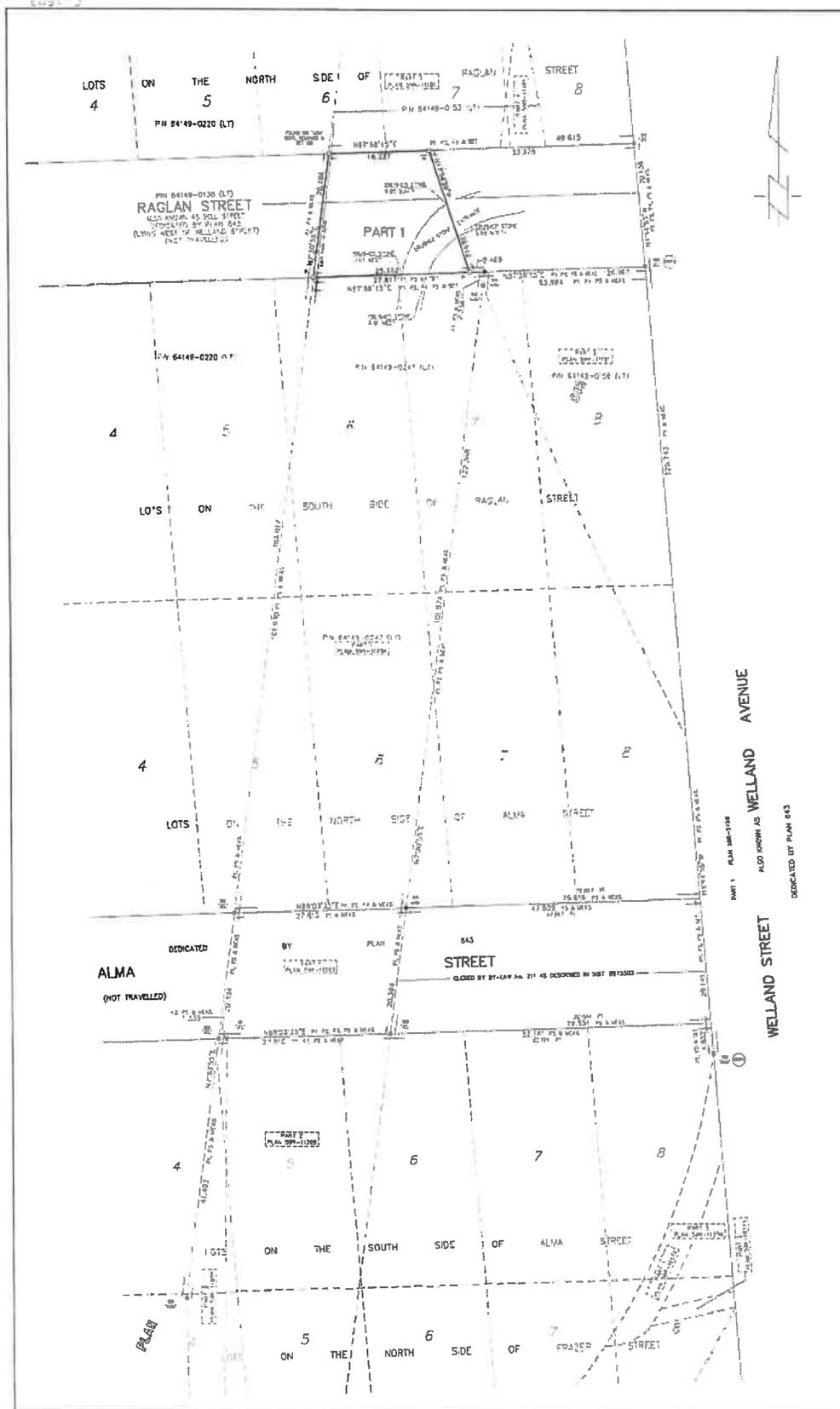


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SCHEDULE B



1. REQUIRE THE PLAN TO BE DEPOSITED UNDER THE LAND TILES ACT

DATE: JANUARY 3, 2025

[Signature]
CHIEF SURVEYOR

PLAN 59R-29513

RELEASED BY APPROVED BY: *[Signature]*
DATE: JANUARY 20, 2026

DEPARTMENT OF LAND SURVEY AND MAPPING
140 LAUREL TRAIL DIVISION
OF MASSACHUSETTS

SCHEDULE			
PART	LOT	PLAN	REV.
1	4, 5, 6, 7, 8	843	1

PLAN OF SURVEY OF

PART I OF RAGLAN STREET (ALSO KNOWN AS BELL STREET)
PLAN 843

IN THE

CITY OF PORT COLBORNE
REGIONAL MUNICIPALITY OF NIAGARA

SCALE 1:300

LAWRENCE & OLMORE SURVEYING LTD.
2025

LEGEND

• DEDICATED SURVEY MONUMENT PILING	• DEDICATED	LAWRENCE & OLMORE SURVEYING LTD.
• SURVEY MONUMENT SET	• DASHED	DESKED LINES
• STAKE/SPOT FROM PLAN	• APPROXIMATE	DESKED & MOON LTD. (LONDON)
• SOUTH STAKE/SPOT FROM PLAN	• PLAN	PLAN 59R-1029
• IRON B.M.	• PLAN	PLAN 59R-2729
• IRON PIN FROM PLAN	• PLAN	PLAN 59R-1029
• IRON TUBE	• PLAN	PLAN 59R-1118
• PLASTIC SUR	• PLAN	PLAN 59R-1118
• OUT CROSS	• PLAN	PLAN 59R-1118
• BENCH		
• OBSERVED MONUMENT POINT		
• MARKER		

INTEGRATION DATA

COORDINATE SYSTEM: UTM ZONE 18N
DATUM: NAD 83
ELEVATION DATUM: MSL

CAUTION

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

BEARING NOTE

BEARINGS ARE LISTED DERIVED FROM BRITISH INCH SURVEY FROM 1842 TO 1892, FROM WHICH BEARINGS & DISTANCES WERE DERIVED TO THE CANADIAN SYSTEM OF 1912 (BY NEXT LONGITUDE) AND 83 (CORS) (1997).

FOR BEARING CONVERSIONS A ROTATION OF 1.11 05" IN A COUNTER CLOCK-WISE DIRECTION WAS APPLIED TO BEARINGS ON PLAN 59R-2729.

DISTANCE NOTES

METRIC CONVERSION
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

GRID SCALE CONVERSION
DISTANCES SHOWN ON THIS PLAN ARE ADJUSTED GROUND LEVEL DISTANCES AND CAN BE USED TO COMPUTE GRID COORDINATES BY MULTIPLYING THE DISTANCES BY A CORRECTED SCALE FACTOR OF 0.99993.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYORS ACT AND THE LAND TILES ACT AND THE REGULATIONS MADE UNDER THEM.
- THE SURVEY WAS COMPLETED ON JANUARY 3, 2025.

DATE: JANUARY 3, 2025

[Signature]
CHIEF SURVEYOR

THIS PLAN OF SURVEY PREPARED BY THIS FIRM IN ACCORDANCE WITH MASSACHUSETTS REGULATION 800 CMR 1.00(10) AND 800 CMR 1.00(11).

LAWRENCE & OLMORE SURVEYING LTD.
140 LAUREL TRAIL, PORT COLBORNE, ONTARIO L2R 6P7

SCALE: 1:300	SEE 870 CM FOR 800 CM	REL. FILE: 25-058	F-1503
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SCHEDULE "C"

RIGHT TO RE-CONVEYANCE

THIS AGREEMENT is made as of the day of February 2026.

BETWEEN:

THE CORPORATION OF THE CITY OF PORT COLBORNE
(the "City")

• and -

CANAL BREEZE INC.
(the "Purchaser")

RECITALS:

- A. By-law No. _____ passed by the Council for The Corporation of the City of Port Colborne on February 24, 2026 authorized the acceptance of an Agreement of Purchase and Sale from the Purchaser for the lands legally described as part of Part of PIN 64149-0138(LT) being part of Raglan Street Plan 843 Port Colborne (AKA Bell Street) lying west of Welland Street, Port Colborne designated as Part 1 on 59R-18513 (the Property"), subject to the City reserving the right to a re-conveyance of the Property.
- B. The purchaser has agreed to enter into an Agreement with the City to secure the City's right to re-conveyance of the Property.

NOW THEREFORE, in consideration of the mutual covenants and agreements set forth in this Agreement and for other good and valuable consideration (the receipt and sufficiency of which are hereby acknowledged), the parties agree as follows:

1. RIGHT TO RE-CONVEYANCE

- (a) The Purchaser hereby grants to the City the irrevocable right to re-conveyance of the property in the event the Purchaser fails to:
 - (i) Make meaningful progress with respect to obtaining a building permit for the construction of a multi-unit residential complex, as determined by the City in its sole discretion acting reasonably, within two (2) years of registration of the transfer of the Property from the City to the Purchaser;

OR

- (ii) Obtain building permits and begin construction of a multi-unit residential complex, within three (3) years and six (6) months of registration of the Transfer of the Property;

In the event that the Purchaser has not satisfied the conditions within the timelines in (i) and/or (ii) above for reasons which are beyond the control of the Purchaser then the Purchaser and the City agree to enter into good faith discussions with respect to possible amendments to any of the timelines.

- (b) The Purchaser hereby grants to the City the irrevocable right to a re-conveyance of the Property in the event the Purchaser becomes insolvent or makes an assignment for the benefit of creditors, prior to the completion of the actions described in Sections 1(a)(i) or (ii).
- (c) The right to re-conveyance is exercisable by notice in writing from the City to the Purchaser.
- (d) In the event the City exercises its right to a re-conveyance of the Property as provided for in Sections (a) or (b), it shall do so for the sum of TWENTY THOUSAND DOLLARS (\$20,000.00), subject to adjustments for the amount of any taxes then due and owing against the Property and the amount of Land Transfer Tax payable by the City for registration of the Transfer of the Property. Despite any improvements or investments made by the Purchaser, the Purchaser shall be deemed to have forfeited any investment so made and shall not be entitled to any compensation for the same whatsoever, including monies expended for installing services. Further, there shall be no adjustment in respect of monies drawn upon by the City in respect of securities provided by the Purchaser.
- (e) On the date which is thirty (30) days after the City exercises its right to receive a re-conveyance of the Property (the "Closing Date"), the Purchaser will convey the property to the Purchaser subject to the terms provided for in this Agreement. The Purchaser shall give vacant possession of the Property to the Purchaser on the Closing Date.
- (f) In addition to Section 1(e) above, the Purchaser undertakes to obtain and register good and valid discharges and/or releases of all liens, charges and any other encumbrances, which the Purchaser has caused to be registered against the title to the Property, forthwith following the City's notice of exercising its option to purchase the Property, Notwithstanding the foregoing, the Purchaser shall at all times indemnify and save harmless the City against all actions, suits, claims and demands whatsoever, which may be brought against or made upon the City and from and against all losses, costs, damages, charges and expenses whatsoever which may be incurred, sustained or paid by the City for or by reason of or on account of such liens, charges or other encumbrances.

2. NON-ASSIGNMENT

The Purchaser shall not have the right to assign this Agreement to any person or other entity without prior written consent of the City, which consent may be unreasonably denied.

3. POSTPONEMENT

The City agrees to postpone all of its right, priority and interest in this Agreement to a mortgage from a lender (a "Construction Lender") who has agreed to finance the construction of the improvements

described in Section 1.(a) of this Agreement. The City agrees to enter into any such registrations, postponements or subordination agreements as may be required by the Construction Lender.

4. SEVERABILITY

If any provision contained herein shall be found by a court of competent jurisdiction to be illegal or unenforceable, then such provision shall be considered separate and severable from the rest of this Agreement, and the remainder of this Agreement shall continue to be in full force and effect shall continue to be binding upon the parties as through the illegal or unenforceable provision had never been included.

5. NOTICES

Any notice, demand, approval, consent, information, agreement, offer, request or other communication (hereinafter referred to as a "Notice") to be given under or in connection with this Agreement shall be in writing and shall be given by personal delivery, facsimile transmission or email to the address set out below or to such other address or electronic number as may from time to time be the subject of a Notice:

(a) City:

The Corporation of the City of Port Colborne
66 Charlotte Street
Port Colborne, ON L3K 3C8

Attention: Chief Administrative Officer
Facsimile: (905) 835-2939
Telephone: (905) 835-2900

(b) Purchaser:

Canal Breeze Inc.
20 Corporate Park Drive,
Suite 100-101
St. Catharines, Ontario, L2S 3W2

Attention:
Facsimile:
Telephone:

Any Notice, if personally delivered, shall be deemed to have been validly and effectively given and received on the date of such delivery and if sent by facsimile transmission or email with confirmation of transmission prior to 5:00 p.m., shall be deemed to have been validly and effectively given and received on the business day it was sent unless the confirmation of transmission was after 5:00 p.m. in which case it shall be deemed to have been received on the next following business day.

6. SUCCESSORS AND ASSIGNS

All of the covenants and terms in this Agreement shall be binding upon the parties hereto and their respective successors and assigns and shall enure to the benefit of and be enforceable by the parties

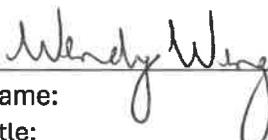
hereto and their respective successors and their permitted assigns pursuant to the terms and conditions of this Agreement.

7. COUNTERPARTS AND ELECTRONIC DELIEVRY

This Agreement may be executed and delivered by facsimile or electronic transmission and the parties may rely upon all such facsimile or electronic signatures as though such facsimile or electronic signatures were original signatures. This Right to Re-Conveyance Agreement may be executed in any number of counterparts and all such counterparts shall, for all purposes, constitute one agreement binding on the parties.

IN WITNESS WHEREOF the Purchaser has executed this Agreement the ____ day of _____
2026

Canal Breeze Inc.
Per:



Name:
Title:
I have authority to bind the Corporation.

IN WITNESS WHEREOF the City has executed this Agreement the ____ day of _____
2026

The Corporation of the City of Port Colborne
Per:

Name: William C. Steele
Title: Mayor

Name: Charlotte Madden
Title: City Clerk
We have authority to bind the Corporation.

The Corporation of the City of Port Colborne

By-law No. _____

**Being a By-law to Authorize Entering into an Agreement with Cornerstone Homes (Niagara) Ltd. Regarding the Brownfield Community Improvement Plan Tax Increment Grant with Development Charge Grant Agreement
714 and 706 King Street**

Whereas at its meeting of February 24th, 2026, the Council of The Corporation of the City of Port Colborne (Council) approved the recommendations of Planning and Development Department Report 2026-05, Subject: Brownfield Community Improvement Plan Tax Increment Grant With Development Charge Grant Agreement – 714 and 706 King Street

Whereas Council is desirous of entering into an agreement with Cornerstone Homes (Niagara) Ltd., for the purposes of a Comprehensive Brownfield Tax Increment Grant with Development Charge Grant Agreement; and

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

1. That the Corporation of the City of Port Colborne enters into an agreement, attached hereto as Schedule 'A', with Cornerstone Homes (Niagara) Ltd., for the purposes of a Comprehensive Brownfield Tax Increment Grant with Development Charge Grant Agreement;
2. That the Mayor, the City Clerk be and are hereby authorized to execute any documents that may be required for the purpose of carrying out the intent of this by-law and the City Clerk is dully authorized to affix the Corporate Seal thereto.

Enacted and passed this 24th day of February 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk

Brownfield Tax Assistance Agreement

- 2.3 The City shall review all cost estimates and documentation submitted in support of the Application in evaluating the estimated costs eligible for tax assistance, which costs, when designated by the City shall constitute the maximum costs eligible for tax assistance. In the event the City is not satisfied with said cost estimates, the City may substitute their opinion of such amounts for purposes of calculating the eligible costs for tax assistance.
- 2.4 If the City is not in receipt of sufficient information satisfactory to the City to determine eligible costs and the amount of tax assistance, there shall be no tax assistance. The decision of the City regarding the total amount of eligible costs, the calculation of the total estimated tax assistance, and the calculation of the actual tax assistance is final, absolute and within the City's sole discretion.

3. TAX ASSISTANCE CALCULATION AND PAYMENT

- 3.1 The annual tax assistance will be calculated as the difference between property taxes on the subject lands at the time of passing of the Tax Assistance By-law and property taxes that would have been collected on the subject lands during remediation/risk management and after development had property taxes not been frozen.
- 3.2 City and school property tax assistance will commence on the date specified in the By-law which approves tax assistance for the subject lands and tax assistance will cease on the earlier of:
 - a) The point in time when the total tax assistance provided equals total eligible Tax Assistance Program costs that have been approved by the City;
 - b) Severance, sale, or conveyance of the subject lands;
 - c) The date of registration of a final plan of subdivision; or,
 - d) Five (5) years from the date that tax assistance begins.
- 3.3 The property taxes that have been cancelled will remain on the property tax roll of the property until the proposed brownfield redevelopment project has been completed, at which time the property taxes that have been cancelled will be removed from the property tax roll.
- 3.4 Tax assistance will not be provided if at any time after the execution of this Agreement, property taxes are owing on a property for more than one (1) full year, the City will have the option, at its sole discretion, to terminate this Agreement and all tax assistance.
- 3.5 Where at any time after the original development of the subject lands, new construction is added to the subject lands that is not part of the original application, the tax assistance will be calculated only in respect of the original development contained in the original application.
- 3.6 The annual tax assistance shall be calculated by the City based upon, and provided the City is satisfied in its discretion that development of the subject lands took place in accordance with the proposed works as specified in the application, accompanying documentation, and this Agreement;

Brownfield Tax Assistance Agreement

- 3.7 Payment of the tax assistance is subject to the City's review and satisfaction with all reports and documentation submitted in support of the application, including but not limited to: documentation of the estimated and actual costs of eligible works. Any and all of these costs may be, where required by the City, subject to verification, third party review or independent audit, at the expense of the Applicant.
- 3.8 The Applicant shall not be entitled to tax assistance unless and until they have met all the conditions of this Agreement to the satisfaction of the City. Except where expressly stated in this Agreement, all conditions in this Agreement are for the benefit of the City and may only be waived by the City. No waiver is effective unless in writing.
- 3.9 The total value of the tax assistance that may be provided to the Applicant shall not exceed the total eligible Brownfield Tax Assistance Program costs that have been approved by the City.
- 3.10 The tax assistance that has been provided to the Applicant will become payable (including interest) upon notice in writing from the City that one or more of the terms and conditions set out in the application, this Agreement or the Brownfield Tax Assistance Program have not been met.
- 3.11 Tax Assistance is not payable by the City until the Applicant has satisfied the City that:
- a) The remediation/risk assessment/risk management of the subject lands has been completed in accordance with the eligible works as described in the application;
 - b) The Applicant has supplied the City with all invoices for the actual amount of the eligible Tax Assistance costs incurred by the Applicant, and verification that all contractors and consultants who performed said eligible work have been paid in full;
 - c) There are no outstanding work orders and/or orders or requests to comply from any City department or other regulatory authority in respect of the subject lands, and the business of the Applicant conducted on the subject lands;
 - d) The Applicant and the subject lands are in full compliance with:
 - i) Any Agreement(s) relating to the property in favour of the City, including Any Agreement relating to: subdivision, modified subdivision, service, site plan approval, encroachment, joint sewer & water use, easement or other Agreement; and,
 - ii) Bylaws of the City and provincial or federal legislation and regulations.
 - e) There are no unpaid charges where applicable against the subject lands in favour of the City, including but not limited to: development charges, parkland dedication fees, special assessments and local improvement charges; and,
 - f) The Applicant has not appealed the post-project assessed value and there exists no other pending appeal which has not been settled completely in respect of the post-project assessed value.

Brownfield Tax Assistance Agreement

4. CORPORATE STATUS

4.1 The Applicant represents to the City that:

- a) The Applicant has been duly incorporated as a corporation and is in good standing under the *Business Corporations Act* and is in compliance with all laws that may affect it and will remain so throughout the term of this Agreement;
- b) The Applicant has the corporate capacity to enter into this Agreement and to perform and meet any and all duties, liabilities and obligations as may be required of it under this Agreement;
- c) To the best of its knowledge and belief, there are no actions, suits or proceedings pending or threatened against or adversely affecting the Applicant or the subject lands in any court or before or by any federal, provincial, municipal or other governmental department, commission, board, bureau or agency, Canadian or foreign, which might materially affect the financial condition of the Applicant and title to the subject lands; and,
- d) The Applicant shall notify the City immediately of any material change in the conditions set out in paragraphs a) through c) above.

5. PROVISIONS RELATING TO THE APPLICANT

5.1 The Applicant shall notify the City if the Applicant has applied for, been approved for, or has received project funding from any other levels of government or government funded agencies, e.g., Federal, Provincial, Municipal, CMHC, Federation of Canadian Municipalities, etc...). The Applicant will notify the City immediately upon receiving any and all project funding from other levels of government even if said funding is received after the execution of this agreement.

5.2 At the time the Applicant signs this Agreement, the Applicant will provide the City with a certified true copy of a resolution of the Board of Directors of the Applicant (certified by an officer of the corporation) that authorizes the Applicant to enter into this Agreement with the City.

5.3 The Applicant agrees that it shall not commence any works that are the subject of a Brownfield Tax Assistance application prior to receiving approval of the Application from the City, execution of this Agreement, and issuance of a building permit (if required).

5.4 The Applicant shall supply to the satisfaction of the City prior to the issuance of any tax assistance, all requested environmental reports and documentation on the subject lands.

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- 5.5 Once the environmental remediation/risk management works are complete, and prior to the issuance of any tax assistance, the Applicant shall file a Record of Site Condition (RSC) in the Environmental Site Registry under Section 168.4 of the *Environmental Protection Act* and provide the City with a copy of this RSC, and the Applicant will provide the City with proof of acknowledgement of a signed RSC by the Ministry of Environment, Conservation and Parks (MECP). The RSC shall demonstrate that the approved use of the subject lands is appropriate and consistent with the proposed use of the subject lands as stated in the Application.
- 5.6 The Applicant will complete all eligible works as specified in the approved Tax Assistance application, and in documentation submitted in support of the Tax Assistance application, including but not limited to: all required planning approvals, the architectural/design drawings, specifications, contracts, and cost estimates. As the City is relying upon this information, if the information in this Agreement, the associated application, and/or any supporting documentation submitted to the City is, in the opinion of the City, incomplete, false, inaccurate or misleading, the tax assistance may be reduced and/or delayed, and/or cancelled, and where part or all of the tax assistance has already been paid by the City, such payments shall be repaid by the Applicant (including interest) as required by the City.
- 5.7 The Applicant agrees that the works made to the subject lands and buildings thereupon shall be made in compliance with all required building permits, and constructed in accordance with the Ontario Building Code and all applicable zoning by-law requirements, municipal requirements and other approvals required at law.
- 5.8 The Applicant agrees that it shall commence all remediation/risk assessment/risk management works as described in the application within one (1) year of the execution of this Agreement, failing which, unless extended by the City, the Brownfield Tax Assistance approval shall be at an end, there shall be no tax assistance, and this Tax Assistance Agreement shall be terminated. The deadline imposed by this paragraph shall not include delays that are outside the control of the Applicant. The City's decision as to when such project is commenced and completed is final and absolute.
- 5.9 The Applicant agrees that it shall commence construction of the development as described in the associated Tax Increment Grant (TIG) Program Application (building permit issued) within three (3) years and complete construction of the development within five (5) years of the execution of this Agreement, failing which, unless extended by the City, this Brownfield Tax Assistance approval shall be at an end, there shall be no Tax Assistance, and this Agreement shall be terminated. The deadline imposed by this paragraph shall not include delays that are outside the control of the Applicant. The City's decision as to when such project is commenced and completed is final and absolute.
- 5.10 Upon completion of the remediation/risk management works, the Applicant shall provide the City with documentation satisfactory to the City as to the amount of the actual eligible Brownfield Tax Assistance Program costs actually incurred by the Applicant, and the City shall, in its sole discretion designate the approved total tax assistance available.
- 5.11 The Applicant will provide to the City, upon request, a remediation/risk management status report signed by a qualified person to confirm the status and completion of the approved eligible works, including but not limited to: the remediation/risk management

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schedule, the existence and extent of any faults or defects, the value of the work done under any contract, the amount owing to any contractor and the amounts paid or retained by the Applicants on any contract.

- 5.12 The Applicant shall ensure there are no liens or other claims outstanding in respect of the subject lands at any time for non-payment of any actual eligible Tax Assistance Program costs, and that all accounts for work and materials which could give rise to any such claim for a construction lien against the subject lands have been paid.
- 5.13 The Applicant shall ensure that the Applicant is in compliance with the *Construction Lien Act*, including its holdback provisions and is not aware of any potential or unresolved Lien claim in respect of the subject lands at any time for non-payment of any actual eligible Tax Assistance Program costs.
- 5.14 The Applicant covenants to the City that the Applicant shall use the subject lands in compliance with this Agreement, all municipal by-laws pertaining to use, and all applicable environmental laws.
- 5.15 The Applicant agrees to comply with all outstanding work orders and/or orders or requests to comply from any and all City departments during the term of this Agreement.
- 5.16 The Applicant covenants to the City that the subject lands shall be maintained in their remediated/risk managed condition and not re-contaminated during the term of this Agreement.
- 5.17 The Applicant covenants to the City that the Applicant shall not commit or permit any waste to be dumped or any nuisance upon the subject lands, or permit any part of the subject lands to be used for any dangerous occupation or business or for any noxious or offensive trade.
- 5.18 The Applicant covenants to the City that where the ownership of part or all of the subject lands ceases for any reason to be in the Applicant's name by sale, conveyance, assignment or otherwise, prior to the advance of all of the tax assistance, the Applicant will notify the City in writing of said change of ownership at least 45 days prior to the change of ownership taking place.
- 5.19 The Applicant acknowledges that without limiting the generality of the other provisions of this Agreement:
 - a) the onus and responsibility is upon the Applicant at all times to assume all costs of development of the subject lands and to apply for and obtain, at the Applicant's expense, all approvals required from the City and all other agencies for the development of the subject property, including but not limited to all Official Plan Amendments, Zoning By-law amendments, minor variances, and site plan approval;
 - b) Nothing in this Agreement limits or fetters the City in exercising its statutory jurisdiction under the *Planning Act* or under any other legislative authority or by-law, and that in the event the City decides to deny or oppose or appeal any such

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decision, that such action by the City is not in any manner limited by reason of the City entering into this Agreement;

- c) The Applicant releases the City from any liability in respect of the City's reviews, decisions, inspections or absence of inspections regarding the works that are subject of this Agreement;
- d) Nothing in this Agreement is intended to impose or shall impose upon the City any duty or obligation to inspect or examine the land for compliance or non-compliance or to provide an opinion or view respecting any condition of development; and,
- e) nothing in this Agreement is intended to be or shall be construed to be a representation by the City regarding compliance of the land with: applicable environmental laws, regulations, policies, standards, permits or approvals; or, other by-laws and policies of the City.

5.20 If the City determines in its sole discretion that any of the conditions of this Agreement are not fulfilled, and the City at its sole discretion delays or cancels tax assistance, and/or requires repayment of tax assistance already made to the Applicant, and/or terminates this Agreement, the Applicant agrees that notwithstanding any costs or expenses incurred by the Applicant, the Applicant shall not have any claim for compensation or reimbursement of these costs and expenses against the City and that the City is not liable to the Applicant for losses, damages, interest, or claims which the Applicant may bear as a result of the City exercising its rights herein to delay or cancel tax assistance and/or require repayment of tax assistance already made to the Applicant, and/or terminate this Agreement.

5.21 The Applicant shall indemnify and save harmless from time to time and at all times, the City and its officials, officers, employees, and agents from and against all claims, actions, causes of action, interest, demands, costs, charges, damages, expenses and loss made by any person arising directly or indirectly from:

- a) The City entering into this Agreement; and,
- b) Any failure by the Applicant to fulfil its obligations under this Agreement.

5.22 This indemnification shall, in respect of any matter arising prior to the termination of this Agreement, remain in force following termination or expiry of this Agreement, or satisfactory completion of the works approved under this Agreement

6. PROVISIONS RELATING TO THE CITY

6.1 The City agrees to provide tax assistance to the Applicant, with said tax assistance to commence when the tax assistance by-law is passed, and said tax assistance will cease on the earlier of:

- a) The point in time when the total tax assistance provided equals total eligible Tax Assistance Program costs that have been accepted by the City;

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- b) Sale, conveyance, or severance of the subject lands;
 - c) The date of registration of a final plan of subdivision; or,
 - d) Five (5) years from the date that tax assistance begins.
- 6.2 The City reserves the right to require a third party review or independent audit, at the Applicant's expense, of all documentation submitted in support of the Application or during the administration of the Tax Assistance, including but not limited to estimated and actual eligible costs.
- 6.3 If in the opinion of the City, the property is recontaminated and/or not maintained in its remediated/risk managed condition, the City may, at its sole discretion, terminate tax assistance and require repayment of the tax assistance already provided by the City to the Applicant.
- 6.4 The City, its employees and agents are entitled to inspect the subject lands at any time during business hours for the purpose of ascertaining their condition or state of repair or for the purpose of verifying compliance with the provisions of this Agreement.
- 6.4 The City retains the right at all times to delay or cancel tax assistance, and/or require repayment of tax assistance already made to the Applicant, and/or terminate this Agreement where the City deems that there is non-compliance with this Agreement. In particular, without limiting the generality of the foregoing, the tax assistance is conditional upon periodic reviews satisfactory to the City to there being no adverse change in the remediation/risk management works and to there being compliance on the part of the Applicant with all other requirements contained in this Agreement.
- 6.5 Except where expressly stated in this Agreement, all conditions in this Agreement are for the benefit of the City and may only be waived by the City. No waiver is effective unless in writing.

7. DEFAULT AND REMEDIES

- 7.1 The Applicant agrees to maintain the subject lands in their remediated/risk managed state. In the event that the Applicant does not maintain the subject lands in their remediated/risk managed state, the City may:
- a) Serve on the Applicant a written Notice to Remediate detailing the particulars of the failure and the particulars of needed remediation and/or reinstatement of risk management measures; and,
 - b) Provide the Applicant with at least 30 days to make such repairs.
- 7.2 On the occurrence of default under this Agreement the City shall be entitled to its remedies to enforce this Agreement, including, but not limited to:
- a) Delaying or cancelling tax assistance; and/or,

Brownfield Tax Assistance Agreement

- b) Requiring repayment to the City by the Applicant of all tax assistance already made to the Applicant; and/or,
- c) Terminating the Agreement.

7.3 Default shall be deemed to occur upon any default of the Applicant in complying with the terms set out in this Agreement, including, but not limited to, the following:

- a) The Applicant causes, knowingly permits or allows in an acquiescent manner, the subject lands to become contaminated;
- b) The remediation works and/or risk management measures and works do not comply with the description of the works as provided in the Application Form and Supporting Documents;
- c) Deficiencies in the as constructed works;
- d) The works are not undertaken in conformity with the Ontario Building Code and all applicable zoning requirements and planning approvals;
- e) The building is damaged by fire or otherwise, and repair or reconstruction is not commenced within 90 days;
- f) The Applicant is in property tax arrears with respect to the subject lands for more than one 90 days.
- g) Any representation or warranty made by the Applicant is incorrect in any material respect;
- h) Failure to perform or comply with any of the obligations contained in this Agreement or contained in any other Agreement entered into between the Applicant and the City;
- i) The Applicant makes an assignment for the benefit of creditors, or assigns in bankruptcy or takes the advantage in respect of their own affairs of any statute for relief in bankruptcy, moratorium, settlement with creditors, or similar relief of bankrupt or insolvent debtors, or if a receiving order is made against the Applicant, or if the Applicant is adjudged bankrupt or insolvent, or if a liquidator or receiver is appointed by reason of any actual or alleged insolvency, or any default of the Applicant under any mortgage or other obligation, or if the subject lands or interest of the Applicant in the subject lands becomes liable to be taken or sold by any creditors or under any writ of execution or other like process;
- j) Construction ceases for a period of more than 60 days due to the Applicant's default (strikes and Acts of God excepted) and/or the Applicant abandons the property or project;
- k) If this Agreement is forfeited or is terminated by any other provision contained in it.

Brownfield Tax Assistance Agreement

7.4 The City may at its sole discretion provide the Applicant with an opportunity to remedy any default.

8. ADDITIONAL PROVISIONS

8.1 Time shall be of the essence with respect to all covenants, Agreements and matters contained in this Agreement.

8.2 Schedule "A" attached to this Agreement forms part of this Agreement.

9. NOTICES

9.1 Where this Agreement requires notice to be delivered by one party to the other, such notice shall be in writing and delivered either personally, by e-mail, by fax or by prepaid registered first class post, by the party wishing to give such notice, to the other party at the address noted below:

Such notice shall be deemed to have been given:

- a) In the case of personal delivery, on the date of delivery;
- b) In the case of e-mail or fax, on the date of transmission provided it is received before 4:30 p.m. on a day that is not a holiday, as defined in the Interpretation Act, failing which it shall be deemed to have been received the next day, provided the next day is not a holiday; and,
- c) In the case of registered post, on the third day, which is not a holiday, following posting.

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Notice shall be given:

To the Applicant at:

Address: 510 Doan's Ridge Road, Welland, Ontario L3B 5N7

Telephone No: (905) 351-2624

Fax No:

E-mail: bklanger@hotmail.com

To the City at:

City of Port Colborne

66 Charlotte Street

Port Colborne Ontario, L3K 3C8

Attention: Bram Cotton, Economic Development Officer

Ph: 905-835-2900 ext 504

Fax: 905-835-2939

Email: cipapplication@portcolborne.ca

Brownfield Tax Assistance Agreement

IN WITNESS WHEREOF the parties hereto have executed this Agreement all as of the day and year first written above, and the parties hereto have hereunto affixed their corporate seals duly witnessed and attested by the hands of the proper signing officers in that behalf, and said signing officers certify that they have authority to bind their corporation.

Signed for and on behalf of (insert Applicant Name) by:

Per: _____
Name:
Title: Authorized Signing Officer

Per: _____
Name:
Title: Authorized Signing Officer

Signed for and on behalf of The Corporation of the City of Port Colborne by:

Per: _____
Name:
Title: Mayor

Per: _____
Name:
Title: City Clerk

Brownfield Tax Assistance Agreement

SCHEDULE "A"

of a Grant Agreement between the City and the Applicant named in this Agreement.

Legal Description of land

714 King Street - Plan 200 Lot 25 PT NP765
706 King Street – Plan 1027 PT Lo4 24 NP767

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
February 24, 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 February 24, 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 24th day of February, 2026.

William C. Steele
Mayor

Charlotte Madden
City Clerk