



GENERAL COMMITTEE AGENDA

Tuesday, April 29, 2025

COUNCIL CHAMBERS – CIVIC SQUARE

Council Information Packages are available on the City of Welland website at
<https://www.welland.ca/Council/CouncilInformationPackages.asp>

	Pages
1. OPEN GENERAL COMMITTEE MEETING	
1.1 CALL TO ORDER BY VICE MAYOR DAVID MCLEOD	
1.2 OPENING REMARKS FROM THE CAO	
1.3 ADDITIONS/DELETIONS TO AGENDA	
1.4 DISCLOSURES OF INTEREST	
1.5 ADOPTION OF MINUTES	
1. General Committee of March 25, 2025.	3 - 8
2. LEGISLATED PUBLIC HEARINGS PURSUANT TO THE PLANNING ACT - (7:00 P.M.)	
A Public Meeting is being held to gather feedback on a request to remove Condition #92 from the Hunters Pointe Redevelopment Subdivision, which currently requires the construction of an overpass across Highway 406 to support future traffic demands.	
(Staff report to be considered following the conclusion of the public hearing)	
2.1 Hunters Pointe Redevelopment Subdivision - Request to Remove Condition (No. 92) of Draft Plan Approval for an Overpass. Ref. No. 25- 75	9 - 26
3. VERBAL REPORTS AND DELEGATIONS	
3.1 PRESENTATIONS	

1. Jenn Gross, Senior Project Manager/Asset Management, GEI Consultants Inc., re: Council PLOS Workshop (AMP). Ref. No. 19-36 27 - 46

RECOMMENDATION:

THAT GENERAL COMMITTEE receives for information the presentation by Jenn Gross, Senior Project Manager/Asset Management, GEI Consultants Inc., regarding Council PLOS Workshop (AMP).

3.2 DELEGATIONS (MAXIMUM 5/10/5 RULE) - NIL

**3.3 AGENCIES, BOARDS, COMMISSIONS AND COMMITTEES
REPORT(S) - NIL**

**4. COMMITTEE-OF-THE-WHOLE (OPEN) - (ITEMS AUTOMATICALLY
REMOVED FROM BLOCK)**

- 4.1 Response to Mayoral Directive - 2025-03A: Municipal Reform in Niagara. Ref. No. 02-160 47 - 52

5. ADJOURNMENT



CITY OF Welland

MINUTES OF GENERAL COMMITTEE MEETING

MARCH 25, 2025

COUNCIL CHAMBERS – CIVIC SQUARE

Meeting Number G.C. 2025 – 04

Members Present virtual Chair A. Moote

J. Chiocchio (virtual at 5:44 p.m.)	D. McLeod
F. Champion	C. Richard (virtual)
B. Fokkens (virtual)	S. Setaram
B. Green	G. Speck (virtual at 5:45 p.m.)
M.A. Grimaldi (at 5:07 p.m.)	L. Van Vliet

Members of the Staff Present:

Chief Administrative Officer, R. Axiak
Director of Legislative Services/City Clerk, T. Stephens
General Manager of Corporate & Enterprise Services/CFO, S. Nagel (until 6:08 p.m.)
Director of Community Services, J. Ruddell (until 6:08 p.m.)
Director of Infrastructure Services, SM. Millar (until 6:08 p.m.)
Acting Director of Planning and Development Services, M. Greenlee
Director of Strategic Initiatives and Economic Development, L. DeChellis (until 6:08 p.m.)
Manager of Development Planning, T. Meadows (7:00 p.m.)
Manager of Parks, Forestry and Cemeteries, D. Steven (5:15 p.m.- 6:08 p.m.)
Manager of Transportation, A. Khan
Manager of Economic Development, L. Allen (until 6:08 p.m.)
Manager of Facility Operations & Development, F. Pearson (until 6:08 p.m.)
Chair A. Moote called the General Committee Meeting to order at 5:02 p.m.

MINUTES OF GENERAL COMMITTEE MEETING -- Page 2

Tuesday, March 25, 2025
Meeting Number G.C. 2025 – 04

1. OPEN GENERAL COMMITTEE MEETING AT 5:02 P.M.
2. DISCLOSURES OF INTEREST: NIL
3. ADOPTION OF MINUTES OF THE GENERAL COMMITTEE MEETING OF FEBRUARY 25, 2025.

Moved by Mayor Campion that the minutes of the General Committee meeting of February 25, 2025, be hereby approved and adopted.

CARRIED

4. PRESENTATIONS:

Lina DeChellis, Director of Strategic Initiatives & Economic Development and Lisa Allen, Manager of Economic Development re: Annual Economic Development Updates. Ref. No. 07-144

Moved by Green

THAT GENERAL COMMITTEE receives for information the presentation and report EDO 2025-01 an update presentation from the Economic Development Office on Economic Development Activities.

CARRIED

5. STAFF REPORTS:

EDO-2025-01: Economic Development Office – Annual Update.
Ref. No. 07-144

Moved by Green

THAT GENERAL COMMITTEE receives for information Report EDO – 2025-01 an update presentation from the Economic Development Office on Economic Development Activities.

CS-2025-09 E-Bikes and E-Scooters on Trails and In Parks.
Ref. No. 25-19

Moved by McLeod

THAT GENERAL COMMITTEE receives Report CS-2025-09 for information on the use of e-bikes and e-scooters on trails and in parks and provides feedback on a pilot program to permit use in these spaces.

CARRIED

Tuesday, March 25, 2025
Meeting Number G.C. 2025 – 04

CS-2025-15 Cooks Mills Needs Study – preliminary review.
Ref. No. 24-85

Moved by Fokkens

THAT GENERAL COMMITTEE receives for information Report CS-2025-15:
Cooks Mills Needs Study – Preliminary Review and provides feedback.

CARRIED

6. **THE CHAIR RECESSED THE GENERAL COMMITTEE MEETING FROM
6:08 P.M. TO 7:00 P.M.**

7. **LEGISLATED PUBLIC HEARINGS PURSUANT TO THE PLANNING ACT**

Councillor Moote presided as Chair of the Public Hearing:

25-63 A complete application for Zoning By-law Amendment has been made
by Upper Canada Consultants on behalf of Centennial Homes (Niagara) Inc.
to redesignate lands municipally known as 294 Quaker Road.

Taylor Meadows confirmed that the statutory requirements for public hearing
had been met, summarized the purpose of the hearing and reviewed the
Planning Division Report.

William Heikoop, Planning Manager, and Nicholas Godrey, Senior Planner,
Upper Canada Consultant, 30 Hannover, Unit #3, St. Catharines, ON L2W
1A3 presented on behalf of the applicant.

In support of the application:

- No one spoke in support of the application.

There being no persons present to speak in support of the application, the
Chair asked for those opposing the application.

In opposition of the application:

- No one spoke in support of the application.

There being no persons present to speak in opposition to the application, the
hearing was concluded.

MINUTES OF GENERAL COMMITTEE MEETING -- Page 4

Tuesday, March 25, 2025
Meeting Number G.C. 2025 – 04

Following the public meeting the staff report was considered.

PB-2025-13 Applications for Draft Plan of Subdivision (File No. 26T-14-25001), Official Plan Amendment (File No. OPA No. 56) and Zoning By-law Amendment (File No. 2025- 01) for lands known as 294 Quaker Road. Ref. No. 25-63

Moved by Green

THAT GENERAL COMMITTEE receives for information Report P&B 2025-13 regarding applications for Draft Plan of Subdivision (File No. 26T-14-25001), Official Plan Amendment (File No. OPA No. 56) and Zoning By-law Amendment (File No. 2025-01) for lands known, as 294 Quaker Road.

CARRIED

25-64 A complete application for Zoning By-law Amendment has been made by Upper Canada Consultants on behalf of BSF Communities Inc. for Draft Plan of Subdivision for lands Part Township Lot 175, municipally known as 469 & 509 Rice Road.

Taylor Meadows confirmed that the statutory requirements for public hearing had been met, summarized the purpose of the hearing and reviewed the Planning Division Report.

William Heikoop, Planning Manager, Upper Canada Consultant, 30 Hannover, Unit #3, St. Catharines, ON L2W 1A3 presented on behalf of the applicant.

In support of the application:

- Bryan Cormack, 49 Rose Wood Crescent, Fonthill, ON L0S 1E6

There being no other persons present to speak in support of the application, the Chair asked for those opposing the application.

In opposition of the application:

- No one spoke in support of the application.

There being no persons present to speak in opposition to the application, the hearing was concluded.

MINUTES OF GENERAL COMMITTEE MEETING -- Page 5

Tuesday, March 25, 2025
Meeting Number G.C. 2025 – 04

Following the public meeting the staff report was considered.

PB-2025-14 Applications for Draft Plan of Subdivision (File No. 26T-14-24006), Official Plan (File No. OPA No. 55) and Zoning By-law Amendments (File No. 2024-08) for lands known as 469 & 509 Rice Road. Ref. No. 25-64

Moved by Van Vliet

THAT GENERAL COMMITTEE receives for information, Report P&B 2025-14 regarding applications for Draft Plan of Subdivision (File No. 26T-14-24006), Official Plan Amendment (File No. OPA No. 55) and Zoning By-law Amendment (File No. 2024-08) for lands known as, 469 & 509 Rice Road.

(Councillor McLeod disclosed an interest in the matter and did not take part in the consideration and discussion of same, as his parents live in the adjacent subdivision).

CARRIED

25-65 A complete application for Zoning By-law Amendment has been made by Upper Canada Consultants on behalf of Metro-Mountainview Developments Inc. to redesignate lands municipally known as 575 Quaker Road.

Taylor Meadows confirmed that the statutory requirements for public hearing had been met, summarized the purpose of the hearing and reviewed the Planning Division Report.

William Heikoop, Planning Manager, Upper Canada Consultant, 30 Hannover, Unit #3, St. Catharines, ON L2W 1A3 presented on behalf of the applicant.

In support of the application:

- John O'Brien, 3400 Merrittville Highway, Thorold, ON L2V 4Y6 (inform Council not in favor or in opposition).
- Bob Bowman, 185 Northwood Drive, Welland, ON L3C 6V6 (not opposed, just has concerns).

There being no other persons present to speak in support of the application, the Chair asked for those opposing the application.

In opposition of the application:

- No one spoke in support of the application.

There being no persons present to speak in opposition to the application, the hearing was concluded.

MINUTES OF GENERAL COMMITTEE MEETING -- Page 6

**Tuesday, March 25, 2025
Meeting Number G.C. 2025 – 04**

Following the public meeting the staff report was considered.

PB-2025-15 Applications for Draft Plan of Subdivision (File No. 26T-14-25002), Official Plan (File No. OPA No. 57) and Zoning By-law Amendments (File No. 2025-02) for lands known as 575 Quaker Road. Ref. No. 25-65

Moved by McLeod

THAT GENERAL COMMITTEE receives for information, Report P&B 2025-15 regarding applications for Draft Plan of Subdivision (File No. 26T-14-25002), Official Plan Amendment (File No. OPA No. 57) and Zoning By-law Amendment (File No. 2025-02) for lands known as, 575 Quaker Road.

CARRIED

The General Committee Meeting adjourned at 8:31 p.m.

GENERAL COMMITTEE
PLANNING AND DEVELOPMENT SERVICES – PLANNING DIVISION

REPORT P&B-2025-17
April 29, 2025

SUBJECT: Hunters Pointe Redevelopment Subdivision - Request to Remove Condition (No. 92) of Draft Plan Approval for an Overpass

AUTHOR: Taylor Meadows, CPT, BURPI, RPP, MCIP
Manager of Development Planning

APPROVING MANAGER: Michael Greenlee, RPP, MCIP
Manager of Planning

APPROVING DIRECTOR: Grant Munday, B.A.A., RPP, MCIP
Director of Planning and Development Services

RECOMMENDATION:

That the Council of the City of Welland receives for information Report P&B 2025-17 regarding request for removal of Draft Plan of Subdivision Condition #92.

RELATIONSHIP TO STRATEGIC PLAN

This recommendation is aligned to Council's strategic priority of ensuring "Liveability" by creating a sense of belonging while enhancing mobility by improving access to recreation and community events, ensuring adequate housing options, encouraging job growth, and improving ways to efficiently move people throughout the city.

EXECUTIVE SUMMARY:

Request for modification of draft plan of subdivision condition has been received for the Hunters Pointe Redevelopment Subdivision. The proposal seeks to delete Condition #92 related to the construction of an overpass. A public meeting is being provided and comments are requested to address the request.

BACKGROUND:

On June 9, 2020 the Council of the City of Welland approved a draft plan of subdivision, official plan amendment and zoning by-law amendment for the lands municipally known as 289 Daimler Parkway, subject to conditions of draft plan

approval (see Appendix II). At the time of the approval, one condition was added by Council via motion as follows:

“That an overpass be constructed to the satisfaction of the Ministry of Transportation (MTO), Region of Niagara and the City of Welland, from Hunters Pointe Redevelopment to Oxford Drive, crossing the 406 at the sole expense of the developer; and further, that the overpass permits safe passage of both vehicular and pedestrian traffic, that the developer pay for road upgrades on Oxford Drive [sic] to Atlas Avenue, and that the overpass be completed no later than when the development commences its 600th unit.”

The decision of official plan amendment (OPA) and zoning by-law amendment (ZBA) was appealed to the Ontario Land Tribunal (OLT) by Highland Residents Association (HRA) and the adjacent developer. The OLT approved a modified OPA and ZBA with conditions of draft approval on June 13, 2022 with Minutes of Settlement.

Staff retained R.V. Anderson Associates Limited (R.V.) to conduct a traffic impact study for the Hunters Point and South Village Subdivisions. R.V. Anderson Associates Limited is a multidisciplinary engineering consulting firm that specializes in a range of areas including transportation planning. The web link to the TIS is attached as Appendix 4. The TIS provides the following conclusion:

“If the proposed magnitude of developments is to be implemented by the 2051 horizon, undesirable operating conditions are expected in the form of significant congestion along the Daimler Parkway corridor and queue spillback blocking adjacent intersections. Therefore, it is recommended that an additional non-emergency access be provided for the lands east of Highway 406 to accommodate the development traffic demand. The additional access will add new transportation capacity to the roadway network allowing for diversion of traffic away from the Daimler Parkway corridor thus improving its operation under the future (2051) total traffic scenario. Additionally, there will be surplus capacity within the roadway system to consider the potential for increased densities if desired. This additional route choice will also reduce out of way travel and overall commute time for the traffic heading to the south and west.”

DISCUSSION:

A request for modification to draft plan of subdivision conditions was received in reference to the proposed deletion of Condition #92 (see Appendix II) of the Hunters Pointe Redevelopment Subdivision.

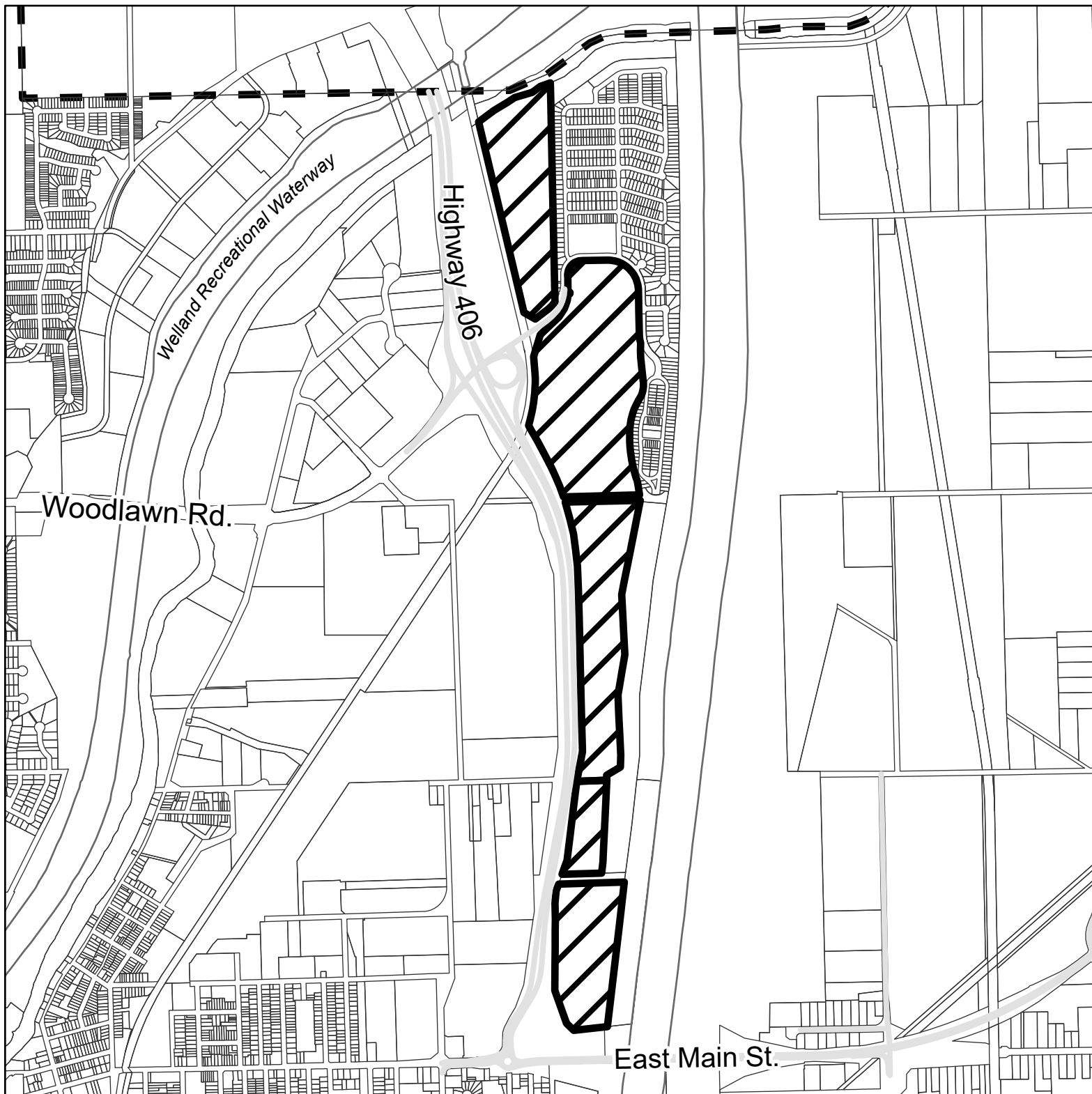
As per the Minutes of Settlement related to this approval, this matter is now being forwarded to receive comments at a public meeting. Following receipt of comments by members of the public and any commenting agencies, staff will prepare a recommendation report to be considered by Council at a later date.

FINANCIAL:

There are no financial implications as a result of this information report.

ATTACHMENT:

- Appendix 1 - Key Map
- Appendix 2 - Draft Plan of Subdivision Conditions
- Appendix 3 - Draft Plan of Subdivision
- Appendix 4 - <https://www.welland.ca/Media/notices/Npdf/TrafficImpactStudy-HuntersPointeRedevelopment.pdf>



Key Map



Subject Lands



Municipal Boundary



1. That the Owner enter into a Subdivision Agreement with the City of Welland that is to be registered on title.
2. That no grading or construction work shall commence until such time as the Subdivision Agreement has been entered into and financial securities are in place.
3. That all development must conform to the City of Welland's 'Municipal Standards', as amended.
4. That all necessary easements required for utility and servicing purposes be granted to the appropriate Authority, free and clear of all encumbrances.
5. That the Owner dedicates to the City, the parklands identified, free and clear of all encumbrances.
6. That the Owner provide a Tree Planting Fee to the City at the time of registration of the plan of subdivision.
7. That the Owner submit an Urban Design Brief to the satisfaction of the City of Welland, which explains how the proposed Plan of Subdivision will comply with the City's Urban Design Guidelines and creates a plan with which all development must comply,
8. That, the Owner submit to the City at the registration of the first phase of the development, a Letter of Credit representing their portion of the cost of constructing the emergency entrance onto Highway 406, as well as the cost of constructing a road connection to the emergency entrance.
9. That the Owner shall be responsible for receiving approval from the Ministry of Transportation for the design of the emergency access shown on Block 758 of the Draft Plan of Subdivision.
10. That the Owner shall be responsible for their portion of the costs associated with the design and construction of the emergency access, as well as the costs of the construction of any temporary connection roads.
11. That the emergency access control gates be equipped with EMTRAC technology for emergency services purposes, the cost of which is to be borne by the Owner.
12. That the Owner implement the recommendations found in the Hunters Pointe Redevelopment Transportation Study Update completed by R. J. Burnside & Associates Ltd, dated February 2019, at their cost.
13. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a stormwater management report indicating the intended treatment of the calculated runoff and the impacts of drainage on the Highway 406 right-of-way.

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14. That prior to final approval, the owner shall submit to the Ministry of Transportation for their review and approval, a traffic impact study indicating the anticipated volumes generated by the subdivision and their impacts on Highway 406/Daimler Parkway/Woodlawn Road interchange.
15. That the Owner be responsible for the costs associated with any required road upgrades outlined in the Traffic Impact Statement, as approved by the City, Region and Ministry of Transportation.
16. That the Owner design and construct the proposed traffic circle at Daimler Parkway/Proposed Intersection, as well as an eastbound right-turn bypass lane, at their cost.
17. The Owner construct the proposed off-road bicycle and pedestrian trail on Block 769, to the satisfaction of the City and the Ministry of Transportation. All costs associated with the design and construction will be the responsibility of the Owner.
18. That the Owner be responsible for the upgrade and replacement of the existing sanitary sewer infrastructure on Oxford Road, from Brown Road to the Highway 406, to accommodate sanitary sewer flows coming from the golf course redevelopment, to the east of Highway 406. All costs associated with the installation/replacement will be at the sole expense of the Owner.
19. That the Owner upgrade and replace the existing watermain along Oxford Road to accommodate any future needs and looping requirements related to the golf course redevelopment. This would include the connection to the intersection of Brown and Oxford Roads. The City of Welland has identified this watermain in its 2019 Development Charges By-Law. A portion of the watermain replacement will be eligible for a contribution from the City of Welland in accordance with the by-law. All other costs associated with their portion upgrade/replacement will be at the expense of the Owner.
20. That the Owner submit a complete engineering design of the sanitary sewer and watermain connections, including specific details of the subterranean crossing, to the Ministry of Transportation and the City, for works required within the Highway 406 Corridor. The Owner shall be responsible for all associated costs.
21. The Owner shall install the watermain looping under Highway 406. The cost to do such crossing shall be split by the two developing entities including the subject lands (Hunters Pointe Plan of Subdivision) and the South Village Plan of Subdivision (City File 26T-14-18004). The costs to be borne by each shall be calculated on a per area basis each paying for their fair share of the installation and crossing under the Highway 406. The applicant will enter into a front ending agreement with the City, as permitted under the Development Charges Act, to ensure that cost sharing occurs.

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22. The Owner shall reconstruct Oxford Road to a semi-urban standard, to the satisfaction of the City. All costs associated with the reconstruction will be at the sole expense of the Owner.
23. The Owner shall review servicing options of a gravity sewer lowering, crossing the Highway 406, in place of a sanitary sewage pumping station, considering the sanitary sewers along Daimler Parkway crossing under Highway 406 will need to be enlarged to accommodate the increased flows.
24. If lowering the sanitary sewers is not acceptable or possible, the Owner will be required to construct a sanitary sewage pumping station at their expense, and provide a one-time 'maintenance payment' to the City. The one time payment shall be determined to be 25% of the cost of the pump station construction. The Owner will also be responsible for 100% of the maintenance of the pumping station up until the time of assumption of the entire subdivision, and then required to maintain it for up to a period of five (5) years after assumption.
25. Any sanitary infrastructure required to be installed to accommodate flows from the South Village Plan of Subdivision directed to Oxford Road through the former golf course lands, to enable the golf course property to utilize infrastructure installed for the proposed South Village, shall be at the expense of the Owner (2599587 Ontario Ltd.).
26. All recommendations of the Peer Review performed by GM BluePlan for the Wastewater Peer Review, dated May 5, 2020, be reviewed and incorporated into the final design.
27. All recommendations of the Peer Review performed by WOOD for the Stormwater Peer Review, dated Rev Feb 27, 2020, be reviewed and incorporated into the final design.
28. All recommendations of the Peer Review performed by Associated Engineering (AE) for the water servicing peer review, dated Jan 28, 2020, be reviewed and incorporated into the final design.
29. All costs related to existing and future Peer Reviews shall be paid for by the Owner.
30. The owner 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 Owner shall be responsible for the relocation of such facilities or easements.

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31. The owner shall ensure all of the Hydro One Networks Inc technical requirements are met to its satisfaction, and acquire all applicable agreements, and the developer must contact Jim Oriotis, Senior Real Estate Co-ordinator (905)-946-6261 to discuss all aspects of the subdivision design.
32. Prior to Hydro One Networks Inc providing its final approval, the developer must make arrangements satisfactory to Hydro One Networks Inc for any lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to Hydro One Networks Inc for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.
33. Any development in conjunction with the subdivision must not block vehicular access to any Hydro One Networks Inc facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow, or other debris on the transmission corridor.
34. At the developer's expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected where subdivision lots directly abut the transmission corridor after construction is completed.
35. The costs of any relocations or revisions to Hydro One Networks Inc facilities which are necessary to accommodate the subdivision will be borne by the developer. The developer will be responsible for restoration of any damages to the transmission corridor or Hydro One Networks Inc facilities thereon resulting from construction of the subdivision.
36. Hydro One Networks Inc's easement rights must be protected.
37. The transmission lines abutting the subject lands operate at either 500 000, 230 000, or 115 000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The safe vertical distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the safe vertical distance specified in the *Act*. All parties should also be aware that the conductors can raise and lower without warning, depending on the electrical load placed on the line.

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38. The Owner shall ensure the safety setback of habitable buildings from the railway rights-of-way to be a minimum of 15 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.0 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.
39. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 4.0 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, CNR may consider other measures recommended by an approved Noise Consultant.
40. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ± 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
41. The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line with CNR.
42. The following clause is required to be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300 metres of the railway right-of-way: "Warning: Canada National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
43. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the CNR and be substantiated by a drainage report to the satisfaction of the CNR.

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44. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and other vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
45. The Owner shall enter into an Agreement stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
46. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.
47. That the Owner shall include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - a. That the home/business mail delivery will be from a designated Centralized Mail Box.
 - b. That the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
48. That the Owner further agrees to:
 - a. 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.
 - b. 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.
 - c. 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.
 - d. 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.
49. Canada Post's multi-unit policy, which requires that the owner/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.

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50. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, including restoration work, within 15 metres of watercourse UN-1. In support of the Work Permit, the following information will be required:
- a. A landscape plan demonstrating adequate riparian planting to ensure a naturalized riparian corridor along watercourse UN-1.
 - b. Any other information as may be determined at the time a Work Permit application is submitted to the Niagara Peninsula Conservation Authority.
51. That the Developer obtain a Work Permit from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, including restoration work, within 30 metres of the Provincially Significant Wetland (PSW) north of the subject lands. In support of the Work Permit application, the following information will be required:
- a. A landscape plan demonstrating appropriate restoration and enhancement plantings in the PSW buffer.
 - b. Any other information as may be determined at the time a Work Permit application is submitted to the Niagara Peninsula Conservation Authority.
52. That the Developer obtain a Work Permit(s) from the Niagara Peninsula Conservation Authority prior to beginning any site alteration, grading within any area regulated by the Niagara Peninsula Conservation Authority, including work on watercourse UN-3.
53. That the O2 zone for Blocks 769, 780, and 786 be amended to prohibit any buildings or structures to the satisfaction of the Niagara Peninsula Conservation Authority.
54. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a landscape plan demonstrating adequate riparian planting to ensure a naturalized riparian corridor along watercourse UN-1, to the satisfaction of the Niagara Peninsula Conservation Authority.
55. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a landscape plan demonstrating appropriate restoration and enhancement plantings in the PSW buffer, to the satisfaction of the Niagara Peninsula Conservation Authority.

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56. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, a stormwater servicing plan showing how flow from UN-3 is being maintained through the subject lands, to the satisfaction of the Niagara Peninsula Conservation Authority.
57. That the Developer submit to the Niagara Peninsula Conservation Authority for review and approval, detailed grading and construction sediment and erosion control plans. The plans will provide limit of work fencing or other similar barrier to watercourse UN-1, the 30 metre buffer to the PSW and the 7.5 metre setback from the physical top of slope to the Welland River valleylands (as identified by the Niagara Peninsula Conservation Authority staff).
58. That the Developer provide a 1.5 metre high chain link fence along the boundary of Block 786, to the satisfaction of the Niagara Peninsula Conservation Authority.
59. That conditions requested by the Niagara Peninsula Conservation Authority be incorporated into the Subdivision Agreement between the Developer and the City of Welland, to the satisfaction of the Niagara Peninsula Conservation Authority. The City of Welland shall circulate the draft Subdivision Agreement to the Niagara Peninsula Conservation Authority for its review and approval.
60. That following the completion of any site remediation, the Owners shall file a Record of Site Condition (RSC) on the Ministry of Environment, Conservation, and Parks [Brownfields] Environmental Site Registry in accordance with Ontario Regulation 153/04, as amended and that the owner provide the Niagara Region and the City with copies of the Environmental Site Assessment and site remediation reports as well as a copy of the Ministry of the Environment's written acknowledgement of the filing of the RSC.
61. That the subdivision agreement between the Owner and the City contain provisions whereby the Owner agrees to implement the approved noise mitigation measures as outlined in the *Noise & Vibration Feasibility Study* (dated November 4, 2019) prepared by Aerocoustics Engineering Ltd.
62. That the following warning clause be included in the Subdivision Agreement and inserted into all Agreements of Purchase and Sale or Lease for each dwelling unit:

“The lands in the plan of subdivision may be exposed to reduced air quality and/or odour, dust, or vibration impacts from nearby industrial/commercial operations that may interfere with some activities of the owners/tenants who occupy these lands.”

...continued...

63. That Channel UN-1 and its 30 metre wide buffer/corridor (i.e. portions of Blocks 769, 780, and 786) be zoned Environmental Conservation Area (ECA) or similar zoning which achieves the same level of protection.
64. That the subdivision agreement contain wording wherein the Owner agrees to implement the mitigation measures and recommendations found in Section 7.0 of the EIS, including but not limited to:
 - a. That vegetation removals take place between October 1st and March 15th, outside of both the breeding bird nesting period and bat active season; and,
 - b. That standard best management construction practices shall be used to mitigate construction dust, noise, and/or exhaust fumes and prevent spills.
65. That a Landscape/Buffer Planting Plan be prepared for Regional staff approval, buy a full member of the Ontario Association of Landscape Architects (OALA), to identify and illustrate the location of additional native trees, shrubs, and groundcover to be planted along the Welland River, within the 30 metre corridor along Drainage Feature UN-1, and along the slopes of Pond 6e and 6g. Only native vegetation that provides for wildlife habitat and improved ecological functions will be supported.
66. That a copy of an active Environmental Compliance Approval (ECA) for Stormwater Management Pond 6e be submitted to the Region.
67. That permanent rear-lot fencing be provided for all lots bordering Channel UN-1 and the Welland River. Rear yard gates will not be permitted to reduce human encroachment and limit movement of pets into the adjacent natural areas.
68. That the Grading Plan be provided for Regional Staff approval.
69. That an Erosion and Sediment Control (ESC) Plan be provided for Regional staff approval. The ESC Plan shall include details for, but not limited to, ESC fencing and other ESC measures, dust suppression and topsoil storage. ESC measures must be monitored regularly to ensure they are functioning properly and promptly fixed if issues are identified.
70. That a Tree Savings Plan be prepared in accordance with the Niagara Region Tree and Forest Conservation By-law (By-law 30-2008) Section 1.36 and provided for Regional staff approval.
71. That a Fish and Wildlife Rescue Plan be provided for Regional staff approval.
72. That a Wetland Restoration Plan be provided for Regional staff approval.

...continued...

73. That an Invasive Species Management Plan and implementation strategy be prepared for the subject lands in an effort to enhance the Core Natural Heritage System remaining post-development.

74. That the subdivision agreement contain wording wherein the owner agrees to implement the recommendations of the approved Grading Plan, ESC Plan, Tree Saving Plan, Fish and Wildlife Rescue Plan, Wetland Restoration Plan, and Invasive Species Management Plan.

75. That the Owner obtain all necessary approvals from the Ministry of Environment, Conservation and Parks (MECP) relating to Species at Risk (SAR) on the subject lands and provide Regional staff with a copy of the MECP approval. If required by the MECP, the Owner shall revise the layout of the subdivision in order to conform with the requirements of the *Endangered Species Act*.

76. That the following clauses shall be included in the Subdivision Agreement between the Owner and the City of Welland:

"Should previously undocumented archaeological resources be discovered on the property during construction activities, construction and alteration of the site shall immediately cease and the owner shall notify the Ministry of Heritage, Sport, Culture and Tourism Industries in London (519-675-6898) and engage a licensed consultant archaeologist to carry out archaeological fieldwork in compliance with Section 48(1) of the Ontario Heritage Act."

"As on virtually any property in Southern Ontario, it is possible that Aboriginal or Euro-Canadian burials could be present within the development area. In the event that human remains are encountered during construction activities, construction shall immediately cease and the proponent shall notify the Niagara Regional Police, the local coroner, the Ministry of Heritage, Sport, Culture and Tourism Industries (London Office), and the Registrar, Cemeteries Regulation Unit of the Ontario Ministry of Consumer Services in Toronto (416-326-8392)".

77. That prior to final approval for registration of this plan of subdivision, the Owner shall submit design drawings for proposed work along the north end of the Hunters Pointe Golf Course Subdivision plan required to service this development to ensure that there is no conflicts with the Regional forcemain.

...continued...

78. That the Owner provides a written acknowledgement to the Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by the Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the Owner.
79. That the Owner provides a written undertaking to the Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision, shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted into the Subdivision Agreement between the Owner and the City.
80. That prior to final approval for registration of this plan of subdivision, the Owner shall submit the design drawings (with calculations) for any proposed municipal sanitary and storm drainage systems required to service this development and obtain Ministry of Environment, Conservation and Parks, Environmental Compliance Approval (ECA) under the Transfer of Review Program.
81. That the Owner provide a detailed servicing study which shall include, overall servicing strategy for the developments in the area, detailed plan and profile drawings and required Regional costs analysis information, to ensure that all development in the area can be serviced by gravity to the trunk sewer or by gravity to the proposed pumping station and this servicing study shall be reviewed and approved by the Regional staff prior to design of a future Regional Pumping Station. This condition is only required if the SPS is intended to be transferred to the Region.
82. That the Owner comply with the Regional Design standards for a pumping station and forcemain, engage Regional staff in the design works and receive Regional review and approval prior to submitting Environmental Compliance Certificates to the MECP for approval. This condition is only required if the SPS is intended to be transferred to the Region.
83. That the Owner transfer the pumping station land block to the Region once the size of the property has been reviewed and approved by Regional staff, the minimum land block required will be 40m x 40m. This condition is only required if the SPS is intended to be transferred to the Region.

...continued...

84. That a noise and odour study be completed for the proposed sewage pumping station and required mitigation measures are completed for the existing and proposed lots surrounding the SPS and that the subdivision agreement contain wording acceptable to the Region wherein the Owner agrees to implement the approved mitigation measures. This condition is only required if the SPS is intended to be transferred to the Region.
85. That the assumption of the Pumping Station and forcemain will not occur until all the Regional conditions and policy conditions are completed, as well as the subdivision has reached 50% of the build-out and Regional staff have reviewed and approved the information provided. This condition is only required if the SPS is intended to be transferred to the Region.
86. That the Owner and the City obtain a connection permit for the proposed new connection to the Regional Trunk Sanitary sewer and removal of the existing connection. This condition is only required if a new connection to the Regional Trunk Sanitary is required.
87. That prior to approval of the final plan or any on-site grading, the Owner shall submit a detailed stormwater management plan for the subdivision and following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of Environment, Conservation and Parks documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region Planning and Development Services Department for review and approval:
- a. Detailed lot grading, servicing, and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;
 - b. Detailed erosion and sedimentation control plans;
 - c. Detailed phasing of construction of the stormwater management facility to coincide with phasing of development of residential lands (internal and external to the subdivision) planned to be serviced by the stormwater management facility.
88. That the Subdivision Agreement between the Owner and the City contain provisions whereby the Owner agrees to implement the approved plan(s) required in accordance with the condition above.
89. That the Owner ensure that all streets and development blocks can provide an access in accordance with the Regional Municipality of Niagara policy and by-laws relating to the curb-side collection of waste and recycling throughout all phases of development. If developed in phases, where a through street is not maintained, the owner shall provide a revised draft plan to reflect temporary turnaround/cul-de-sac with a minimum curb radius of 12.8 metres.

...continued...

90. That prior to granting approval for the Final Plan of Subdivision, City of Welland Planning Division will require written notice from the following upon their respective Conditions of Draft Plan Approval have been met satisfactorily:

Canada Post Conditions: 47, 48, 49

Region of Niagara Conditions: 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 7, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89

Niagara Peninsula Conservation Authority Conditions: 50, 51, 52, 53, 54, 55, 56, 57, 58, 59

Ministry of Transportation: 13, 14, 15

Bell Canada: 30

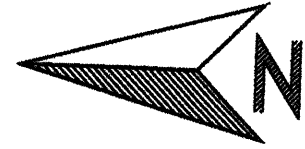
Hydro One Networks Inc.: 31, 32, 33, 34, 35, 36, 37

Canadian National Rail/GIO Railway: 38, 39, 40, 41, 42, 43, 44, 45, 46

91. That if Final Approval is not given to this Plan within four (4) years of the approval date, and no extensions have been granted, Draft Approval shall lapse. If the Owner wishes to request extension of Draft Plan Approval, a written request with reasons why the extension is required and the applicable application fee, must be received by the City prior to the lapsing date; and further

THAT THE COUNCIL OF THE CITY OF WELLAND grants its approval conditional on an overpass being constructed to the satisfaction of the Ministry of Transportation (MTO), Region of Niagara and the City of Welland, from Hunters Pointe Redevelopment to Oxford Drive, crossing the 406 at the sole expense of the developer; and further

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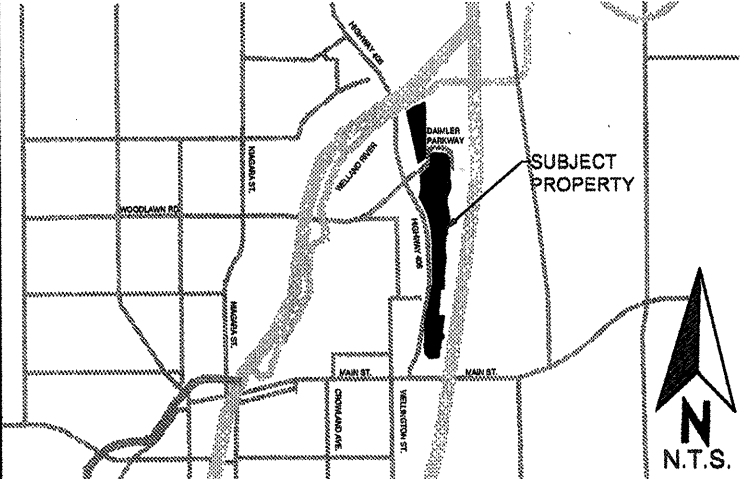


DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION:

PART OF LOTS 18 AND 25, CONCESSION 1
PART OF LOTS 19 AND 26, CONCESSION 2
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 988)
PART OF LOT 18, CONCESSION 1
PART OF LOT 19, CONCESSION 1
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 1 AND 2 (CLOSED BY BY-LAW 988)
TOWNSHIP OF CROWLAND
LOT 25 TO 28 (INCLUSIVE)
LOT 29 TO 32 (INCLUSIVE)
PART OF LOTS 33, 34, 35, 36, 37, 38, 39, 40 AND 41
PART OF LOT 33 STREET (CLOSED BY BY-LAW 988)
RESUBMITTED PLAN 878
RESUBMITTED PLAN 878
CITY OF WELLAND
REGIONAL MUNICIPALITY OF NAGARA

KEY PLAN:



REQUIRED INFORMATION:

AS REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT R.S.O. 1990.

- | | |
|------------------------------|--|
| (a) SEE PLAN | (h) MUNICIPAL WATER AND SEWAGE AVAILABLE |
| (b) SEE PLAN | (i) SILTY CLAY SILT & SANDY SILT |
| (c) SEE KEY MAP | (j) SEE PLAN |
| (d) SEE SCHEDULE OF LAND USE | (k) MUNICIPAL WATER AND SEWAGE AVAILABLE |
| (e) SEE PLAN | (l) SEE PLAN |
| (f) SEE PLAN | (m) SEE PLAN |
| (g) SEE PLAN | (n) SEE PLAN |
- NOTE: COLOURS RELATE TO CANADIAN GEOLOGIC DATA

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATE AND CORRECTLY SHOWN IN ACCORDANCE WITH A PLAN OF SURVEY PREPARED BY SUDA & MALESZYK SURVEYING INC.

Philip S. Suda
Philip S. Suda, O.L.S.
Suda & Maleszyk Surveying Inc.

MARCH 2, 2018
DATE

OWNER'S CERTIFICATE:

I HEREBY AUTHORIZE THE BIGLIERI GROUP LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF WELLAND

Zhou Qing
Zhou Qing
2599587 Ontario Ltd.

2018/03/02
DATE

HUNTERS POINTE

2599587 Ontario Ltd.

APPROVAL STAMP:



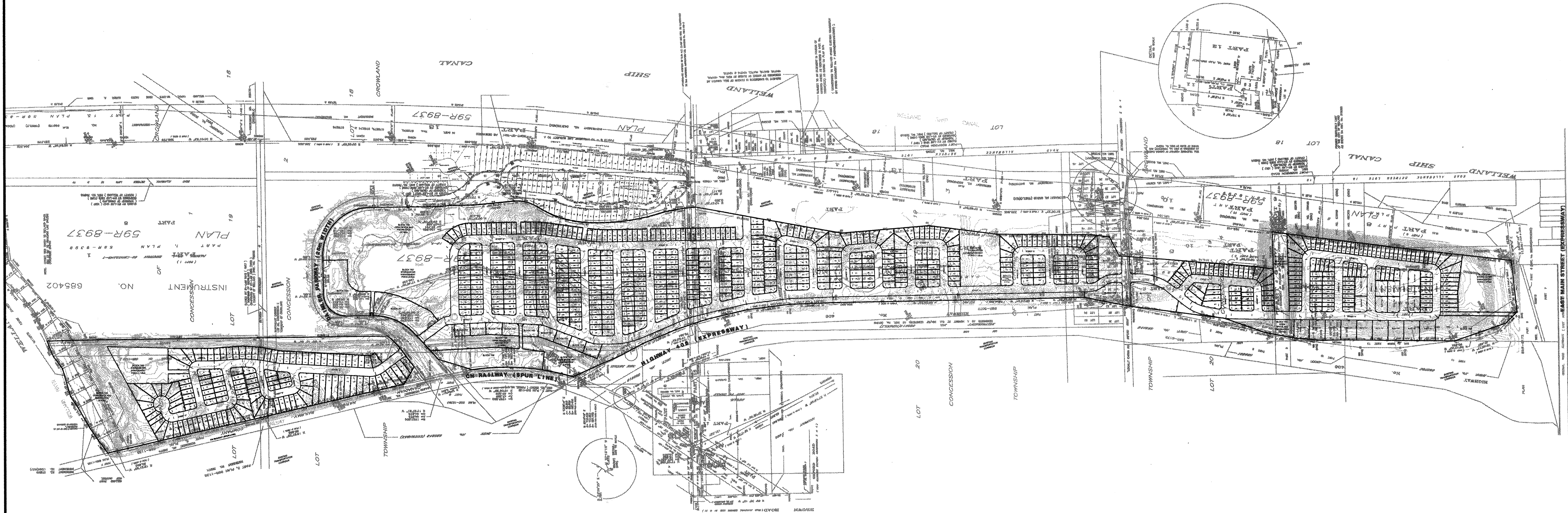
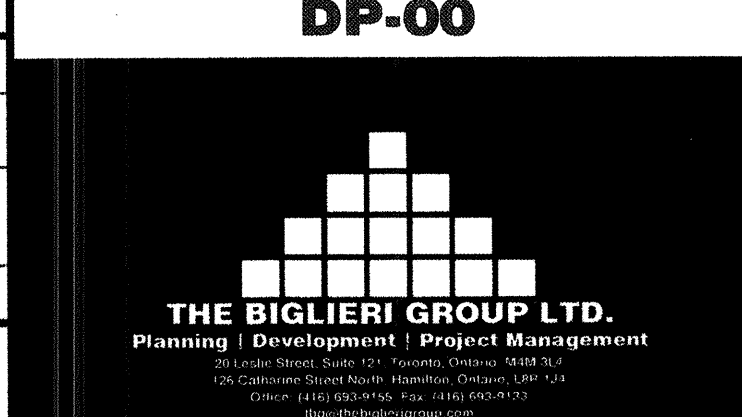
REVISIONS

No.	Description	Date	Int.
3			
2			
1			

PROJECT No.: 17453
DATE: March 1, 2018

SCALE: 1:5000
DRAFTED BY: JS
CHECKED BY: MP

DRAWING No.: DP-00



SCHEDULE OF LAND USE			
DESCRIPTION	LOT / BLOCK NO.	RESIDENTIAL UNITS	AREA (ha.)
SINGLE DETACHED RESIDENTIAL	36, 37, 49, 60-88, 115-129, 402-426, 430-443, 448-467, 469-489, 493-499, 504-507, 534, 539, 542, 547	146	32.67
MINIMUM LOT WIDTH 15.24m (50')			
MINIMUM LOT WIDTH 12.19m (40')	1-11, 15-35, 38-47, 50-59, 96-114, 130-401, 427-431, 444-447, 468, 490-492, 500-503, 508-513, 515-533, 535-538, 540, 541, 545-548, 549-565, 568-597, 608-624, 628, 629, 633-640	447	
MINIMUM LOT WIDTH 10.67m (35')	12-14, 48, 89-95, 514, 566-587, 598-607, 625-627, 630-632, 641-747	154	
TOTAL SINGLE DETACHED		747	
STREET TOWNHOUSE MINIMUM LOT WIDTH 6.1m	754-757, 760-764, 777-785, 789-796	160	3.82
CONDO TOWNS	759	35	1.19
STACKED TOWNHOUSE	786	51	0.81
MIXED USE (RESIDENTIAL & COMMERCIAL)	750, 751, 771-774	201	3.98
NET DEVELOPABLE TOTAL		1194	42.47
STORMWATER MANAGEMENT POND	749, 752, 769, 788		7.10
OPEN SPACE AND RECREATION	748, 753, 758, 765, 766-768, 770, 775, 776, 787		17.43
RIGHT OF WAY	STREETS A-Y		17.82
TOTAL SITE AREA		1194	84.82

City of Welland

Corporate Asset Management Plan 2024



2025 Asset Management Plan Update

City Of Welland
Council Workshop

April 29, 2025



AGENDA

- 1 O.Reg 588/17
- 2 Asset Management Plan (AMP) Overview
- 3 Levels of Service Process
- 4 Setting Proposed Levels of Service
- 5 What Now?

O.Reg. 588/17 Milestones

January 1st, 2018


Regulation comes into force



July 1st, 2019

Policy

An AM policy is required to articulate specific principles and commitments that will guide decisions around when, why and how money is spent on the Town's infrastructure systems. The Policy is required by July 1, 2019.

 Required to be updated every 5 years.

July 1st, 2022

LOS Core Assets

The AMP will be required to document the current levels of service and the costs to sustain the current levels of service provided by the Town's water, wastewater, stormwater, road and bridges infrastructure systems (i.e. 'core' assets per O.Reg. 588/17).

July 1st, 2024


LOS All Assets

The AMP will be required to document the current levels of service and the costs to sustain the current levels of service provided by all infrastructure systems in the Town.

July 1st, 2025

Proposed LOS

The AMP will be required to document the current levels of service, the costs to sustain the current levels of service, the desired levels of service, the costs to achieve the desired levels of service, and the financial strategy to fund the expenditures necessary to achieve the desired levels of service for all infrastructure systems in the Town.

 Required to be updated every 5 years.



City of Welland's O.Reg 588/17 Journey

Strategic Asset Management Policy (2019)

Asset Management Plan (2021)

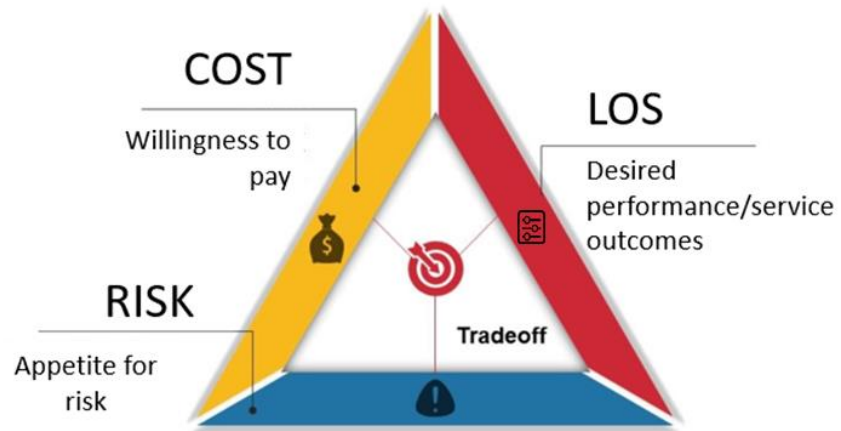
Asset Management Plan (2024)

Asset Management Plan Update (2025)



Asset Management Overview & Approach

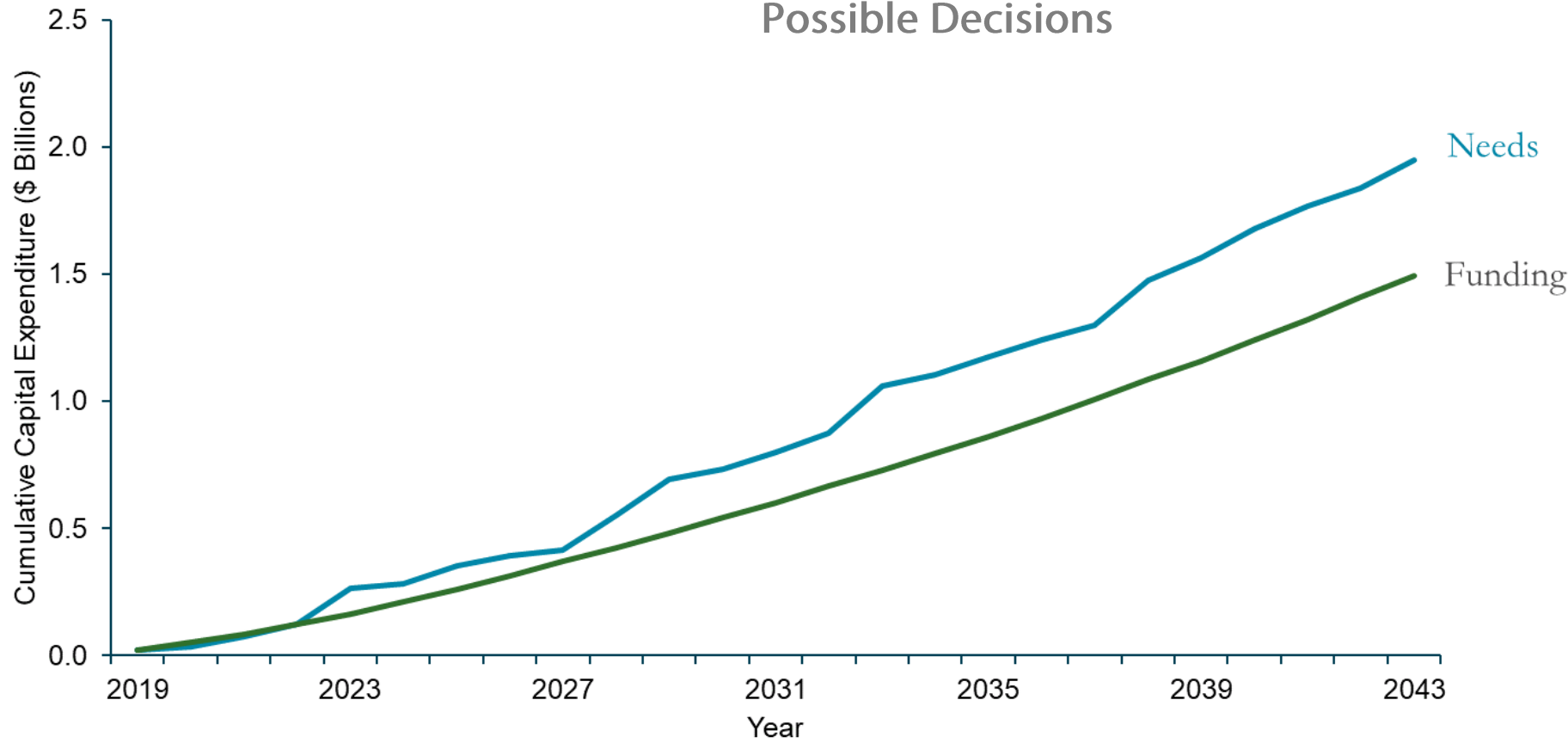
Why is Asset Management Important?



A Key Challenge



Making the Best Possible Decisions



AMP Considerations

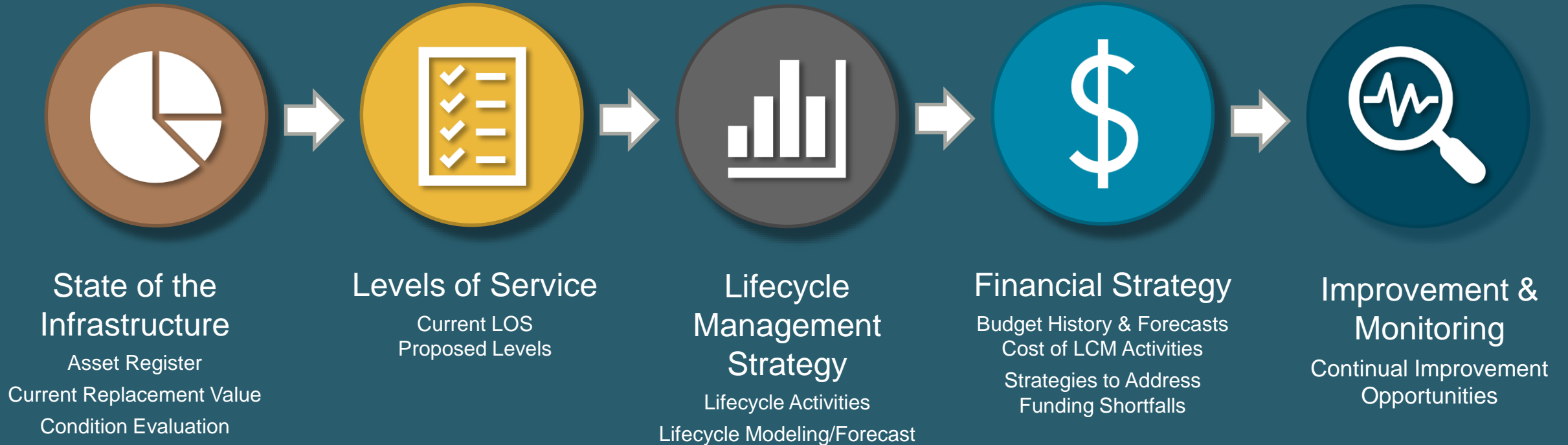
- Asset Data (GIS, Asset Registers, etc.)
- Budgets
- Capital Plans
- Condition Assessments
- Development Studies, Growth Information
- Master Plans, Pollution Control Plan
- Strategic Priorities
- Decision Support System Tool



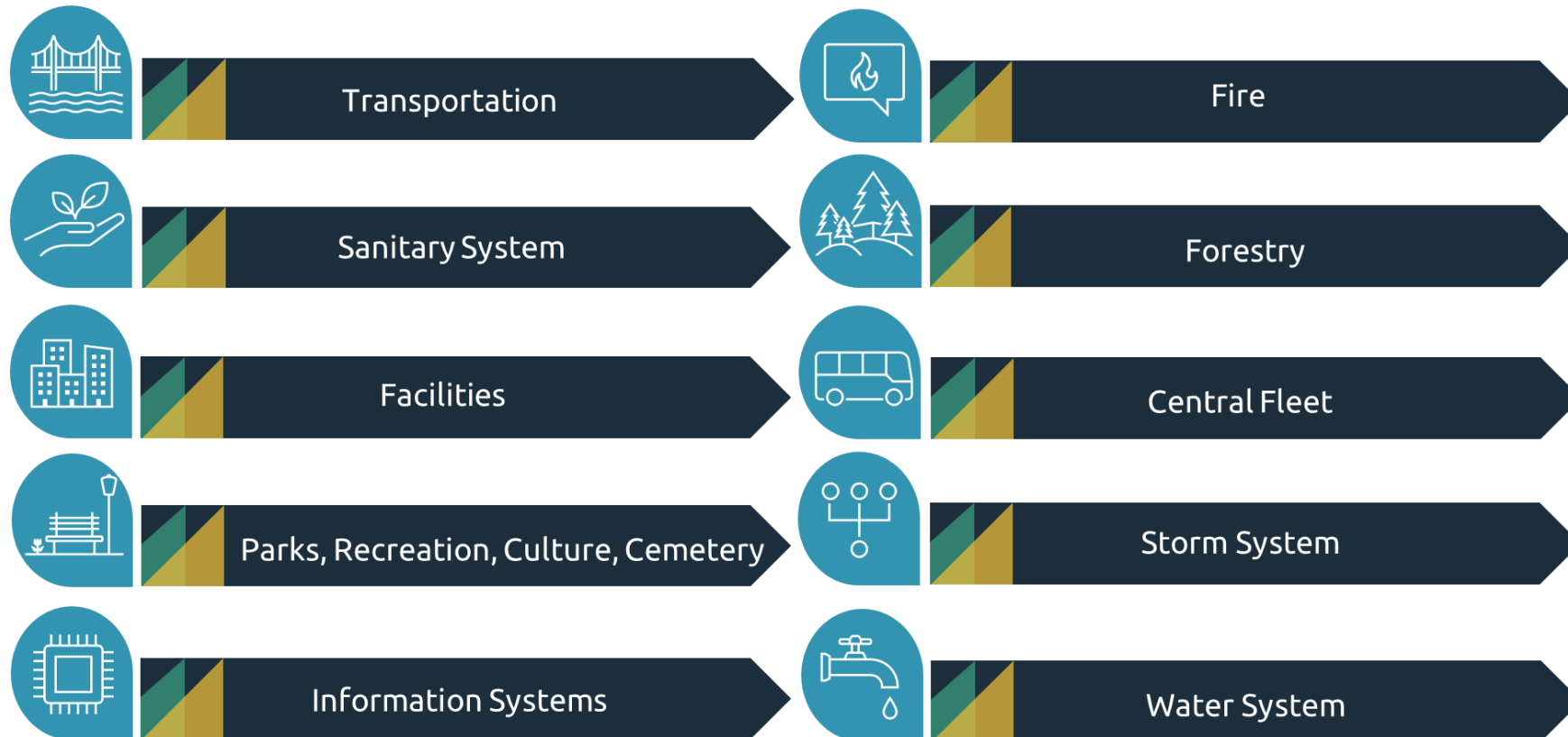
What's the Difference?

Capital Plan	Asset Management Plan
Finalized list of projects that will/can be carried out in given years	Longer term forecast for work that needs to be done
Looks at budget available and plans for projects that can be done within expected budget	Provides full list of infrastructure needs based on condition, best practices, expert documents, etc.
Does not analyze what work is NOT being done	Analyzes if there is work that should be complete but not able to fund (Infrastructure Gap) and provides recommendations to meet needs
Does not show impact to condition	Forecasts impact to condition of assets over time for different scenarios
Considers only capital costs for planned work	Assesses full lifecycle costs of asset ownership (including maintenance, non-infrastructure activities, etc.)
Specific work to be done	Forecast of spending required for assets

Asset Management Plan Process



Scope of the 2024 AMP

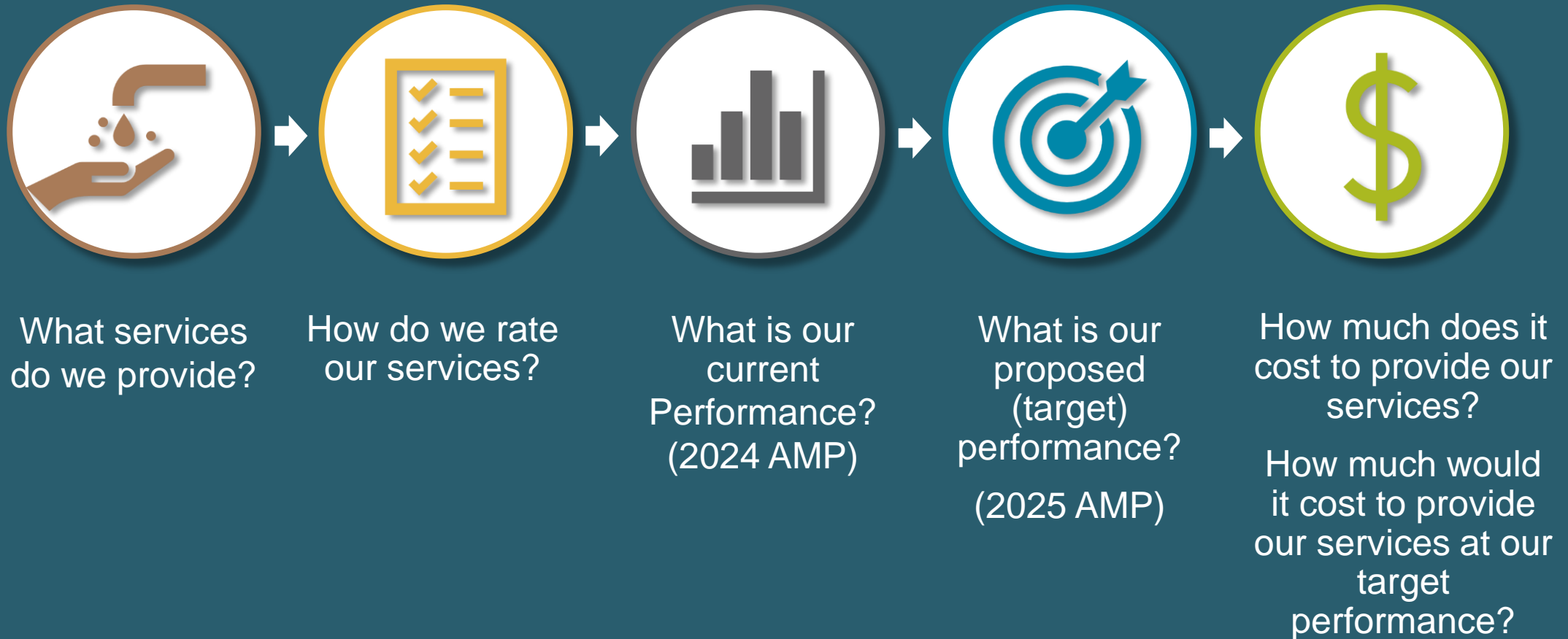


Updates from 2024 AMP

- Data enhancements to capture missing assets
- Included Proposed Level of Service (PLOS)
- Updated Growth forecasts based on DC Background Study
- Update to LOS metrics and to include Key Performance Indicators
- Updated Infrastructure Gap based on PLOS



Levels of Service



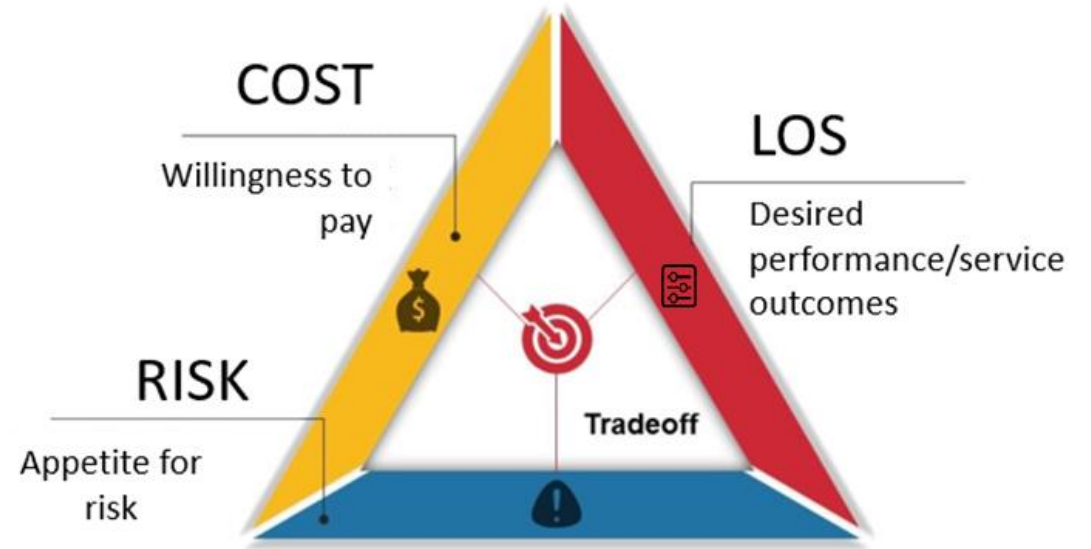
Connecting Asset Management to Strategic Priorities

City's Strategic Values	Efficiency	Innovation	Integrity	Resiliency
Strategic Priorities	Economic Growth	Environmental Stewardship	Healthy & Well-being	Livability
AMP LOS Attributes	I have access to services when I need them.	My City is considerate considerate of the environment.	Services are safe to use. My property is protected.	I have quality services. services. My City maintains what it owns.

Levels of Service

- Key Outcomes

- Connects Services to Assets
- Provides a way to establish performance of services
- 2024 AMP will provide current performance
- 2025 AMP will set proposed (target) performance



Options for LOS

- **Increase LOS** – Increases costs, minimizes risk
- **Decrease LOS** – Lowers costs, increases risks
- **Maintain Current LOS** – Is this enough to minimize risk and meet the community's expectations?

Levels of Service Performance

Current Performance (2024 AMP)

- Looks at what is being done now
- Will provide costs associated with continuing to provide this LOS

Proposed (Target) Performance (2025 AMP)

- 2025 Plan requires to set targets for the LOS
- Need to provide what the costs are to provide this proposed performance
- Is the target achievable, what activities need to be done to meet targets, what are the risks of not meeting targets?

Key Service Attribute	Performance Measure	Current Performance	Proposed Performance
I have quality services	% of total replacement cost of park assets in good to very good condition	39.14%	45%

Process to set PLOS

Develop LOS Metrics (2024 AMP)

Determine Current Performance & Lifecycle Management Strategies (2024 AMP)

Conduct Lifecycle Management Forecast (2024 AMP)

Subject Matter Expert Recommendation for Proposed LOS (2025 AMP)

Proposed Level of Service Presented to CLT and Finalized

Considerations to set the PLOS

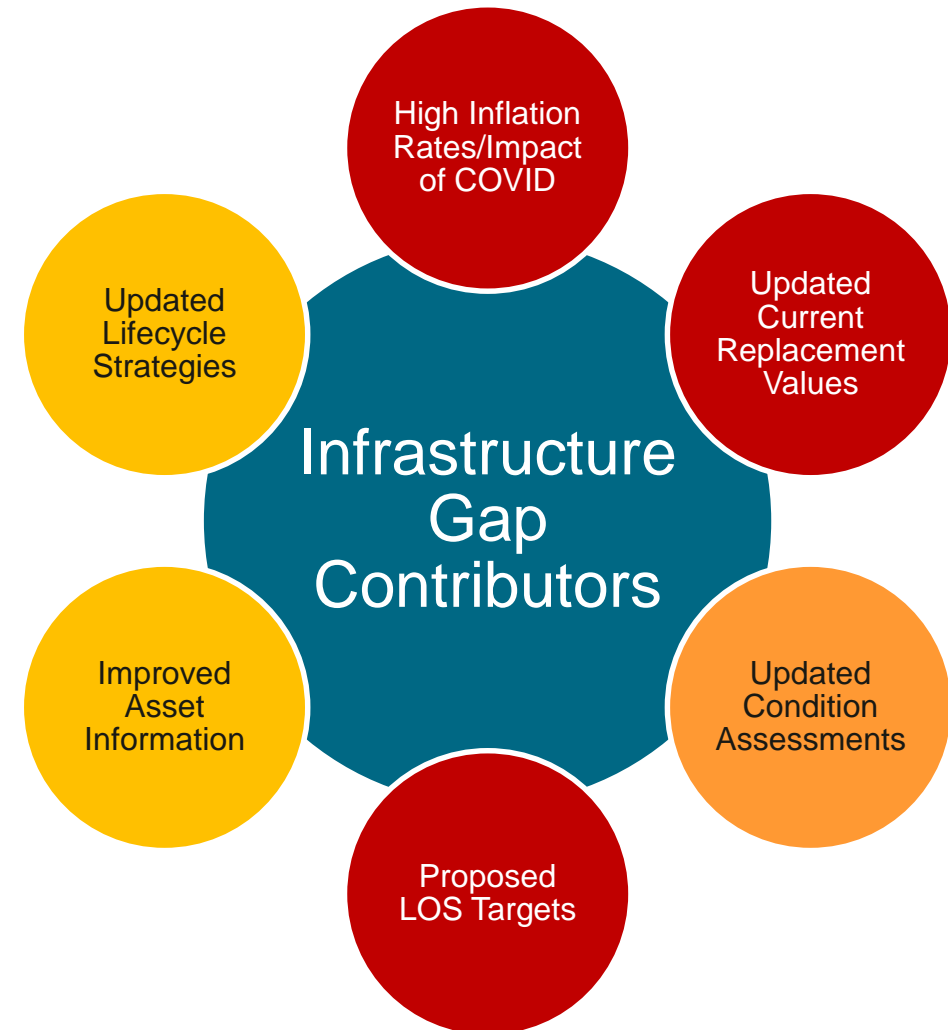
- 2024 AMP Scenarios
 - The impacts to condition
- Subject Matter Recommendations
- Cost and Affordability
- Risk
- Current State of Assets
- Data Reliability
- Achievability
- Council Priorities
- Compliance
- Customer Expectations



2025 AMP What to Expect

Updated Infrastructure Gap based on PLOS

- Targets are set to balance all the considerations
- Coordinated effort between subject matter experts, engineering, finance, departments, and CLT to balance achievability and affordability



What Now?

- Council is not required to fund the gap
 - It is for your information to assist with making informed decisions at budget.
- O.Reg. 588/17 requires annual review of progress implementing the AMP
 - These targets can be changed/updated with annual review process
- Continual Improvement
 - Implement recommendations in the AMP to reduce gap through non-financial strategies
- Financial Strategies
 - Will be addressed through budget process for Council approval, where possible



Next Steps

- 2025 Asset Management Plan is scheduled to be presented to Council **June 3, 2025**



Questions



GENERAL COMMITTEE MEETING

OFFICE OF THE CAO

REPORT CAO-2025-04

April 29, 2025

SUBJECT: Response to Mayoral Directive – 2025-03A: Municipal Reform in Niagara

AUTHOR: Rob Axiak, Chief Administrative Officer, BRLS, MPA

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information and requests feedback on report CAO-2025-04: Response to Mayoral Directive Niagara Governance Review; and further

THAT Welland City Council request the Province of Ontario to clarify its position and timeline regarding governance reform in Niagara, including outcomes from the Regional Review initiated in 2024; and further

THAT this report be circulated to all Niagara municipalities, Niagara Region, local MPs and MPPs, and the Association of Municipalities of Ontario (AMO) for information and support.

RELATIONSHIP TO STRATEGIC PLAN:

This recommendation is aligned to Council's strategic priority of ensuring "Liveability" by creating a sense of belonging while enhancing mobility by improving access to recreation and community events, ensuring adequate housing options, encouraging job growth, and improving ways to efficiently move people throughout the city.

EXECUTIVE SUMMARY:

This report responds to Mayoral Direction 2025-03A and outlines the need and opportunity for municipal governance reform in Niagara. Following signals from the Province that structural changes to Niagara's two-tier government may be forthcoming, this report provides context from past governance reviews and presents a proactive suite of potential models that could be further explored by Welland Council. It also includes a proposed engagement opportunity with the Province to clarify its direction prior to the 2026 municipal election.

The purpose of this report is twofold:

- Solicit feedback from Council regarding potential governance reform in Niagara.
- Formally request the Province to provide an update and position on municipal reform in Niagara.

Reform considerations include the number of municipalities, potential adoption of a one-tier versus two-tier governance model, council composition, opportunities for service delivery improvements, and how to create a stronger alignment with [Provincial Priorities](#).

BACKGROUND:

The Niagara Region operates under a traditional two-tier structure comprising a Regional government and 12 lower-tier municipalities. This structure, while long-standing, has been increasingly scrutinized for inefficiencies, duplication of services, concerns with consistency in decision-making, number of elected officials and bureaucrats, and challenges in aligning with broader Provincial Priorities.

In 2019, the Province initiated a Regional Government Review across several Ontario regions, including Niagara. The review, led by special advisors Michael Fenn and Ken Seiling, did not result in immediate structural changes; however, the advisors highlighted the potential for more efficient service delivery models and streamlined governance in regions like Niagara. The review underscored the importance of ensuring governance models are adaptable to growth, economically sustainable, and able to deliver effective public services. In the years since, the Province has made notable governance changes in places such as Peel Region and Toronto, reinforcing its interest in modernization and efficiency. Most recently, the Province has removed the Planning function from the Niagara Region, as well as other upper tier municipalities in Ontario.

Informal discussions, recent provincial statements, and messaging from various municipalities have re-ignited the potential need for governance reform in Niagara.

DISCUSSION:

This section presents both a provincial engagement strategy and a suite of governance reform considerations for Council to discuss. These models are not mutually exclusive and could be staged or integrated depending on a Provincial response. It is not the intention of this report to have members of Welland Council decide on a particular model, but rather for Welland Council to discuss collective interests, concerns and challenges in a public and transparent forum.

Sample Governance Models:

Status Quo with Enhanced Coordination

- Maintain the current 12 local municipalities and Regional government.
- Pursue targeted service delivery improvements through formalized inter-municipal agreements.
- Establish a Niagara-wide Council of Mayors and CAOs to address regional priorities.

Pros:

- Least disruptive; maintains local identity and representation.
- Allows municipalities to retain autonomy.

Cons:

- Continued inefficiencies, service duplication.
- Slow to respond to large-scale policy or economic shifts.

Amalgamation into Four Lower-Tier Municipalities + Niagara Region (Upper-Tier)

- Consolidate the 12 municipalities into four (e.g., North Niagara, Central Niagara, South Niagara, West Niagara).
- Retain the Niagara Region as an upper-tier government for select region-wide services such as Transportation, Health, and Policing.

Pros:

- Reduces administrative costs and political overhead.
- Stronger economic zones aligned to shared infrastructure and land use planning.
- Maintains some regional oversight while consolidating services locally.

Cons:

- Transitional complexity (governance, staffing, branding).
- Community identity concerns in amalgamated areas.
- Requires Provincial legislation and support.

One-Tier Unitary Government for Niagara

- Eliminate the Region and all local municipalities in favour of a single-tier City of Niagara.
- Governance would be through a centralized Council with geographic ward representation.

Pros:

- Complete elimination of duplication.
- Uniform service standards and centralized accountability.
- Streamlined planning, budgeting, and policy implementation.

Cons:

- High potential for political resistance.
- Loss of local decision-making power.
- Requires substantial change management and public consultation.

Two-Tier Model with Redefined Roles and Mandates

- Maintain two-tier structure but legislate clearer division of responsibilities.
- Upload or download specific services for efficiency (e.g., Roads to Region, Recreation to Locals).
- Introduce shared service models across clusters of municipalities (e.g., joint procurement, legal services, IT).

Pros:

- Balances efficiency with local representation.
- Can be phased in gradually with legislative support.
- Enhances collaboration without full amalgamation.

Cons:

- May be complex to implement and enforce.
- Doesn't address issues of overlapping political mandates.

Four-City Collaborative Model with Functional Service Leads

- Transition from 12 municipalities to four newly amalgamated cities (e.g., North Niagara, South Niagara, Central Niagara, West Niagara), retaining the Niagara Region as an upper-tier government.
- Instead of centralizing all regional functions under the Region, each of the four cities would take on a leadership role for specific shared services across Niagara, on behalf of all municipalities.
- Service responsibilities are delegated through inter-municipal service agreements, enabled by the Municipal Act and supported by the Region and Province.

Pros:

- Preserves local representation while encouraging deep collaboration.
- Leverages existing municipal strengths and capacities.
- Allows for innovation and piloting without full consolidation.
- Spreads leadership accountability and reduces duplication.
- More nimble than full regionalization—can evolve over time.

Cons:

- Success depends heavily on strong inter-municipal trust and agreements.
- Governance and accountability mechanisms need to be clearly defined.
- Perception of unequal distribution of responsibilities or benefits.
- May require Provincial facilitation to align incentives and resolve disputes.

Implementation Considerations:

- Clearly define governance frameworks, decision-making protocols, and service standards.
- Establish cross-city service boards or advisory panels for oversight.
- Ensure equitable cost-sharing models and reporting mechanisms.
- Provincial support may be needed to mandate participation or resolve impasses.

Evaluation Criteria / Considerations for Options:

- Alignment with Provincial Priorities (e.g., housing, economic development, infrastructure planning);
- Administrative Efficiency and Cost Savings;
- Service Delivery Effectiveness;
- Preservation of Local Identity and Representation;
- Ease of Implementation and Transition;
- Public and Stakeholder Support.

Council Composition

- Maintain a uniform number of elected officials across the region.
- Mandate the maximum number of elected officials across the region
- Consideration for fulltime vs. part-time elected officials
- Should a two-tier system be chosen, adjust the representation model for each of the lower tiers.

The above information is noted in this report to stimulate discussion amongst Welland City Council. No formal decisions on the type or depth of governance reform is expected.

ATTACHMENT:

Appendix A - Council Resolution

Appendix A

Council Resolution: Request the Province to Clarify Position on Governance Reform in Niagara

**THE CORPORATION OF THE CITY OF WELLAND
RESOLUTION NO. _____/2025**

DATE: April 28, 2025

MOVED BY: Councillor _____

SECONDED BY: Councillor _____

WHEREAS the Province of Ontario has indicated interest in reviewing and potentially reforming the governance structure within the Niagara Region; and

WHEREAS In 2019, the Province initiated a Regional Government Review across several Ontario regions, including Niagara; and.

WHEREAS the Province had made governance changes in the Peel Region, Toronto, and most recently with the removal of the Planning function at the Regional level.

NOW THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND request the Province of Ontario to clarify its position and timeline regarding governance reform in Niagara, including outcomes from the Regional Review initiated in 2024