



COUNCIL INFORMATION PACKAGE

Friday, December 13, 2024

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MEMORANDUM

TO: Welland City Council

FROM: Amanda Degazio, Manager of Business and Community Services

DATE: December 9, 2024

SUBJECT: 2025 Community Grant Recipients

The purpose of this memo is to inform Council of the successful applicants for the 2025 Community Grant Program as per Council's request. The following recipients have met the required criteria and will be notified by staff via email about their application status prior to end of day, December 13, 2024. Additionally, all applicants who were unsuccessful will be given the opportunity to meet with staff and debrief their application.

As per Council's direction, the formalization and addition of the Social Services stream to the Community Grant Program has been implemented. The inclusion of this stream has led to the redirection of some funding to support these social service initiatives.

The total funding envelope for the Community Grants Program has been maintained from 2024, totaling \$369,200.00. Of this, \$368,013.50 has been allocated to the recipients listed below. Please note that all applicants have been partially funded based on the evaluated score of their application. Should any applicant be unable to fulfill the requirements of their funding award for any reason, the funds will not be allocated and will remain available. If the remaining funds exceed \$20,000 after this allocation, a second round of the 2025 Community Grant Program will be promoted, with applications considered for funding.

Successful Applicants and Allocations:

The following organizations and individuals have been selected to receive funding across the three funding streams:

1. Social Services Stream

- o **Total Allocation:** \$212,450.00

Social Service Programs	Funding
Open Arms Mission	\$67,550.00
The Hope Centre	\$56,000.00
Holy Trinity Anglican Church	\$36,000.00
Faith Welland Outreach	\$21,000.00
Habitat for Humanity Niagara	\$12,000.00
St. David's Anglican Church	\$8,400.00
Birchway Niagara (legally Women's Place of South Niagara)	\$7,000.00
Big Brothers Big Sisters of Niagara	\$3,000.00
STEM Camp Empowering Future Innovators	\$1,500.00

2. Events Stream

- o **Total Allocation:** \$100,646.00

Events	Funding
Welland Rose Festival	\$66,300.00
Cultural Niagara Corporation	\$14,000.00
Welland Foodfest Inc.	\$7,200.00
Welland Floatfest Festival	\$7,000.00
Niagara Folk Arts Multicultural Centre	\$6,146.00

3. Arts and Culture Stream

o **Total Allocation:** \$54,917.50

Arts and Culture	Funding
Femmes du Feu Creations	\$21,000.00
Art on Welland Bell Boxes	\$9,000.00
La Boîte à soleil Coop Inc.	\$6,000.00
Notre Dame College School	\$5,250.00
Niagara Symphony Orchestra	\$4,970.00
Carousel Players	\$2,450.00
Peter Benedetti - The Bank Art House	\$2,100.00
Welland Walls Project	\$2,100.00
Niagara Artists Centre (NAC)	\$2,047.50

Staff look forward to working with all successful applicants to support the implementation of their projects and initiatives.

MEMORANDUM

TO: Welland City Council

FROM: Rob Axiak CAO, Office of the CAO

DATE: December 10, 2024

SUBJECT: Ottawa Delegation Overview (December 9th, 2024)

Introduction:

The Mayor, Chief Administrative Officer (CAO), and Director of Economic Development & Strategic Initiatives recently traveled to Ottawa to engage with various federal agencies and government officials on matters of significant importance to the City of Welland. This well coordinated series of meetings that occurred in one day, provided an invaluable opportunity to discuss key issues, advocate for local priorities, build relationships, and explore potential partnerships that align with Welland's strategic priorities. Undertaking such visits on an annual basis is crucial for fostering strong relationships with decision-makers, enhancing the city's profile, and securing the connections needed to advance Welland's growth and prosperity in an increasingly competitive landscape.

Federation of Canadian Municipalities (FCM):

The [Federation of Canadian Municipalities \(FCM\)](#) is the national voice of municipal governments in Canada, representing over 2,000 municipalities across the country. FCM advocates for local governments on key federal policies and programs, ensuring that the priorities of cities and communities are reflected in national decision-making. The organization provides resources, funding opportunities, and training to support municipalities in areas such as sustainable development, infrastructure, housing, and climate change adaptation, enabling them to deliver better outcomes for their residents.

Topics Discussed:

- Discussion around the current grant award for Fire Station number one, with appreciation for both the grant and loan.

- Discussion on our current application submitted for funds to support the expansion of Welland's tree canopy.
- Discussion of all [granting opportunities](#) offered through FCM to support municipalities and requested a point person at FCM to support any future submission related to new builds, retrofits and studies.
- Opportunities for further exploration are studies in relation to building feasibility studies, future community centre / arena potential and partnership opportunities for future affordable housing projects.

Chamber of Marine Commerce (CMC):

The [Chamber of Marine Commerce \(CMC\)](#) is a bi-national association that advocates for the maritime industry across Canada and the United States. Representing a wide range of stakeholders, including ports, ship operators, and industrial customers, the CMC promotes policies and initiatives that support safe, efficient, and sustainable marine transportation. The organization works to enhance economic growth, environmental stewardship, and innovation within the sector, ensuring that marine commerce remains a vital component of the economy and a reliable means of connecting communities and industries.

Topics Discussed:

- Discussion about the importance and benefits of marine transport, removing trucks from roads and highways.
- Ontario Marine Transportation office for additional collaboration.
- Discussed a membership between the City Chamber of Marine Commerce in coordination with other Niagara municipalities.
- Discussed operating agencies like [Ontario Marine Council](#), [HOPA](#) and the [Seaway](#) seeking advice on strengthening partnerships.

Transport Canada:

[Transport Canada](#), under the Federal Ministry of Transport, is the government department responsible for developing and enforcing regulations, policies, and programs to ensure a safe, efficient, and sustainable transportation system across Canada. The department oversees all modes of transportation, including air, rail, marine, and road, with a focus on improving safety, promoting innovation, and reducing environmental impacts. Transport Canada also collaborates with stakeholders and other

levels of government to advance infrastructure projects and enhance the connectivity that supports economic growth and the mobility of Canadians.

Topics Discussed:

- Lands owned by Transport Canada within Welland.
- Process for Transport Canada to declare lands as surplus, including prioritization for Housing.
- Identification of approximately 13 parcels of land owned by Transport Canada which Welland will prioritize and respond on the City's interests.
- Discussed land operated by the St. Lawrence Seaway corporation and how the City can work with the Seaway and Transport Canada on the use of lands for potential industry where appropriate.

Global Affairs Canada:

[Global Affairs Canada](#) is the federal department responsible for managing Canada's diplomatic and consular relations, international trade, and development assistance. The department works to promote Canadian values and interests abroad, including human rights, democracy, and economic prosperity. Global Affairs Canada facilitates trade partnerships, negotiates international agreements, and provides support to Canadians traveling or living overseas. Through its initiatives, the department strengthens Canada's global presence and fosters relationships that contribute to national security, economic growth, and global cooperation.

Topics Discussed:

- Discussed global tradeshow and their importance and to work in coordination with Global Affairs Canada targeting specific industries / companies in alignment with the City of Welland.
- Discussed the growth and potential expansion of companies in Welland in relation to target markets in both Italy and Austria.
- Discussed potential [funding opportunities](#) with Global Affairs for local municipalities.

Conclusion:

In conclusion, the recent visit to Ottawa was a highly successful and valuable opportunity for the City of Welland. The meetings with key federal agencies and organizations facilitated important discussions on matters that directly align with the

city's strategic priorities. Through these interactions, Welland not only strengthened existing relationships but also explored new opportunities for partnerships, funding, and growth. The outcomes of this visit will play a significant role in advancing the city's initiatives and positioning Welland for continued prosperity. Regular engagement with federal stakeholders is essential to maintaining momentum and securing the necessary support for Welland's future.

MEMORANDUM

TO: Welland City Council

FROM: Sherri-Marie Millar, P.Eng.
Director of Infrastructure Services/City Engineer

DATE: December 13, 2024

SUBJECT: 2024 Transportation Master Plan

Please find included in this CIP a digital copy of the full 2024 Transportation Plan report.

Council members will recall that the 2024 Transportation Master Plan will now be presented to Council at a General Committee meeting in the new year, specifically January 28, 2025.

The provision of the TMP now will ensure that everyone has sufficient time for a fulsome review. Moreover, and in respect of our strategic priorities around environmental stewardship, staff have reserved the delivery of the full TMP in a digital format (lots of paper and colour in this document), however hard copies can be provided if requested.



TRANSPORTATION MASTER PLAN

CITY ON THE MOVE

Executive Summary

Introduction

The City of Welland has completed a Transportation Master Plan (TMP) to provide proactive planning direction and prioritization on transportation policy and infrastructure investments within the City's transportation system over the next twenty (20) years. The TMP provides the necessary foundation and framework to unite the objectives of overarching City plans and policy, as well as the community vision for transportation within Welland.

The decision to undertake a TMP was made in response to the considerable growth in residential and employment population that is anticipated through to the 2051 planning horizon year. A TMP can ensure that the dynamic nature of Welland's future population is soundly contained and accommodated for within the mobility landscape, allowing for safer streets, thriving businesses and vibrant residential communities.

The TMP was developed by R.V. Anderson Associates Limited (RVA) under the direction of City staff, and was enabled by the input that was received from the Stakeholder Groups and the general public throughout the study lifecycle. The study was conducted in accordance with the Municipal Class

Environmental Assessment (MCEA) process for master plan studies.

Engagement and Consultation

Public consultation is a key component of master planning studies. Input received from the public and stakeholder groups, potentially affected Indigenous Communities, provincial ministries, technical agencies, and authorities help facilitate community-driven strategies and objectives.

Engagement and consultation was completed through two (2) in-person public information centres (PICs), two (2) Stakeholder Group meetings, as well as online avenues for respondents that were unable to attend the in-person events. Project materials were continuously posted on the City project website, EngageWelland, throughout the course of the study lifecycle.

Welland's Vision for Transportation

The Vision Statement represents the desired outcome of the TMP with respect to its impact on the community. In other words, the vision statement represents what should be plainly perceived after all of the objectives of the TMP have been fulfilled.

The following Vision Statement was prepared to unite the objectives of the TMP, related City documents, and public interest:

“ *An inclusive and barrier-free transportation system that promotes the development of vibrant and livable communities through multi-modal mobility, safe roads, intraregional connectivity, and conservation of Welland’s rich heritage and water features.* ”

Mobility Needs

A shift in Welland’s character creates a collection of unique needs in the context of urban mobility. The following needs were derived from common themes among PIC and Stakeholder Working Group respondents, existing conditions analysis and assessment of anticipated changes:

Roadway Safety – A consistent theme from the public and stakeholder consultation was that there is ample room for improvement regarding roadway safety within the City, particularly for pedestrians and cyclists.

Active Transportation – A key theme from the existing conditions review was that the existing cycling network is discontinuous, and many respondents noted safety and comfortability concerns associated with switching between shared and dedicated spaces as drivers are perceivably not respectful

of cyclists on the roadway. Another key item for active transportation is to improve wayfinding within the City, specifically in the downtown and along the canal.

Intraregional Travel – In a central location to the Niagara Region, travel patterns and public feedback indicate a strong need for connectivity between Welland and other municipalities within the Region. A multi-modal network that is interconnected with its neighbouring municipalities has the potential to boost industry and recreation.

Adoption of Alternative Transportation Modes – As similar to almost all largely suburban Ontario municipalities, Welland exhibits a relatively high dependence on single-occupancy automobiles with approximately 74% of commuters arriving by car, truck or van.

Accessibility – An accessible network is one that provides equal opportunity to programs, services, devices or environments without any challenge or barriers, regardless of ability. Members of the stakeholder working group highlighted certain areas where the City could improve accessibility. These areas included sound queues at traffic signals, pavement and sidewalk quality, and decreased operating speeds.

Recommendations

The TMP recommendations are categorized by their suggested timeline of implementation to balance the fiscal and resource demands that are imposed on the City by the improvements. The timelines of implementation are partitioned into three (3) groups, including: short-term (prior to 2031), medium-term (2031 to 2036), and long-term (beyond 2036).

One-Way Traffic in the Downtown

While the couplet encompasses the downtown realm, it is also one of the few roadways which cross the canal in Welland and is therefore an integral transportation link for all modes. If the couplet's capacity is reduced, it will influence some traffic to divert to adjacent crossings such as Woodlawn Road and Lincoln Street, increasing out of way travel and directness of route and creating new north-south travel to these roadways. However, some vehicles do not have the option of diverting to other routes such as transit, emergency services, and active transportation.

To try to maintain a desirable level of service for all modes of travel, the conversion would require the addition of left-turn lanes and bicycle lanes in each direction which will be provided through the removal of on-street parking or landscaped areas.

Based on a review of operational and design considerations, it is concluded

that the previous findings of the 2001 Welland TMP and 2017 Niagara Region TMP are still applicable today. Therefore, it is not recommended that two-way traffic operation along East Main Street and Division Street be pursued at this time.

Policy Documents

Road Classification

As part of the road network review process, an in-depth evaluation of City roads was conducted to evaluate the suitability of the existing roadway hierarchy. The evaluation considered a number of roadway characteristics including intended service function, typical traffic volumes, posted speeds, active transportation accommodation, parking accommodation, traffic calming feasibility, and more. The new road classification criteria also aggregated the collector roadway type into two (2) sub-types—minor and major—so that unique roadway attributes can be prescribed without contravening the intended function of the roadway. It is recommended that the City adopt the proposed roadway hierarchy as shown in Map ES-1.

Complete Streets

In conjunction with the evaluation of the roadway hierarchy, the City developed new standard roadway cross sections for local, collector, and arterial roadways.

These standard cross sections enable multi-modal mobility and a complete streets approach.

Road Safety

Vision Zero is a philosophy and belief that all serious injuries and fatalities related to collisions that occur within the transportation network can be eliminated. There are various initiatives that can be implemented to support the Vision Zero strategy, including:

- Completing educational outreach programs and campaigns to educate residents on the strategy.
- Providing an avenue on the Welland website for residents to share their thoughts and concerns on road safety in their community.
- Collecting and maintaining a robust database of traffic data and collisions.

Research shows that pedestrians have a 90% chance of survival for collisions at 30km/hr or below but have less than a 60% chance of survival for collisions at 45km/hr or above. Therefore, in alignment with the Vision Zero strategy and community desire for decreased operating speeds, it is recommended that a default 40km/hr posted speed is implemented City-wide on local and minor collector roadways.

It is understood that reducing the speed limit in isolation typically results in a negligible reduction in operating

speeds. However, when a reduced speed limit is supported by physical measures such as traffic calming, a notable speed reduction is realized. Therefore, it is recommended that the City adopt the revised Traffic Calming Policy to supplement the accompanying road safety initiatives.

Goods Movement

The network analysis included a holistic review of the goods movement network, with new additions being made as needed to prepare for future growth in industry while minimizing impacts to sensitive communities. The resulting proposed goods movement network is shown in Map ES-2.

Active Transportation

The most consistent feedback received from the public engagement process was that the existing cycling network is discontinuous, and that there is a desire for more dedicated cycling facilities, better wayfinding in the downtown, and connectivity over the water crossings. A number of recommendations for cycling infrastructure were previously recommended and approved by council in the Community Trails Strategy (2021); however, cycling infill links have been recommended to address network gaps and community concerns. The proposed cycling network is shown in Map ES-3.

As for facility selection, it was found that many Welland residents could be reasonably described as “Interested but

Concerned” when it comes to cycling as a recreational activity or mode of transport. To facilitate a transition in cyclist comfortability within Welland and optimize safety, it is recommended that the City provide varying degrees of separation for cycling facilities, with specific efforts to provide fully separated facilities where the right-of-way permits.

Capital Improvements

A number of capital improvements were identified through network-level and localized traffic analysis. These improvements are intended to mitigate existing traffic congestion and prepare the network for impending growth.

Localized Improvements

The key recommended actions for localized area mobility improvements are as follows:

- Provide intersection mode of control improvements to Quaker Road and Rice Road (i.e., traffic signal or roundabout).
- Provide intersection mode of control improvements to Quaker Road and First Avenue (i.e., traffic signal or roundabout).
- Add a centre two-way left-turn lane along Quaker Road from Clare Avenue to Niagara Street.
- Intersection pavement marking improvements at Ontario Road & Canal Bank Street.

- Intersection pavement marking improvements at King Street & Lincoln Street.
- Undertake Lincoln Corridor Improvement Study between King Street and Southworth Street.
- Intersection geometric improvements at East Main Street & Wellington Street.
- Removal of roadway misalignment at Oxford Road & Brown Road/Atlas Avenue.

Ultimate Roadway Network

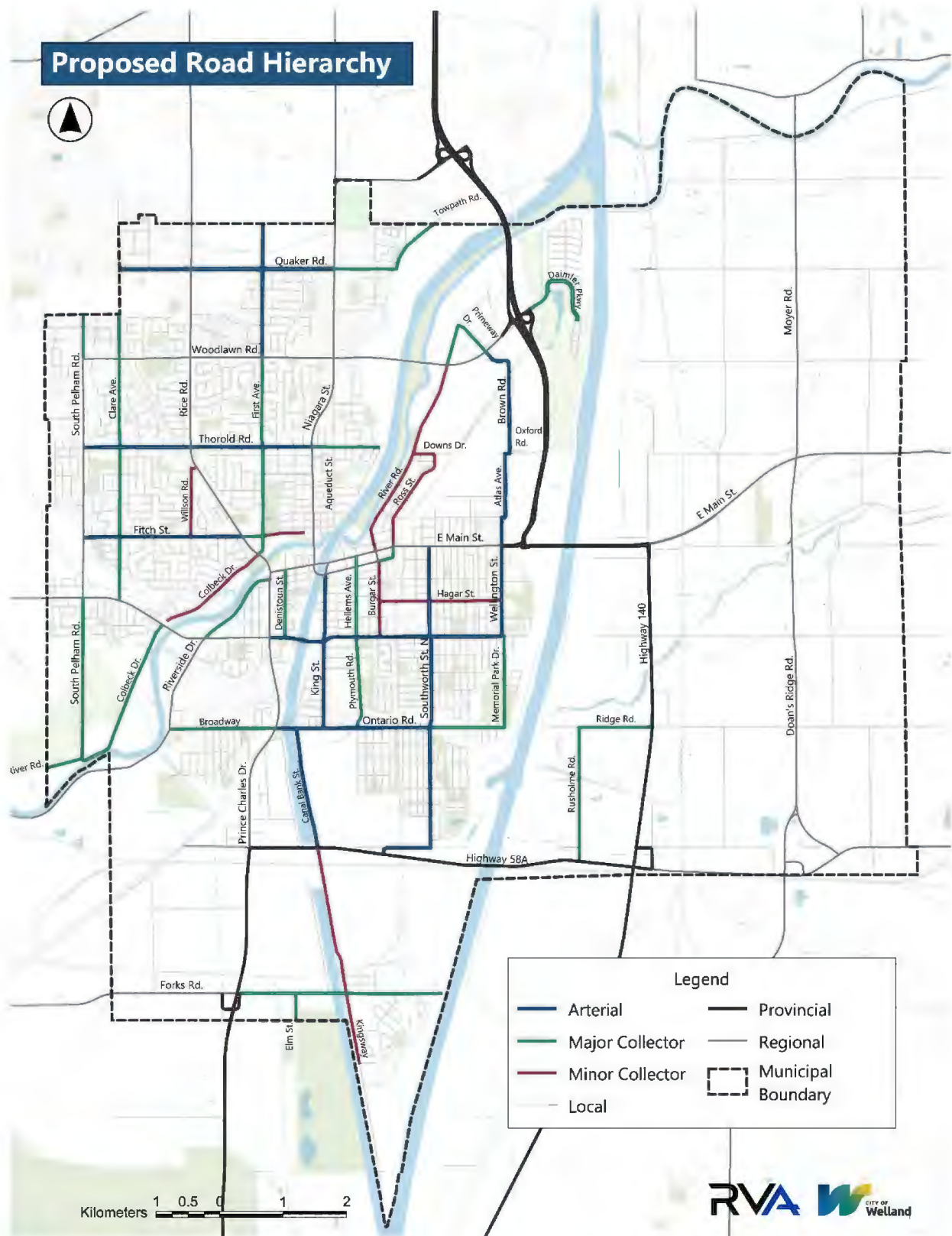
The ultimate roadway network includes three (3) new collector roadways to fill network gaps and alleviate future constraints on the existing roadway network. The new collector roadways are as follows:

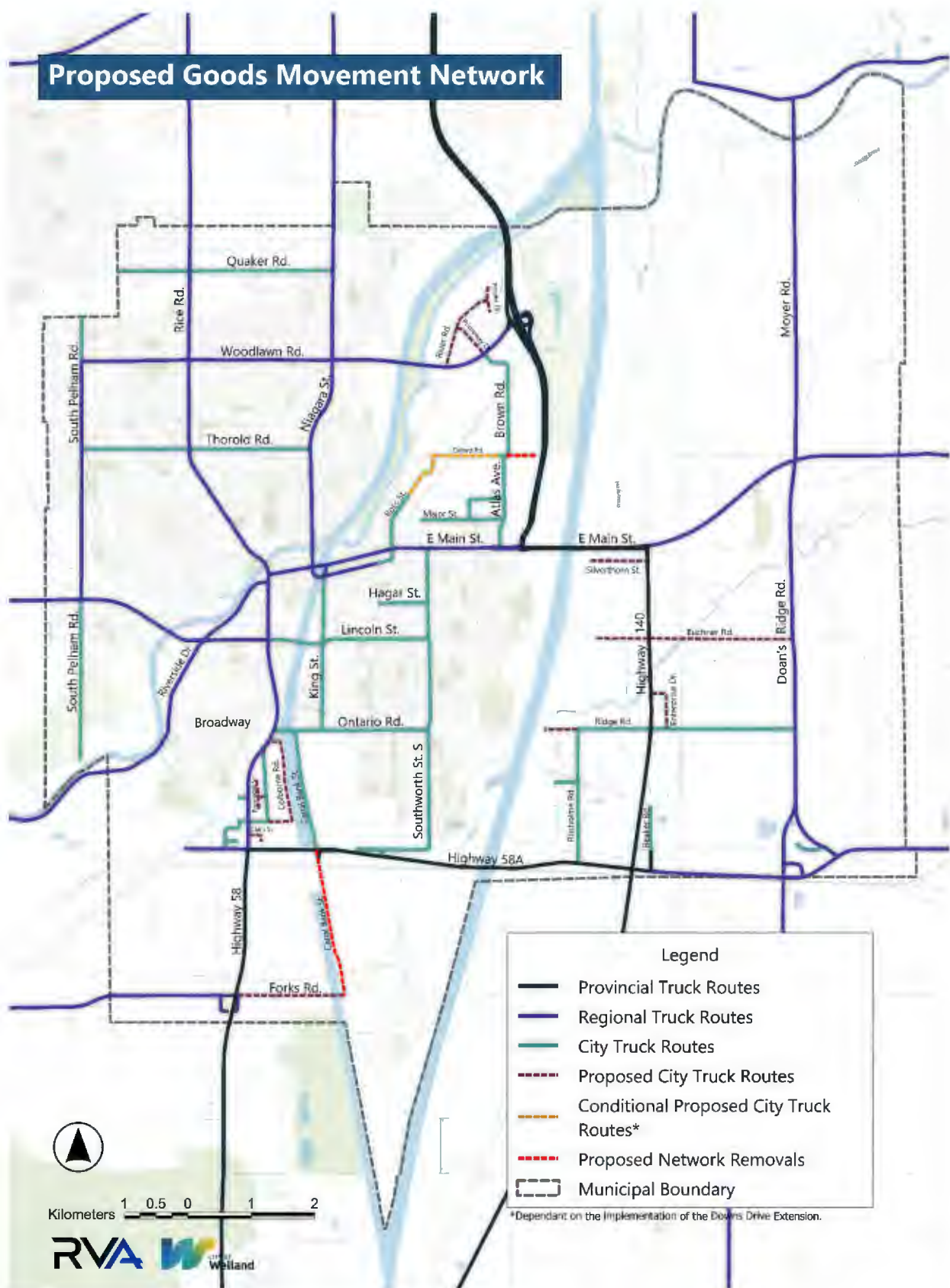
- Collector Roadway east of Seaway Mall.
- Collector Roadway in Downs Drive and Oxford Road area.
- Highway 406 Overpass from Brown Road to the Hunters Pointe Lands.

The Proposed Ultimate Roadway Network is illustrated in Map ES-4.

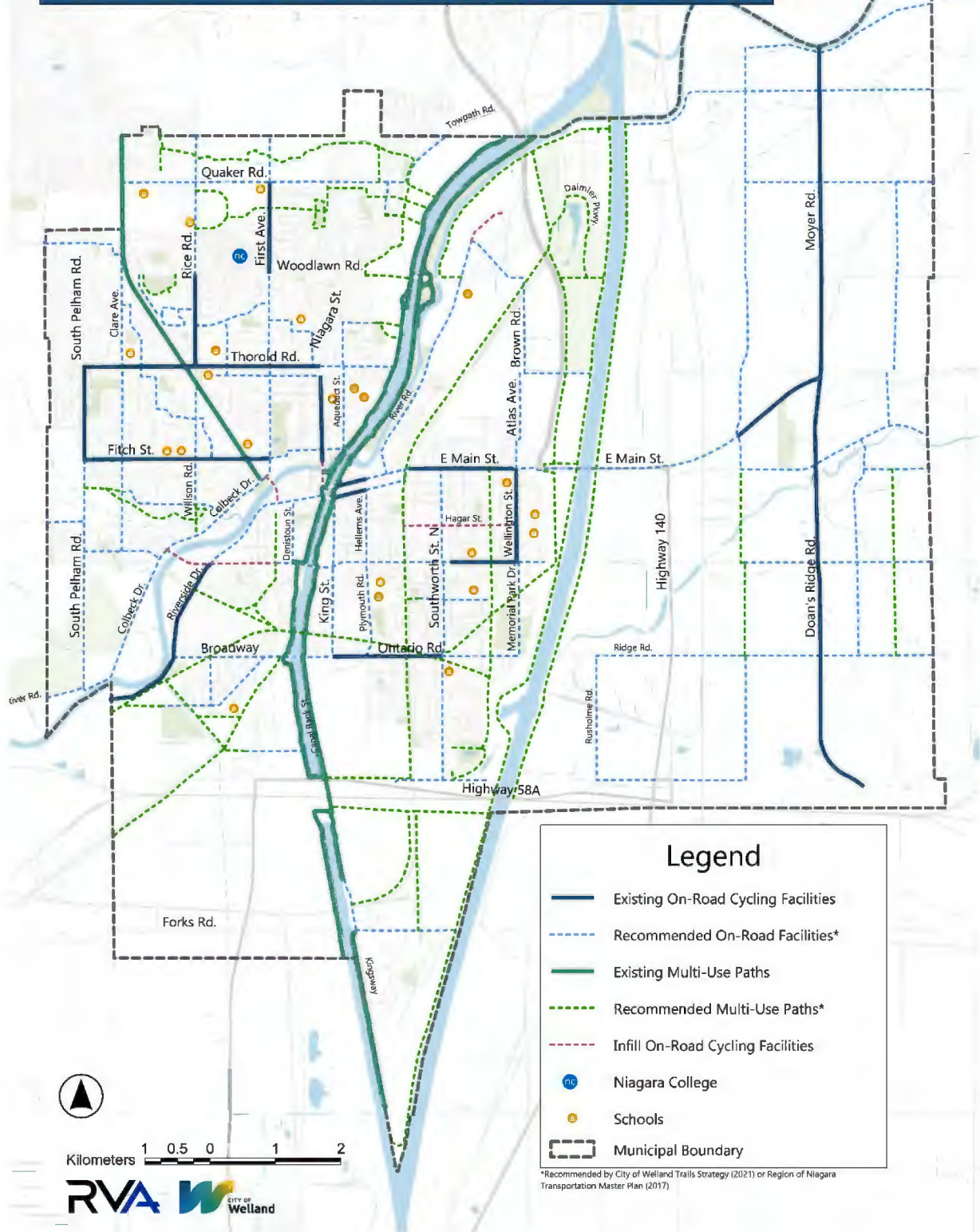
TMP Implementation

The recommendations, timelines, and associated costs for the TMP recommendations are summarized in Table ES-1

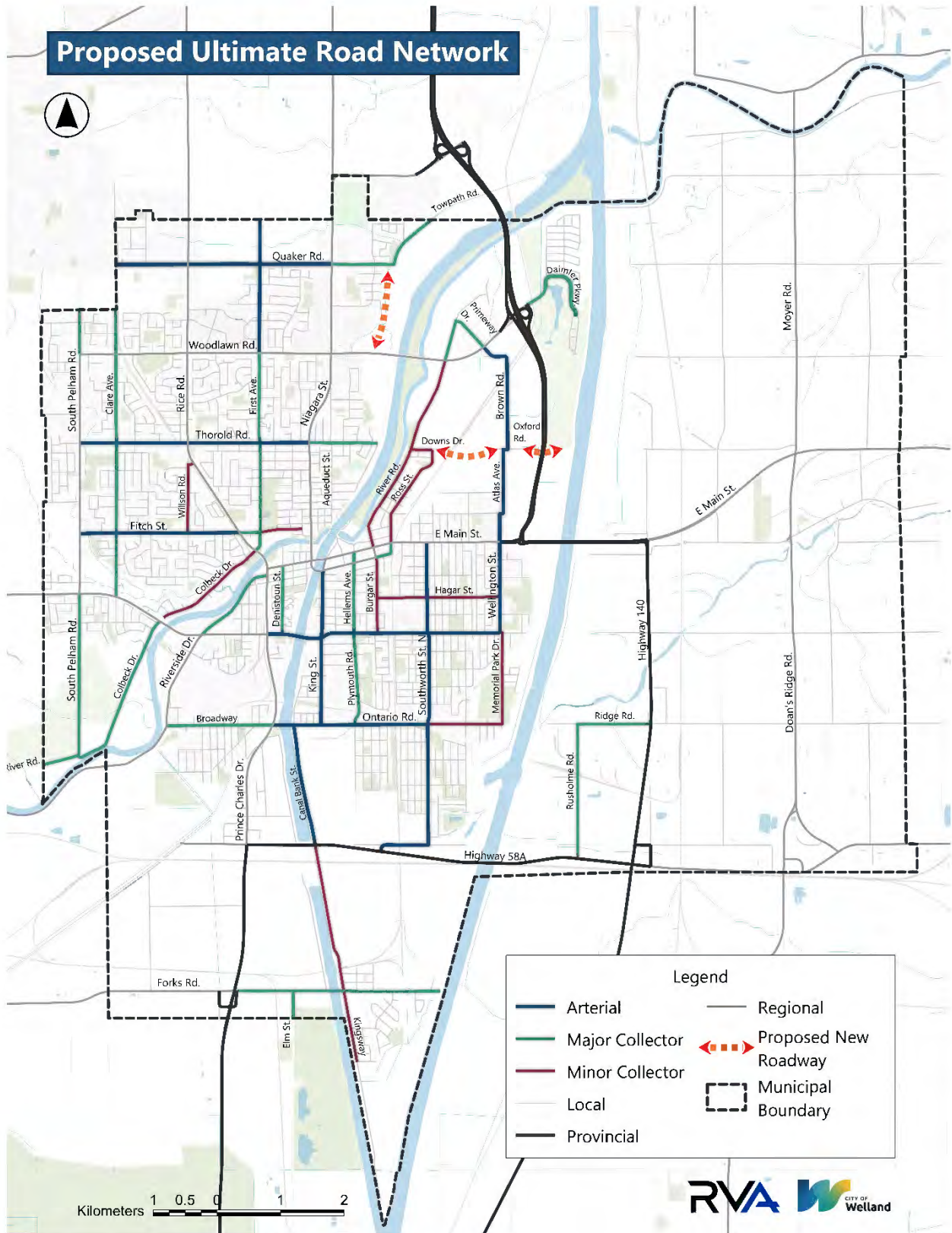




Proposed Active Transportation – Cycling Network



Map ES-3: Proposed Active Transportation – Cycling Network



Map ES-4: Proposed Ultimate Road Network

Table ES-1: TMP Costing and Implementation

ID	Action Item	Location	Description	Implementation	Total Improvement Cost	Responsibility
P-1	Adopt Proposed Roadway Classifications	City-Wide	Update Schedule E in the Official Plan (OP)	Short-Term (Prior to 2031)	-	City
P-2	Adopt Vision Zero Strategy	City-Wide	Implement Vision Zero Strategy	Short-Term (Prior to 2031)	-	City
P-3	Adopt 40km/hr Default Speed Limit	City-Wide	Implement 40km/hr default speed limit along local and minor collector roadways	Short-Term (Prior to 2031)	\$218k	City
P-4	Adopt Revised Traffic Calming Policy	City-Wide	Implement Revised Traffic Calming Policy	Short-Term (Prior to 2031)	-	City
P-5	Adopt Proposed Goods Movement Network	City-Wide	Provide restrictive truck route signage in planned subdivisions.	Short-Term (Prior to 2031)	\$34k	Developer
AT-3	Add Conventional Bicycle Lane	Niagara Street	Mill Street to Riverbank Street (pavement markings and signage only)	Short-Term (Prior to 2031)	\$5k	Region
C-1	Undertake Intersection Control Study	Quaker Road & Rice Road	Evaluate suitable intersection design solutions.	Short-Term (Prior to 2031)	\$20k	Region
C-2	Undertake Intersection Control Study	Quaker Road & First Avenue	Evaluate suitable intersection design solutions.	Short-Term (Prior to 2031)	\$20k	City
C-3	Mode of Control Improvements	Quaker Road & Rice Road	Implement traffic signal or roundabout.	Short-Term (Prior to 2031)	\$1m – \$1.2m	Region
C-4	Mode of Control Improvements	Quaker Road & First Avenue	Implement traffic signal or roundabout.	Short-Term (Prior to 2031)	\$1m – \$1.2m	City
C-5	Intersection Improvements	Ontario Road & Canal Bank Street	Reconfigure intersection to improve lane alignment and operations (pavement markings only)	Short-Term (Prior to 2031)	\$5k	City
C-6	Improve Left-Turn Lane Storage Length	King Street & Lincoln Street	Extend westbound auxiliary left-turn lane storage length (pavement markings only)	Short-Term (Prior to 2031)	\$5k	City
C-7	Undertake Lincoln Corridor Improvement Study	Between King Street and Southworth Street	Evaluate corridor design solutions to alleviate future capacity constraints	Short-Term (Prior to 2031)	\$60k	City
C-8	Lincoln Street Corridor Improvement	Between King Street and Southworth Street	Implement geometric and traffic control recommendations from study	Medium-Term (2031 to 2036)	TBD	City
AT-1	Provide Shared Cycling Facility (Signed Bike Route and Sharrows)	Hagar Street	Approximately 90 metres west of Empire Street to Wellington Street (pavement markings and signage)	Medium-Term (2031 to 2036)	\$5k	City
AT-2	Provide Shared Cycling Facility (Signed Bike Route and Sharrows)	River Road	Primeway Drive to northern limit (pavement markings and signage)	Medium-Term (2031 to 2036)	\$5k	City
C-9	Add Left-Turn Lane	Wellington Street & East Main Street	Implement northbound auxiliary left-turn lane (geometric improvements)	Medium-Term (2031 to 2036)	\$450k	City/Region
C-10	Add centre two-way left-turn lane	Quaker Road from Clare Avenue to Niagara Street	Three-lane major collector with cycling facility	Medium-Term (2031 to 2036)	\$12.5m	Developer
C-11	Construction of new Collector Road east of Seaway Mall	New Roadway from Woodlawn Road to Towpath Road	Two-lane major collector with cycling facility	Long-Term (Beyond 2036)	\$16.5m	Developer
C-12	Construction of Downs Drive Extension	New Roadway from Ross Street to Atlas Avenue	Two-lane major collector with cycling facility. This will require a Schedule ‘C’ EA study.	Long-Term (Beyond 2036)	\$3.3m	City
C-13	Construction of Highway 406 Overpass	New Roadway from Brown Road to New Road Connection	Two-lane major collector with cycling facility. This will require a Schedule ‘C’ EA study.	Subject to Development*	TBD	Developer
C-14	Provide Intersection Improvements	Oxford Road & Brown Road/Atlas Avenue	Remove roadway misalignment and plan for Downs Drive Extension	Subject to Development*	\$1.3m	City
AT-4	Add Conventional Bicycle Lane	Webber Road	Colbeck Drive to Lincoln Street (pavement markings and signage only)	Subject to Bridge Reconstruction	\$5k	Region
AT-5	Add Conventional Bicycle Lane	Lincoln Street	Webber Road to Prince Charles Drive (pavement markings and signage only)	Subject to Bridge Reconstruction	\$11k	Region
AT-6	Add Conventional Bicycle Lane	Prince Charles Drive	Colbeck Drive to West Main Street (pavement markings and signage only)	Subject to Bridge Reconstruction	\$5k	Region

P: Policy Documents | AT: Active Transportation | C: Capital Improvements | *Subject to the development of the Hunters Pointe Lands | TBD: To Be Determined



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Appendix 4 – Transportation Planning Technical Memorandum
Appendix 5 – Road Classification Technical Memorandum
Appendix 6 – Traffic Calming Policy Update
Appendix 7 – Roundabout Implementation Guidelines
Appendix 8 – Goods Movement Technical Memorandum

1 Introduction



1 Introduction

1.1 What is a Transportation Master Plan (TMP)?

A Transportation Master Plan (TMP) is a long-range planning document that provides direction and prioritization on transportation policy and infrastructure investments within the City's transportation system. In the context of Welland, the City is anticipating substantial growth in employment and housing, and has initiated the TMP to establish a strategic transportation network that supports this growth, fostering vibrant, livable communities and thriving businesses.

The TMP will endeavour to fulfill a variety of strategies and objectives through to the ultimate horizon year of 2051, with the understanding that the TMP is a "living document" and may require further adaptation in response to various uncertainties including growth realizations, economic landscape, shifts in technology, emerging trends, external funding, political context, environmental assessments, feasibility study findings, and others.

At the inception of the TMP, numerous high-level objectives were established to guide the study process. These objectives were to connect residential, commercial, and industrial areas; enhance active transportation including cycling and

walking; promote safe, environmentally responsible, and accessible mobility; promote links to areas of growth, neighbouring municipalities, and key transport corridors; and, update/create transportation policy documents to support the community vision. The TMP includes an implementation plan that aggregates the recommendations into short-term, medium-term, and long-term solutions to address the mobility needs of the community while balancing the fiscal and resource demands that are imposed by the improvements.

1.2 How was the TMP Developed?

The TMP was developed by R.V. Anderson Associates Limited (RVA) under the direction of City staff and was enabled through significant input from the Stakeholder Groups and the public. The study process can be generally broken down into four (4) main stages. These stages are illustrated in Figure 1.1 and are briefly described as follows:

1. Existing Conditions Assessment

Serving as the foundation of the study, the Existing Conditions Assessment consisted of a fulsome review of existing policies, plans, infrastructure, and intersection operations to establish a benchmark of Welland's current mobility

landscape. This stage also involved of a holistic analysis of existing travel patterns and trends.

2. Identifying Future Needs and Opportunities

In alignment with ongoing Official Plan (OP) Update, the future transportation demands within Welland were estimated through an iterative forecasting process, with constraints within the existing transportation network being evaluated through a multi-modal lens.

3. Assessment of Alternatives and Preferred Solutions

Using the findings from the second stage, a detailed analysis of potential alternatives and preferred solutions was completed. In a collaborative process with stakeholders and the public, preference was given to strategies that resonated with the community vision of having a safe, accessible, and inclusive transportation environment that promotes walkability and recreational cycling along the canal.

4. Formulating and Implementing the Plan

As a culmination of all of the preceding stages, the fourth stage brings everything together into the draft TMP document.

This draft document is subject to a 30-day public review and comment period, with the final TMP being presented to the City council for adoption thereafter.

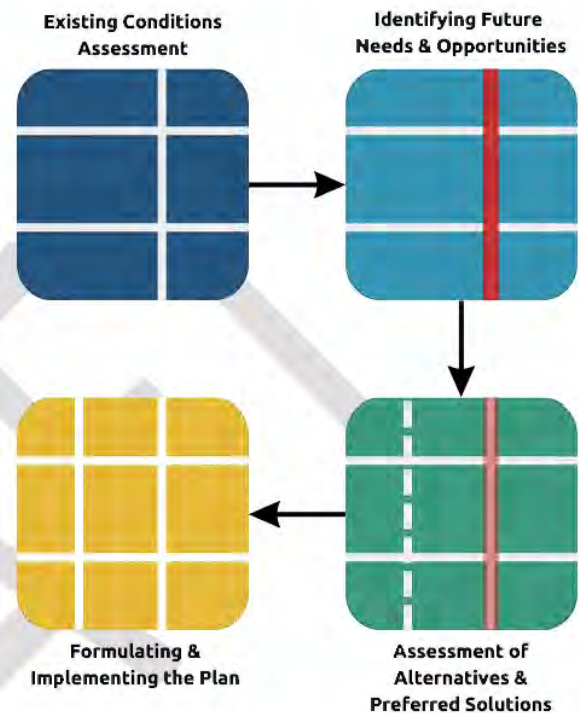


Figure 1.1 – TMP Development

1.3 MCEA Process for Master Plans

The TMP was conducted in accordance with the requirements of the Municipal Class Environmental Assessment (MCEA) Master Plan Approach #1, which is an approved process under the Environmental Assessment Act. The MCEA process is broken down into five (5) phases, as follows:

Phase 1 – Identify problem or opportunity;

Phase 2 – Identify alternative solutions, evaluate, and select the preferred solution;

Phase 3 – Identify alternative design concepts, evaluate, and select the preferred design concepts;

Phase 4 – Complete the Environmental Study Report (ESR) and place it on the public record; and

Phase 5 – Project implementation, which is to undertake the contract drawings and tender documents for the project and proceed to construction and operation of the project.

Master Plans are long range plans which integrate infrastructure requirements for existing and future land uses with EA planning principles. At a minimum, Master Plans must follow the same steps as Phases 1 and 2 of the MCEA process but can also cover other phases. Master Plans following Approach #1 must also allow for integration with the City's Official and Secondary Plans. Figure 1.2 illustrates the steps for the MCEA Master Plan Approach #1 process to develop a TMP document.

Approach #1 involves the Master Plan being undertaken with a broad scope and level of assessment. This involves analysis on a systems scale, which enables the City to identify needs and establish



Figure 1.2 – Environmental Assessment Process for Master Plans

broader transportation alternatives and solutions. The inventory of the natural, social and economic environments which are to be considered when assessing the alternative solutions are also broader.

The Master Plan becomes the basis for future investigations for the specific Schedule "B" and "C" projects identified within it. The final deliverable comprises of documentation of the planning

process, including public consultation, as provided in the TMP.

1.3.1 Engagement and Consultation

Public consultation is a key feature of master planning studies. Input received from the public and stakeholder groups, potentially affected Indigenous Communities, provincial ministries, technical agencies, and authorities help generate meaningful dialogue between project planners and the public.

A Notice of Study Commencement was sent to a complete list of technical agencies, special interest groups and Indigenous Communities on September 14th, 2022. The list of agencies that were contacted as part of the study is provided in **Appendix 1**.

Public Information Centres and Online Engagement

Public Information Centres (PICs) were held at the conclusion of Phase 1 and 2 of the TMP study. The PICs invited stakeholders including residents to learn about the study and share their opinion on the study materials. After each PIC, a Summary Report highlighting the purpose of the PIC, the format in which they took place, and the comments received was prepared. These Summary Reports are available in **Appendix 2**.

PIC #1 was held on February 1, 2023, at Welland City Hall. The purpose of this PIC was to introduce the study and garner public feedback on key issues and constraints that should be considered in the development of the TMP.

PIC #2 was held on November 29, 2023, at Welland City Hall. The purpose of this PIC was to present and harbour responses on the preliminary improvement alternatives, evaluation of alternatives, and the preferred set of solutions.

Online Engagement was completed throughout the study process using the City's project website, EngageWelland. After each PIC was held, the presentation materials were continuously posted online, and comment forms were published online and made available for two (2) weeks following each PIC to provide an engagement avenue for those who were not able to attend the in-person PICs.

Stakeholder Working Groups

Various government agencies, authorities, and stakeholder / interest groups were engaged to ensure that voices from all facets helped to shape the TMP. These sessions were undertaken through two (2) Stakeholder Working Group Meetings (SWG). Summary Reports for SWG #1 and SWG #2 are available in **Appendix 3**.

1.4 Guiding Documents

The TMP decision-making process was heavily influenced by a variety of local, regional, and provincial plans that are concerned with transportation, land-use planning, and environmental protection. The objectives of the TMP seek to enhance or support the overarching strategies or visions of these plans as they relate to mobility within Welland.

1.4.1 Provincial Plans and Policies

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) came into effect on May 1st, 2020, under Section 3 of the Planning Act. The PPS provides guidance on a number of community planning interests, including land use planning, management of natural resources, health and safety, transportation, and more. The guidance related to transportation is largely encompassed in Policy 1.6.7.3, Policy 1.6.7.4, and Policy 1.2.1 (d), with the overarching vision being to minimize reliance on automobile trips and promote current and future widespread adoption of active transportation and transit.

A Place to Grow (2020)

The A Place to Grow Plan builds on the PPS to provide a growth structure for the Greater Golden Horseshoe area of southern Ontario and support

intensification through strategic planning and infrastructure investments.

With respect to transportation, the Plan is primarily focused on encouraging active transportation and transit through the implementation of complete streets and transportation demand management (TDM) initiatives.

1.4.2 Regional Plans and Policies

Niagara Official Plan (2022)

The Niagara Region Official Plan addresses planning matters at the regional and provincial level; and provides direction on growth, development, land use planning, transportation, sustainability, economic strategies, and quality of life. The Plan also prescribes growth and intensification targets for local municipalities within Niagara Region.

Niagara Region Transportation Master Plan (2017)

The Niagara Region Transportation Master Plan (2017), entitled “How We Go”, builds on the principles established in the Regional Official Plan and embraces a multi-modal strategy for regional transportation facilities. This Plan is concerned with regional corridors, many of which serve as key transportation passages within the City of Welland.

1.4.3 Municipal Plans and Policies

Welland Official Plan (2010)

The City of Welland Official Plan (OP) provides a comprehensive framework of development strategies, policies, requirements and permissions for various land uses. At the time of this study, the City was undertaking an OP Update which included an extensive review of growth projections, intensification targets, land use schedules and policies. The Welland TMP was completed with ongoing collaboration with City Planning staff to ensure that the recommendations were aligned with the OP's vision and updated growth targets.

Community Trails Strategy (2021)

The Community Trails Strategy (CTS) is a guiding document for active transportation and trail infrastructure within the City. Similar to the TMP, the CTS provides an implementation and phasing plan for investments, albeit exclusive to active transportation and trail facilities rather than all modes of transportation. The contents of the CTS served as the starting point and foundation for the review of active transportation facilities within Welland.

Development Charges Background Study and By-Laws (2022)

The Draft Development Charges Background Study (DC Study) was completed in conformance with the Development Charges Act (1997) and O.Reg.82/98, and recommends new rates to help the City of Welland meet the increased monetary demands associated with growth and development. The DC Study includes population and dwelling distribution forecasts which informed sections of the travel demand forecasting for the TMP.

1.4.4 Traffic Impact Studies

To provide a greater degree of refinement on planned developments within the City, numerous Traffic Impact Study (TIS) reports provided by the City were reviewed as part of the TMP. TIS reports contain development plans and their associated traffic impacts on the surrounding road network. The TIS reports reviewed as part of the TMP include but are not limited to:

- Hunters Pointe Golf Course Redevelopment Transportation Study Update (February 2019)
- Northwest Welland Secondary Plan Transportation Assessment Update Preferred Plan (December 2023)
- Dain West Draft Plan of Subdivision Traffic Impact Study (July 2020)

- 201 Ontario Road Transportation Impact Study (September 2021)
- Sports Court Complex Development at 11 Shaw Street Traffic Brief (January 2022)
- Northern Reach Concept Plans (2022)



Welland International Flatwater Centre

2 Welland Today



2 Welland Today

2.1 The Community

Located in the heart of the Niagara Peninsula, the City of Welland is a lower-tier municipality within the Region of Niagara serving as the home to a total of 55,750 residents in 2021. The City is abutted by numerous local municipalities that are also within the Niagara Region, including the Town of Pelham to the northwest, City of Thorold to the northeast, City of Niagara Falls to the east, City of Port Colborne to the south, and the Township of Wainfleet to the west. Geographically, the City can be easily identified by its distinctive waterways that cut through and within the municipal boundary.

2.1.1 The People

As of 2021, the age distribution within Welland could be reasonably described as an “aging population”, with a greater distribution of residents aged 65 and over compared to the provincial average, and a lesser distribution of all age groups younger than 54 years of age compared to the provincial averages. Although this pattern is expected to continue with the latter portion of the “Baby Boomer” generation moving into the 65 and over age category, there was also a notable increase (approximately 2% of overall population distribution) in those aged 25 to 34, indicating a surge of young families

within the City (2021 Census). The 2021 age distribution within the City of Welland is illustrated in Figure 2.1.

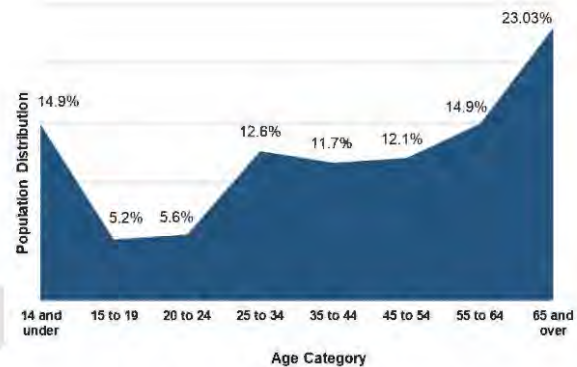


Figure 2.1 – Welland Age Distribution

2.1.2 The Economy

The identity and context of Welland’s employment is dynamic and subject to considerable change over the next twenty years; however, barring an approximate 15-year period between 2001 and 2016 where manufacturing employment dwindled as a result of recessions, free trade agreements, and increased prevalence of automation, the City has historically been defined as one (1) of Niagara’s primary industrial and manufacturing cores. Since this recession in the manufacturing sector, the economic focus on manufacturing within Welland has experienced a resurgence with the arrival of numerous businesses in recent years, which has resulted in the manufacturing job share within Welland increasing from 7.8% in 2016 to 9.5% in 2021. Furthermore, as per the Region’s

Land Needs Assessment (August 2021), the City of Welland is forecast to accommodate the principal share of the Region's growth in urban industrial-type employment areas through to 2051.

2.1.3 The Housing

The City of Welland recorded a total of 23,660 residential dwellings in 2021 with an average household size of 2.3 persons per dwelling unit. The housing mix consists of predominantly single family detached and semi-detached dwellings (71.6%), followed by apartments (18.8%), row homes and townhomes (9.1%), and other dwellings (0.5%) which could include dwellings such as recreational vehicles (RVs). The dwelling distribution is presented in Figure 2.2.

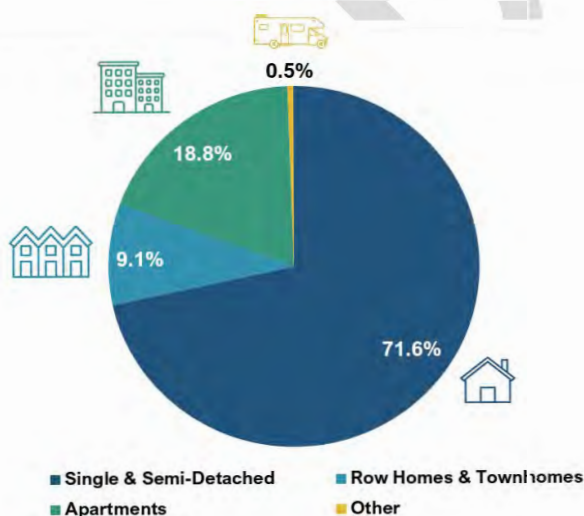


Figure 2.2 – Existing Housing Type Distribution

2.2 Mobility Planning Context

Understanding the current context of mobility within Welland is crucial for shaping the future dynamics and functionality of the urban landscape. This section seeks to provide key insights on how, why, and where people are moving within the City; and will provide a foundational planning component to all future transportation initiatives within Welland.

2.2.1 Travel Mode Share

The travel mode share provides insight on “how” within the existing mobility context by providing a breakdown on the selected methods of transportation for Welland residents. The TMP utilized results from the 2011 and 2016 Transportation Tomorrow Survey (TTS) to establish a baseline of existing travel characteristics and trends. These distributions are illustrated in Figure 2.3. The mode share within Welland, as similar to the other Niagara Region municipalities and almost all suburban context municipalities within Ontario, leans heavily towards the use of single-occupancy automobile. In a comparison between 2011 and 2016 modal splits, the use of carpooling (auto passenger) lost popularity over the 5-year period, but there was a notable increase in transit usage (approximately 1% of overall trip distribution). The use of

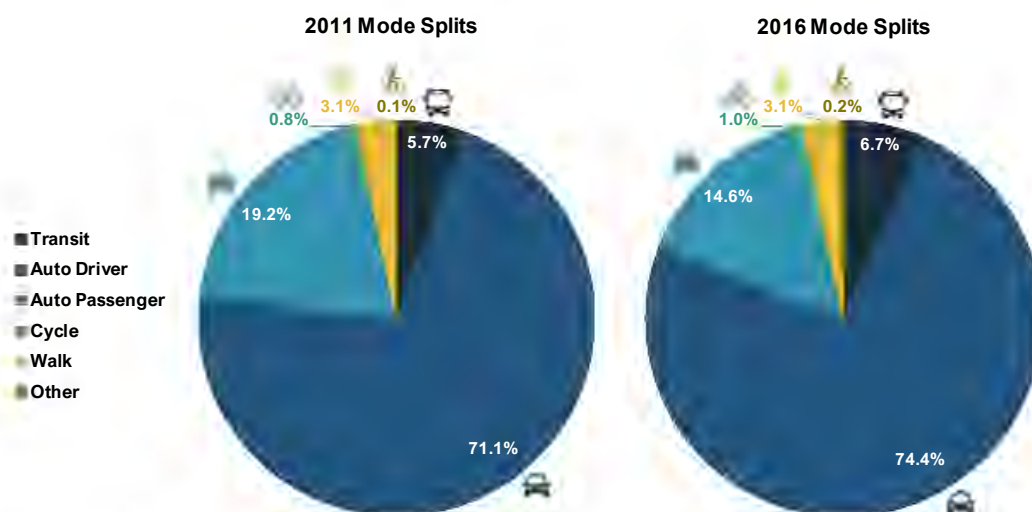


Figure 2.3 – Comparison between 2011 and 2016 Modal Splits

active transportation and other modes (i.e., micromobility) remained consistent over the 5-year period.

2.2.2 Trip Characteristics

Majority of commuters within Welland have an average commute time of less than 30 minutes, with less than approximately 10% of commuters travelling outside of the Niagara Region for employment. The commuter distribution is summarized in Table 2.1 and illustrated in Figure 2.4.

Table 2.1 – Commuter Destination Distribution

Destination	Distribution
Welland	40.75%
St. Catharines	17.15%
Niagara Falls	11.55%
Pelham	5.13%
Thorold	4.92%
Hamilton	4.30%
Port Colborne	4.26%
Niagara-on-the-Lake	2.67%
Greater Toronto Area	2.49%
Lincoln	2.22%
Fort Erie	1.90%
Wainfleet	0.95%
Grimsby	0.55%
West Lincoln	0.53%
Other	0.63%
Total	100%

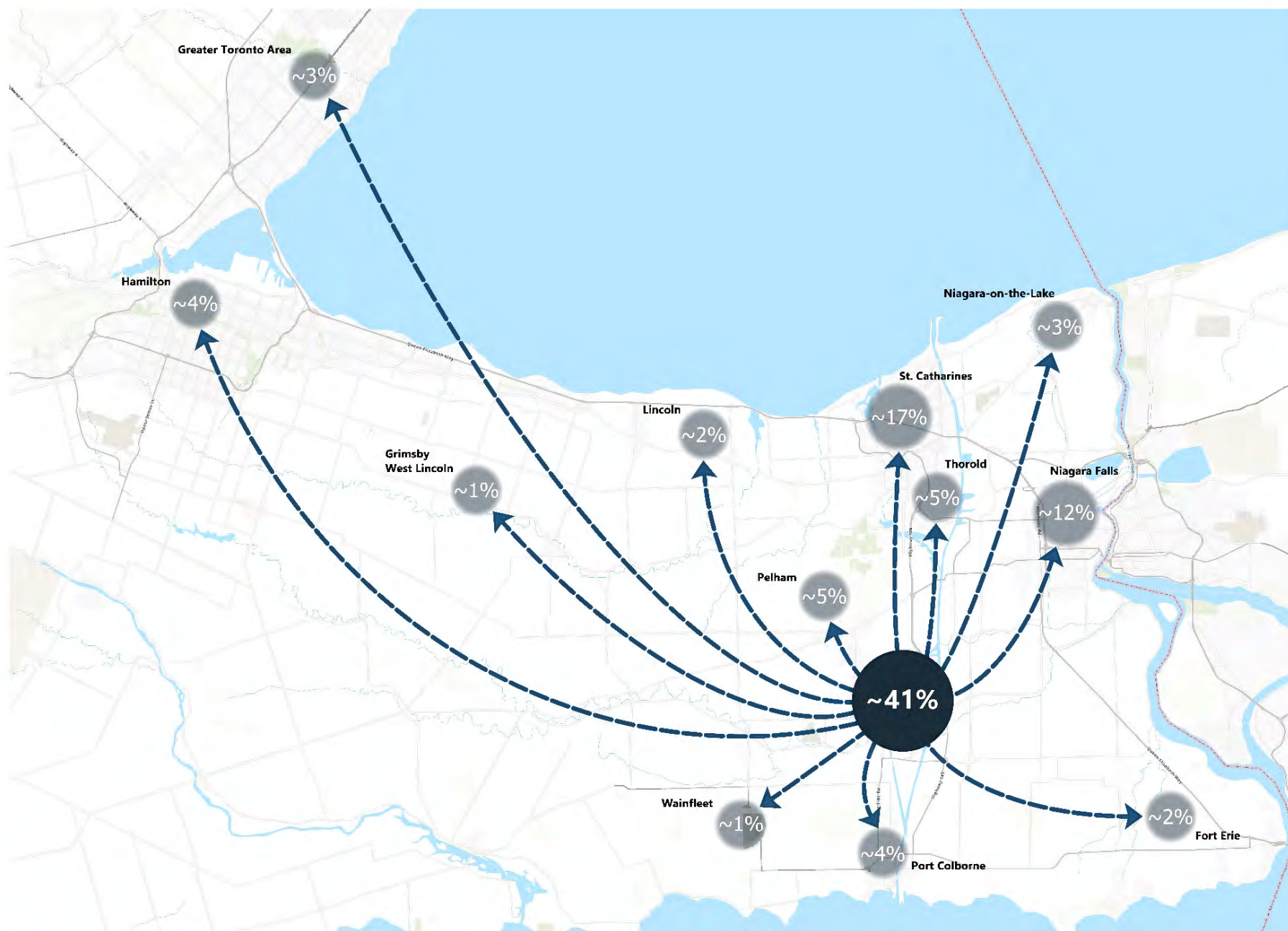


Figure 2.4 – Welland Commuter Trip Distribution

As seen in Table 2.1, many Welland residents work within the City, with other noteworthy employment areas being the City of St. Catharines and the City of Niagara Falls. The majority of the remaining commuters are dispersed throughout neighbouring municipalities within the Niagara Region as well as the Greater Toronto–Hamilton Area. The responses also indicated that a small number of residents commute to the Region of Waterloo, the City of Cambridge, Haldimand County, and the City of Brantford; however, all of these trips comprise less than one (1) percent of the commuter population within Welland.

When compared to the commuter statistics from 2011, there is a significant reduction in the percentage of the City population that works within Welland. As seen in Figure 2.5, an approximate 9% of the population that worked within Welland in 2011 was dispersed across the City of Hamilton and Niagara Region municipalities—barring Port Colborne which exhibited a decrease as well. There was also a slight decrease in the number of commuters to the greater Toronto area municipalities. The municipalities that showed the greatest increase in commuters from Welland were the City of Thorold, the City of Niagara Falls, the City

of St. Catharines, and the City of Hamilton.

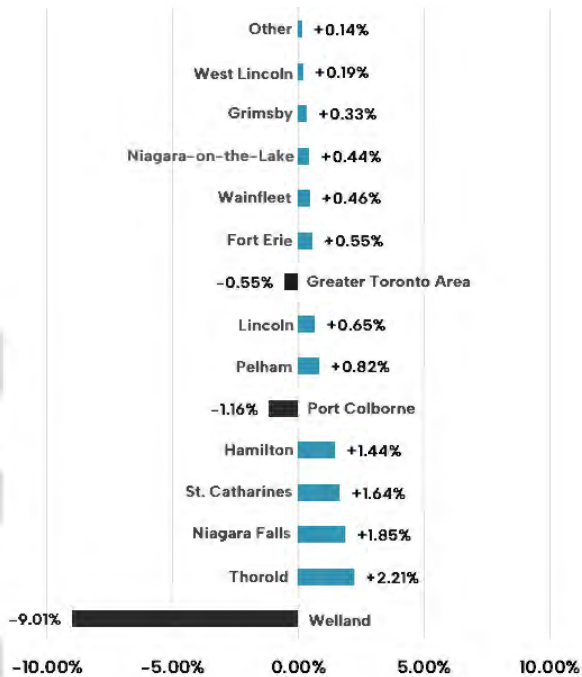


Figure 2.5 – Change in Welland Commuter Destination Distribution from 2011 to 2016

2.3 Baseline Travel Demand Forecasting Model

The Niagara Region Travel Forecasting Model is an analysis tool that is utilized to reasonably predict travel behaviours in the Niagara Region and Greater Toronto and Hamilton Area (GTHA). The tool is used to measure the magnitude of which development, changes in infrastructure, varying travel behaviours, transit ridership, and more, will impact the number of trips to the Region, thereby allowing for proactive infrastructure and policy investments.

The modal split and trip distribution within the baseline model is calibrated to the Transportation Tomorrow Survey (TTS) 2016 dataset, which is a travel survey that is conducted every five (5) years to garner data on travel characteristics in southern Ontario.

The model was used for baseline (2016) and future 2031, 2041, and 2051 horizon years for the Welland TMP, with numerous refinements and localized calibrations being implemented into the model architecture as part of this study. Additional information on the Travel Forecasting Model can be found in **Appendix 4**.

2.4 The Network

2.4.1 Road Classification Definitions

A transportation system will achieve its optimal function from a traffic operations, road safety, and urban design perspective if the roads comprising it are serving their intended purpose. For example, the intended use of Highway 406 is to move people and goods, whereas the intended use of residential streets are to provide land access. These competing interests oftentimes impede one another, which is the reason why road hierarchies are established.

The road classifications that currently exist within Welland, along with their

intended purpose, are described as follows:

Freeways and **Expressways** are roadways of the highest order, usually consisting of multi-lane (more than four total through lanes including two through lanes in each direction), high-speed highways that generally accommodate long-distance travels between different cities and regions. Although the terms “freeways” and “expressways” are often used interchangeably, freeways are defined as highways limited to through traffic with access to the corridor only being provided by interchanges, whereas expressways consist of a divided roadway for through traffic with access provided through interchanges or controlled access points. Freeways and expressways within Welland are under provincial jurisdiction; an example of a freeway in Welland is Highway 406.

Secondary/King’s Highways generally consist of 2-lane or 4-lane (one lane or two lanes in each direction) corridors that transfer traffic between freeways and arterials. They may be divided or undivided, with at-grade intersections and the potential for short sections of Freeways within the overall corridor. Secondary/King’s Highways within Welland are under provincial jurisdiction;

an example of a King's Highway in Welland is Highway 58A.

Arterial Roads are higher-order corridors that are intended to accommodate relatively high volumes of traffic and provide efficient, uninterrupted movement for through volumes (barring interruptions from traffic signals along the corridor). Resultantly, majority of resident and emergency vehicle trips will utilize an arterial roadway at some point in their route. The vast majority of arterial roads within Welland are under regional jurisdiction; however, there are a number of arterial corridors that are maintained by the City. An example of a City-owned arterial is Ontario Road.

Collector Roads are intended to carry moderate traffic volumes, with traffic movement and land access having a similar level of importance. In the ideal road system, collector roads will garner traffic from local streets, eventually connecting to the foregoing higher-order roadways to accommodate the larger portion of travel. All collector roads are under the City jurisdiction; an example of a collector road within Welland is Memorial Park Drive.

Local Roads are intended to provide access to their adjacent land uses. These roadways generally carry much lower volumes than the other roadways, as they

are only intended to service trip ends (either origin or destination of a trip). All local roads are under the City jurisdiction; an example of a local road is Empress Avenue.

2.4.2 Existing Road Network

The existing road network was extracted from Schedule E of the Official Plan (revised July 15, 2020) and is aggregated by jurisdiction and road classification. This road network is shown in Figure 2.6.

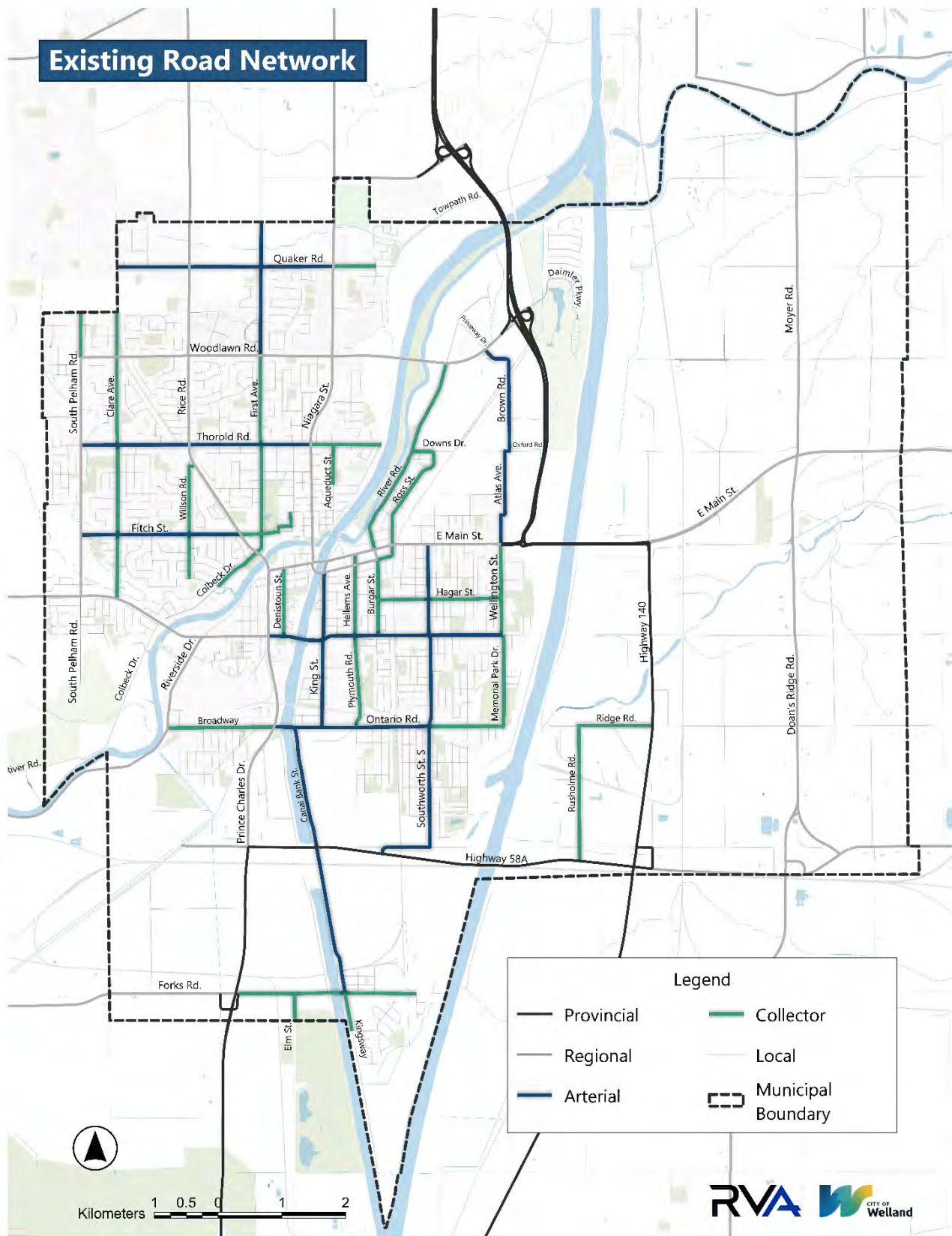


Figure 2.6 – Existing Road Network

2.4.3 Goods Movement

A “truck route” is a corridor that is formally designated for use by certain types of trucks. The network of these corridors is coined the “truck route network” or “goods movement network”—oftentimes used interchangeably. The purpose of designating certain routes for use by trucks is to maximize the needs of the trucking industry while minimizing the adverse impacts to sensitive areas such as residential land uses or corridors with significant pedestrian and cyclist volumes. The intent of the designated network is for truck drivers to utilize designated corridors whenever possible, with the understanding that there are circumstances where it is not possible to do so. An example of this would be an at-home delivery—where in this case, the truck driver can be reasonably expected to utilize the designated truck network for majority of the trip; however, they will likely have to deviate from the designated network to complete the delivery.

Historically, the City of Welland has served as a hub for commerce due to the first Welland Canal opening in 1829, with further support from the Welland Railway opening in 1856 and the Canada Air Line Railway opening in 1869, which later became part of the Great Western Railway in 1871 (Source: Gayler, H., & Jackson, J.,

The Canadian Encyclopedia). In Welland today, the movement of goods is still largely facilitated by the canal and rail corridors, although the increased traction of the trucking industry has added an additional facet to the goods movement network. With respect to the Welland TMP study, the goods movement review focuses on optimizing truck routes within the City of Welland. The existing goods movement network is shown in Figure 2.7.

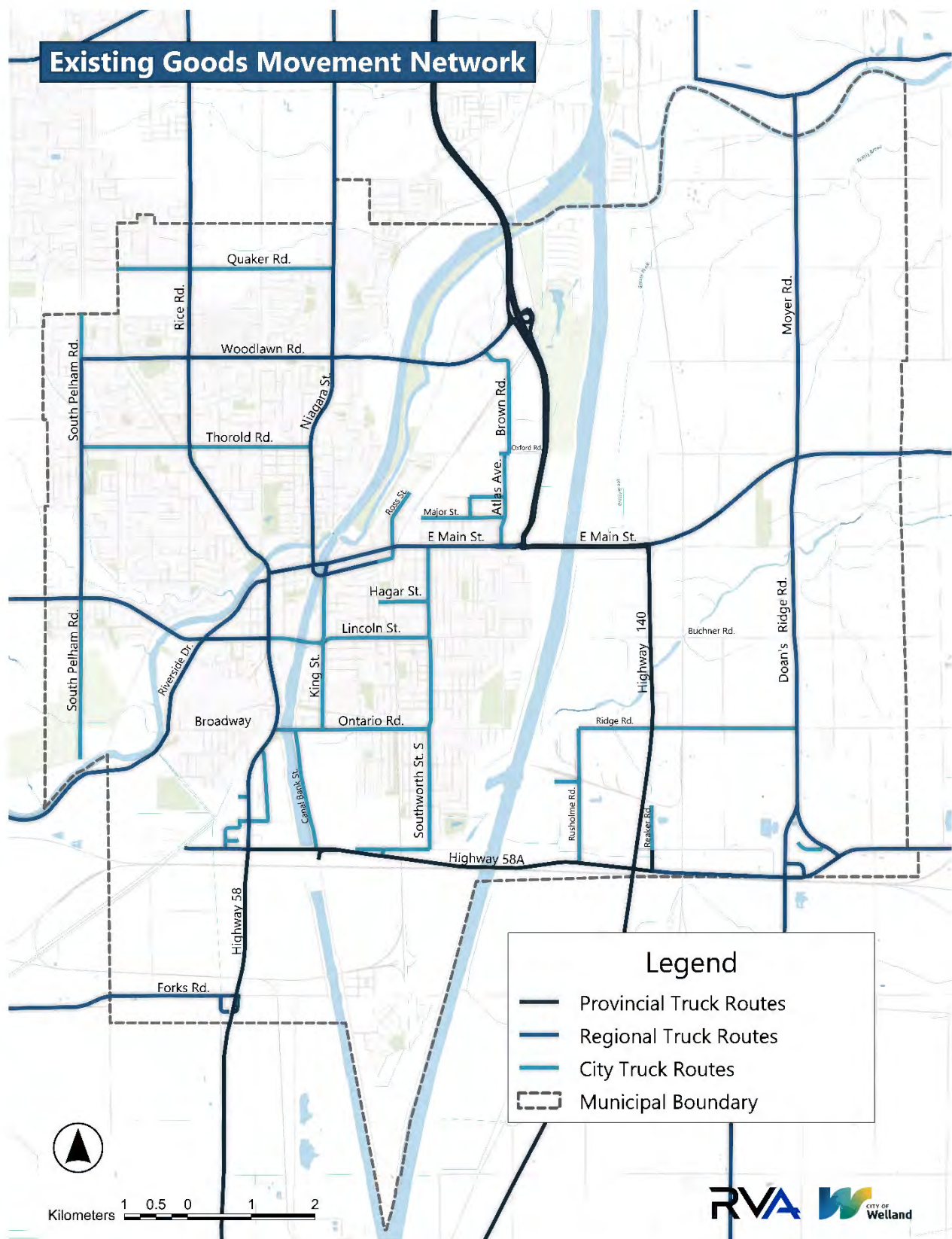


Figure 2.7 – Existing Goods Movement Network

2.4.4 Transit Network

Public transit within Welland was formerly provided by the Welland Transit Service but has since been assumed by the Niagara Region Transit Service (NRT) as of January 2023. The transit system within Welland is accommodated by NRT fixed and OnDemand services. The fixed route services are as follows:

75/70 St. Catharines – Welland (Regional)

65/60 Niagara Falls – Welland (Regional)

25 Port Colborne – Welland (Regional)

501 Broadway (Local)

502 Rice Road (Local)

503 First Avenue (Local)

504 Fitch Street (Local)

505 Lincoln Street – Wellington Street (Local)

506 Ontario Road (Local)

508 Woodlawn Road (Local)

509 Niagara Street (Local)

These routes are illustrated in Figure 2.8.



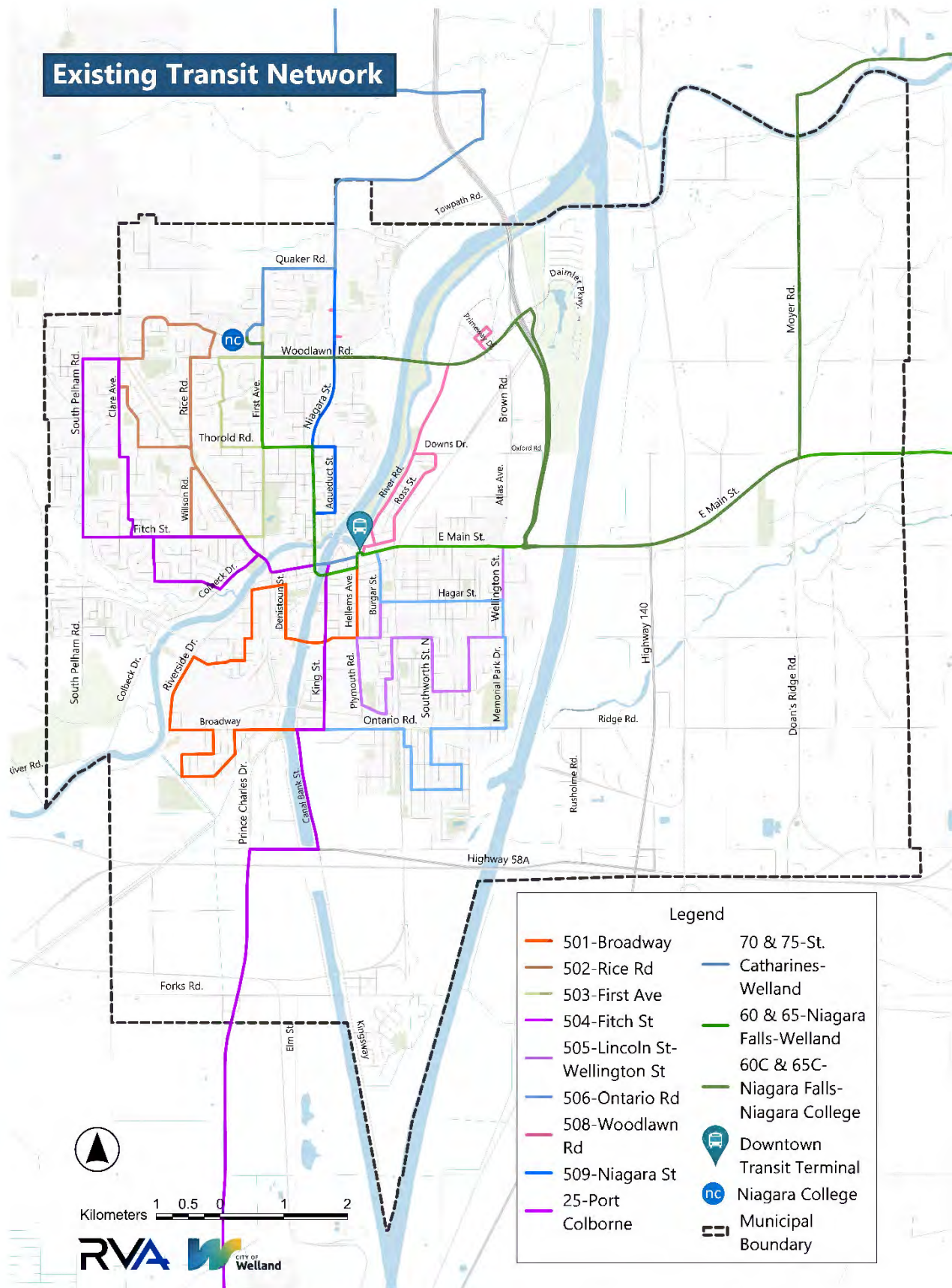


Figure 2.8 – Existing Transit Network

2.4.5 Sidewalk Network

The City maintains sidewalk network data and identifies corridors that are missing sidewalks. Missing sidewalks are predominantly addressed as part of road reconstruction projects, and the network is expanded in alignment with future development. However, through a missing sidewalk links program, the City will complete individual sidewalk projects in priority areas such as school zones when feasible.

2.4.6 Cycling Network

Multi-use paths along the canal serve as the heart of the urban cycling network, with bike lanes being provided along certain segments of local and regional corridors throughout the City. For majority of trips in the urban area however—barring those that are completed solely along the canal trails—cyclists must share the right-of-way with vehicles until they can return to a dedicated bike facility. The existing cycling network is shown in Figure 2.9.



Canal Terrace, Downtown Welland

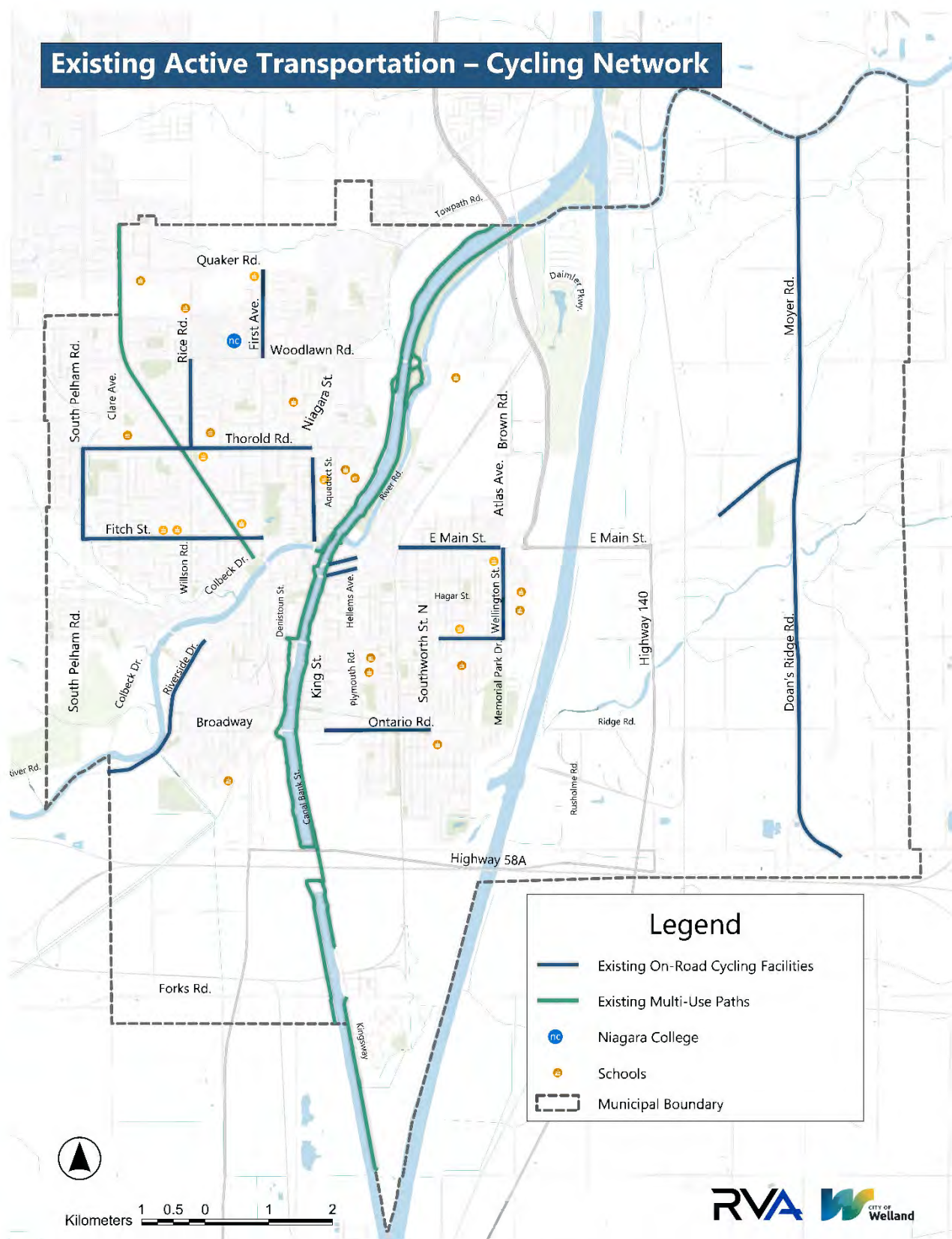


Figure 2.9 – Existing Active Transportation – Cycling Network

2.4.7 Water Crossings

While the waterways that traverse Welland have provided it with an iconic brand and trademark topography, they also impose unique confines on the transportation network. Roadway crossings across the waterways in Welland are provided by a number of provincial, regional, and local bridges that vary in size, function, and history. In two (2) cases, bypassing a waterway is provided through an underground tunnel. The roadway crossings used to bypass the significant waterways along with their associated lane configurations and jurisdiction are shown in Table 2.2.

Table 2.2 – Existing Water Crossings

Corridor	Number of Lanes	Jurisdiction
Highway 406	Four (4)	Provincial
Highway 140	Four (4)	Provincial
Woodlawn Road	Two (2)	Regional
Main Street	Two (2)*	Regional
Division Street	Two (2)**	Regional
Lincoln Street	Four (4)	Regional
Ontario Road	Two (2)	Regional
Townline Tunnel Road	Four (4)	Provincial
Forks Road East	Two (2)	Local
Webber Road	Two (2)	Regional
Prince Charles Drive North	Four (4)	Regional
Niagara Street	Two (2)	Regional

*Two lanes westbound **Two lanes eastbound

2.4.8 Rail Crossings

The City of Welland has a rich past of trade and industry, largely in thanks to its historic system of rail lines that date back to the 1800's. In Welland today, the rail lines are owned and operated by Canadian National Railway Company (CNR), Canadian Pacific and Kansas City Southern Railway Company (CPKC), and Trillium (Port Colborne Harbour) Railway (TRRY). The rail system intersects with a variety of two-lane (one lane in each direction) City roadways, as shown in Table 2.3.

Table 2.3 – Existing Rail Lines

Intersecting Road	Number of Tracks	Train Movements per Day
Brown Road	Three (3)	Two (2) to Four (4)
Colborne Street	One (1)	Two (2) to Four (4)
Daimler Parkway	One (1)	One (1) to Two (2)
Forks Road	One (1)	Two (2) to Four (4)
Hagar Street	One (1)	Two (2) to Four (4)
Humberstone Road	One (1)	Two (2) to Four (4)
Kingsway	One (1)	Two (2) to Four (4)
Lincoln Street	One (1)	One (1) to Two (2)
Ontario Road	Three (3)	Two (2) to Four (4)
Pietz Road	One (1)	Two (2) to Four (4)

2.4.9 One-Way Operation in the Downtown

The transportation network includes several one-way streets, chief among them being the Regional couplet of East Main Street and Division Street within the downtown area.

The prospect of converting one-way operation to two-way operation along East Main Street and Division Street was a focus area of the 2001 Welland Transportation Master Plan and 2017 Niagara Region Transportation Master Plan. The principal essence of this conversion was that the existing one-way configuration is detrimental to downtown business owners, as it effectively cuts storefront vehicular traffic in half, and consequently reduces spontaneous walk-in customers and business exposure to motorists travelling along the adjacent roadway.

The Welland TMP (2001) and Niagara Region TMP (2017) resonated similar findings regarding the conversion, with both studies noting that two-way operation results in increased congestion. Furthermore, with limited space available, converting to two-way traffic will require trade-offs within the corridor.

While the couplet encompasses the downtown realm, it is also one of the few roadways which cross the canal in Welland and is therefore an integral transportation link for all modes. If the couplet's capacity is reduced, it will influence some traffic to divert to adjacent crossings such as Woodlawn Road and Lincoln Street, increasing out of way travel and directness of route and creating new north-south travel to these roadways. However, some vehicles do not

have the option of diverting to other routes such as transit and emergency services, and they also must be considered in this discussion.

Other considerations for the two-way conversion are as follows:

- **Auxiliary Turn Lanes:** Given the restricted right-of-way within the downtown area, the conversion to two-way operation would require re-purposing of existing roadway space. Specific needs may include addition of left-turn lanes at key intersections to minimize delays and queueing. This space would require the removal of a significant amount of on-street parking along one side of the roadway.
- **Active Transportation:** Existing on-street bike lanes are provided in one direction only in the one-way system (westbound direction on East Main Street and eastbound direction on Division Street). To maintain active transportation connectivity in a two-way system, bike lanes in each direction on each roadway will be required. The space for this additional bike lane would require removal of on-street parking along each corridor.
- **Emergency Services:** Welland Fire & Emergency Services is located on the northwest corner of East Main Street and Patterson Avenue.

Increased congestion from the conversion could have adverse impacts on emergency services response times. Although emergency vehicles can use their sirens to gain priority, there must be roadway space available to provide this priority.

- **Transit:** The Welland Bus Terminal is located in the heart of the downtown. The delays caused by the two-way conversion would have corresponding impacts to transit schedule adherence and would increase the difficulty that transit vehicles are already having when accessing East Main Street.
- **Geometric Constraints:** There are numerous geometric constraints within the downtown, including the Historic Lift Bridge and existing buildings. These constraints can create difficulty with sightlines, lane widths, vehicle turn paths, and lane alignments—all of which are required to maintain safe operation for all modes.
- **Traffic Signals:** With closely spaced intersections in a grid network, the conflicting needs for green time allocation would likely result in greater congestion and queuing as compared to the one-way operation.
- **Infrastructure:** Reconstruction of all existing traffic signals and assumption of either Division Street

or East Main Street as a City asset along with its associated bridge would be required.

Based on a review of operational and design considerations, it is concluded that the previous findings of the 2001 Welland TMP and 2017 Niagara Region TMP are still applicable today. Therefore, it is not recommended that two-way traffic operation along East Main Street and Division Street be pursued at this time.

2.5 What We Have Heard

Based on the feedback solicited throughout the engagement process, a number of consistent themes were noted by respondents. In general, the action items arising from the two (2) consultation avenues were to:

Stakeholder Working Groups:

- Improve active transportation connectivity between local and regional roads, and to key corridors such as Niagara Street and Thorold Road.
- Add new multi-use path connections through parks such as Lancaster Park.
- Urbanize roads with rural cross sections to improve pedestrian accommodation, safety, and accessibility.

- Reduce vehicle operating speeds through the implementation of various traffic calming measures.
- Improve wayfinding and advisory signage on downtown streets to improve one-way operations and reduce confusion.
- Increase safety in school zones as it relates to pedestrian sidewalks and vehicle speeds.
- Enhance safety for pedestrians at rail crossings.

Public Information Centres:

- Implement cycling improvements throughout the City, specifically with respect to dedicated facilities, connectivity, and wayfinding signage in the downtown and along the Canal.
- Mitigate congestion and operational concerns at intersections in the downtown.
- Provide more secure bicycle storage areas.
- Investigate additional safety measures around parks and schools, primarily with respect to excessive driver speeds.

3 Welland Tomorrow



3 Welland Tomorrow

3.1 Planning Groundwork

This section provides the framework and foundations for which all recommendations in the TMP have been made.

3.1.1 Complete Streets

The Complete Streets approach is a design philosophy that seeks to accommodate all road users regardless of age, ability or selected mode of transportation. The primary goal of a Complete Street is to create a balanced, multi-modal transportation network that simultaneously serves to improve road safety and enhance the urban landscape. In today's mobility context, Complete Streets bely the traditional auto-centric approach to road design and provide all road users with access to transportation equity.

In general, designing streets that provide a plethora of diverse and welcoming transportation options will:

- Alleviate congestion on the transportation network by supporting other modes such as walking, cycling, transit, and more.
- Reduce greenhouse gas emissions by shifting road users out of their cars.
- Help foster safe and livable communities.

- Create an accessible and navigable roadside environment for those with mobility impairments and needs.
- Promote thriving businesses through enhanced roadside walkability and activity.

The principle of Complete Streets resonates with the feedback received through the consultation process, which indicated a desire for increased road safety and cycling options rather than additional automobile capacity.

To ensure that the transportation network achieves equity for all road users, the TMP explores ways to prioritize all modes of transportation, not just motorists.

3.1.2 Vision Zero

Vision Zero is a philosophy and belief that all serious injuries and fatalities related to collisions that occur within the transportation network can be eliminated. Originating out of Sweden in the 1990's, the strategy has picked up momentum throughout the rest of Europe and North America. Today, many cities within the province of Ontario are committing to the Vision Zero strategy as a devotion to improve safety within the transportation network and provide equitable mobility to all road users.

Vision Zero is not a single principle or rule for municipalities to abide by, but rather a fundamental change in how entire communities view and approach road safety. Traditionally, severe injuries and fatalities have been viewed as an unavoidable product of mobility; however, Vision Zero recognizes that all severe injuries and fatalities that occur within the transportation network are preventable. Vision Zero identifies two (2) vital components of the strategy, these are as follows:

- Vision Zero recognizes that human error within the transportation network is inevitable, but it does not need to result in a severe injury or fatality. The system should be designed to accommodate mistakes and minimize the severity through design, policy, and other related criteria.
- A Safe System approach is one that is multidisciplinary, and should be a collaborative result of transportation professionals, policymakers, public health officials, police, and community members. The system should not be solely accountable to one entity. An illustration of the Safe System approach is shown in Figure 3.1.

Safe Systems = Safe Mobility



Figure 3.1 – Safe Systems Approach (Source: The Vision Zero Network)

Vision Zero serves as a cornerstone for many of the action items contained within the TMP, with its themes being integrated into design, policy, and planning considerations.

3.1.3 Emerging Trends

Emerging trends and technology advancements are a vital lurking factor to consider when planning a strategic transportation network. In many cases, emerging trends in transportation have the potential to significantly alter the way people and goods are transported, and can therefore have substantial impacts on the transportation network as a whole. The most relevant emerging trends are briefly described below:

Connected and Autonomous Vehicles (CAVs)

Connected and Autonomous Vehicles (CAVs) are vehicles that, to a certain level, can autonomously perform driving tasks on behalf of the actual driver. The level of autonomy for vehicles is classified from Level 0 to Level 5, with Level 0 referring to a vehicle where the driver is fully responsible for all driving tasks, and Level 5 referring to vehicles that are able to functionally perform all driving tasks on behalf of the driver. The vast majority of vehicles on the roadway in Welland today would be classified under Level 1 or Level 2 automation, which includes vehicles that provide some degree of driving assistance such as cruise control, lane assist, and/or safety features (i.e., automatic braking).

There is currently extensive research being undertaken by transportation professionals, the automotive industry, public health agencies, and more, regarding the feasibility and timelines of more widespread CAV adoption. Regardless of timelines however, a certainty is that CAVs will play an integral role in the future of mobility and will impact the way road systems are designed, planned, and used.

Smart Cities and Open Data

A Smart City is an urban area that utilizes communication technology and sensors to collect specific data that can be used to enhance quality of life, operational efficiency, sustainability, and municipal planning practices. Smart Cities rely on automation and the “Internet of Things” (IOT)—which refers to the collective network of devices that have the capability of exchanging data between each other and larger networks/servers. In simple terms Smart Cities use phones to collect large amounts of data that can be used for a variety of services.

Coupled with the Smart City trend is the Open Data trend, which is an initiative to make the data that is collected transparent and easily accessible by the public. This initiative functions to increase engagement on municipal projects while concurrently creating a collective intelligence for all members of society.

With respect to the TMP and Welland, Smart Cities and Open Data can be used to inform the municipal investments that will optimize the efficiency of transportation facilities within the City.

Smartphone Applications

The use of smartphone applications to plan trips and interact with the

transportation network is the new normal. Many of these applications allow users to more efficiently complete trips by providing real-time access to transit schedules, ridesharing programs (i.e., Uber, Lyft, etc.), and more mobility avenues. In Welland, transit users can leverage apps such as Niagara Region Transit Plus or NRT OnDemand to initiate transit and ridesharing trips, respectively, which includes specialized transit options such as Chair-A-Van.

Mobility as a Service (MAAS)

Mobility as a Service (MAAS)—or otherwise known as Smart Mobility—is a culmination of various transportation services to provide a single, streamlined and accessible transportation service. In other words, MAAS is intended to let users plan, book, and pay for a trip that could include walking, transit, cycling, ridesharing, or a combination thereof, through the use of a single application on their device. The intent of MAAS is to make mobility easy and remove any complications that could come with planning a trip that utilizes more than one (1) mode of transportation.

The full adoption of MAAS programs in North America are still rare, although some municipalities have implemented certain aspects of it. An example of this would be transit apps that also have an

integrated ridesharing service to allow users to complete the “last mile” of their trip. In this case, users would typically have to plan and pay for a transit trip, and then do the same for the ridesharing trip; however, the MAAS concept allows them to do both at the same time, thereby making the whole trip more convenient.

Electric Vehicles (EVs)

Electric Vehicles (EVs) and plug-in hybrids are becoming much more prevalent, with Transport Canada forming the Zero-Emission Vehicle (ZEV) Council in March 2023 in hopes of hastening the switch to zero-emission vehicles in Canada.

In fact, Transport Canada intends to decarbonize the transportation sector by committing to achieving 100% zero-emission vehicle sales by 2035 for all new light-duty vehicles. The influx of EVs will require substantial investment in new infrastructure to support it.

3.1.4 Problem and Opportunity

As part of Phase 1 of the MCEA process, the TMP project team developed the following Problem and Opportunity statement:

“The City of Welland is forecasted to experience considerable growth in residential and employment population by 2051. This growth will impose

significant demand on the transportation system, creating an increased need for multi-modal adoption and facilities across the municipality.

The TMP will seek to develop a barrier-free network that is well-connected, safe, environmentally sustainable, and efficiently operating, through the implementation of strategic transportation infrastructure that accommodates all modes of travel over the next twenty (20) years".

3.1.5 Vision Statement

The Vision Statement is meant to insert transportation into an overarching unity of Welland's interrelated objectives such as those documented in other City plans or policies, and/or those identified by the public in the early stages of the public consultation process. The Vision intends to recognize the impact that mobility has on the quality of life of residents, the ability to foster safe and welcoming communities, and the foundation for thriving businesses and economic vitality. The Vision Statement represents the desired outcome of the TMP—or in other words, what can be plainly perceived after all of the objectives of the TMP have been fulfilled.

The following Vision Statement was prepared to unite the objectives of the

TMP, related City documents, and public interest:

“*An inclusive and barrier-free transportation system that promotes the development of vibrant and livable communities through multi-modal mobility, safe roads, intraregional connectivity, and conservation of Welland's rich heritage and water features.*”

3.2 Future Building

As part of Phase 2 of the MCEA process, the TMP has developed an evaluation criteria for each improvement, inclusive of the following:

Connectivity – Does the corridor require improvements to achieve multi-modal connectivity with the existing local and regional network?

Safety – Is the corridor empirically and perceivably safe? Will mitigation measures improve the livability of the surrounding neighbourhood?

Operations – Are there operational constraints (i.e., excessive delays or vehicle queueing) that can be effectively alleviated through TMP recommendations?

Community – Can the livability of the surrounding community be enhanced through transportation improvements?

Can heritage and natural landscape be protected?

Cost – What are the monetary and resource implications associated with the required improvements?

3.2.1 Future Growth Projections

The City of Welland recorded a population of 55,750 residents in 2021 but is currently undergoing a considerable shift in residential landscape. The population growth was previously projected at 105,975 residents by the year 2041 in the 2022

Development Charges Background Study; however, the ongoing OP Update has noted an even greater growth projection as a result of increased intensification within the downtown and substantial growth in the north Welland areas. As part of the OP Update, revised land use schedules, dwelling unit projections, and employment population forecasts were provided to the TMP project team. The dwelling unit and employment projections were organized into traffic analysis zones (TAZ) that each exhibit their own unique travel characteristics, population context, and spatial attributes that could impact travel patterns. The TAZ boundaries are illustrated in Figure 3.2.

Utilizing the revised population forecasts for each zone in conjunction with the revised land use schedules and known

developments, the growth areas within Welland were illustrated for residential and employment populations, shown in Figure 3.3 and Figure 3.4, respectively. It is important to note that these figures are intended to show approximate high-level planning distributions within the City; the coverage of these growth areas are not exact, and the fruition of these projections are subject to numerous dynamic circumstances including approvals, changes in economic landscape and more.



Figure 3.2 – Traffic Analysis Zone Boundaries

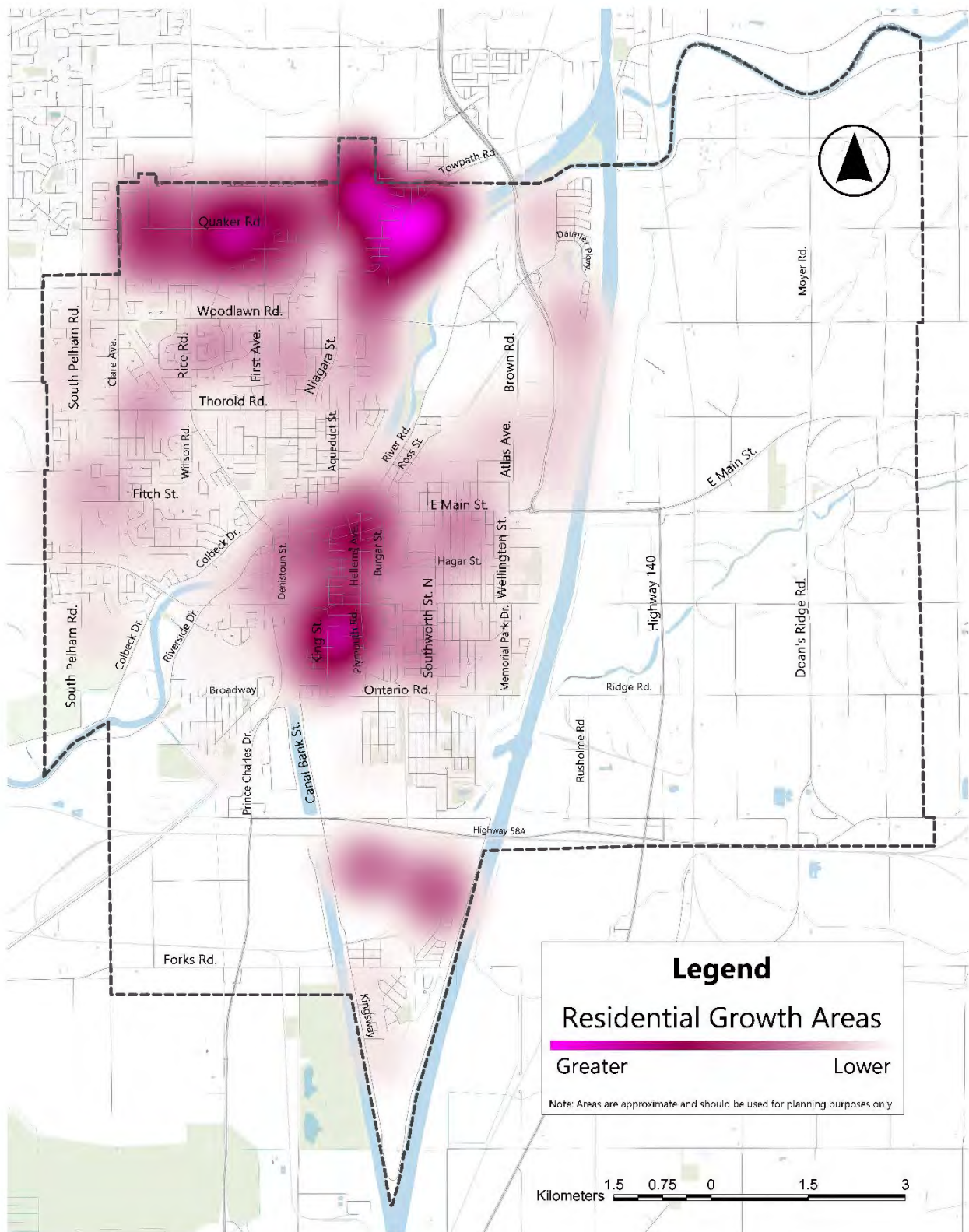


Figure 3.3 – Residential Growth Areas

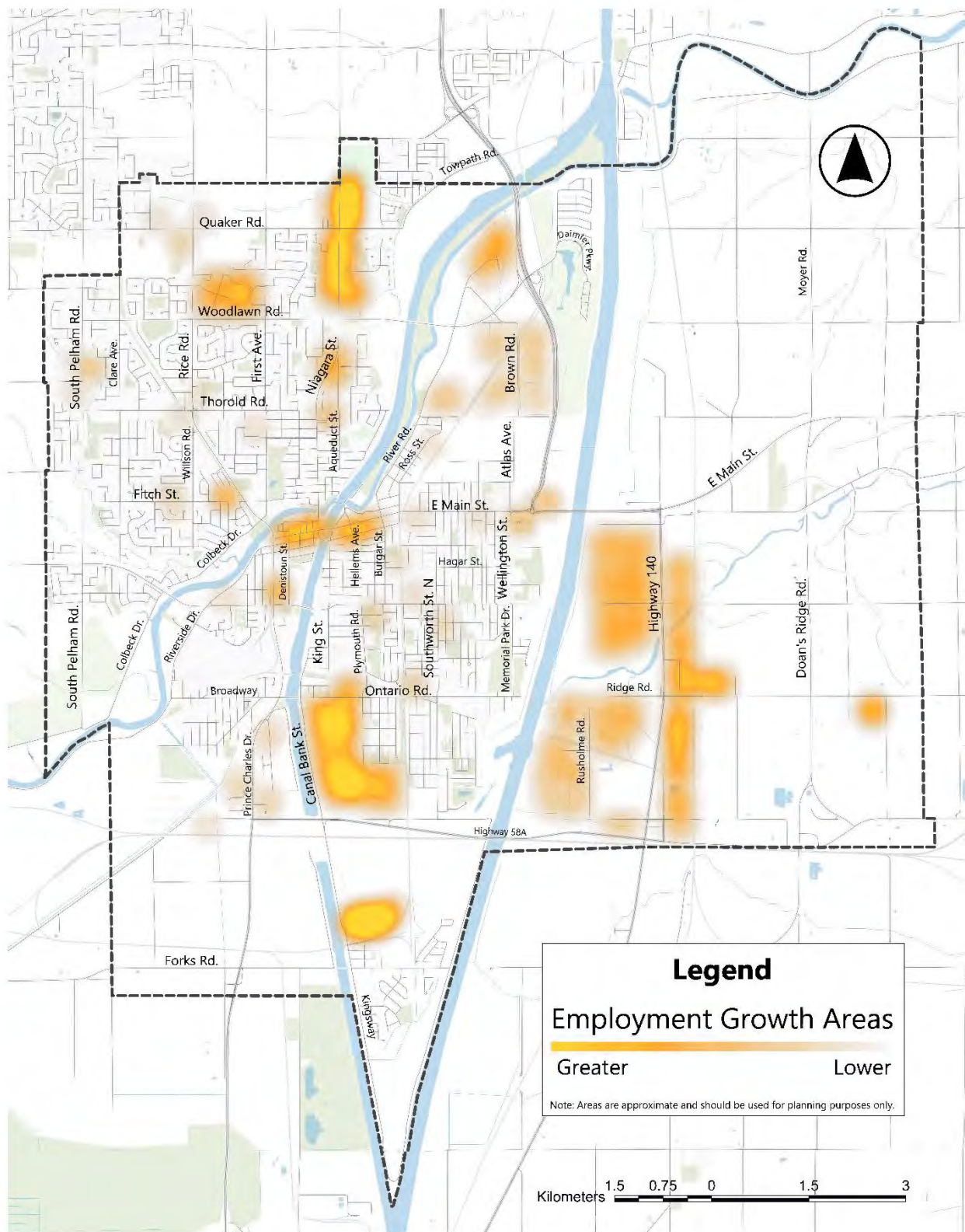


Figure 3.4 – Employment Growth Areas

Residential Growth

The principal share of the residential growth is expected to occur within the downtown and northern Welland areas, although there is notable growth associated with other developments throughout the City including the Dain City developments (southern Welland) and other various development efforts in the northwestern quadrant of Welland.

The area surrounding Quaker Road, which is forecasted to accommodate substantial residential development efforts, is a combination of multiple developments with the two (2) primary developments being the Northwest Welland Secondary Plan (NWWSP) and Northern Reach developments.

The DC Study projected the City-wide housing type mix for the 2041 horizon year to reflect a shift towards medium-

to-high density housing such as townhomes and apartment units. The DC Study also projected a housing type mix for the Northwest Welland Secondary Plan area in isolation, containing primarily single and semi-detached dwelling units. These housing type distributions are shown in Figure 3.5.

It should be noted that the OP Update includes enhanced intensification opportunities as compared to the DC Study, and therefore, the future housing type distribution may favour medium-to-high density housing (i.e., row homes & townhomes, apartments) to a greater degree than what is quoted in the DC Study.

Employment Growth

Some notable areas of planned employment growth within the City include the areas surrounding Highway

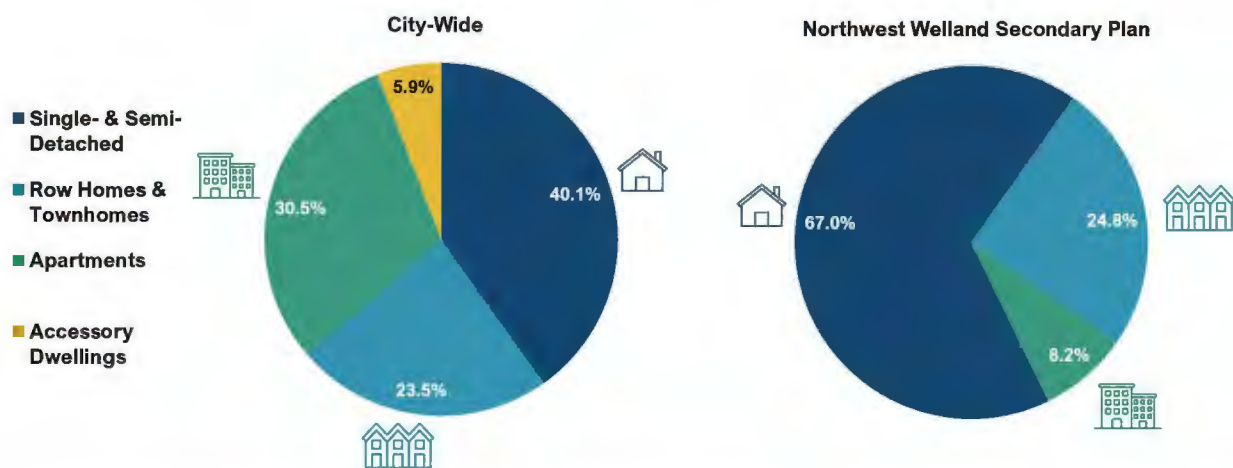


Figure 3.5 – City-Wide and Northwest Welland Secondary Plan Housing Type Distributions

406, the lands on the southeast corner of Ontario Road & Canal Bank Street, the areas surrounding Niagara Street and Quaker Road, the lands surrounding Power Drive, the lands adjacent to the Niagara Street Bridge, as well as a collection of areas scattered throughout the City, many of which are situated north of East Main Street.

3.2.2 Focus City Corridors

Using the evaluation criteria outlined in Section 3.2, localized investigation was

supplemented by traffic and link analysis, collision reviews, property constraints, and review of historical traffic data. The focus City corridors are shown in Figure 3.6 and are briefly described below:

Wellington Street

Wellington Street is an existing two-lane collector roadway situated in the heart of Welland. The corridor is only approximately one (1) kilometre in its entirety but is adjacent to both the

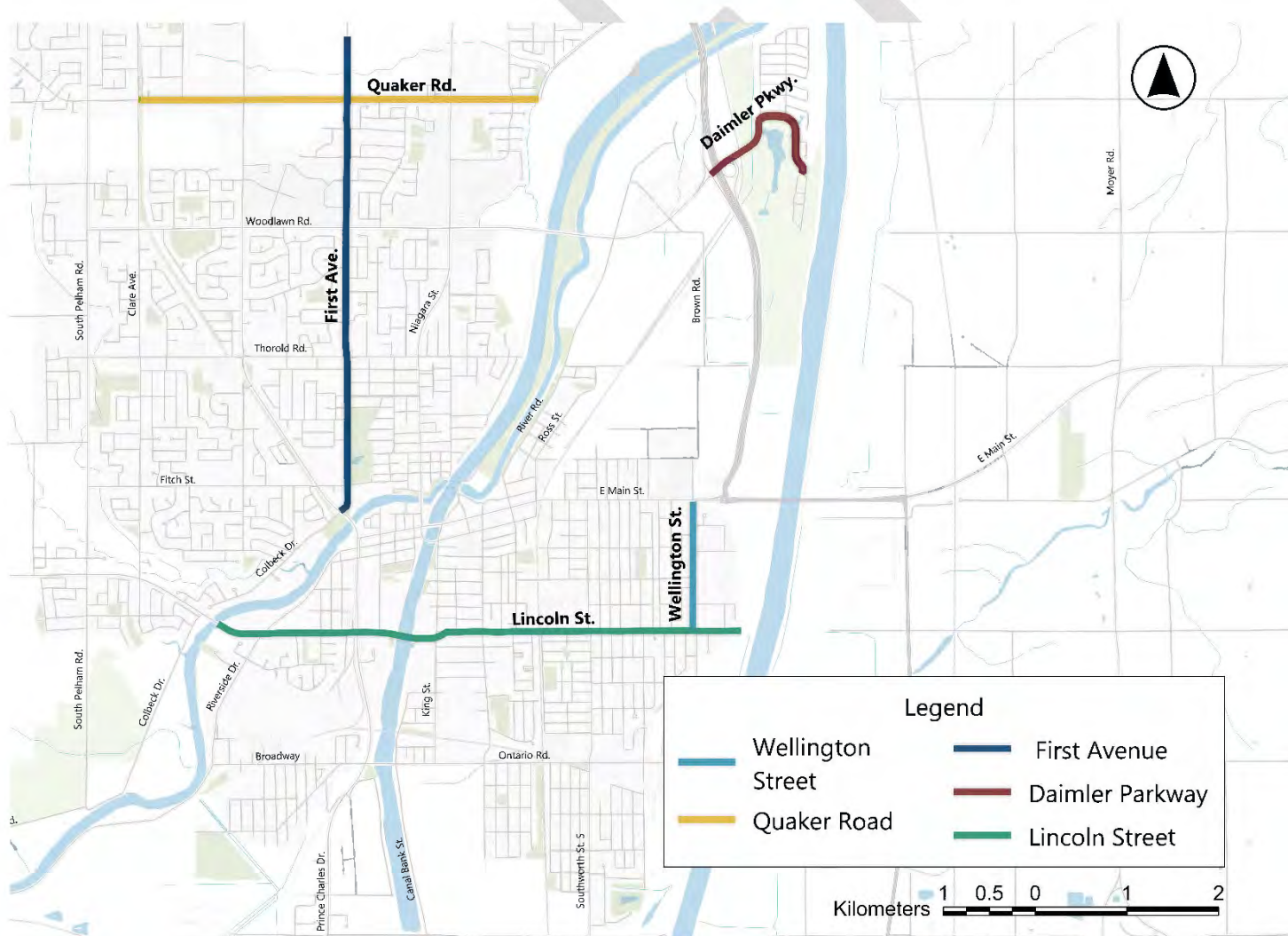


Figure 3.6 – Focus City Corridors

Franco–Niagara Elementary/Secondary School and Eastdale Secondary School.

Despite servicing two (2) different schools in close proximity, Wellington Street is an important route for north–south connection and freeway access. The corridor is posted at 40km/hr to support the safety of students in the vicinity. The objective for this corridor is to maintain and improve pedestrian safety while mitigating traffic constraints that are forecast under future horizons, specifically at the northern terminus of the street.

First Avenue

First Avenue is an existing two–lane roadway that is classified as a collector from Prince Charles Drive to Woodlawn Road and an arterial from Woodlawn Road to its northern terminus (Thorold boundary). First Avenue serves as one of the spinal north–south corridors on the west side of the canal and abuts the east side of Niagara College.

A review of existing traffic conditions and planned developments shows that improvements along First Avenue—specifically near Quaker Road—are necessary to alleviate prevailing delays and impending demands associated with future developments in northern Welland.

Lincoln Street

As a primary east–west arterial route in central Welland, Lincoln Street provides access to various land uses including residential, commercial, and institutional areas. The street is one (1) lane in each direction, with the eastern portion of the roadway providing a two–way centre left–turn lane.

Lincoln Street was identified as a focus corridor to ensure that it is prepared to accommodate multi–modal mobility and goods movement safely and efficiently as intensification efforts in central Welland reach their realization.

Daimler Parkway

Daimler Parkway has been identified as a focus corridor in response to substantial development efforts on the east side of Highway 406. With the lands being bounded by Highway 406 to the west, East Main Street to the south, and water features to the east and north, Daimler Parkway currently serves as the sole public access to the existing and future residential land uses. Furthermore, a rail line resides approximately sixty (60) metres east of the Highway 406 northbound off–ramp intersection, servicing approximately one (1) to two (2) rail movements per day.

Quaker Road

With substantial developments such as the Northwest Welland Secondary Plan and Northern Reach developments, Quaker Road is expected to inherit a vital role in Welland's road network. Improvements to the corridor will be necessary to adequately equip Quaker Road for these new strains.

Additional Regional Corridors

The regional road network within the City is comprised of urban and rural arterial corridors that achieve widespread coverage of Welland's major traffic generators. Many of these corridors—specifically East Main Street, Woodlawn Road, Prince Charles Drive, and Niagara Street—carry majority of the vehicular traffic that moves through and within Welland. The forecasting exercise identified East Main Street and Niagara Street for reflecting potential capacity constraints in the future. As such, these corridors may require collaboration with the Region to mitigate traffic constraints.

Regional Water Crossings

The transportation network is confined by the vast network of waterways that flow through the City. Under peak periods, these water crossings could pose as a limitation for the transportation network. The modelling exercise identified congestion along the water crossing

routes in the downtown area, primarily for the regional bridges along Prince Charles Drive, Niagara Street, West Main Street, and Division Street.

Rail Crossings

Welland's history of commerce has stemmed an extensive rail system that intersects with vehicular travel paths across the City. The TMP explores ways of optimizing these rail crossings through an operations and safety lens.

3.2.3 Transportation Modal Split Targets

The selection of travel mode is largely a function of convenience, comfortability, accessibility, available infrastructure, and safety. The TMP seeks to foster a multi-modal network to alleviate congestion, improve sustainability, and promote healthy lifestyles for Welland residents.

Defining modal split targets is an effective method of quantifying the degree to which alternative modes are being adopted, thereby allowing the City to gauge the realized impacts of various infrastructure investments. The TMP utilizes short-term (2031), medium-term (2041), and long-term (2051) horizon years for transportation analysis and solutions. For modal split targets, desired splits have been defined for the short-term and medium-term, with the

understanding that future TMP updates will benchmark current progress and define suitable and achievable 2051 targets thereafter.

The commuter modal split targets are shown in Table 3.1. It is noted that while the mode splits are measured for commuters, it is expected that the acceptance of sustainable modes as a commuting option will reasonably translate to the acceptance of sustainable modes for all types of trips that are within a reasonable distance.

As noted in Section 2.2.2, the percentage of Welland residents that work in Welland exhibited a significant decrease from 2011 to 2016. Furthermore, recent transportation trends such as work-from-home and hybrid work arrangements necessitate a reduced need for people to live near their workplace. However, with a resurgence of in-person industrial-type jobs in Welland over the next twenty years, the City may realize a shift in the

number of residents who work within the municipality.

The 2031 modal share target reflects a moderate decrease in single-occupancy vehicles and a greater adoption of other modes—particularly public transit. This is mainly attributed to the new, higher density development that is on the short-term horizon, increased familiarity with the new NRT transit and OnDemand services, and anticipated increases in industrial-type employment surrounding the Highway 406 corridor.

The 2041 modal share target reflects an even greater adoption of transit, in addition to more aggressive cycling and walking mode splits. These splits have been calculated based on short-to-medium term cycling and walking infrastructure improvements that will make active transportation a more viable method of mobility.

Table 3.1 – Modal Share Targets

Primary Mode of Commuting	2011 TTS	2016 TTS	2031 Target	2041 Target
Automobile Driver	71%	74%	69%	61%
Automobile Passenger	19%	15%	15%	18%
Public Transit	6%	7%	10%	12%
Cycling	1%	1%	2%	4%
Walking	3%	3%	4%	5%
Other	<1%	<1%	<1%	<1%

It is understood that changing commuter trends for longer trips, such as those beyond Welland and its neighbouring municipalities, will prove to be more difficult as modes such as walking and cycling will no longer be realistic alternatives. As such, the modal split targets are primarily focused on urban trips (i.e., less than 15 minutes in length), which will largely consist of trips within Welland or the bordering municipalities.

3.2.4 Previously Planned Improvements

A number of transportation-related improvements within Welland are already planned for, with these improvements including those under provincial, regional, and local jurisdiction.

Road Improvements

Urbanization and multi-modal improvements are currently planned for Rice Road (Regional Road 54) north of Quaker Road.

Active Transportation

Improvements to walking and cycling within the City are documented in the Welland Community Trails Strategy (2021) and are shown in Figure 3.7.

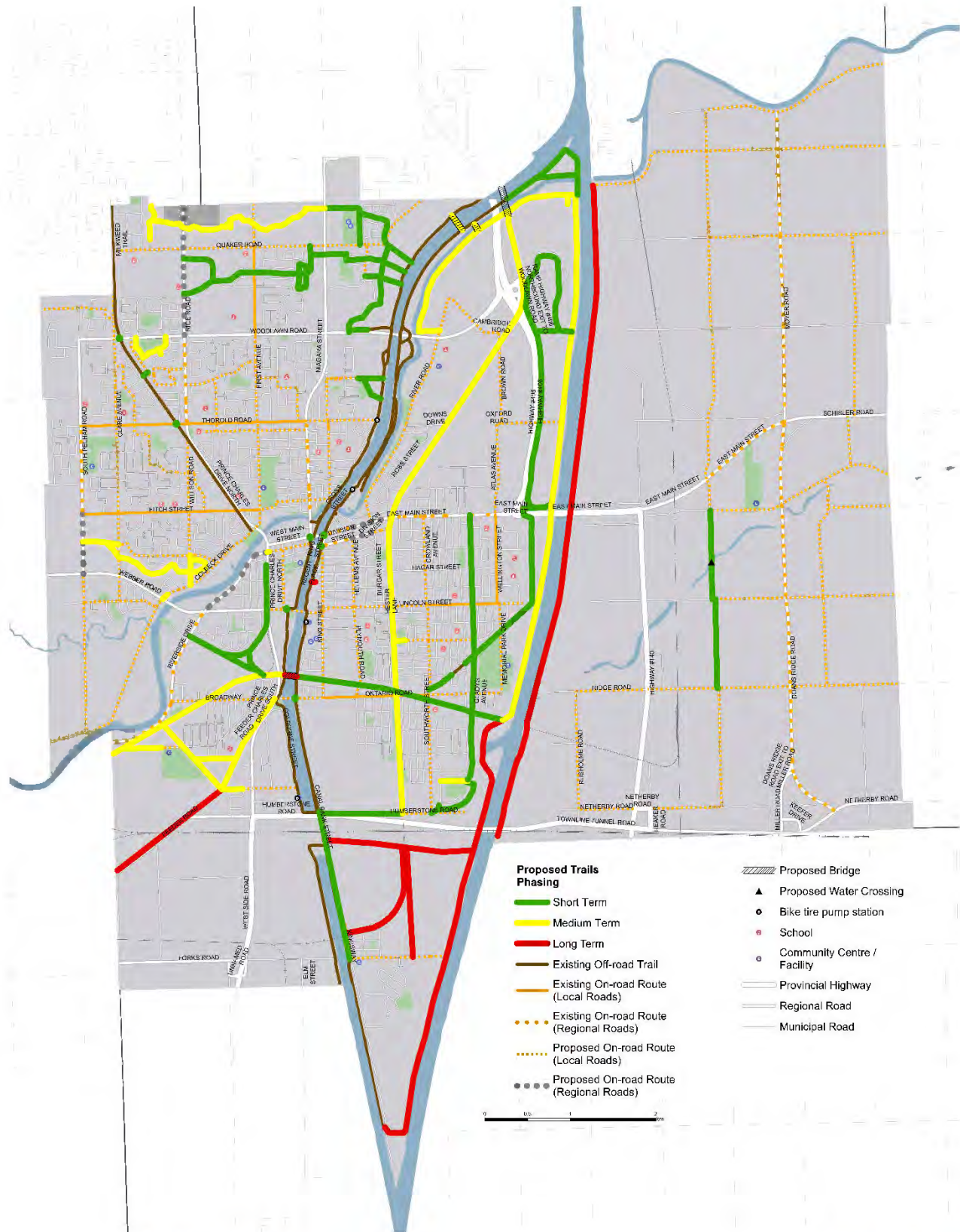


Figure 3.7 – Recommended Active Transportation Infrastructure Phasing – Cycling Network (Welland Community Trails Strategy 2021)

Bridges

An environmental assessment (EA) was completed for the Niagara Street bridge in 2022. The preferred alternative for the bridge design includes a sidewalk, a bicycle lane, and a vehicular travel lane in each direction.

The Forks Road Bridge Replacement was opened to vehicular traffic in August 2024. The bridge design includes bicycle lanes, vehicular travel lanes, and a sidewalk on the north side of the bridge.

Transit

The Niagara Region Transportation Master Plan (2017) outlines strategies, policies, programs, and projects to be undertaken by the year 2041. An important facet of the overarching theme of the Niagara Region TMP is to improve the efficiency and adoption of public transportation within Niagara, as a means of optimizing mobility, social equity, and economic vitality.

Some high-level improvements identified for the City of Welland include providing a high-frequency transit network with headways of 15 minutes or less along key corridors, in addition to providing inter-municipal transit to all Niagara Region municipalities through a combination of fixed-route and demand-response transit services. The TMP also recommends

improving active transportation connections to transit hubs, introducing a subsidized co-fares program that promotes transfers between NRT and GO transit services, and policy improvements. Specific objectives for Welland include optimizing the existing inter-municipal routes with St. Catharines, Port Colborne, and Niagara Falls.

The TMP mentions a rapid transit system which could utilize existing rail systems within Welland. However, these recommendations are merely conceptual and will require further study. The conceptual opportunities for higher-order transit corridors are shown in Figure 3.8.



Figure 3.8 – Conceptual Higher Order Transit Routes (Niagara Region TMP 2017)

3.2.5 Needs and Opportunities

The following needs and opportunities were derived through a consolidation of existing conditions, public feedback, stakeholder consultation and anticipated changes.

Needs

Roadway Safety – A consistent theme from the public and stakeholder consultation was that there is ample room for improvement regarding roadway safety. In particular, respondents noted excessive operating speeds on City roads and a desire for greater separation between pedestrians and the roadway.

Active Transportation – A key theme from the existing conditions review was that the existing active transportation network—specifically with respect to cycling—is discontinuous. Many respondents during the engagement process noted discomfort switching between dedicated and shared facilities, with these respondents also expressing that drivers are not respectful of cyclists on the roadway. A focus item for active transportation is to improve wayfinding within the City, specifically in the downtown and along the canal.

Intraregional Travel – In a central location to the Niagara Region, travel patterns and public feedback indicate a

need for strong connectivity between Welland and other municipalities within the Region. A multi-modal network that is interconnected with its neighbouring municipalities has the potential to boost industry and recreation.

Adoption of Alternative Transportation

Modes – As similar to almost all largely suburban Ontario municipalities, Welland exhibits a relatively high dependence on single-occupancy automobiles with approximately 74% of commuters arriving by car, truck or van. Although this distribution is moderately close to the provincial average of 71%, there is still a need for a more balanced network as Welland grows.

Accessibility – An accessible network is one that provides equal opportunity to programs, services, devices, or environments without any challenge or barriers, regardless of ability. Members of the stakeholder working group highlighted certain areas where the City could improve accessibility. These areas included sound queues at traffic signals, pavement and sidewalk quality, and decreased operating speeds.

Opportunities

Desire for Traffic Calming –

Respondents of the public consultation and stakeholder working groups voiced support of utilizing traffic calming to create safer roadways. Physical traffic calming measures are oftentimes met with discord among residents, but a general consensus throughout the engagement process was that traffic calming measures are supported by the community.

Support for Lower Speeds – Similar to the traffic calming techniques, many respondents at the PICs and stakeholder working groups were strongly in favour of reducing vehicle operating speeds along local and minor collector streets.

Recreational Cycling – Although cycling is not a widely adopted method of commuting, recreational cycling was broadly endorsed by PIC attendees, indicating that a passionate cycling culture already exists within Welland.

Road Design – In conjunction with the TMP, the City developed new cross sections for each of the different road classes. This provided a unique opportunity to cater the design to the identified safety, multi-modal, and accessibility needs of Welland.

Electric Vehicles – With substantial development in the pipeline, an opportunity exists for the City of Welland to proactively address impending electric vehicle infrastructure demands.



Welland Farmers Market

4 A Vision for the Future



4 A Vision for the Future

4.1 Adjustments to Road Classification

As part of the road network review process, an in-depth evaluation of City roads was conducted to determine the conformance of each roadway to its existing classification and thereafter determine if the roadway should be re-classified. This process involved the formulation of an objective urban road classification criteria which could be applied to each roadway within the City. The formulated criteria considered a number of roadway characteristics including intended service function, typical traffic volumes, posted speeds, active transportation accommodation, parking accommodation, traffic calming feasibility, and more. This criteria can be found in **Appendix 5**.

Moreover, the re-classification exercise aggregated the collector road type into two (2) sub-types: the minor collector roadway and the major collector roadway. This change was made to refine the rather wide variety of collector roadways into sub-types that more accurately reflect the function and feel of the roadway. For example, Wellington Street and Colbeck Drive are both appropriately classified as collector roadways, yet are vastly different in their purpose and operation (i.e., Wellington Street carries much larger

traffic volumes and provides access to institutional uses, whereas Colbeck Drive is surrounded by residential land uses). Separating the collector road type into two (2) sub-types allows for unique roadway remedies to be prescribed while not contravening the intended function of the roadway. In general, the function of the two (2) collector type roadways are similar; however, minor collectors are more outfitted to residential areas as they utilize reduced posted speeds and allow for traffic calming devices where warranted.

The results of the road network review and collector road aggregation comprise the proposed road hierarchy, which is shown in Figure 4.1.

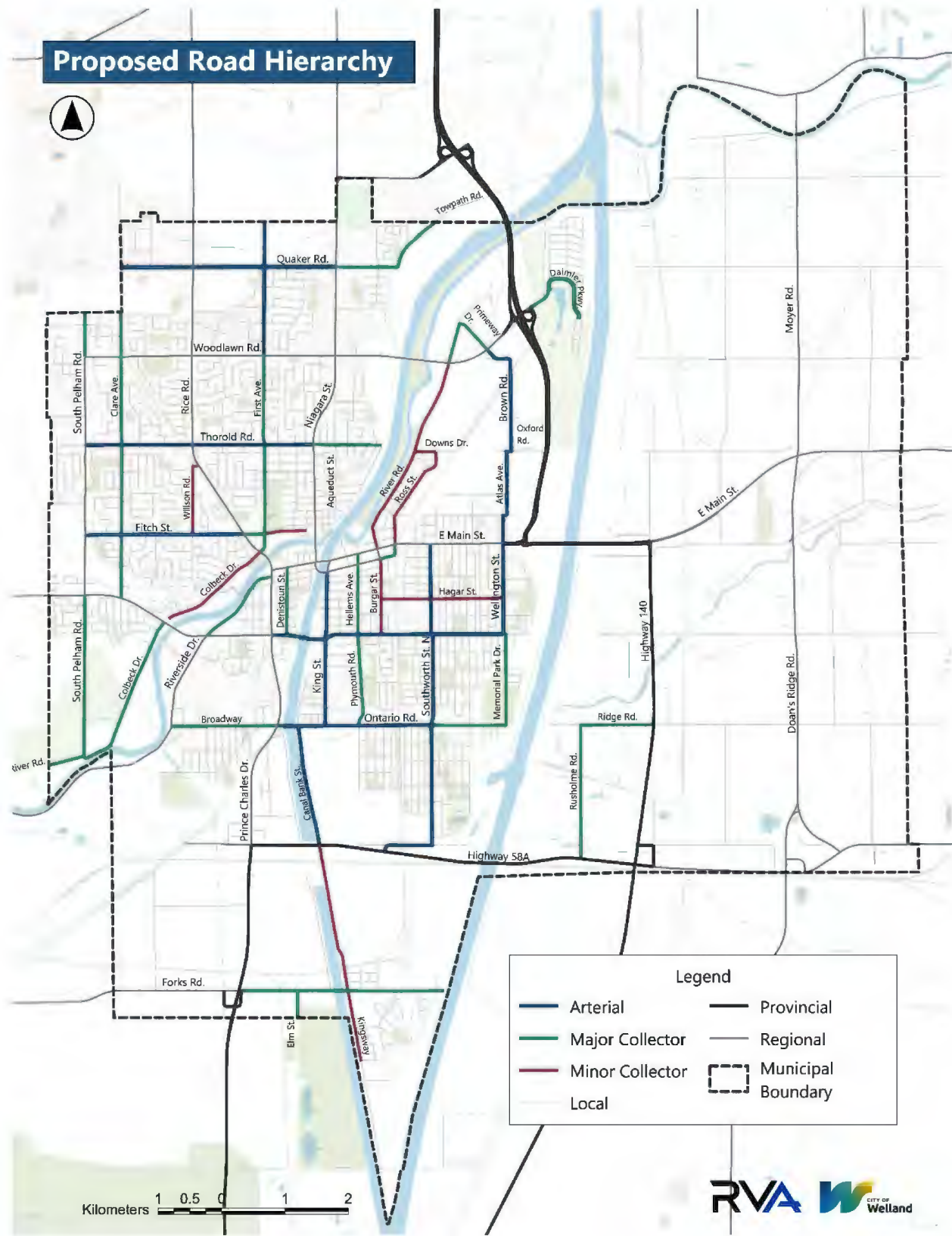


Figure 4.1 – Proposed Road Hierarchy

4.2 Complete Streets

In conjunction with the road re-classification, the City developed new standard cross sections for municipal roads through an iterative process among the project team—these standard cross sections include local, collector, and arterial corridors.

4.2.1 Local Road Cross Section

The local road typical cross section provides inclusive mobility to residential land uses, eventually connecting to higher order roadways for more unimpeded travel. The local road typical cross section includes a 1.5-metre sidewalk on either side of the roadway and 4-metre-wide vehicular travel lanes. In general, on-street parking is permitted on one (1) side of the roadway, with motorists and cyclists expected to share the roadway unless a dedicated cycling facility is provided. The typical right-of-way width required for local roads is 20 metres.

Figure 4.2 represents an exemplary local road cross section that supplements shared cycling facilities through the use of various Ontario Traffic Manual (OTM) signage and pavement marking attributes.

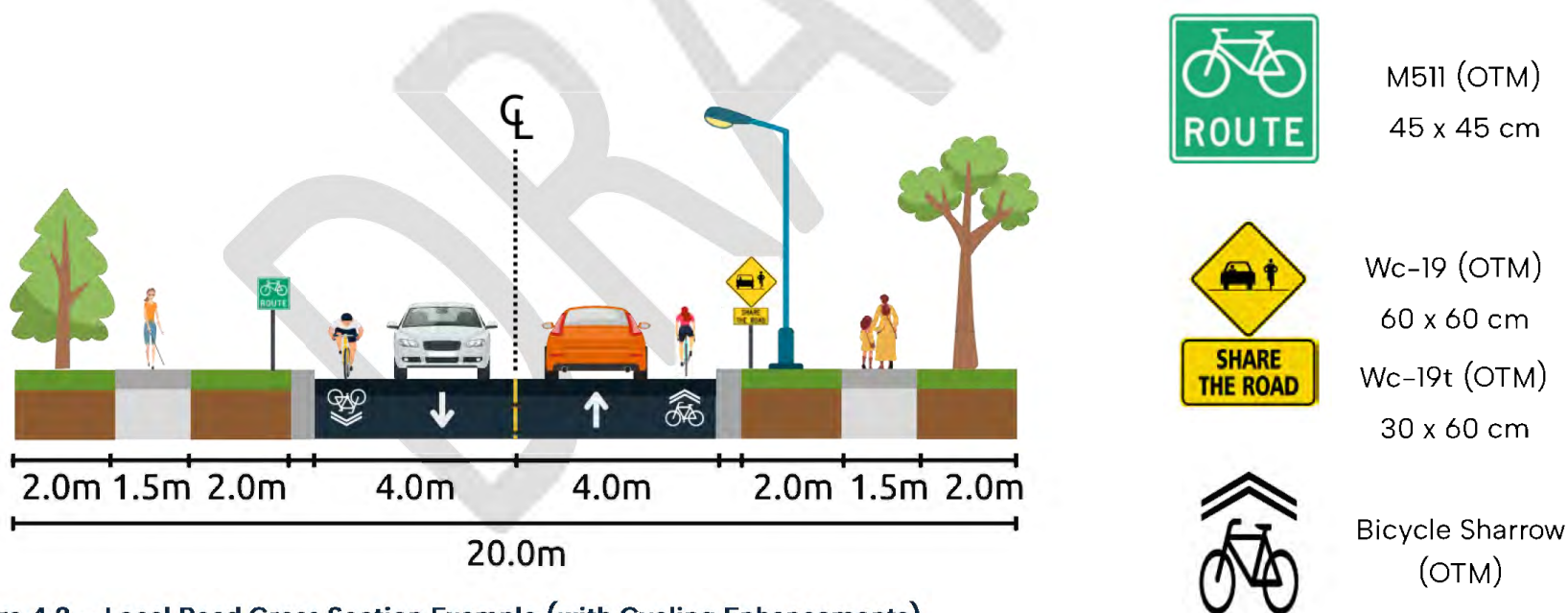
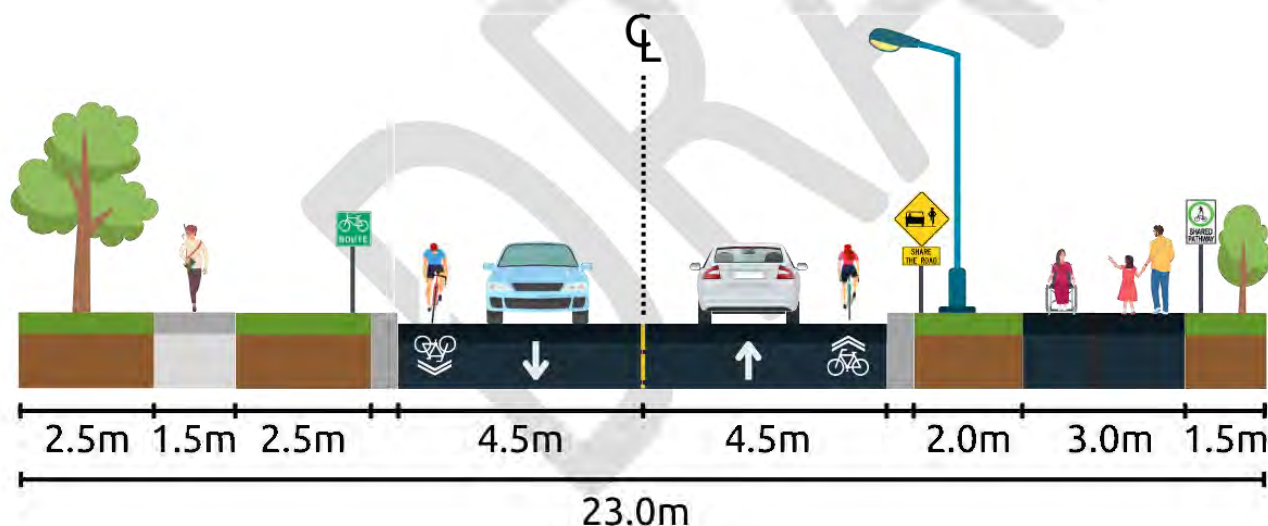


Figure 4.2 – Local Road Cross Section Example (with Cycling Enhancements)

4.2.2 Collector Road Cross Section

The collector road typical cross section connects road users to the spinal transportation network while also providing multi-modal accommodation to residential land uses and neighbourhood level generators such as schools. The collector road typical cross section requires a 1.5-metre-wide sidewalk on both sides of the street, unless a 3-metre-wide multi-use path (MUP) can be provided instead. On-street parking will be permitted on one (1) or both sides as needed, and cyclists and motorists are expected to share the 4.5-metre-wide travel lanes unless a dedicated cycling facility is provided as per OTM Book 18. Awareness for various modes of transportation along the MUP should be raised through the use of Shared Pathway signage (Rb-71 OTM). The typical right-of-way width required for collector roadway is 23 metres. The collector road typical cross section applies to both the major collector and minor collector roadways.

Figure 4.3 shows a typical collector roadway cross section that supports shared cycling facilities and provides a multi-use path on one (1) side of the roadway.



Rb-71 (OTM)
30 x 45 cm

Figure 4.3 – Collector Road Cross Section Example (with Cycling Enhancements)

4.2.3 Arterial Road Cross Section

The arterial road typical cross section is meant to facilitate mobility of all modes by connecting road users to major generators such as shopping centres, as well as to higher order regional and provincial roadways to complete intercity or interregional travel. The arterial road typical cross section provides approximately 14 metres of asphalt width with a 1.5-metre-wide sidewalk on both sides of the street. The provided cyclist facilities are to be based on OTM Book 18. On-street parking is generally prohibited along arterial roadways to maintain safe and efficient flow of vehicles and bikes. The typical right-of-way width for arterial roadways is 26 metres.

Figure 4.4 shows an example of a three-lane arterial road with buffered bicycle lanes that are supported by Reserved Bicycle Lane signage (Rb-84A OTM). However, the cross section for arterials is not a “one-size-fits-all” solution. In many cases, the cross section will need to be adapted to property constraints and corridor-specific needs.

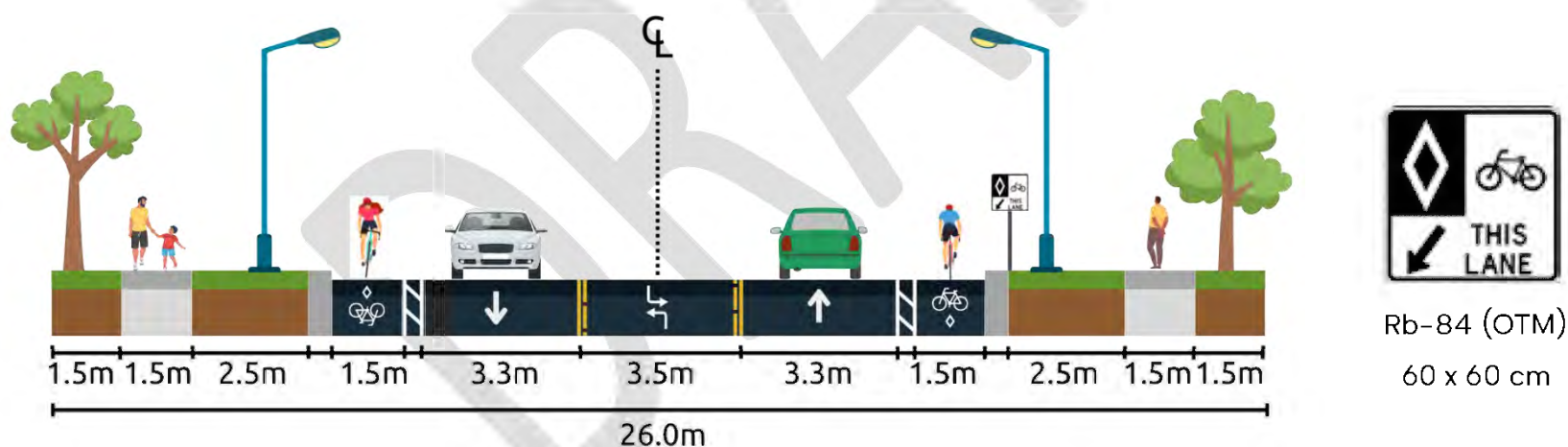


Figure 4.4 – Arterial Road Cross Section Example (Two-Way Left-Turn Lane Configuration)

4.3 Road Safety

Since the inception of the TMP, road safety was an improvement area that resonated closely with the community, with much of the feedback received from the public and stakeholders relating to creating safer roads for road users of all ages and abilities.

4.3.1 Vision Zero

Vision Zero can be adopted as a comprehensive action plan with its objectives being implemented into policies and design. By formally labelling the City as a Vision Zero community, Welland is committing to safer roads for all road users. The following action items can be taken to support the Vision Zero strategy.

- Complete educational outreach programs and campaigns to educate residents on the strategy.
- Provide an avenue on the Welland website for residents to share their thoughts and concerns on road safety in their community.
- Collect and maintain a robust database of traffic data and collisions.

4.3.2 Default 40km/hr Speed Limit

The Road Traffic Injury Prevention Training Manual (2006) published by the World Health Organization (WHO)

includes significant discussion regarding the effects of operating speed on collisions and collision severity, particularly in the context of pedestrians. The manual states that pedestrians have a 90% chance of survival for collisions at 30km/hr or below, but have less than a 60% chance of survival for collisions at 45km/hr or above. The relationship between operating speeds and pedestrian fatalities is illustrated in Figure 4.5.

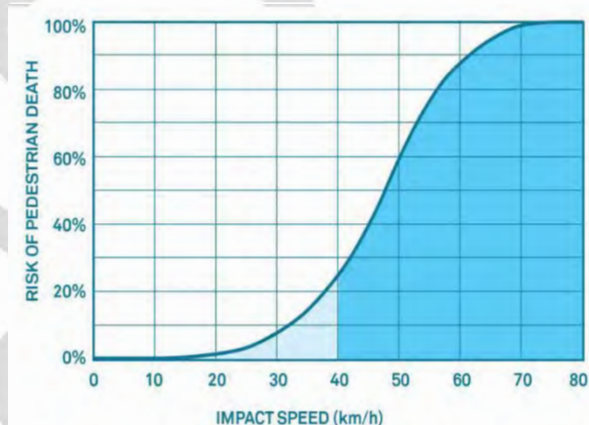


Figure 4.5 – Relationship between Operating Speeds and Collision Severity (Source: NACTO, Global Street Design Guide, 2013)

Based on feedback solicited throughout the engagement process, the respondents were in favour of the notion to reduce operating speeds on local and minor collector roads within the City. Moreover, a reduction in speed limits aligns with many of the other objectives and strategies encompassed in this TMP including Vision Zero and fostering multi-modal travel behaviours. It is therefore recommended that the City of Welland

reduce the default speed limit from 50km/hr to 40km/hr City-wide in support of safer roads.

Supporting Initiatives

It is generally understood that changing the posted speed limit in isolation will not have a significant impact on driver operating speeds, and that the desired results are usually achieved through the application of concurrent traffic calming strategies. This is because drivers generally operate at speeds that they are comfortable at, which is a culmination of perceived safety and perceived risk. As such, without altering the physical characteristics of the roadway or introducing perceived risk (i.e., ladder crosswalks indicating that pedestrian could be present), the signage changes will likely have minimal impacts on operating speeds. This assumption held true for many municipalities across Ontario that completed a pilot program, with the posted speed limit reduction realizing negligible results unless enhanced by other measures.

There are numerous strategies to support the change in posted speed including education, enforcement and engineering. In most cases, municipalities implement some sort of physical alteration to the roadway such as speed humps, flexible bollards, speed radar signs, or other traffic

calming devices to supplement the reduction in speed.

Signage

A review of best practices across Ontario indicated that gateway signage is the most cost-efficient and effective way of cultivating reduced posted speeds.

Gateway signage consists of signage at the entrance/exit points of the community, with no signage throughout the neighbourhood. This method establishes 40km/hr “areas” rather than specific corridors, thus reducing the cost to implement and maintain, in addition to creating consistency throughout the City which may result in improved compliance. The 40km/hr area gateway signage is an amalgamation of various OTM signage, as shown in Figure 4.6.



Figure 4.6 – Proposed 40km/hr Gateway Signage

It was noted during a review of the road network that Wellington Street is already posted at 40km/hr despite being classified as a major collector roadway. In conjunction with the 40km/hr default

speed limit implementation, it is recommended that Wellington Street in its entirety is increased to 50km/hr, with seasonal and time-of-day speed limit reductions being implemented in support of the adjacent schools.

4.3.3 Traffic Calming

Traffic calming is the act of managing driver behaviour and operating speeds through the application of various passive and/or physical roadway measures. By doing so, the roadway can foster a safe and potentially beautified environment for road users and adjacent residents. A street that is well traffic calmed usually results in operating speeds and traffic volumes that are suitable for the intended function of the street, which reduces cut-through traffic on local streets and creates a safer, more inclusive community.

Traffic calming can be implemented in a variety of ways, although the types of measures can generally be classified as either passive (soft) or physical.

Passive Traffic Calming measures can include road signage, pavement markings, lawn signs, flexible signs and flexible bollards. These measures are typically quick and cost-efficient to implement, with the intended purpose being to reduce driver operating speeds through increased driver workload and

perceived risk. Many municipalities start with passive traffic calming and only implement physical traffic calming if the speeding/cut-through issues still persist.

Physical Traffic Calming measures, as the name suggests, are any traffic calming measures that include a physical alteration to the travelled path of the roadway. The City of Welland Municipal Design Standards (February 2013) recognize a number of these measures, including curb extensions, chicanes, traffic circles, textured crosswalks, speed humps, raised crosswalks, lane narrowing, speed cushions and more. While physical traffic calming measures are more effective in reducing operating speeds and cut-through traffic, they are more expensive and are usually met with discord among communities—largely due to the two (2) typical factions of those heavily in favour of traffic calming and those heavily against.

Traffic Calming Policy Update

The City of Welland currently implements traffic calming measures when there is sufficient resident support and technical evidence that a speeding issue exists. However, in alignment with the TMP, the project team has worked closely with City staff and incorporated public feedback to develop a Traffic Calming Policy Update that is custom fitted to the mobility

context and resources of Welland. The revised traffic calming policy can be found in **Appendix 6**.

4.4 Active Transportation

The active transportation improvements within Welland are largely documented in the Community Trails Strategy (2021), with the TMP adding infill links as required based on the network gap analysis and feedback from the public.

4.4.1 Cycling Facility Selection

The new road cross sections seek to provide appropriate cycling facilities that are continuous and connected throughout the City and with neighbouring municipalities. However, merely connecting the network will not dramatically increase adoption of cycling within Welland—but rather, widespread adoption rests on the shoulders of comfortability and safety.

The “Four Types” categorization is an approach to classifying the types of cyclists based on their comfortability and experience on the roadway (R. Geller). The approach categorizes cyclists into the following groups:

- Strong & Fearless
- Enthused & Confident
- Interested but Concerned
- No Way No How

In short, this categorization technique was developed to isolate target markets with respect to cycling, with the intent being to progressively move cyclists from “No Way No How” to “Strong & Fearless”.

In the context of Welland, responses throughout the engagement summary indicate the many residents fall within the “Interested but Concerned” category, with some falling in the “Enthused & Confident” category. Based on the feedback received, respondents feel that the existing facilities are not respected by drivers, or that there are simply too few dedicated facilities for them to feel “Strong & Fearless”.

In order to encourage cyclists of various ages and abilities to adopt cycling as a viable mode of transportation, varying degrees of separation must be provided within the network, with specific efforts to provide fully separated facilities. Not only is this important as it relates to adjacent vehicle volumes and speeds, but it is also important as it relates to creating an inclusive environment for all categories of cyclists.

The Ontario Traffic Manual – Book 18 Cycling Facilities (OTM Book 18) provides a three (3) step process to selecting appropriate cycling facilities. These steps are to:

1. Pre-select facility based on right-of-way availability, adjacent land uses, motor vehicles volumes, and motor vehicle speeds. This can be done through the OTM Urban/Suburban Nomograph as seen in Figure 4.7, and Rural Nomograph as seen in Figure 4.8.
2. Complete a robust review of corridor-specific context, considerations, and constraints.
3. Justify the decision and document potential design treatments.

The foregoing methodology was utilized to identify what cycling facilities would be appropriate for the infill cycling links.

4.4.2 Infill Links

The feedback received from the public was that additional accommodation over the water crossings should be provided in a manner that does not necessitate bicycle dismount. The water crossings identified for cycling connectivity were the Webber Road bridge, the Prince Charles Drive bridge, and the Niagara Street bridge. It is understood that these bridges are under regional jurisdiction and are working within right-of-way confines. However, at the time of bridge re-construction, it is recommended that the City work alongside the Region to provide dedicated facilities along these corridors. For the Niagara Street bridge which is scheduled to begin detailed design in 2024, the preferred alternative

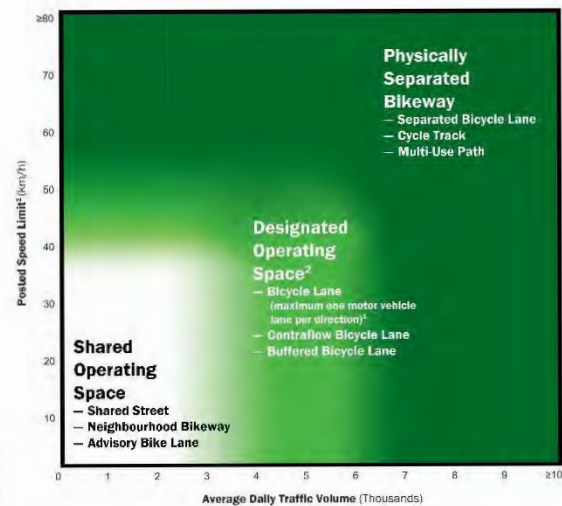


Figure 4.7 – Desirable Cycling Facility Pre-Selection Nomograph – Urban/Suburban Context (OTM Book 18)

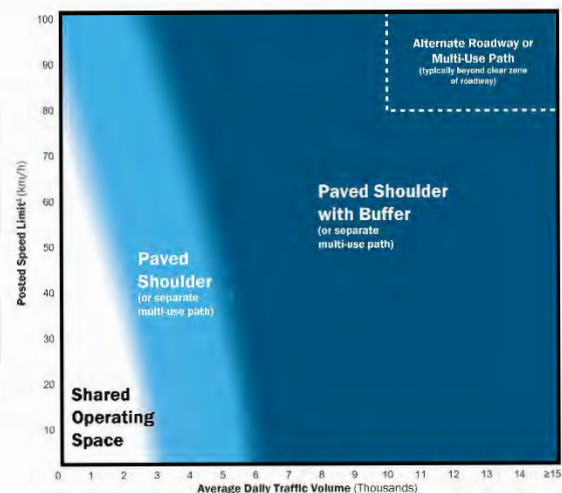


Figure 4.8 – Desirable Cycling Facility Pre-Selection Nomograph – Rural Context (OTM Book 18)

already includes a dedicated bicycle lane in each direction.

Additional infill links were recommended in support of revised land use schedules, known developments and public feedback. The timelines of each facility

have been selected to align with the formation of the spinal cycling network established in the CTS study. The proposed cycling infill links are summarized in Table 4.1, and the resulting complete network is shown in Figure 4.9.

During the public consultation process, a number of responses were received regarding the trail connection south of Cedar Park Drive, between First Avenue and Page Drive, that was previously recommended by the CTS Study. The respondents indicated that residents along the street are not in favour of the trail connection.

Wayfinding

A focus area identified during the public consultation process was improving wayfinding for cyclists in the downtown.

Establishing an effective wayfinding system requires a consistent approach that is recognizable in all parts of the City.

As such, it is recommended that the City implement “Bicycle Route Marker” signage (OTM M511) along corridors with dedicated and shared cycling facilities. This signage strategy has already been adopted by other Niagara Region municipalities and will therefore serve to integrate Welland with intraregional cycling routes and improve multi-modal connectivity.

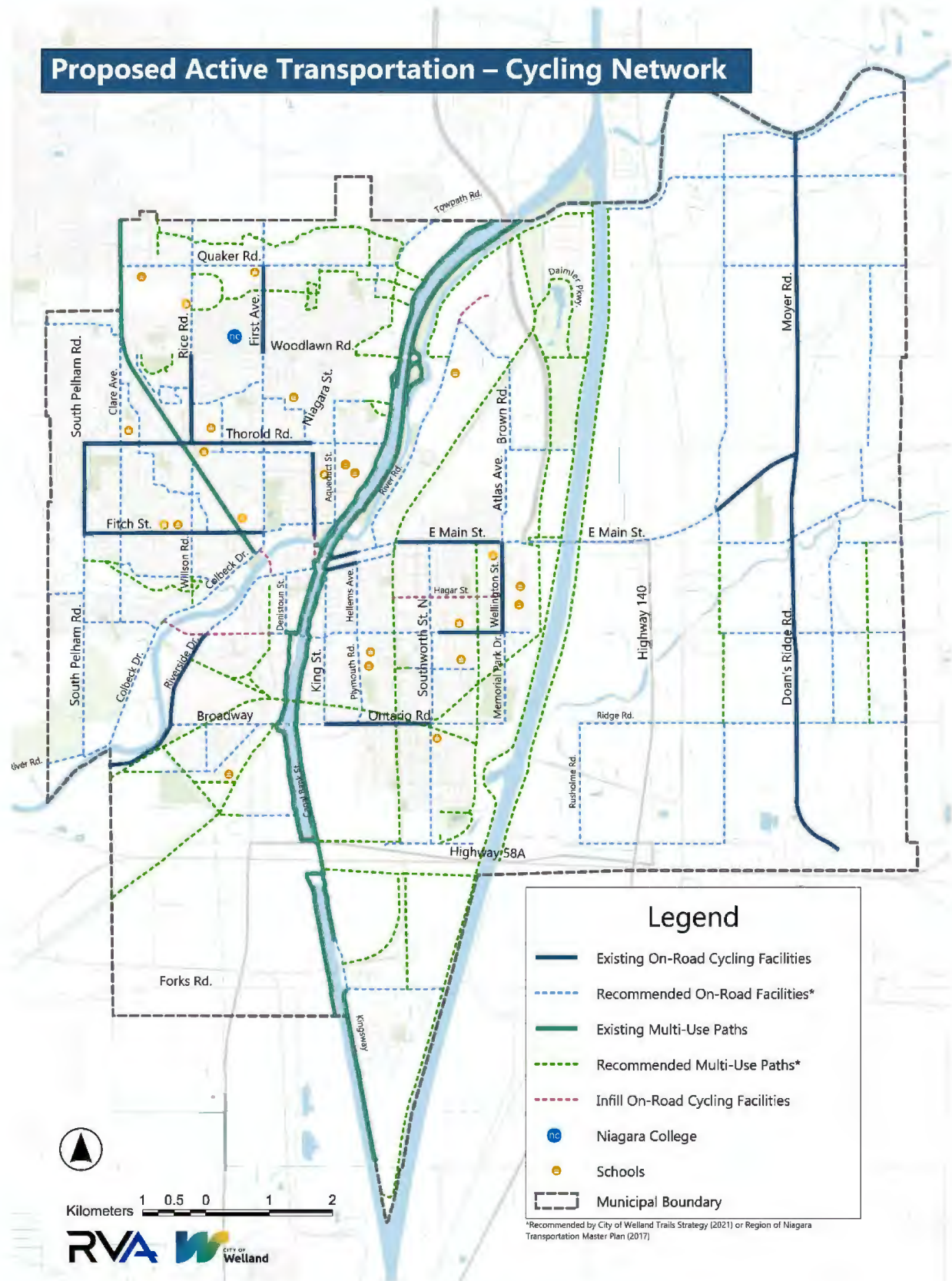


M511 (OTM)
45 x 45 cm

Table 4.1 – Proposed Cycling Infill Links

Roadway	Limits	Recommended Facility
Niagara Street	Mill Street to Riverbank Street	Conventional Bicycle Lane
Webber Road	Colbeck Drive to Lincoln Street	Conventional Bicycle Lane
Lincoln Street	Webber Road to Prince Charles Drive	Conventional Bicycle Lane
Prince Charles Drive	Colbeck Drive to West Main Street	Conventional Bicycle Lane
Hagar Street	Approximately 90 metres west of Empire Street to Wellington Street	Signed Bike Route
River Road	Primeway Drive to Northern Limit	Signed Bike Route

Note: Facilities should be included at the time of bridge re-construction.



4.5 Roundabout Implementation

Roundabouts are a form of intersection control that are becoming increasingly prevalent in North America, and specifically in the Niagara Region. However, while roundabouts have been proven as a safer and commonly more efficient mode of control as compared to traffic signals, the implementation of roundabouts is usually preceded by a complex planning and justification process. Determining whether a traffic signal or roundabout is more suitable for an intersection is location-specific, with each option presenting unique advantages and disadvantages.

The City of Welland is supportive of roundabouts as a design alternative—and therefore, the TMP includes a Roundabout Implementation Policy to guide decisionmakers on the applicability of roundabouts in certain scenarios. The full policy memorandum is available in **Appendix 7**.

4.6 Localized Improvements

Throughout the analysis of existing conditions, future conditions, and public feedback, a number of localized improvements were identified as a means of improving operations and safety of existing corridors. These improvements are generally short-term “quick win” recommendations that mitigate existing

constraints or prepare the network for developments that are already underway or in the pipeline.

The improvements include mode of control improvements (i.e., traffic signal or roundabout) to two (2) intersections along on Quaker Road, lane configuration adjustments at key intersections, and a study to determine a best path forward for Lincoln Street as multi-modal traffic growth in the surrounding area is realized.

The improvements are summarized in Table 4.2 and are correspondingly visualized in Figure 4.10.

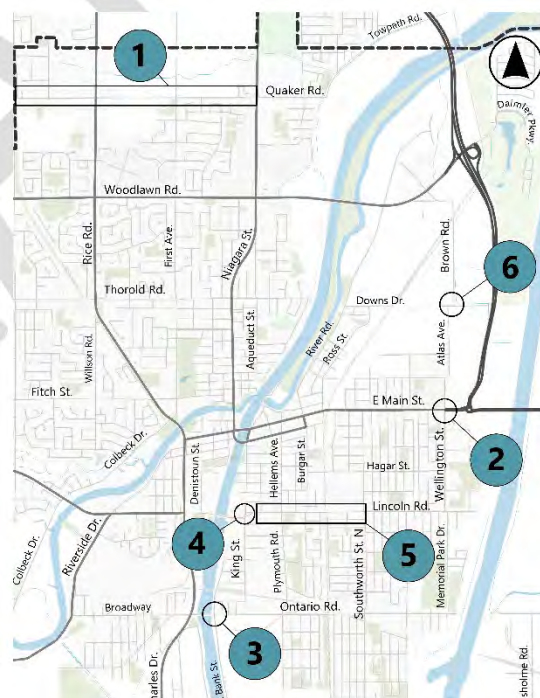


Figure 4.10 – Localized Improvement Locations

Table 4.2 – Localized Improvement Summary

No.	Roadway/Intersection	Recommendation
1A	Quaker Road & Rice Road	Complete an intersection control study to determine the most appropriate form of traffic control (i.e., traffic signal or roundabout); implement traffic signal or roundabout thereafter.
1B	Quaker Road & First Avenue	Complete an intersection control study to determine the most appropriate form of traffic control (i.e., traffic signal or roundabout); implement traffic signal or roundabout thereafter.
1C	Quaker Road	Implement centre two-way left-turn lane from Clare Avenue to Niagara Street.
2	Wellington Street & East Main Street	Implement northbound left-turn lane.
3	Ontario Road & Canal Bank Street	Implement eastbound auxiliary left-turn lane within existing right-of-way; add a southbound left-turn lane; lengthen westbound left-turn lane storage length.
4	King Street & Lincoln Street	Extend westbound left-turn storage length.
5	Lincoln Street between King Street and Southworth Street	Complete corridor traffic operations and safety review to assess the need for additional left-turn lanes or a continuous two-way left-turn lane.
6	Brown Road/Atlas Avenue & Oxford Road	Remove the roadway misalignment between Brown Road and Atlas Avenue.

4.7 Additional Links

The identification of new links is a critical first step in creating a seamless transition into Welland's full build-out scenario. The analysis of new links considered a number of items including future modelling results, known development configurations, operational concerns, link analysis, and network connectivity.

It should be noted that major road projects recommended within this section will require coordinated roadway or Environmental Assessment (EA) studies to first confirm their feasibility,

and then evaluate suitable design alternatives.

Utilizing the foregoing factors, the Proposed Road Network was established for the City of Welland, which introduced three (3) new collector roadway links, as displayed in Figure 4.11. These new links are as follows:

Northern Reach Collector Road

As either an extension of the existing Seaway Drive or the creation of a new collector road connection to Woodlawn Road, the proposed collector road will run north-south and help service the

Northern Reach Development that is planned for the lands between the Seaway Mall and the canal. The new corridor will help alleviate congestion that is forecasted along Niagara Street under future horizon years and should accommodate all modes of travel.

alternative public entrance/exit point for residents of the area during rail events.

Downs Drive Extension

The proposed Downs Drive Extension will connect the existing Downs Drive area and Oxford Road area, and will enable the intended function of Brown Road as a primary industrial Arterial whilst employment projections are realized in the surrounding area.

Highway 406 Overpass

The Highway 406 Overpass will serve as an alternate connection to the Hunter's Pointe Golf Course lands as it prepares to welcome considerable housing growth. Under current conditions, the only public entrance to the lands is afforded through Daimler Parkway, which is intersected by a Highway 406 interchange and crossed by an active rail line servicing daily train movements.

The overpass recommendation was made in this study to alleviate link congestion that is forecast along Daimler Parkway, mitigate operational concerns at the Highway 406 interchange, and provide an

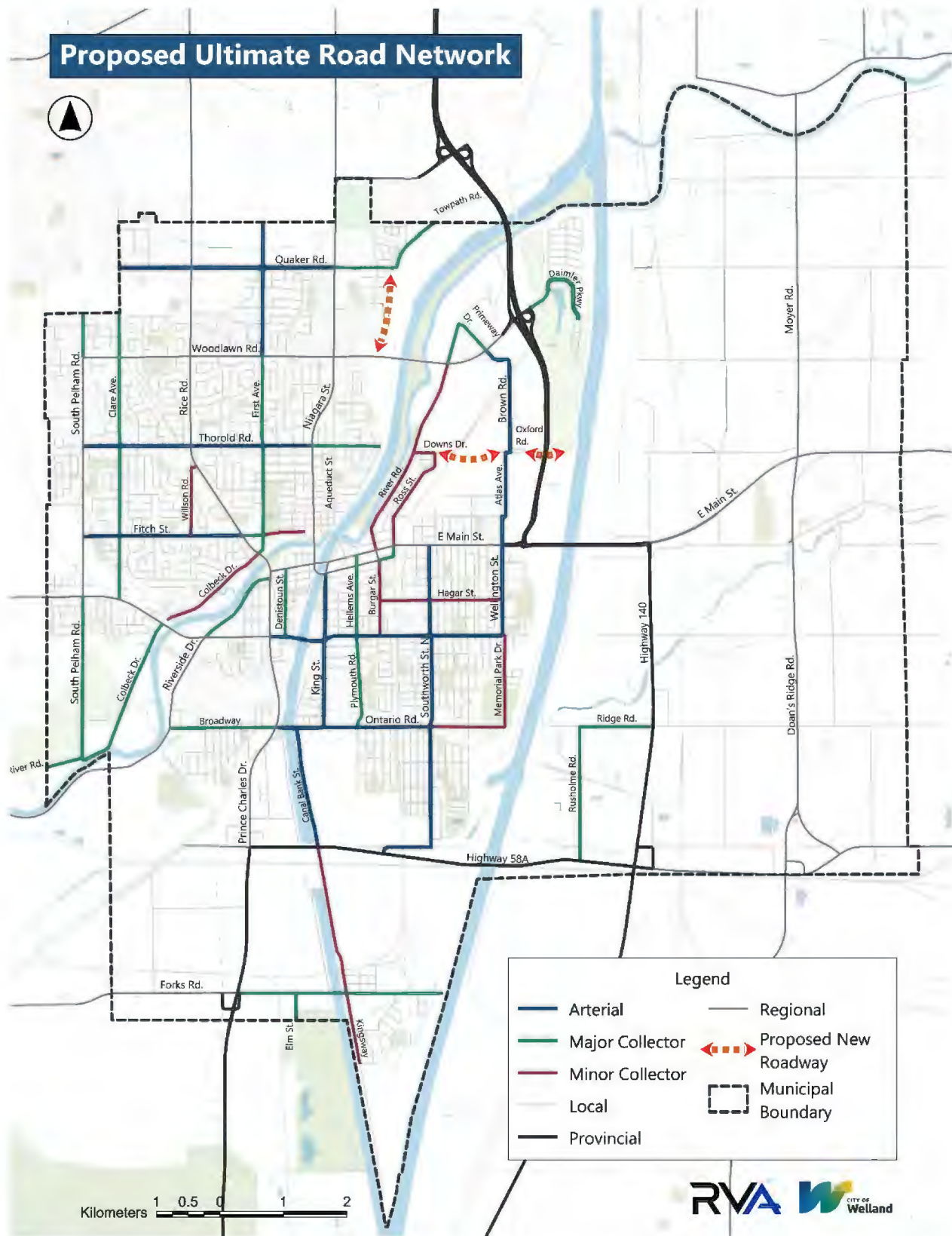


Figure 4.11 – Proposed Ultimate Road Network

4.8 Goods Movement Network

The existing goods movement network was reviewed to evaluate its relevancy in the dynamic face of emerging and diminishing industries within Welland. The review considered a variety of transportation characteristics that could influence truck route feasibility, including:

- Existing truck routes
- Adjacent land uses
- Water crossings/bridges
- Roadway classification
- Number of lanes
- Traffic operations
- Pedestrian/cyclist activity
- Noise
- Geotechnical considerations

Furthermore, the goods movement review considered future developments and revised land use schedules to ensure that the selected network is properly equipped to facilitate Welland's anticipated growth in industry, while balancing the competing need for multi-modal mobility and livable communities. The resulting Proposed Goods Movement Network is shown in Figure 4.12, and a more detailed summary of the methodology adopted and the changes made can be found in **Appendix 8**.

Signage

The method in which municipalities facilitate truck movements varies by location, with the general options being permissive signage (OTM Rb-61), restrictive signage (OTM Rb-62), or a hybrid signage system (a combination of both permissive and restrictive signage). The City currently utilizes a restrictive signage system, and it is recommended that the City continue with a restrictive signage system to maintain continuity with the existing truck routes that are already well established. In sensitive areas where trucks are only permitted at certain times of the day, the City may utilize restrictive signage with time intervals (OTM Rb-62A).



Rb-61 (OTM)

60 x 60 cm



Rb-62 (OTM)

60 x 60 cm



Rb-62A (OTM)

60 x 75 cm

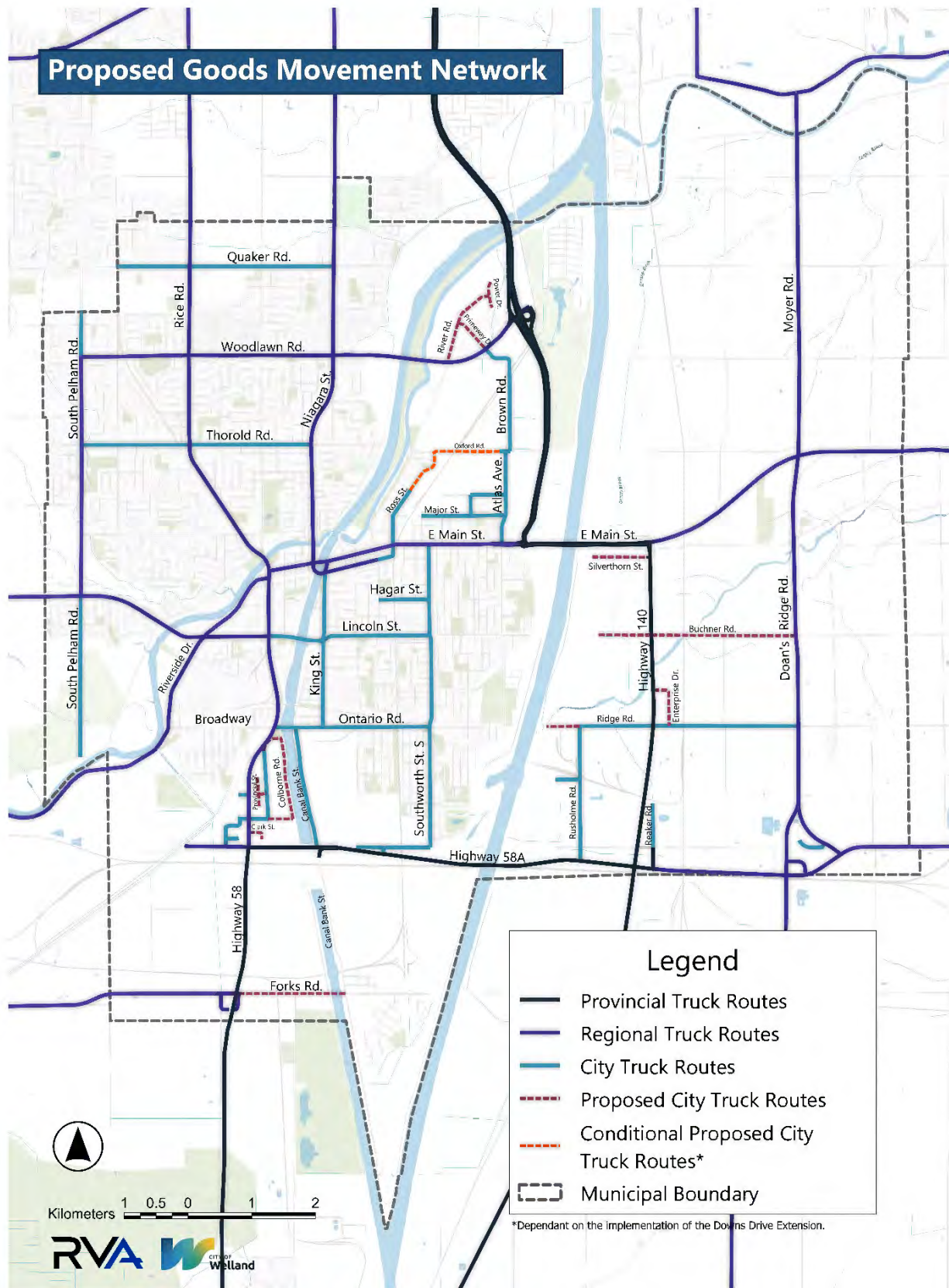


Figure 4.12 – Proposed Goods Movement Network

4.9 Preparing for an Electric Future

The prevalence of electric vehicles (EVs) is experiencing an unwavering onset across North America as the automotive industry shifts to an all-electric market. In the City of Welland, electric vehicle charging stations are already available at various locations such as the Seaway Mall (see Figure 4.13) or City Hall; however, the trends in the automotive industry indicate that investment in electric vehicle infrastructure will become the new normal.

With sizeable development already in the pipeline, an opportunity exists for new, larger developments to provide access to electric vehicle charging stations. The City may choose to incorporate electric

vehicle charging minimums into their zoning by-law and require new developers to provide on-site charging for commercial developments.

4.10 Implementing the Plan

The action items that have been established within the TMP provide a roadmap to achieving the vision for Welland. However, with a finite amount of funding and resources, the recommendations require a phasing strategy that prioritizes key action items and imposes a more digestible set of monetary strains on the City.

4.10.1 Timelines and Categories

The phasing plan provides general timelines for implementation, organized into three (3) different horizon years as follows:

Short-Term (Prior to 2031) – The short-term recommendations are intended to be “quick win” strategies that commonly exhibit a smaller monetary footprint and can be implemented on a relatively quick turnaround. In some cases, short-term recommendations may be made because there is a dire need for improvement under existing conditions or within a short timeline.

Medium-Term (Between 2031 and 2036) – The medium-term recommendations are strategies that fall



Figure 4.13 – Electric Vehicle Charging Spaces (Seaway Mall)

within the 2031 to 2036 timeframe. These recommendations may be larger in scale, or may not trigger a need until certain developments or plans come into fruition.

Long-Term (Beyond 2036) – The long-term recommendations are to be considered at a time beyond 2036. These strategies address Welland’s needs as it reaches its full build-out scenario and may entail substantial infrastructure investments.

Further to the timeline categories, the recommendations are grouped into categories that demonstrate a similar essence. These recommendation classes are: (1) Policy Documents, (2) Active Transportation, and (3) Capital Improvements.

4.10.2 Implementation Considerations

It is important to note that the implementation of each infrastructure project is subject to its own unique challenges and requirements (i.e., AODA, design standards, etc.) which will be explored at the planning and design stages for each specific project. In fact, the realization of infrastructure projects is commonly impeded by land availability constraints, topography challenges and presence of environmentally sensitive areas.

These potential obstacles are exemplified by the proposed new collector roadway along Seaway Drive—which due to its abutment to a challenging topographical layout—will require further study to first discern its feasibility, followed by its desired lane configuration and alignment.

All major roadway improvements that have potential for some or significant adverse environmental effects are subject to the Schedule ‘B’ or ‘C’ Municipal Class Environmental Assessment (EA) process as outlined in the 2023 amendment. This will allow the solution to be further refined through public and technical agency consultation and develop a design that addresses public concerns and mitigates potential environmental impacts. In general, Schedule ‘B’ EAs have the potential for adverse environmental impacts and can include improvements or minor expansions to existing facilities or new projects that are smaller in scale, whereas Schedule ‘C’ EAs are anticipated to have more sizeable environmental impacts and can include the construction of new facilities or major expansions to existing facilities. Roadway projects that are limited in scale (formerly classified as MCEA Schedule A or A+) such as rehabilitation works, minor reconstruction, or replacement of existing infrastructure are now exempt from the MCEA process.

4.10.3 Potential Funding Sources

Opportunities for funding transportation projects exist beyond the annual capital budget process through federal, provincial, and regional levels of government. The City should pursue these funding opportunities as they arise to help support the realization of the transportation vision within Welland. Funding opportunities appear intermittently, a number which the City of Welland may be eligible for. As such, it is important for the City of Welland to monitor funding opportunities as they become available to help support the fiscal demands necessitated by the recommendations documented in this TMP. Some potential funding sources include:

Federal

Investing in Canada Plan – The investment is a commitment to achieve three (3) primary objectives: (1) foster long-term economic growth through empowering the middle class; (2) create resilient communities and transition to a clean growth economy; and (3) support social inclusion and socio-economic prosperity for all Canadians. The fund has committed over \$95.6 billion in investments over five (5) streams including: public transit; green communities; social infrastructure; trade

and transportation; as well as rural and northern communities.

Canada Community–Building Fund (CCBF)

– The CCBF supports local infrastructure priorities by committing over \$2 billion per year to thousands of communities across Canada. The funding prioritizes 18 different project categories, with those most applicable to the TMP including: public transit, highways, short-line rails, as well as local roads and bridges. This fund was formerly known as the Gas Tax Fund.

Public Transit Program – Beginning in 2026/2027, the Government of Canada will be investing \$14.9 billion over eight (8) years to increase reliability, efficiency, affordability, and sustainability of public transit systems. The investment has three (3) priority streams including: rural transit solutions; zero emission transit; and active transportation.

Provincial

Infrastructure Ontario (IO) – The IO program is a loan program that provides long-term financing to municipalities, allowing for larger infrastructure undertakings such as road or bridge revitalizations. The loan program has helped over \$18 billion in infrastructure investments across Ontario since its inception.

Regional

Capital Budgeting Process – Proposed infrastructure improvements along regional corridors should be funded through the Niagara Region’s capital budget.

Local

Development Charges – Funding for transportation infrastructure projects and transit has been identified in the City’s Development Charges Background Study (2022). The City may attempt to recover capital cost expenditures under the provincial legislation to ensure that future growth within Welland is well accommodated.

Capital Budgeting Process – Local infrastructure projects, among other items, are identified on an annual basis through the capital budgeting process.

4.10.4 Implementation Plan

The recommendations, timelines, and associated costs for the TMP recommendations are summarized in Table 4.4.

Table 4.3 – TMP Costing and Implementation

ID	Action Item	Location	Description	Implementation	Total Improvement Cost	Responsibility
P-1	Adopt Proposed Roadway Classifications	City-Wide	Update Schedule E in the Official Plan (OP)	Short-Term (Prior to 2031)	-	City
P-2	Adopt Vision Zero Strategy	City-Wide	Implement Vision Zero Strategy	Short-Term (Prior to 2031)	-	City
P-3	Adopt 40km/hr Default Speed Limit	City-Wide	Implement 40km/hr default speed limit along local and minor collector roadways	Short-Term (Prior to 2031)	\$218k	City
P-4	Adopt Revised Traffic Calming Policy	City-Wide	Implement Revised Traffic Calming Policy	Short-Term (Prior to 2031)	-	City
P-5	Adopt Proposed Goods Movement Network	City-Wide	Provide restrictive truck route signage in planned subdivisions.	Short-Term (Prior to 2031)	\$34k	Developer
AT-3	Add Conventional Bicycle Lane	Niagara Street	Mill Street to Riverbank Street (pavement markings and signage only)	Short-Term (Prior to 2031)	\$5k	Region
C-1	Undertake Intersection Control Study	Quaker Road & Rice Road	Evaluate suitable intersection design solutions.	Short-Term (Prior to 2031)	\$20k	Region
C-2	Undertake Intersection Control Study	Quaker Road & First Avenue	Evaluate suitable intersection design solutions.	Short-Term (Prior to 2031)	\$20k	City
C-3	Mode of Control Improvements	Quaker Road & Rice Road	Implement traffic signal or roundabout.	Short-Term (Prior to 2031)	\$1m – \$1.2m	Region
C-4	Mode of Control Improvements	Quaker Road & First Avenue	Implement traffic signal or roundabout.	Short-Term (Prior to 2031)	\$1m – \$1.2m	City
C-5	Intersection Improvements	Ontario Road & Canal Bank Street	Reconfigure intersection to improve lane alignment and operations (pavement markings only)	Short-Term (Prior to 2031)	\$5k	City
C-6	Improve Left-Turn Lane Storage Length	King Street & Lincoln Street	Extend westbound auxiliary left-turn lane storage length (pavement markings only)	Short-Term (Prior to 2031)	\$5k	City
C-7	Undertake Lincoln Corridor Improvement Study	Between King Street and Southworth Street	Evaluate corridor design solutions to alleviate future capacity constraints	Short-Term (Prior to 2031)	\$60k	City
C-8	Lincoln Street Corridor Improvement	Between King Street and Southworth Street	Implement geometric and traffic control recommendations from study	Medium-Term (2031 to 2036)	TBD	City
AT-1	Provide Shared Cycling Facility (Signed Bike Route and Sharrows)	Hagar Street	Approximately 90 metres west of Empire Street to Wellington Street (pavement markings and signage)	Medium-Term (2031 to 2036)	\$5k	City
AT-2	Provide Shared Cycling Facility (Signed Bike Route and Sharrows)	River Road	Primeway Drive to northern limit (pavement markings and signage)	Medium-Term (2031 to 2036)	\$5k	City
C-9	Add Left-Turn Lane	Wellington Street & East Main Street	Implement northbound auxiliary left-turn lane (geometric improvements)	Medium-Term (2031 to 2036)	\$450k	City/Region
C-10	Add centre two-way left-turn lane	Quaker Road from Clare Avenue to Niagara Street	Three-lane major collector with cycling facility	Medium-Term (2031 to 2036)	\$12.5m	Developer
C-11	Construction of new Collector Road east of Seaway Mall	New Roadway from Woodlawn Road to Towpath Road	Two-lane major collector with cycling facility	Long-Term (Beyond 2036)	\$16.5m	Developer
C-12	Construction of Downs Drive Extension	New Roadway from Ross Street to Atlas Avenue	Two-lane major collector with cycling facility. This will require a Schedule 'C' EA study.	Long-Term (Beyond 2036)	\$3.3m	City
C-13	Construction of Highway 406 Overpass	New Roadway from Brown Road to New Road Connection	Two-lane major collector with cycling facility. This will require a Schedule 'C' EA study.	Subject to Development*	TBD	Developer
C-14	Provide Intersection Improvements	Oxford Road & Brown Road/Atlas Avenue	Remove roadway misalignment and plan for Downs Drive Extension	Subject to Development*	\$1.3m	City
AT-4	Add Conventional Bicycle Lane	Webber Road	Colbeck Drive to Lincoln Street (pavement markings and signage only)	Subject to Bridge Reconstruction	\$5k	Region
AT-5	Add Conventional Bicycle Lane	Lincoln Street	Webber Road to Prince Charles Drive (pavement markings and signage only)	Subject to Bridge Reconstruction	\$11k	Region
AT-6	Add Conventional Bicycle Lane	Prince Charles Drive	Colbeck Drive to West Main Street (pavement markings and signage only)	Subject to Bridge Reconstruction	\$5k	Region

P: Policy Documents | AT: Active Transportation | C: Capital Improvements | *Subject to the development of the Hunters Pointe Lands | TBD: To Be Determined

4.10.5 Plan Monitoring and Updates

The City may wish to undertake a TMP monitoring program to track both the degree to which the TMP initiatives have been implemented, as well as their measured impact on mobility within Welland. The monitoring program focuses on key performance metrics as outlined in Table 4.4, which can be measured at

regular intervals through various data sources—some of which are collected externally and some of which will require data collection efforts by the City.

It is understood that as Welland continues to reach its full build-out, new realities will emerge that were not contemplated at the time this plan was being developed. It is for this reason that the

Table 4.4 – TMP Monitoring Strategy

Performance Metric	Data Source	Review Frequency
General		
Percentage of TMP implemented	TMP	Annually
Mobility Characteristics		
Collision data (i.e., frequency, severity, etc.)	NRPS	Annually
Commuting mode share	TTS	Five (5) Years
Average commute distance	TTS	Five (5) Years
Automobile ownership (number of vehicles per household)	TTS	Five (5) Years
Active Transportation		
Total kilometre length of cycling facility by class (i.e., shared, dedicated, etc.)	Capital Program	Annually
Total kilometre length of pedestrian accommodation by class (i.e., sidewalk, multi-use trail, etc.)	Capital Program	Annually
Number of sidewalk gaps or accessibility barriers within the pedestrian network.	Capital Program	Annually
Transit		
Transit ridership data	NRT	Annually
Transit scheduling and service hours	NRT	Annually
Total kilometre length of transit routes	NRT	Annually
Percentage of fully accessible transit stops	NRT	Annually
Goods Movement		
Total kilometre length of designated truck routes	Capital Program	Annually
Number of truck route violations	NRPS	Annually

NRPS: Niagara Regional Police Service | TTS: Transportation Tomorrow Survey | NRT: Niagara Region Transit

TMP is a **Living Document**, and as such should be reviewed at recurring intervals to ensure that the assumptions and projections utilized in the TMP remain relevant. The MCEA process recommends a review of master plans every five (5) years.

DRAFT

Stakeholder Meeting #1 Directory

Type	Contact	Title	Organization	Stakeholder Meeting #1 Attendance
Emergency Services	Mathieu Lemay	GIS Analyst	Niagara Regional Police	No Response
Emergency Services	Adam Eckhart	Fire Chief	Welland Fire and Emergency Services	Participate virtually when available
Interest Group	Caroline Bourque-Wiley	Manager, Communications	Niagara Health System	No Response
North Welland Improvement Area	Alanna Galeota	Treasurer	Seaway Mall	Yes
Rail	Jackie Sapp	Manager of Public Works	Canadian National Railway	No Response
Transit Advisory Committee	Aldo Parrotta	Member	Transit Advisory Committee	Yes
Truck and Goods Movement	Christine Wolverton	Wolverton Transport & Logistics Inc.	Wolverton Transport & Logistics Inc.	Yes
Welland Downtown Business Improvement Area	Alexis Higginbotham	President		Yes
Accessibility Committee	Jonathan Cecelli	Vice Chair	Accessibility Advisory Committee	Yes
Student Bussing	Mark Doyle	Assistant Director	Niagara Student Transportation Services (NSTS)	Yes
Infrastructure Services, Engineering	Livia McEachern	Manager of Engineering	City of Welland	Yes
Planning and Development Services	Tara O'Toole	Development Planning Supervisor	City of Welland	Yes
Planning and Development Services	Ali Khan	Manager, Traffic/Parking/ Bylaws	City of Welland	Yes
Community Services	Craig Bowery	Supervisor of Parks and Forestry	City of Welland	Yes
Transit	Edward Zahra	Manager of Transit	City of Welland	No Response
Regional Municipality	Maged Elmadhoon	Manager, Transportation Planning	Niagara Region, Public Works - Transportation Planning	Yes
Regional Municipality	Waad Siyam	Project Manager	Niagara Region, Public Works - Transportation Planning	Yes
Planning Division	Taylor Meadows	Development Planner	City of Welland	Yes
Community Services	Dave Steven	Supervisor of Infrastructure	City of Welland	Yes

Stakeholder Meeting #2 Directory

Type	Contact	Title	Organization	Stakeholder Meeting #2 Attendance
Emergency Services	Adam Eckhart	Fire Chief	Welland Fire and Emergency Services	No Response
North Welland Improvement Area	Alanna Galeota	Treasurer	Seaway Mall	No Response
Rail	Jackie Sapp	Manager of Public Works	Canadian National Railway	Declined
Transit Advisory Committee	Aldo Parrotta	Member	Transit Advisory Committee	No Response
Truck and Goods Movement	Christine Wolverton	Wolverton Transport & Logistics Inc.	Wolverton Transport & Logistics Inc.	No Response
Welland Downtown Business Improvement Area	Alexis Higginbotham	President		Declined
Student Bussing	Mark Doyle	Assistant Director	Niagara Student Transportation Services (NSTS)	Yes
Infrastructure Services, Engineering	Livia McEachern	Manager of Engineering	City of Welland	Yes
Planning and Development Services	Ali Khan	Manager, Traffic/Parking/Bylaws	City of Welland	Yes
Regional Municipality	Maged Elmadhoon	Manager Transportation Planning	Niagara Region, Public Works - Transportation Planning	Tentative
Regional Municipality	Waad Siyam	Project Manager	Niagara Region, Public Works - Transportation Planning	Yes
Planning Division	Taylor Meadows	Development Planner	City of Welland	No Response
Community Services	Dave Steven	Supervisor of Infrastructure	City of Welland	No Response
Interest Group	Harpreet Bassi	Vice President, Strategy, Planning and Engagement	Niagara Health System	No Response
Accessibility Committee	Ather Shabbar		Welland Accessibility Advisory Committee	Yes
Interest Group	Barb Evans		Niagara Health System	Yes



Transportation Master Plan Study

Public Information Centre #1 Summary Report

Final

April 19, 2023





Transportation Master Plan Study

Public Information Centre #1 Summary Report Final

City of Welland

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RVA 226408

April 19, 2023

City of Welland TMP PIC #1 Summary Report

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1.0 Introduction

The City of Welland is a municipality in southern Ontario that resides within the Region of Niagara. The City boundary provides direct connection to many other municipalities within the Region, including the City of Thorold, the Town of Pelham, the Township of Wainfleet, the City of Port Colborne, and the City of Niagara Falls. There are approximately 56,000 residents currently living in Welland, with this number expected to increase to 83,000 by 2051. Furthermore, the City is anticipating substantial growth in industry, with the employment population anticipated to grow by 60% by 2051. To ensure that the City's transportation network is prepared for this demand, a Transportation Master Plan (TMP) study is being undertaken.

The purpose of the study is to create a guiding document that identifies key mobility issues within the City and outlines potential improvements for active transportation, accessibility, network connectivity, and multi-modal integration. By identifying key growth areas and existing capacity constraints, the TMP will enable the City to identify environmentally responsible infrastructure needs and opportunities, while considering the cost-effectiveness of each alternative.

As the TMP addresses Phase 1 and Phase 2 of the Municipal Class Environmental Assessment (MCEA) process, two (2) public information centres are being held as part of the study. The public consultation seeks to ensure that the diverse interests and needs of all road users, business owners, and community residents, can be considered for the final recommendations.

1.1 Public Information Center

The first Public Information Centre (PIC) was held on February 1st, 2023, in the Community Room at City Hall from 6:00pm to 8:00pm. The format of the PIC was an informal "Open House", with materials pertaining to the study on display for the public to view. Members of the project team, which included staff from the City of Welland and R.V. Anderson Associates Limited, were present to discuss the projects and concerns brought forwards by the attendees.

2.0 Stakeholders and Notification

In accordance with the MCEA process, notification to the public and stakeholders is required for public consultation. Notification of the PIC was provided through various avenues, as outlined below:

- **General Public**
 - Notice advertised on the Welland Tribune on January 19th and January 26th, 2023.
 - Notice posted on the City of Welland website on January 19th and January 26th, 2023.
- **Project Mailing List (Technical Agencies, Local Interest Groups, Indigenous Communities, and other parties who previously submitted comments or indicated interests in the project)**
 - Email containing the notice and details of PIC #1 sent on January 19th, 2023.

Refer to **Appendix 1** for copies of the published notifications and project mailing list.

3.0 Consultation Material

The purpose of the first PIC was to outline the details of the TMP study, and to receive input from the public on the key issues and constraints from a mobility perspective within the City.

The display boards exhibited at the first PIC are included in **Appendix 2**, and presented information on the following study components:

- | | |
|-------------------------|--|
| • Purpose of the TMP | • Potential Growth Areas |
| • Purpose of PIC #1 | • Region Network Improvements as per Region TMP (2017) |
| • Study Area | • Existing and Planned Active Transportation Network as per Community Trails Plan (2021) |
| • MCEA Process | |
| • Existing Road Network | • Next Steps |

In addition to the display materials outlined above, a 36" x 48" aerial display of the City of Welland was erected, which allowed meeting attendees to provide their input for specific

areas and/or corridors throughout the City. An image of the final display can be found in **Appendix 3**, complimented by a detailed list of the included comments.

Printed handout booklets containing the display material were provided to the attendees and digital copies of the display boards were made available on the City's website following the PIC.

4.0 Participation and Comment Summary

Attendees were requested to sign-in upon arrival at the PIC. Based on the information provided on the sign-in sheet, there were a total of 11 attendees, which included representation from the Niagara Region, Sunflower Cycling, Niagara Trail Maintenance Association (NTMA), Community Living Welland Pelham, City Council, and community residents.

Meeting attendees were encouraged to provide comments and feedback on the materials presented and the study in general. Comment forms were provided for attendees to complete. A total of six (6) comment forms were completed for the first PIC, with some additional feedback being provided through email. All of the comment forms and additional feedback are provided in **Appendix 3**.

A French language comment sheet was provided on the EngageWelland website, but no comments were received within the feedback period; this comment form is provided in **Appendix 3**.

4.1 Accommodation of Various Road Users

The responses showed a general consensus that there is ample room for cycling improvement within the City; more specifically, residents would like to see dedicated cycling facilities in the downtown area, as the existing bike lanes are discontinuous, unmarked, and/or not respected by drivers. According to the comments received, the lack of cyclist accommodation results in cyclists using the sidewalks, which can often result in hazardous walking and cycling conditions, as well as drivers being unsuspecting of oncoming cyclists. Furthermore, the responses noted that the community would like to see improved signage in the downtown area and along the canal paths for cyclists, as the lack of signage makes the cycling network less navigable.

A key corridor identified by respondents for improved accommodation of various modes was East Main Street, with other locations identified for signage improvements including Woodlawn Road at the Merritt Island, as well as Lincoln Street.

After the in-person PIC, a number of responses were received through email, all of which regarded the proposed trail between First Avenue and Page Drive, south of Cedar Park Drive. This recommendation was included *Community Trails Strategy Report (2021)*, and is identified as a short-term off-road trail. The responses received through email express concern with the recommended trail as it relates to wildlife protection, privacy, cost, practicality, and maintenance.

4.2 Areas with Excessive Driver Operating Speeds

East Main Street was identified by multiple responses as a corridor where operating speeds are excessive, with some responses indicating that speeding is a recurring issue throughout the whole City. Additional corridors that were identified were Canal Bank Street and King Street.

Some remedies that were recommended by respondents include traffic calming measures (i.e., speed bumps) in school zones or areas near parks, actuated traffic signals (signals that operate based on detection rather than fixed time), and reduced lane widths.

4.3 Intersections or Corridors with Operational Issues

Various corridors and intersections were identified by respondents as experiencing operational issues. These locations are listed below:

Corridors

- Thorold Road
- Rice Road
- Prince Charles Drive
- Niagara Street
- Woodlawn Road
- Ontario Road
- East Main Street
- Niagara Street
- Division Street

Intersections

- Townline Tunnel Road & Canal Road
- East Main Street & King Street
- All intersections & Niagara Street

4.4 New Road or Bridge Connections

Multiple residents expressed interest in providing improved multi-modal infrastructure along the Welland Canal Trail (Merritt Island). In addition, the responses showed significant interest in connecting the Welland Canal Trail to the existing network through dedicated cycling facilities and a bridge connection at the north end of Merritt Island.

Additional responses showed concern with the amount of intensification near Dain City and the City in general.

4.5 Other Issues or Opportunities

While the responses did not indicate specific issues, the transportation opportunities outlined by the attendees are as follows:

- Improved connectivity between municipalities for cyclists;
- Share the road partnership;
- Mountain biking trails;
- More dedicated cycling facilities;
- Secure bike storage areas;
- Improved multi-modal facilities in the downtown area; and
- Provide signage that identifies parks, as there are multiple parks that are currently identified.

5.0 Conclusions and Next Steps

The PIC provided an introduction of the project to the community and provided an opportunity for interested parties to provide their input. Comments on the various topics were received, with a number of trends becoming evident. Some of these trends are as follows:

- a. Respondents would like to see enhanced cycling infrastructure, preferably dedicated facilities, in the downtown core, along the Welland Canal Trail (Merritt Island), and along intermunicipal routes. Respondents would also like to see more secure bike storage throughout the City.
- b. Respondents would like to see enhanced multi-modal accommodation in the downtown area, as many pedestrians and cyclists do not feel safe with the existing infrastructure.
- c. Respondents feel there is significant opportunity to improve signage and safety for cyclists in the downtown area (specifically East Main Street) and near the Welland Canal Trail (Merritt Island).
- d. East Main Street is a concern for many respondents, as drivers are operating at excessive speeds and not respecting cyclists or pedestrians.
- e. There are a number of corridors and intersections, mostly throughout the centralized area of the City, that have been identified for exhibiting operational issues (congestion, safety, etc.) by respondents.
- f. Respondents expressed concern regarding the proposed trail that travels between First Avenue and Page Drive, south of Cedar Park Drive, with the primary concerns being wildlife protection, privacy, cost, practicality, and maintenance.

All comments received during the first PIC, as well as comments received after the first PIC via email, will be considered by the project team as alternatives for an improved transportation network are developed and evaluated.

5.1 Public Information Centre (#2)

The next PIC will be held in Spring/Summer 2023. The purpose of the second PIC will be to present the existing and future operational concerns from a traffic perspective, and to obtain further comments on localized transportation issues, overall network gaps, and desirable transportation outcomes for the City's network.

Items to consider for the format of the second PIC, based on the comments received, include:

- Use of the "Open House" format again.
- Provide enhanced online avenues (i.e., an interactive map that allows users to provide input on localized transportation concerns).
- Remind residents that the project resources are available on EngageWelland.
- Include information from the recently completed *Trails Strategy Plan (2021)* again, as it allows attendees to reference the existing trail recommendations within the City.

A Project File Report will be prepared following the second PIC incorporating comments received from stakeholders. The report will be made available to the public for review in accordance with the requirements of the Municipal Class Environmental Assessment.

APPENDIX 1

NOTIFICATION MATERIAL



APPENDIX 1-1

Notices

City on the Move Transportation Master Plan

Notice of Public Information Centre #1

The Study

The City of Welland is developing a Transportation Master Plan (TMP), City on the Move, to provide the City with long-term road network and active transportation strategies that will support both existing needs, and accommodate further projected population and employment growth.

The Master Plan will aim to:

- Connect residential, commercial, and industrial areas.
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Promote links to areas of growth, neighbouring municipalities, and key transport corridors.
- Update and create transportation policies to support community vision.
- Update transportation section and schedules within the City Official Plan.
- Create a capital plan to meet the City's future transportation needs.

The study is being conducted in accordance with the requirements of Master Plan Approach #1 of the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011 and 2015), which is an approved process under the Environmental Assessment Act. This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

Public Information Centre #1

We invite you to participate in the first of two Public Information Centres (PIC) to be held as part of the TMP. The

purpose of this PIC is to present and obtain information on the key issues, opportunities and constraints that will be considered in the development of the TMP. The PIC will be held as an informal "Open House" format with materials pertaining to the study on display and members of the project team on hand to answer questions and discuss issues related to the project.

▪ **Date:** Wednesday, February 1, 2023

▪ **Time:** 6 p.m. to 8 p.m.

▪ **Location:** Welland City Hall
Community Room
60 E Main St, Welland, ON L3B 3X4

For More Information

For any questions or comments, or to be added to or removed from the study mailing list, please contact:

Livia McEachern, P. Eng.

Manager of Engineering
Infrastructure Services
Corporation of the City of Welland
60 East Main Street
Welland, ON L3B 3X4
905-735-1700 x2208
livia.mceachern@welland.ca

Connor MacIsaac, EPt, ENV SP

Environmental Planner,
EA & Approv Transportation
R.V. Anderson Associates Limited
43 Church Street, Suite 104
St. Catharines, ON L2R 7E1
905.685.5049 x4218
cmacisaac@rvanderson.com

This notice was first issued January 19, 2023.

*Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record.



City on the Move

Transportation Master Plan

Notice of Public Information Centre #1

The Study

The City of Welland is developing a Transportation Master Plan (TMP), City on the Move, to provide the City with long-term road network and active transportation strategies that will support both existing needs, and accommodate further projected population and employment growth.

The Master Plan will aim to:

- Connect residential, commercial, and industrial areas.
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Promote links to areas of growth, neighbouring municipalities, and key transport corridors.
- Update and create transportation policies to support community vision.
- Update transportation section and schedules within the City Official Plan.
- Create a capital plan to meet the City's future transportation needs.

The study is being conducted in accordance with the requirements of Master Plan Approach #1 of the *Municipal Class Environmental Assessment* (October 2000, amended in 2007, 2011 and 2015), which is an approved process under the *Environmental Assessment Act*. This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

Public Information Centre #1

We invite you to participate in the first of two **Public Information Centres (PIC)** to be held as part of the TMP. The purpose of this PIC is to present and obtain information on the key issues, opportunities and constraints that will be considered in the development of the TMP. The PIC will be held as an informal "Open House" format with materials pertaining to the study on display and members of the project team on hand to answer questions and discuss issues related to the project.

Date: Wednesday, February 1st, 2023

Time: 6:00 to 8:00 pm

Location: Welland City Hall - Community Room, 60 E Main St, Welland, ON L3B 3X4

For More Information

For any questions or comments, or to be added to or removed from the study mailing list, please contact:

Livia McEachern, P. Eng.
Manager of Engineering
Infrastructure Services
Corporation of the City of Welland
60 East Main Street,
Welland, ON L3B 3X4
905-735-1700 Ext. 2208
livia.mceachern@welland.ca

Connor MacIsaac, EPT, ENV SP
Environmental Planner, EA & Approvals
Transportation
R.V. Anderson Associates Limited
43 Church Street, Suite 104
St. Catharines, ON L2R 7E1
905.685.5049 x 4218
cmacisaac@rvanderson.com

This notice was first issued January 19th, 2023.

*Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record.



From: Connor MacIsaac
Sent: January 19, 2023 10:13 AM
Cc: Livia McEachern
Subject: City of Welland Transportation Master Plan – City on the Move: Notice of Public Information Centre #1
Attachments: RVA226408-CityofWelland-TMP-Notice of PIC 1_vf.pdf

Dear Sir/Madam,

On behalf of the City of Welland, please find attached the Notice of Public Information Centre (PIC) #1 for the **City of Welland Transportation Master Plan (TMP), City on the Move**. The purpose of the first PIC will be to present preliminary information on the project and to receive input on the key opportunities and existing deficiencies in the City's transportation network that will be considered in the development of the TMP recommendations.

The PIC will be held as an informal "Open House" format with materials pertaining to the study on display and members of the project team on hand to answer questions and discuss issues related to the project. The details of the PIC are below:

Date: Wednesday, February 1st, 2023
Time: 6:00 to 8:00 pm
Location: Welland City Hall - Community Room, 60
E Main St, Welland, ON L3B 3X4

Please visit the project webpage at [City on the Move - Transportation Master Plan Study | Engage Welland](#), or contact the project team members listed on the attached notice for further information on the PIC or this project in general.

Regards,



Connor MacIsaac, ENV SP, EPT

ENVIRONMENTAL PLANNER, EA & APPROVALS, TRANSPORTATION

t 905 685 5049 ext. 4218

a 43 Church Street, Suite 104, St. Catharines, ON L2R 7E1



APPENDIX 1-2

Technical Agency Stakeholder List

Welland Transportation Master Plan

Technical Agency Stakeholder Contact List

Contact	Title	Organization	Date Added to List	Date Removed from List	Notice of Study (date sent)	Notice of PIC #1 (date sent)
Federal Agencies						
Don Rocco	Supervisor	Canada Post			08-Sep-22	19-Jan-23
Andrew Carrigan	Delivery Services Officer	Canada Post			08-Sep-22	19-Jan-23
McNeely, Michael	Regional Director, Surface	Transport Canada			08-Sep-22	19-Jan-23
Anjata Puvananathan	Regional Director	Canadian Environmental Assessment Agency			08-Sep-22	19-Jan-23
Brent Valere	Senior Fisheries Protection Program Biologist	Department of Fisheries, Oceans and the Canadian Coast Guard			08-Sep-22	19-Jan-23
Dale Nicholson	Regional Director	Department of Fisheries, Oceans and the Canadian	09-Sep-22		19-Sep-22	19-Jan-23
Cheyenne Loon	Senior Environmental Advisor	Department of Indigenous and Northern Affairs		08-Sep-22	08-Sep-22	
Shannon Doyle	Regional Manager, Lands	Department of Indigenous and Northern Affairs			08-Sep-22	19-Jan-23
John Schmied	Sr. Information Officer	Department of Indigenous and Northern Affairs			08-Sep-22	19-Jan-23
Monique Forget	Senior Claims Analyst	Department of Indigenous and Northern Affairs			08-Sep-22	19-Jan-23
Pauline Haarmeyer	Senior Land Negotiations Officer	Department of Indigenous and Northern Affairs			08-Sep-22	19-Jan-23
Rob Dobos	Manager	Environment Canada		19-Jan-23	08-Sep-22	19-Jan-23
Alex Sirianni	Acting Manager, Program Delivery	Federal Economic Development Agency for Southern Ontario			08-Sep-22	19-Jan-23
Kitty Ma	Regional Environmental Health Assessment	Health Canada			08-Sep-22	19-Jan-23
Indigenous Communities						
		Haudenosaunee Confederacy Chiefs Council			08-Sep-22	
General Contact		Haundenosaunee Development Institute	19-Jan-23			19-Jan-23
Fawn Sault	Consultation Coordinator, Department of Consultation and Accommodation	Mississaugas of the New Credit First Nation		08-Sep-22	08-Sep-22	
Abby La Forme	Acting Consultation Coordinator	Mississaugas of the Credit First Nation	08-Sep-22		19-Sep-22	19-Jan-23
Mark La Forme	Consultation Director	Mississaugas of the Credit First Nation	08-Sep-22		19-Sep-22	19-Jan-23
Chief Stacey LaForme	Chief	Mississaugas of the New Credit First Nation			08-Sep-22	19-Jan-23
Robbin Vanstone	Consultation Supervisor	Six Nations of the Grand River			08-Sep-22	19-Jan-23
Chief Ava Hill	Chief	Six Nations of the Grand River			08-Sep-22	19-Jan-23
CHIEF MARK B. HILL	Chief	Six Nations of the Grand River	19-Jan-23			19-Jan-23
Robbin Vanstone	Lands and Resources	Six Nations of the Grand River	19-Jan-23			19-Jan-23
Lenny Bomberny	Director of Lands and Resources	Six Nations of the Grand River			08-Sep-22	19-Jan-23
Interest and Stakeholder Groups						
Caroline Bourque-Wiley	Manager, Communications	Niagara Health System		19-Jan-23	08-Sep-22	19-Jan-23
Harpreet Bassi	Vice President, Strategy, Planning and Engagement	Niagara Health System	19-Jan-23			19-Jan-23
Ed Lucchetta	President	Niagara Home Builders Association			08-Sep-22	19-Jan-23
Kelly Jones	Chair	Board of Management			08-Sep-22	19-Jan-23
Alexis Higginbotham	President				08-Sep-22	19-Jan-23
John Clark	Chair	Board of Management			08-Sep-22	19-Jan-23
Alanna Galeota	Treasurer, Seaway Mall	Doral Holdings Limited	20-Sep-22			19-Jan-23
Cassie Kelly	Manager of Engineering	St. Lawrence Seaway			08-Sep-22	19-Jan-23
Elected Officials						
Adam Moote	Ward One Councillor	City of Welland			08-Sep-22	
Mary Ann Grimaldi	Ward One Councillor	City of Welland			08-Sep-22	
David McLeod	Ward Two Councillor	City of Welland			08-Sep-22	
Leo Van Vliet	Ward Two Councillor	City of Welland			08-Sep-22	
John Chiochio	Ward Three Councillor	City of Welland			08-Sep-22	

Contact	Title	Organization	Date Added to List	Date Removed from List	Notice of Study (date sent)	Notice of PIC #1 (date sent)
Sharmila Setaram	Ward Three Councillor	City of Welland	19-Jan-23			
Bryan Green	Ward Four Councillor	City of Welland			08-Sep-22	
Tony Dimarco	Ward Four Councillor	City of Welland			08-Sep-22	
Claudette Richard	Ward Five Councillor	City of Welland			08-Sep-22	
Graham Speck	Ward Five Councillor	City of Welland			08-Sep-22	
Bonnie Fokkens	Ward Six Councillor	City of Welland			08-Sep-22	
Jamie Lee	Ward Six Councillor	City of Welland	19-Jan-23		08-Sep-22	
Frank Campion	Mayor - City of Welland	Niagara Region			08-Sep-22	
Pat Chicchio	Councillor	Niagara Region			08-Sep-22	
Leanna Vilella	Councillor	Niagara Region			08-Sep-22	
Municipal Departments, Committees and Services						
Clerk Bill Matson	Municipal Clerk	City of Niagara Falls			08-Sep-22	19-Jan-23
Mathew Bilodeau	Manager of Transportation Engineering	City of Niagara Falls			08-Sep-22	19-Jan-23
Sean Dunsmore	Manager of Engineering	City of Thorold			08-Sep-22	19-Jan-23
Clerk Donna Delvecchio	Municipal Clerk	City of Thorold			08-Sep-22	19-Jan-23
Sherri-Marie Millar	Director of Infrastructure Services	City of Welland			08-Sep-22	19-Jan-23
Livia McEachern	Manager of Engineering	City of Welland			08-Sep-22	19-Jan-23
Samantha McCauley	Senior Project Manager - Development	City of Welland			08-Sep-22	19-Jan-23
Matthew Main	Infrastructure and Asset Manager	City of Welland			08-Sep-22	19-Jan-23
Clerk Tara Stephens	Municipal Clerk	City of Welland		20-Jan-23	08-Sep-22	19-Jan-23
Nicolas Aiello	Policy Planner	City of Welland			08-Sep-22	19-Jan-23
Clerk Ann-Marie Norio	Regional Clerk	Niagara Region			08-Sep-22	19-Jan-23
Jason Marr	Director of Public Works	Town of Pelham			08-Sep-22	19-Jan-23
Clerk Nancy Bozzato	Municipal Clerk	Town of Pelham			08-Sep-22	19-Jan-23
Christopher Kalimootoo	Director of Public Works	Town of Port Colborne		08-Sep-22	08-Sep-22	
Janice Peyton		Town of Port Colborne	08-Sep-22		19-Sep-22	19-Jan-23
Clerk Nicole Rubli	Municipal Clerk	Town of Pelham			08-Sep-22	19-Jan-23
Carolyn Ryall	Director, Transportation Services	Niagara Region		19-Jan-23	08-Sep-22	19-Jan-23
Joe Tonellato	Director, Water and Wastewater Services	Niagara Region			08-Sep-22	19-Jan-23
Sulaf Alkarawi	Associate Director – Transportation Systems and Planning	Niagara Region		19-Jan-23	08-Sep-22	
Scott Fraser	Associate Director – Transportation Systems and Planning	Niagara Region	09-Jan-23			19-Jan-23
	Garbage and Recycling Collection	Niagara Region			08-Sep-22	19-Jan-23
Jennifer Wilson	Garbage and Recycling Collection	Niagara Region			08-Sep-22	19-Jan-23
Maged Elmadhoon	Manager, Transportation Planning	Niagara Region				
Wadd Siyam	Transportation Planning	Niagara Region	08-Sep-22		08-Sep-22	19-Jan-23
Rachelle Larocque	Manager of Planning	City of Welland		25-Aug-22		
Tara O'Toole	Development Planning Supervisor	City of Welland		19-Jan-23	08-Sep-22	19-Jan-23
Taylor Meadows	Acting, Development Planning Supervisor	City of Welland	19-Jan-23			19-Jan-23
Grant Munday	Director Planning and Development Services	City of Welland			08-Sep-22	19-Jan-23
Ali Khan	Manager, Traffic/Parking/ Bylaws	City of Welland			08-Sep-22	19-Jan-23
Craig Bowery	Supervisor of Parks and Forestry	City of Welland	07-Nov-22			19-Jan-23
Dave Steven	Supervisor of Parks, Sports Fields, Open Spaces & Cemeteries	City of Welland				19-Jan-23
Rob Axiak	Director of Community Services	City of Welland			08-Sep-22	19-Jan-23
Aldo Parrotta	Member	Committee	03-Oct-22			19-Jan-23
Fraser Mowat	Staff Liaison but committee is empty, Customer Service Clerks	Committee			08-Sep-22	19-Jan-23
Jack Tosta	Staff Liaison, Chief Building Official	Committee			08-Sep-22	19-Jan-23
Kathleen Adams	Chair	Committee			08-Sep-22	19-Jan-23
Jonathan Cecelli	Vice Chair	Committee			08-Sep-22	19-Jan-23
Lina DeChellis	Manager, Economic Development	City of Welland			08-Sep-22	19-Jan-23
Provincial Ministries, Agencies and Departments (Including Conservation Authorities)						

Contact	Title	Organization	Date Added to List	Date Removed from List	Notice of Study (date sent)	Notice of PIC #1 (date sent)
Lisa Myslicki	Environmental Advisor	Infrastructure Ontario		08-Sep-22	08-Sep-22	
Colleen Fitzgerald-Hubbell	Director	Ministry of Agriculture, Food and Rural Affairs, Environmental Management Branch			08-Sep-22	19-Jan-23
Adam Redish	Assistant Deputy Minister	Ministry of Economic Development, Employment and Infrastructure, Infrastructure Policy Division			08-Sep-22	19-Jan-23
Anika Rasheed	Senior Policy & Strategic Advisor	Ministry of Indigenous Affairs			08-Sep-22	19-Jan-23
Bill Friend		Ministry of Labour			08-Sep-22	19-Jan-23
Alex Earthy	Senior Housing Advisor	Ministry of Municipal Affairs and Housing			08-Sep-22	19-Jan-23
Tammy Verhaeghe	District Manager	Ministry of Natural Resources and Forestry, Guelph District			08-Sep-22	19-Jan-23
David Marriott	District Planner	Ministry of Natural Resources and Forestry, Guelph District			08-Sep-22	19-Jan-23
Kingsley Laurin	Director	Ministry of the Attorney General, Aboriginal Justice Division		08-Sep-22	08-Sep-22	
Sylvain Campbell	Provincial Officer, Niagara District Office	Ministry of the Environment, Conservation & Parks, Niagara District Office		08-Sep-22	08-Sep-22	
	EA Notification	Ministry of the Environment, Conservation & Parks, Niagara District Office			08-Sep-22	19-Jan-23
Michael Spencer	Surface Water Group Leader	Ministry of the Environment, Conservation & Parks, West Central Region			08-Sep-22	19-Jan-23
Barb Slattery	EA/Planning Coordinator	Ministry of the Environment, Conservation & Parks, West Central Region		08-Sep-22	08-Sep-22	
Joan Del Villar Cuicas	Regional Environmental Planner	Ministry of the Environment, Conservation and Parks (MECP)	09-Sep-22			19-Jan-23
Jennifer Hay	Regional Advisor	Ministry of Tourism, Culture and Sport			08-Sep-22	19-Jan-23
Jonathan Boone	Head - Construction and Engineering	Ministry of Transportation			08-Sep-22	19-Jan-23
Shawn Aurini	Head Corridor Management (West)	Ministry of Transportation	08-Sep-22		19-Sep-22	19-Jan-23
Teepu Khawja	Regional Director - Central Region	Ministry of Transportation, Central Region Office			08-Sep-22	19-Jan-23
Glenn Dunphy	Regional Manager	Ministry of Transportation, Regional			08-Sep-22	19-Jan-23
Marcelo Gruosso	Senior Director	Niagara Parks Commission, Engineering, Parking & Transportation			08-Sep-22	19-Jan-23
David Deluce	Manager, Plan Review & Regulations	Niagara Peninsula Conservation Authority			08-Sep-22	19-Jan-23
Natalie Green	Project Manager, Niagara River Remedial Action Plan	Niagara Peninsula Conservation Authority			08-Sep-22	19-Jan-23
Joshua Diamond	Water Quality Specialist	Niagara Peninsula Conservation Authority			08-Sep-22	19-Jan-23
Taran Lennard	Watershed Planner	Niagara Peninsula Conservation Authority			08-Sep-22	19-Jan-23
Mausam Duggal	National Director, Transportation Planning	WSP			08-Sep-22	19-Jan-23
Susan Murray	VP Communications and Operations	Friends of the Greenbelt			08-Sep-22	19-Jan-23
Kim Peters	Senior Strategic Advisor	Niagara Escarpment Commission			08-Sep-22	19-Jan-23
Rail, Goods Movement and Transit						
Paul Robinson	General Manager of Operations	Gio-Rail	08-Sep-22		08-Sep-22	
		Gio-Rail	19-Sep-22	19-Jan-23	19-Sep-22	19-Jan-23
Jackie Sapp	Manager of Public Works	Canadian National Railway			08-Sep-22	19-Jan-23
Edward Zahra	Manager of Transit	City of Welland		19-Jan-23	08-Sep-22	19-Jan-23

Contact	Title	Organization	Date Added to List	Date Removed from List	Notice of Study (date sent)	Notice of PIC #1 (date sent)
		Medi-Trans			08-Sep-22	19-Jan-23
		Niagara Chair-A-Van			08-Sep-22	19-Jan-23
Matt Robinson	Director, GO Implementation Office	Niagara Region			08-Sep-22	19-Jan-23
Scott Fraser	Transportation Lead, GO Implementation	Niagara Region		08-Jan-23	08-Sep-22	19-Jan-23
Ann Erb	Coordinator - Welland	Niagara Student Transportation Services	12-Sep-22		19-Sep-22	19-Jan-23
Mark Doyle	Assistant Director	Niagara Student Transportation Services (NSTS)	26-Sep-22			19-Jan-23
Heather Kyle		Niagara Student Transportation Services	12-Sep-22		19-Sep-22	19-Jan-23
Terri Capone		Niagara Student Transportation Services			08-Sep-22	19-Jan-23
Christine Wolverton	Wolverton Transport & Logistics Inc.	Canadian Niagara Power Inc. Planning			08-Sep-22	19-Jan-23
Utilities						
Bill McKenzie	Manager	Bell Canada, Niagara Implementation			08-Sep-22	19-Jan-23
Patrick Beaudoin	Engineer	Canadian Niagara Power Inc., Planning		20-Jan-23	08-Sep-22	19-Jan-23
Jeff Hoover	Engineering Supervisor	Canadian Niagara Power			08-Sep-22	19-Jan-23
John Pandykoski	System Project Planner	Cogeco Cable Hamilton/Niagara		08-Sep-22	08-Sep-22	
Chase Peterson		Cogeco Cable Inc.		08-Sep-22	08-Sep-22	
Derek Black	City of Welland Planner	Cogeco	19-Sep-22		19-Sep-22	19-Jan-23
Rhonda Nicholson		Enbridge Consumers Gas			08-Sep-22	19-Jan-23
Rob D'Onofrio	Planning and Design	Enbridge Gas Distribution Inc.			08-Sep-22	19-Jan-23
Ann Newman	Supervisor	Enbridge Pipelines Inc., Right-of-Way Services			08-Sep-22	19-Jan-23
Darlene Quilty	Planning Coordinator	MHBC Planning, Urban Design & Landscape Architecture			08-Sep-22	19-Jan-23
Kaitlin Webber	Planner	MHBC Planning, Urban Design & Landscape Architecture	21-Sep-22			19-Jan-23
Mark Kuhlmann	Construction Coordinator	Niagara Region Broadband Networks			08-Sep-22	19-Jan-23
Dean Norton	Advisor	Ontario Power Generation, Public Affairs and Property Management		08-Sep-22	08-Sep-22	
	Supervisor, Right of Way	Trans Canada Pipelines			08-Sep-22	19-Jan-23
Ian Chisholm	Maintenance Manager	TransCanada Pipelines, Maple/Niagara Facilities			08-Sep-22	19-Jan-23
Tom Wilga		Welland Hydro			08-Sep-22	19-Jan-23
Emergency Services						
Carol Taylor		Niagara Regional Police		08-Sep-22		
Mathieu Lemay	GIS Analyst	Niagara Regional Police		19-Jan-23	08-Sep-22	19-Jan-23
Adam Eckhart	Fire Chief	Welland Fire and Emergency Services			08-Sep-22	19-Jan-23
		Niagara Ambulance Communications			08-Sep-22	19-Jan-23
		Welland Fire and Emergency Services			08-Sep-22	19-Jan-23
Education						
Warren Hoshizaki	Director of Education (Busing?)	District School Board of Niagara			08-Sep-22	19-Jan-23
John Crocco	Director of Education & Secretary/Treasurer	Niagara Catholic District School Board		19-Jan-23	08-Sep-22	19-Jan-23
Camillo Cipriano	Director of Education	Niagara Catholic District School Board	19-Jan-23			19-Jan-23
Kathy Levinski	Manager, Plant Operations	Niagara Catholic District School Board			08-Sep-22	19-Jan-23

APPENDIX 2

PIC #1 DISPLAY MATERIALS





City of Welland Transportation Master Plan

City on the Move

Welcome

Public Information Centre #1

February 1, 2023

6:00 p.m. to 8:00 p.m.

PLEASE SIGN IN

Please review the materials and provide your comments on the sheets available, or online, by February 22, 2023.

Staff are available to answer your questions.



PEOPLE. PROJECTS. PLANET.
Innovative solutions for complex challenges



Platinum
member



Purpose of the Transportation Master Plan (TMP)

The TMP will provide the City with long-term (2051) transportation strategies to support existing and further transportation needs. Specific goals are to:

- Connect residential, commercial, and industrial areas.
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Promote links to areas of growth, neighbouring municipalities, and key transport corridors.
- Update and create transportation policies to support community vision.
- Update transportation section and schedules within the City Official Plan.
- Create a capital plan to meet the City's future transportation needs.



Purpose of the PIC # 1

Based on feedback from the first stakeholder working group meeting, opportunities to improve the City's transportation network include:

- Improving connectivity for vehicles and cyclists to Dain City, regional roads, and adjacent municipalities (Pelham);
- Improving accessibility and number of sidewalks;
- Improving capacity, accessibility, and operations at key intersections in response to ongoing growth; and
- Reducing traffic speeds in areas where sidewalks and / or dedicated cyclist facilities are not provided.

The purpose of this PIC is to present and obtain comments on the key opportunities and existing deficiencies in the City's transportation network.

Study Area

The TMP will review, assess and develop recommendations for City-owned transportation facilities (Roads, Bridges, Trails and Multi-Use Paths).

The TMP will supplement improvements to infrastructure that the City does not own, such as:

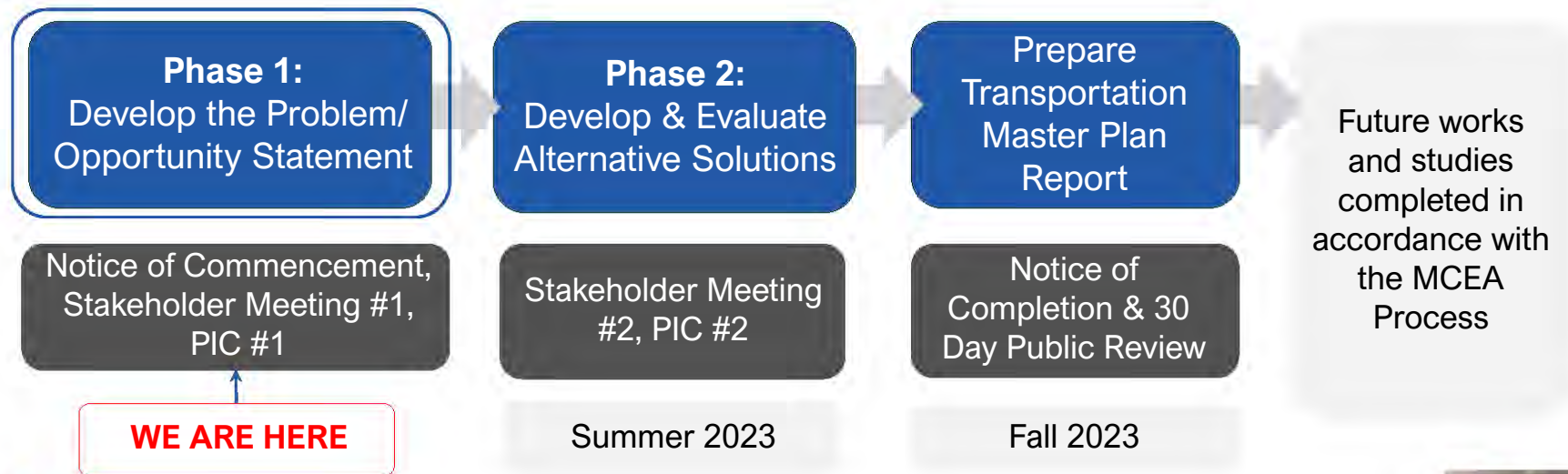
- Regional Roads and transit operations;
- Provincial infrastructure such as highways; and
- Federal infrastructure such as the Welland Canal and railway lines.

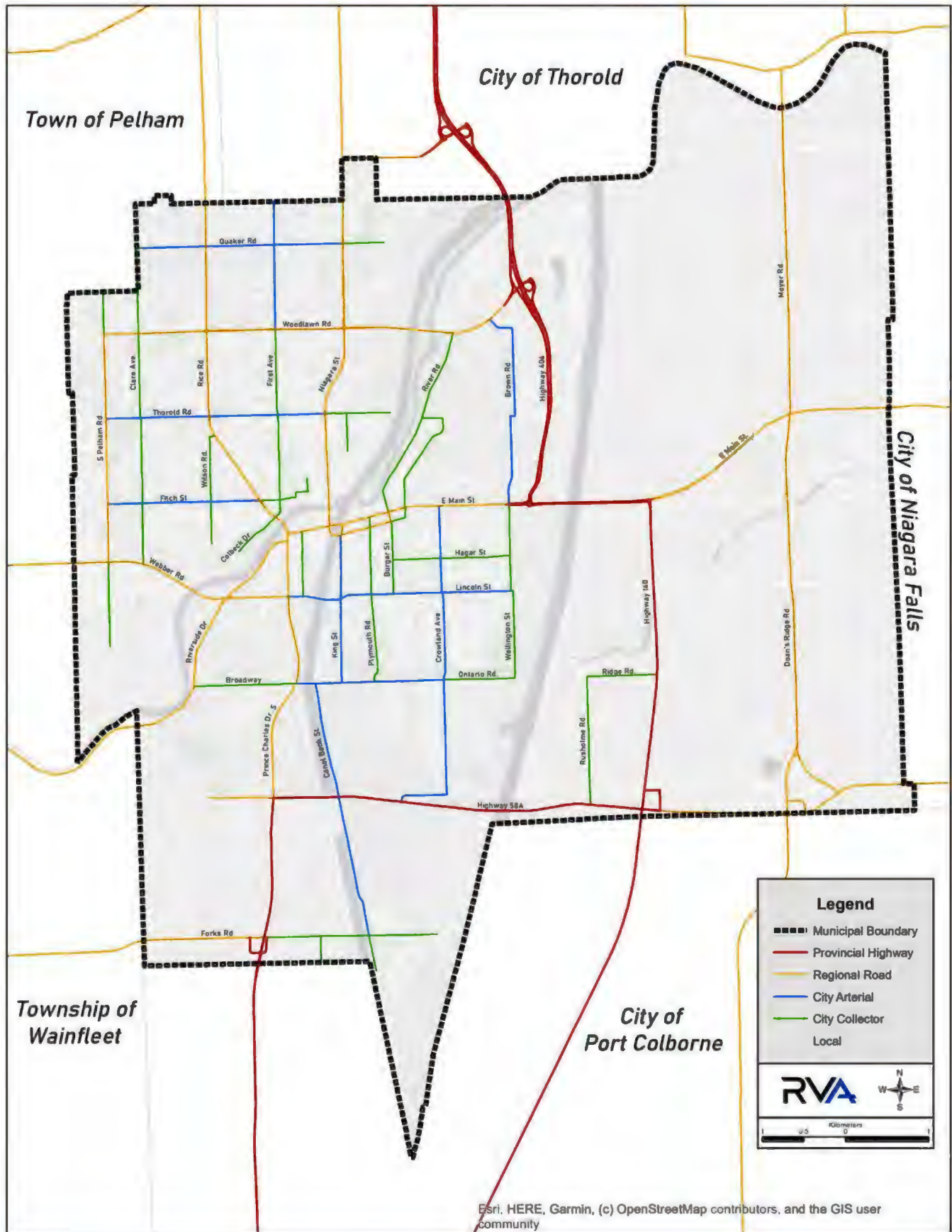


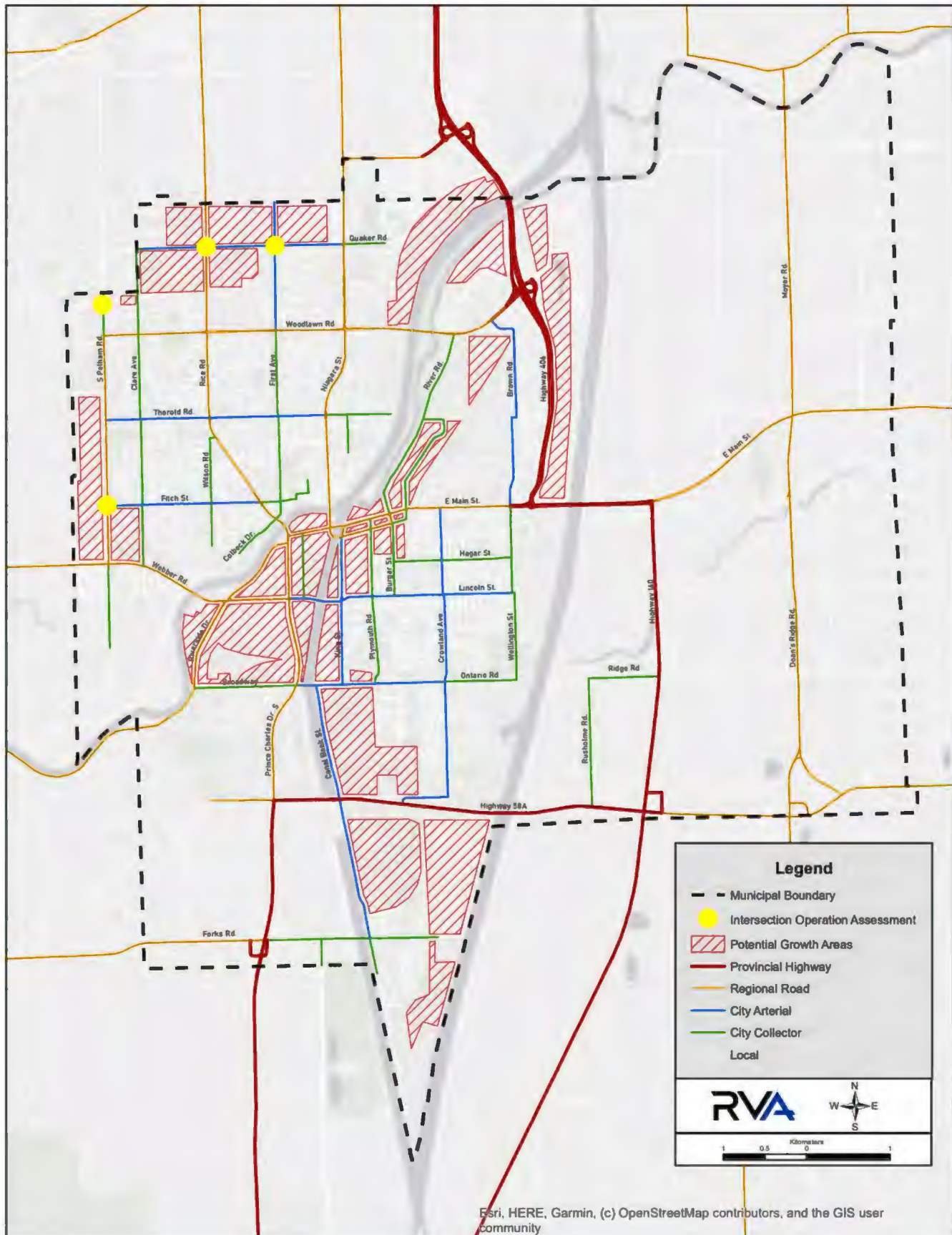


Transportation Master Plan - MCEA Process

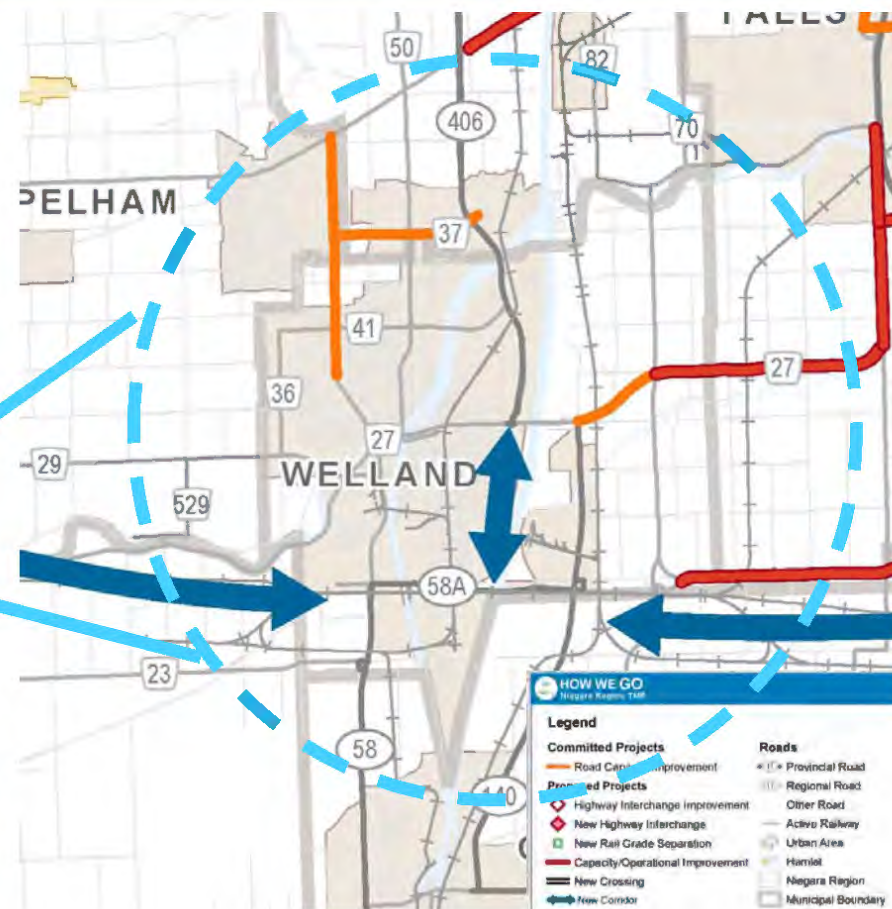
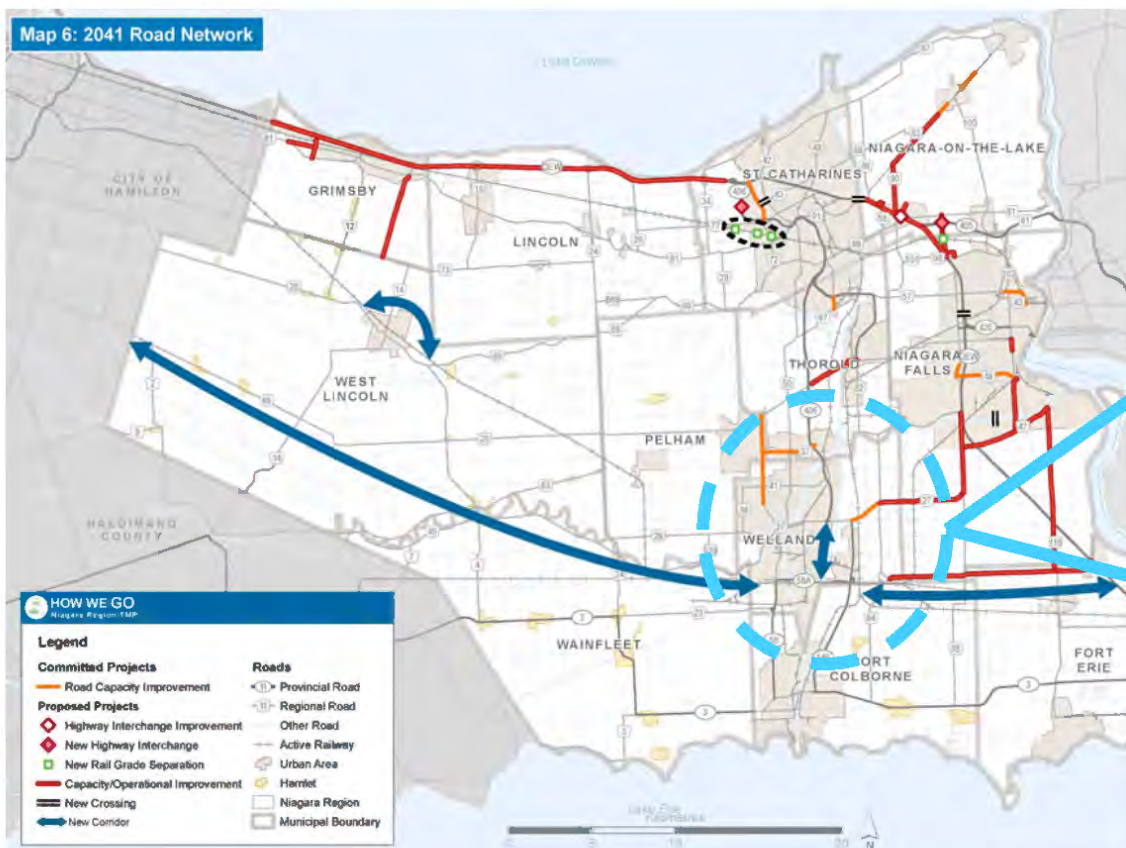
- The TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plan Approach #1.
- This is an approved process under the Ontario Environmental Assessment Act.
- The MCEA process allows for a transparent decision making and alternative evaluation process in consideration of the natural, cultural, social and economic environment.







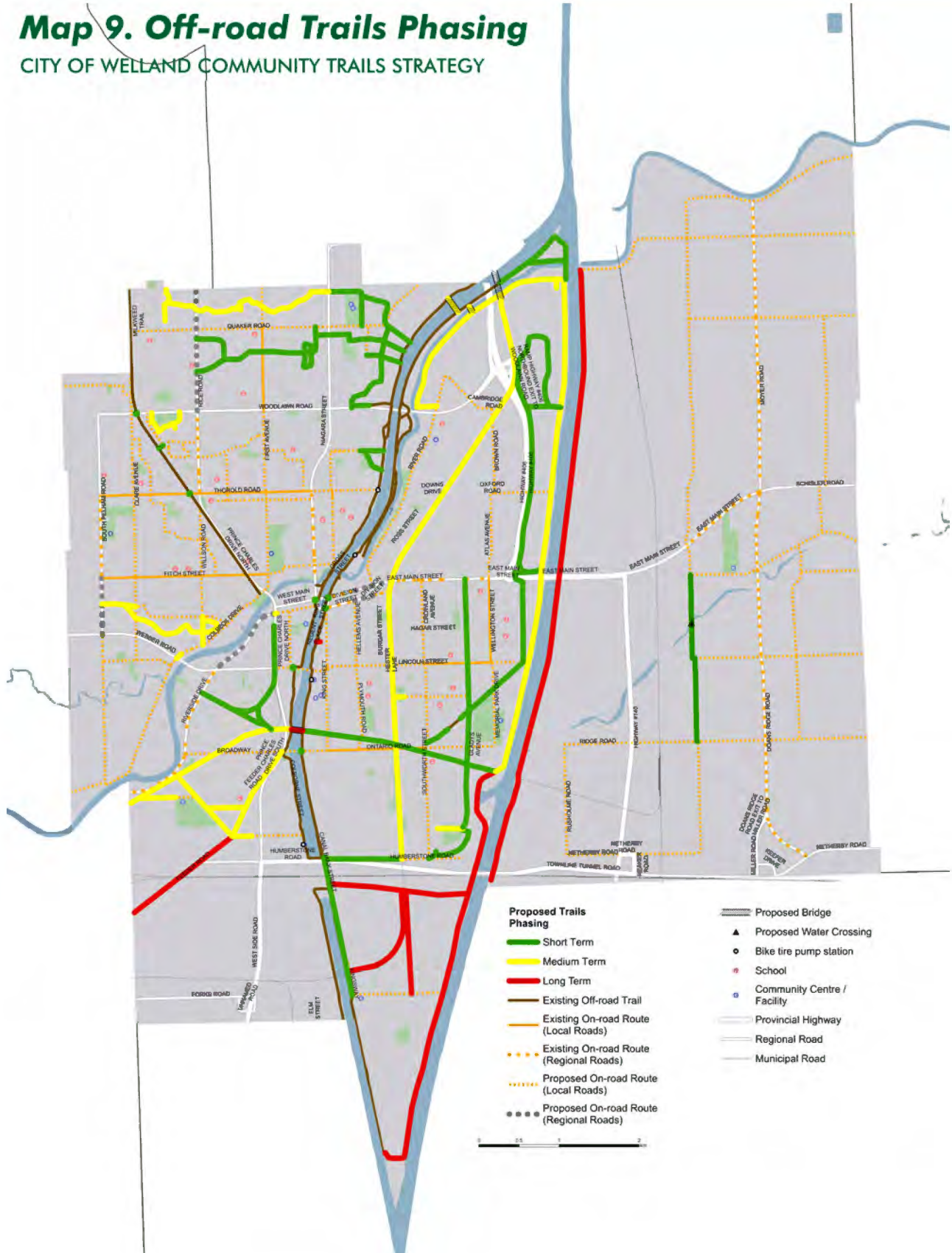
Regional Road Network Improvements within Welland



Map 6: 2041 Road Network. Niagara Region Transportation Master Plan, IBI. (2017)

Map 9. Off-road Trails Phasing

CITY OF WELLAND COMMUNITY TRAILS STRATEGY



Map 9: Off-road Trails Phasing. City of Welland Community Trails Strategy, WSP. (202)



Next Steps

- Review and compile the existing issues and opportunities in the City's transportation network in consideration of input received today.
- Develop recommendations to address the issues and opportunities in the City's transportation network.
- Hold the second Stakeholder Working Group and Public Information Centre to receive input on the study recommendations (Summer 2023).
- Prepare Transportation Master Plan Report and Issue Notice of Study Completion (Fall 2023).



Thank You!

Thank you for your participation!

Please place comments in the comment box or send comment sheet via mail or email by February 22, 2023, to:

Livia McEachern, P. Eng.

Manager of Engineering

Infrastructure Services

City of Welland

Phone: 905-735-1700 Ext. 2208

Email: livia.mceachern@welland.ca

Connor MacIsaac, EPt, ENV SP

Environmental Planner Transportation

R.V. Anderson Associates Limited

Phone: 905.685.5049 x 4218

Email: cmacisaac@rvanderson.com

You can also learn more about the project online at

<https://www.engagewelland.ca/transportation-master-plan-study>

APPENDIX 3

PUBLIC INPUT



APPENDIX 3-1

Comment Sheets and Public Input

City of Welland Transportation Master Plan – City on the Move
Public Information Centre No. 1, February 1, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please identify your concerns as they pertain to the following study components:

a) How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Can you think of any missing links in the cycling or walking network?

Horrible; not cleaned; unmarked; limited.

b) Are there areas where you experience excessive traffic speeds? What do you think might help address speeding in these areas?

Canal Bank; King;

and the pathway behind SNRC is closed, there is no way to get to PC. (can't ride Hwy 58) (Budget will fix this but in the meantime)

c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic jams)?

townline & canal Bank.
 Ontario Road.

d) Are there any areas you feel would benefit from a new road or bridge connection?

→ Bike lane on the canal pathway → Merritt Island & along the canal. When riding, folks walking/running have car fumes and do not hear a bell.

→ More bike repair station throughout the city.

e) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

Share the Road "partnership"

mountain bike trails

2. Do you have any other comments regarding the study/study area or other materials presented?

more \$ facilities on Lockey
ca bike# indoor facilities
greatly appreciated!

Please provide comments by February 22, 2023 to:

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Manager of Engineering
Infrastructure Services
City of Welland
Phone: 905-735-1700 Ext. 2208
Email: livia.mceachern@welland.ca

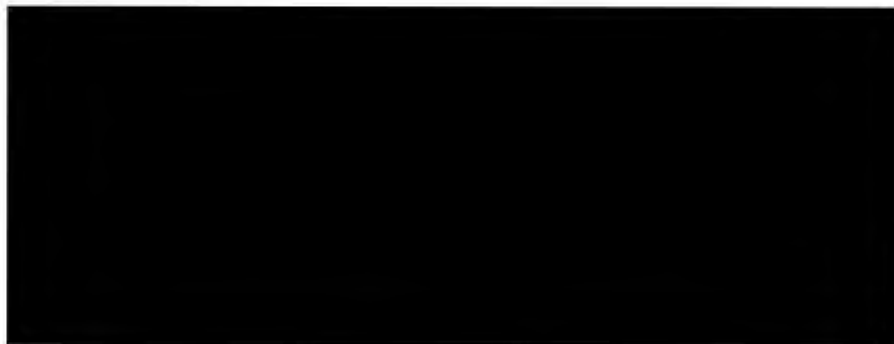
Connor MacIsaac, EPT, ENV SP
Environmental Planner
Transportation
R.V. Anderson Associates Limited
Phone: 905.685.5049 x 4218
Email: cmacisaac@rvanderson.com

Please use additional paper if required to complete your comments.

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

THANK YOU FOR YOUR TIME AND EFFORT!

I am interested in joining
the "Active Transp Committee"



City of Welland Transportation Master Plan – City on the Move
Public Information Centre No. 1, February 1, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please identify your concerns as they pertain to the following study components:

a) How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Can you think of any missing links in the cycling or walking network?

I enjoy seeing cycling lanes but they often seem dangerous as cars still travel close to users. Separated cycling lanes are preferred.

b) Are there areas where you experience excessive traffic speeds? What do you think might help address speeding in these areas?

Welland has many wide roads and this promotes speed. If it is comfortable to go fast, drivers will go fast.

c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic jams)?

N/A - I'm from St. Catharines where traffic is a real issue

d) Are there any areas you feel would benefit from a new road or bridge connection?

Multi-use trail - Merit trail Railway crossing area ~~could be~~ area could use a bridge to connect to other side.

e) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

- seperated Bike lanes in high traffic area.
- safe cycling parking area. (Security is a concern)

2. Do you have any other comments regarding the study/study area or other materials presented?

NO.

Please provide comments by February 22, 2023 to:

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Infrastructure Services
City of Welland
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THANK YOU FOR YOUR TIME AND EFFORT!

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Public Information Centre No. 1, February 1, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME: _____

EMAIL (OPTIONAL): _____

MAILING ADDRESS (OPTIONAL): _____

1. Please identify your concerns as they pertain to the following study components:

a) How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Can you think of any missing links in the cycling or walking network?

- unclear direction for trails ~~along~~ ^{along} waterway ~~near~~ on either side of Bridge 13
- too many confused cyclists in downtown area as to trail direction
- ~~staggered~~ staggered bike lanes along length of East Main, inconsistent

b) Are there areas where you experience excessive traffic speeds? What do you think might help address speeding in these areas?

- East Main Street
- instead of timed lights, metered lights at crosswalks. i.e. @ if driving down E Main, one could smoothly drive down E Main without lights stopping them; place pedestrian crossings with buttons to ~~slow~~ slow the traffic flow

c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic jams)?

- E Main & King
- Main & Niagara & Division: hazardous to pedestrians, cyclists, and drivers
- ~~people~~ drivers need to slow down!

d) Are there any areas you feel would benefit from a new road or bridge connection?

~~no~~
Dain City, but bridge is being rebuilt

e) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

cyclists, pedestrians, drivers in the downtown area especially near Bridge 13. I've either been hit by drivers, cyclists on sidewalks, and other hazards as both a pedestrian and cyclist. I expect more users of active transportation and drivers only increase volume and hazard.

2. Do you have any other comments regarding the study/study area or other materials presented?

Very clear presentation of materials
I also previously engaged with trails system consultation.
Glad to see both active transportation AND driving being planned.
This is the city "where trails and water meet"!

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THANK YOU FOR YOUR TIME AND EFFORT!

City of Welland Transportation Master Plan – City on the Move
Public Information Centre No. 1, February 1, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME: _____

EMAIL (OPTIONAL): _____

MAILING ADDRESS (OPTIONAL): _____

1. Please identify your concerns as they pertain to the following study components:

a) How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Can you think of any missing links in the cycling or walking network?

- lack of signage for cyclists, particularly inconvenient at east main st, where the pathway along canal meets Bridge 13 on West side. Cyclists carrying bicycles down stairway leading into portette known as Guerrilla Park.

b) Are there areas where you experience excessive traffic speeds? What do you think might help address speeding in these areas?

Every city street in Welland deals with this as an issue.
* East Main St. equals a drag strip *

c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic jams)?

- main streets + Niagara st intersection
- east main street from 406 - Bridge 13

d) Are there any areas you feel would benefit from a new road or bridge connection?

yes.

e) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

yes, please contact, too many to fill into this field.

2. Do you have any other comments regarding the study/study area or other materials presented?

public input limited to in person meeting
- couldn't find survey on Engage Welland
- no interactive map for residents to mark areas of concern digitally.

Please provide comments by February 22, 2023 to:

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THANK YOU FOR YOUR TIME AND EFFORT!



City of Welland Transportation Master Plan – City on the Move
Public Information Centre No. 1, February 1, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME: [REDACTED]

EMAIL (OPTIONAL): [REDACTED]

MAILING ADDRESS (OPTIONAL): [REDACTED]

1. Please identify your concerns as they pertain to the following study components:

a) How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Can you think of any missing links in the cycling or walking network?

There is a great ^{lack} of signage on the Canal Paths. Visiting cyclists encounter unidentified features. No signage to identify the 406, Woodlawn Rd, Main St., Lincoln St. Merritt ~~St~~ is not identified at Woodlawn Island

b) Are there areas where you experience excessive traffic speeds? What do you think might help address speeding in these areas?

[Empty lines for response to question b)

c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic jams)?

[Empty lines for response to question c)

d) Are there any areas you feel would benefit from a new road or bridge connection?

A pedestrian/cyclist bridge at the railway trestle at the north end of Merritt Island would be helpful.

[Empty lines for response to question d)

e) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

2. Do you have any other comments regarding the study/study area or other materials presented?

There are many lovely parks that have no name/are unidentified. Visitors do not know where, for instance, Lynbrook Park is located. There are about 20 parks unidentified.

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Public Information Centre No. 1, February 1, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME: _____

EMAIL (OPTIONAL): _____

MAILING ADDRESS (OPTIONAL): _____

1. Please identify your concerns as they pertain to the following study components:

a) How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)? Can you think of any missing links in the cycling or walking network?

I find the City is pretty walkable, especially on busy/main streets. There needs to be more accessibility for cyclists' safety.

b) Are there areas where you experience excessive traffic speeds? What do you think might help address speeding in these areas?

Speed bumps around schools/parks. I heard there are speed cameras coming to the city but not sure if it's just a cash grab. How worth it are they going to be for the cost to implement them?

c) Are there any intersections or roads where you experience operation issues (i.e., long intersection queues, traffic jams)?

Thorold Rd / Rice Rd / Prince Charles Drive is quite busy and having the new development in that area is going to make it worse. Niagara St / Woodlawn Rd. is also quite congested.

d) Are there any areas you feel would benefit from a new road or bridge connection?

That really all depends on where the City keeps building. They're building too much too fast when they have 10 years to complete the requirements of the housing portion of the plan.

e) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

Definitely more connectivity to other cities via cycling. I know the NRT is in place now so I can't speak to its effectiveness yet. But that is helpful for those on foot get from one city to the next.

2. Do you have any other comments regarding the study/study area or other materials presented?

I didn't find the maps as clear as they should be. I'm not defi. But if they're not clear to me, they're not clear to others.

Please provide comments by February 22, 2023 to:

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Please use additional paper if required to complete your comments.

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THANK YOU FOR YOUR TIME AND EFFORT!

From: [REDACTED]
Sent: February 16, 2023 2:30 PM
To: Connor MacIsaac; livia.Meachern@welland.ca
Subject: Re: City of Welland Trail Inquiry to NPCA

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

On Thu, Feb 16, 2023 at 9:12 AM [REDACTED] wrote:

Thanks for the response.

We have been discussing with our Ward 4 Councilors, one vehemently opposed and the other in basic agreement, and he has published on his FB page the short term approved plan which starts with Ward 4 and includes this trail.

We have filed a petition with the city signed by over 70 homeowners in this area, none, of whom were even aware of any plans for the backyards, in addition a notice of motion is being filed.

We are looking for support from NPCA if and when they do file with your organization.

The homeowners have maintained this green space for between 25 to 45 years depending if you lived on Cedar Park or Whiteoak that back on to each other and the stream, cutting lawns, managing trees, shrubs, it is home to many species of wildlife and to put an asphalt trail thru this green lung area is, well, ridiculous, especially since there are 5 streets from First Ave to Page Dr that connect to pathways in place at Page already

With green space already at risk, adding this, to a 30m-40m wide space with the stream in middle is another example. Also, as far as anyone knows, no one from the consulting firm, was even in this immediate area to see it, look at impact, and understand the implications

We will continue to work thru the city, however, look to your support of the only green space right now in the middle of a neighborhood here in the north end

Thank you for your time and interest as this moves on



On Thu, Feb 16, 2023 at 8:52 AM David Deluce <ddeluce@npca.ca> wrote:

Good Morning,

I received your inquiry about the City proposing to build a trail along the stream between 1st Avenue and Page Drive, south of Cedar Park Drive. While the NPCA does regulate this stream, we have not received any applications from the City to establish a trail there. I understand that the City is working on a Transportation Master Plan and through that process they have identified this area as a potential future trail. I recommend that if you have concerns with a trail being located there, you advise the City of your concerns through their master plan process as this is the appropriate time for that. The project web page can be found here: [City on the Move - Transportation Master Plan Study | Engage Welland](#).

I hope this is helpful. Please let me know if you have any questions.

Best Regards,

David Deluce, MCIP, RPP

Senior Manager, Environmental Planning & Policy

Niagara Peninsula Conservation Authority

[250 Thorold Road West](#), 3rd Floor

Welland, Ontario, L3C 3W2

905-788-3135 ext. 224

ddeluce@npca.ca

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[REDACTED]

From: Livia McEachern <livia.mceachern@welland.ca>
Sent: February 16, 2023 4:40 PM
To: [REDACTED]
Cc: Connor MacIsaac
Subject: RE: Trails plan

Categories: Resident Comments

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Hello [REDACTED],

Thank you for your email and your comments. If I understand correctly you are referring to Map 9: Off-road Trails Phasing, which is from the City's 2022 Community Trails Strategy. You may access additional information on the City's website at <https://www.engagewelland.ca/community-trails-strategy>. I will ensure that your comments are provided to Community Services and your comments become part of the Transportation Master Planning process.

Thank you,



Livia McEachern, P.Eng.
Manager of Engineering
Infrastructure Services
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905) 735-1700 Ext. 2208
www.welland.ca



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From: [REDACTED]
Sent: February 16, 2023 2:49 PM
To: cmacisaac@rvanderson.com; Livia McEachern <livia.mceachern@welland.ca>
Subject: Trails plan

WARNING: This email originated from an external sender. eMail from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

Please consider the emails forwarded to you as comments/feedback as per the form in communications (having some difficulty with it unfortunately)

It is unfortunate that members of our area were unaware of any plans, meetings, comments etc until around first week of Feb and therefore were unable to attend or comment for the public forums



This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

[REDACTED]

From: [REDACTED]
Sent: February 16, 2023 2:27 PM
To: livia.Mceachern@welland.ca; Connor MacIsaac
Subject: Welland Trails plan
Attachments: PrescribedFormOfPetition.pdf

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Attached is a copy of petition that has been sent to City Clerk with over 70 signatures of homeowners around the proposed trail plan that impacts the green space between our homes on Cedar Park Dr and Whiteoak Cr in Welland (these homes back on to each other)

We have just become aware of this plan in past 10 days and had zero knowledge .

Myself and possibly a few others may forward emails that have been sent to City Councillors, City, NPCA, Niagara Regional Councillors etc.

We , as a community, in this area, are completely against the plan to impact this green space.

Further emails will follow

Thank you
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: February 16, 2023 2:29 PM
To: Connor MacIsaac; livia.Meachern@welland.ca
Subject: Fwd: Petition / feedback re Pathway

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

fYI - as per first email

[REDACTED]

----- Forwarded message -----

From: Councillor Bryan Green <bryan.green@welland.ca>
Date: Mon, Feb 13, 2023 at 12:44 PM
Subject: Re: Petition / feedback re Pathway
To: [REDACTED]

Thank you. I'll contact City Clerk about getting petition onto our agenda.



Bryan Green

Welland City Councillor - Ward 4

Cell: 905-736-3621

Corporation of the City of Welland

[60 East Main Street, Welland, Ontario L3B 3X4](#)

Phone: (905)735-1700

www.welland.ca



From: [REDACTED]
Sent: February 13, 2023 12:38 PM
To: Councillor Bryan Green
Subject: Re: Petition / feedback re Pathway

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Petition with 71 signatures delivered to City Clerk at 12.35 pm today



On Mon, Feb 13, 2023 at 9:00 AM Councillor Bryan Green <bryan.green@welland.ca> wrote:

Hello. Thank you for the update. The sooner the better to receive the petition. Bryan



Bryan Green

Welland City Councillor - Ward 4

Corporation of the City of Welland

[60 East Main Street, Welland, Ontario L3B 3X4](https://www.welland.ca)

Phone: (905)735-1700

www.welland.ca



From: [REDACTED]
Sent: February 12, 2023 6:50 PM
To: Councillor Tony DiMarco; Councillor Bryan Green
Subject: Petition / feedback re Pathway

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I have spent the past few days circulating a petition and meeting neighbours...I have over 3 pages of signatures...only 2 households knew what I was talking about , the rest, this was first time hearing about the pathway/trail.

Of all the households only one , I repeat one , did not want to sign.

I have heard stories about a break-in, thefts from backyards, damage to property, garbage, stolen property hidden under shrubs in area.

Comments about the city's lack of maintenance in the area, at times, misuses with grass cutting , because" the tractors don't like to mow on side hills.

I can assure you the community here will do what required to prevent this from being built.

Once petition is finalized with some more signatures, I will turn over for presentation



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[REDACTED]

From: Livia McEachern <livia.mceachern@welland.ca>
Sent: February 16, 2023 9:03 PM
To: [REDACTED]
Cc: Connor MacIsaac
Subject: RE: Plan to pave our green belt

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate before Replying or Clicking on any links

Hello [REDACTED]

Thank you for your email and your comments. If I understand correctly you are referring to Map 9: Off-road Trails Phasing, which is from the City's 2022 Community Trails Strategy. This map was included for reference in the recent Public Information Center held for the City's Transportation Master Plan. You may access additional information about the Community Trails Strategy on the City's website at <https://www.engagewelland.ca/community-trails-strategy>. I will ensure that your comments are provided to Community Services and also become part of the Transportation Master Planning process.

Thank you,



Livia McEachern, P.Eng.
Manager of Engineering
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www.welland.ca



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From: [REDACTED]
Sent: February 16, 2023 4:49 PM
To: Livia McEachern <livia.mceachern@welland.ca>; cmacisaac@rvanderson.com
Subject: Fwd: Plan to pave our green belt

WARNING: This email originated from an external sender. eMail from City of Welland email accounts will not begin with this warning! Please do not click links or open attachments unless you are sure they are safe!

Hello,

I am writing to you as I have recently become aware of a short term plan to build a path on the greenbelt area that runs behind the houses on Cedar Park Drive and Whiteoak Crescent in the north end of Welland. Please forgive that I am not submitting a comment form from your meeting on February 1st as I don't feel it is applicable to my neighborhood's situation.

I am very upset about this plan as I can see no benefit to adding a paved walking path behind houses when on either street (less than a block to the north and south) there are perfectly good sidewalks. I do realize this path will run longer than just behind our houses and will connect Rice Road to the canal lands, however from the map I have seen the most disruptive part of this plan is to the peaceful greenspace that runs from First Avenue to Page Drive behind the houses in our neighborhood.

I would like to point out what I believe to be a rather long list of detriments of this plan:

- 1) Environmentally, cutting down trees and digging up the natural grass space to put down tarmac will impede the "green lung" we currently enjoy. As you are well aware, pavement absorbs the sun which then heats up the earth, not to mention the smell tarmac emits when heated. To quote Joni Mitchell decades ago "They paved paradise and put up a parking lot".
- 2) Wildlife - we have an extensive variety of wildlife that calls this greenbelt their home including squirrels, rabbits, skunks, raccoons and most recently a red fox. Their habitat will be completely disrupted.
- 3) As homeowners, our neighbourhood (Cedar Park Drive) has spent the past 20+ years maintaining and tending the green space as if it was ours. I invite the city council to come and see the beauty of this space as it is now before they send in the big trucks to destroy what is there.
- 4) I am concerned about the maintenance of the path. In the immediate, the picking up of garbage and anything discarded (including possible grocery carts) and in the future the cracking, heaving and erosion of the path as it ages. How much is this going to cost in perpetuity and is it sustainable or will it become neglected as the years go by?
- 5) I am concerned about how close the path will be to the creek that runs in the middle of this green space as it fills to the top during the spring thaw and every time we have significant rainfall. Have we considered that a child could fall in and drown?
- 6) I am concerned that our privacy and safety will be threatened as many of us do not have fences which could result in higher insurance premiums.
- 7) I am concerned our property values will decrease as we paid a premium for our lot when we purchased it because of the beautiful green space.
- 8) I am concerned with the amount of money this is costing the city even though you are receiving a federal grant (also a squandering of our tax dollars) when the money could go to supporting a much better need. Our property taxes are one of the highest in the region, I would like to think you would be able to spend the money on those that need it.
- 9) We have wonderful walking paths along the canal that encourages activity which makes total sense. Why do we need a path that runs from Rice Road to the Zehrs parking lot? It serves no benefit that I can see. We have beautiful neighbourhoods with sidewalks for those who want fresh air and exercise use on a regular basis. As a matter of fact, wouldn't the money be better spent to continue the sidewalk on Quaker Road to Niagara Street?
- 10) Walking paths are a fine idea when included in the design of a new neighbourhood, not when pushed into a space for which it was not intended.

I thank you for your time in reading my letter and for any consideration you might give this before you meet to discuss the implementation of the plan.

A black rectangular redaction box covering the signature area.

1. Hi - I cannot attend the meeting due to conflict with work schedule, but would like to be able to provide a question or comment on the Active Transportation components for this PIC. Will there be a second date? Thanks!

Joe M, 19 Jan 2023, 12:15

1. Hello,

My apologies for the delayed response. Your question did not trigger a notification and your message was unfortunately missed until now. However, it is still possible to submit comments and/or questions for the Transportation Master Plan Public Information Center #1. Alternatively, there will be a second Public Information Center held later in the year.

Should you wish to submit any comments or questions for Public Information Center #1, please do not hesitate to contact me directly at livia.meachern@welland.ca.

Thank you,

Livia McEachern, Manager of Engineering

▪

ArchiveMove to public

2. Will this plan impact the residents already extremely high, property tax rates? These need to be reduced and not inflamed by changes to the population and workforce changes. We can not piggyback higher taxes on top of super high, unmanaged government spending and inflationary taxes.

DavidvsGoliath , 19 Jan 2023, 17:25

1. Hello,

My apologies for the delayed response. Your question did not trigger a notification and your message was unfortunately missed until now. Tag the question

The Transportation Master Plan will not impact property tax rates. The purpose of the report is to provide the City with recommendations that will help assist with prioritizing future capital projects, thus ensuring responsible spending.

Should you have any additional questions please do not hesitate to contact me directly at livia.meachern@welland.ca.

Thank you,

Livia McEachern, Manager of Engineering

▪

ArchiveMove to public

3. what provisions are being made now to ensure that transportation traffic levels will remain consistent/proportional given that traffic volumes are set to increase significantly as part of the city's plan to accommodate an 85% population growth over the next 20 years?

SUPPRESSION IS VIOLENCE, 5 Apr 2023, 11:59

1. Hello and thank you for your email submission.

The Transportation Master Plan Study is part of continued planning by the City to ensure that infrastructure replacements and improvements are put in place to successfully manage the City's future growth. Along with the Master Plan, individual Traffic Impact Studies are completed as part of the submission requirements for significant developments. Recommendations from the Master Plan will help form the City's short-term and long-term capital budget planning city-wide, while localized Traffic Studies will identify development specific requirements.

If you have any additional comments or questions please reach out to me directly at livia.mceachern@welland.ca.

Regards,

Livia McEachern, Manager of Engineering

▪

ArchiveMove to public

4. Put my name on list to be informed of meetings

Jack, 15 Sep 2022, 13:26

1. Hello Jack,

Thank you for your question.

Please send your preferred contact information to livia.mceachern@welland.ca and I will be happy to provide you with notification in advanced of public meetings.

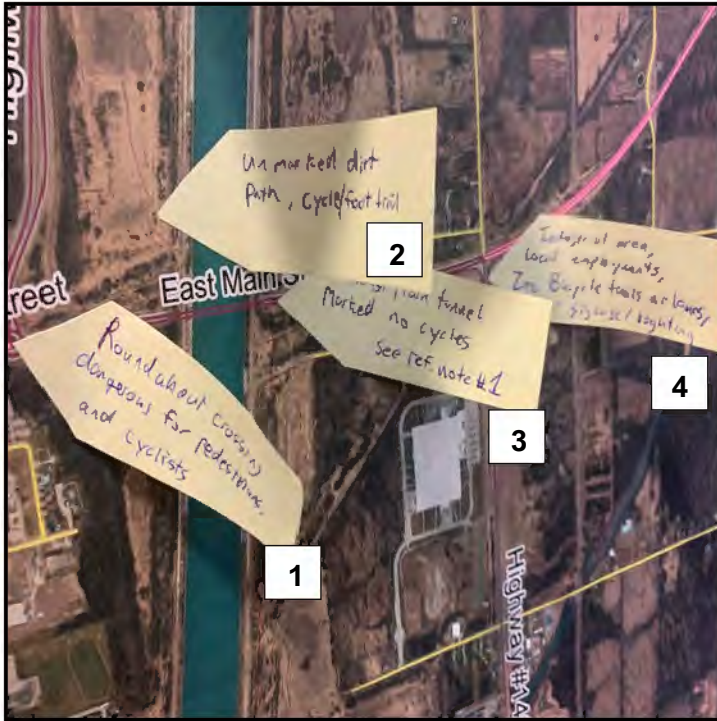
Respectfully,

Livia McEachern

Manager of Engineering, City of Welland

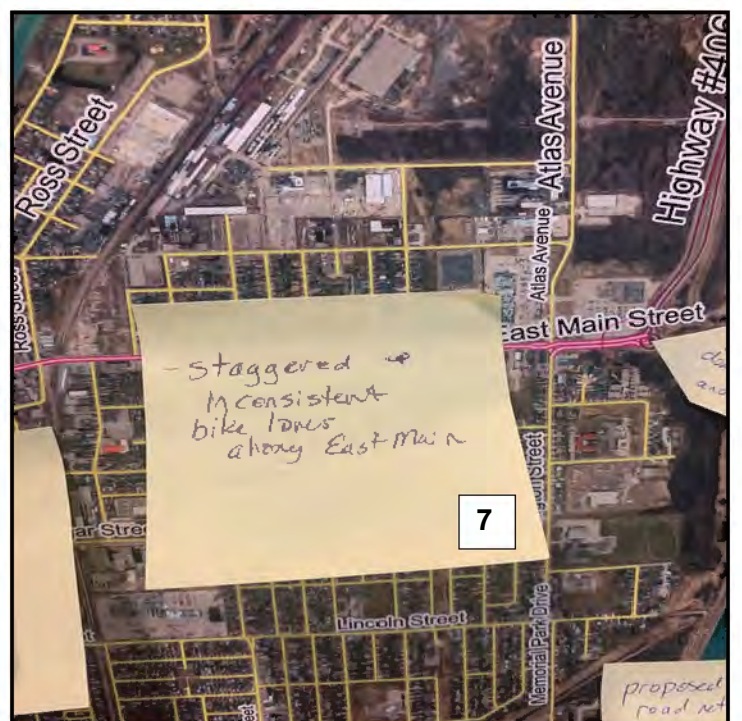
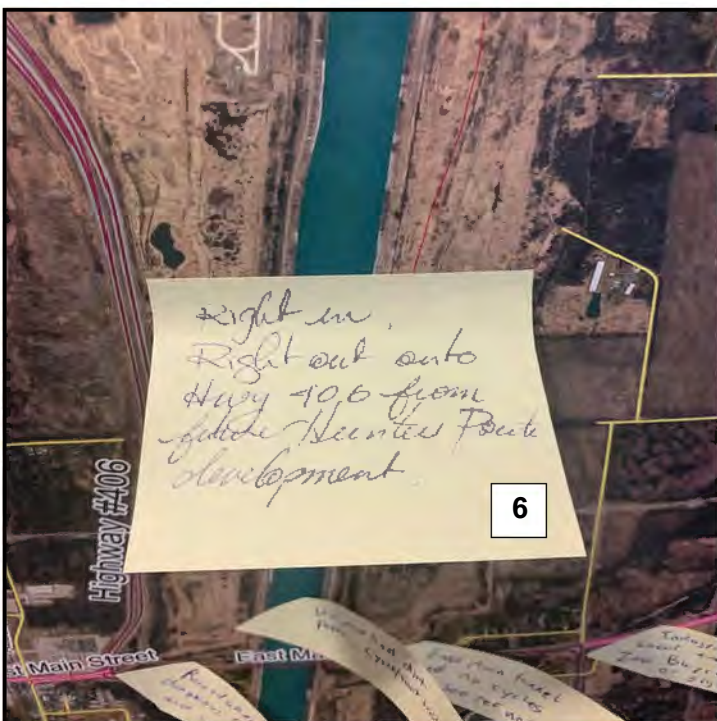
APPENDIX 3-2

Aerial Photo with Sticky Tab Comments



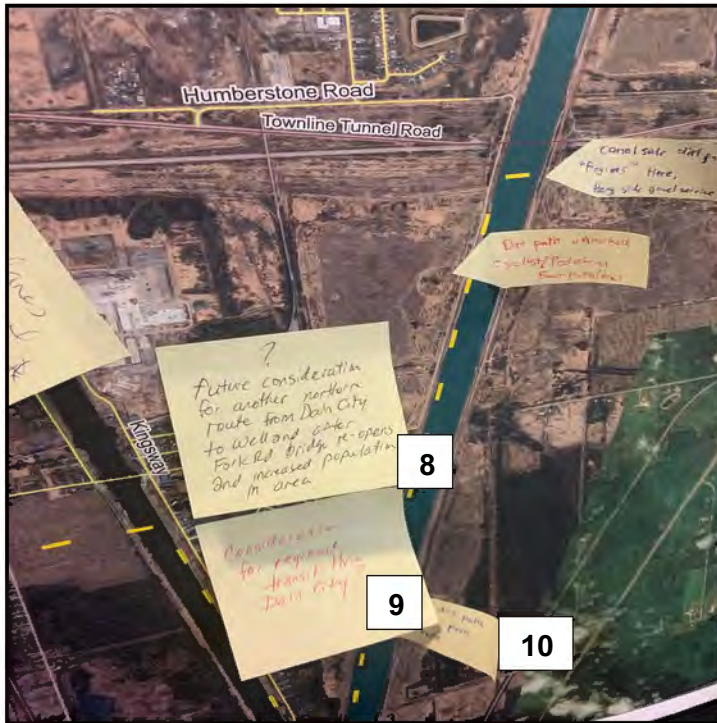
1. Roundabout crossing dangerous for pedestrians and cyclists.
2. Unmarked dirt path, cycle/foot trail.
3. East Main tunnel marked no cycles.
4. Industrial area, local employments, zero bicycle trails or lanes, or signage/lighting.

5. Dirt trail/pathway located here, unrecognized by the City of Welland.



6. Right-in/right-out onto Highway 406 from future Hunters Pointe development.

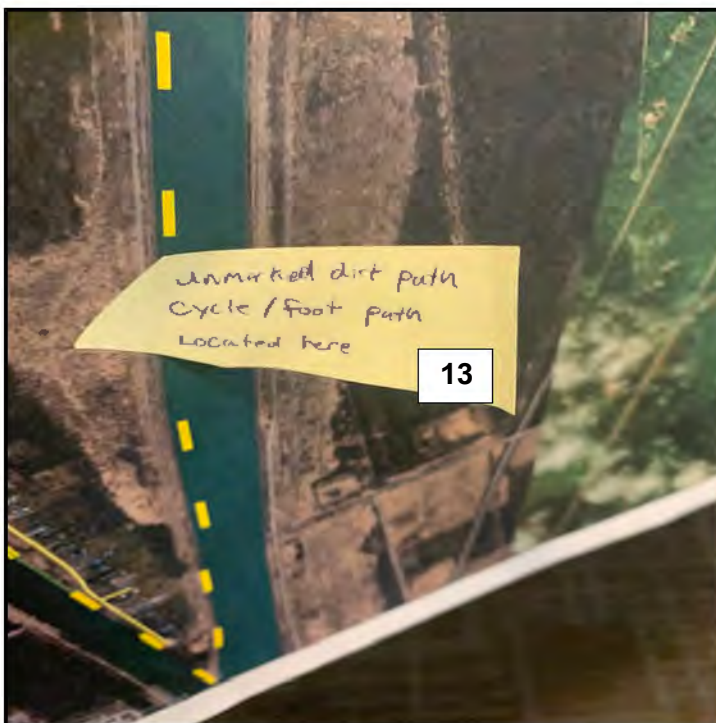
7. Staggered and inconsistent bike lanes along East Main.



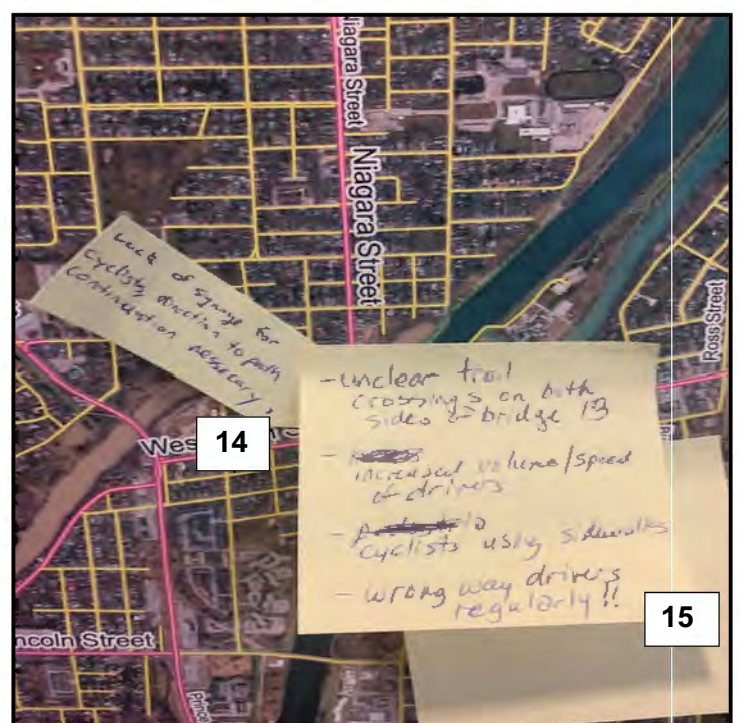
8. Future consideration for another northern route from Dain City to Welland after Fork Road bridge re-opens and increased population in area?
9. Consideration for Regional transit through Dain City?
10. Unmarked dirt path cycle/foot path located here.



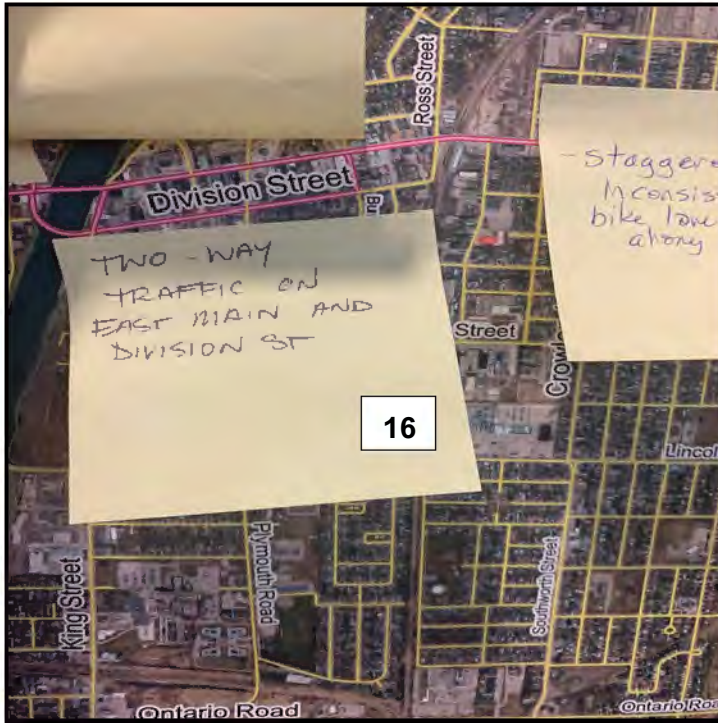
11. Dirt path unmarked cyclist/pedestrian foot path/trail
12. Canal side dirt path "begins" here, alongside gravel service road.



13. Unmarked dirt path cycle/foot path located here.



14. Lack of signage for cyclists, direction to path continuation necessary.
15. Unclear trail crossings on both sides of Bridge 13; increased volume/speed of drivers; cyclists using sidewalks; wrong-way drivers regularly.



16. Two-way traffic on East Main and Division Street.

APPENDIX 3-3

French Language Comment Sheet

Plan directeur des transports de la Ville de Welland - Une ville en mouvement
Centre d'information publique no 1, le 1er février 2023 (de 18 h à 20 h)

Formulaire de commentaires

NOM:

COURRIEL:
(FACULTATIF)

ADRESSE POSTALE:
(FACULTATIF)

1. Veuillez indiquer vos préoccupations en ce qui concerne les éléments suivants de l'étude:

a) Selon vous, comment les rues de la ville répondent-elles aux besoins des différents modes/utilisateurs (accessibilité, transport actif, transport en commun, camions, etc.) Pouvez-vous penser à des maillons manquants dans le réseau cyclable ou pédestre?

b) Y a-t-il des zones où la vitesse de circulation est excessive? À votre avis, qu'est-ce qui pourrait aider à réduire la vitesse dans ces zones?

c) Y a-t-il des intersections ou des routes où vous rencontrez des problèmes de fonctionnement (c'est-à-dire de longues files d'attente aux intersections, des embouteillages)?

d) Y a-t-il des zones qui, selon vous, bénéficieraient d'une nouvelle route ou d'un nouveau pont?

e) Y a-t-il d'autres problèmes ou possibilités d'améliorer le réseau de transport de la ville que vous voudriez que l'équipe du projet prenne en considération?

2. Avez-vous d'autres commentaires concernant l'étude/la zone d'étude ou d'autres documents présentés?

Veillez faire parvenir vos commentaires d'ici le 22 février 2023 à:

Livia McEachern, P. Eng.
Directrice de l'ingénierie
Services d'infrastructure
Ville de Welland
Téléphone: 905-735-1700 Ext. 2208
Courriel: livia.mceachern@welland.ca

Connor MacIsaac, EPt, ENV SP
Planificateur environnemental
Transport
R.V. Anderson Associates Limited
Téléphone: 905.685.5049 x 4218
Courriel: cmacisaac@rvanderson.com

Veillez utiliser du papier supplémentaire si nécessaire pour compléter vos commentaires.

À l'exception des renseignements personnels, tous les commentaires feront partie du dossier public de l'étude. L'étude est menée conformément aux exigences de l'évaluation environnementale municipale, qui est un processus de planification approuvé en vertu de la Loi sur les évaluations environnementales de l'Ontario.

MERCI DE VOTRE TEMPS ET DE VOS EFFORTS!



Transportation Master Plan – City on the Move

Public Information Centre #2 Summary Report Final

January 31, 2024





Transportation Master Plan City on the Move

Public Information Centre #2 Summary Report Final

City of Welland

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RVA 226408

January 31, 2024

**City of Welland Transportation Master Plan
City on the Move
PIC #2 Summary Report**

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5.0	CONCLUSIONS AND NEXT STEPS	4
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APPENDICES

APPENDIX 1 – NOTIFICATION MATERIAL

APPENDIX 1-1 – Notices

APPENDIX 1-2 – Technical Agency Stakeholder List

APPENDIX 2 – PIC #2 DISPLAY MATERIALS

APPENDIX 3 – PUBLIC INPUT

1.0 Introduction

The City of Welland is a municipality in southern Ontario that resides within the Region of Niagara. The City boundary provides direct connection to many other municipalities within the Region, including the City of Thorold, the Town of Pelham, the Township of Wainfleet, the City of Port Colborne, and the City of Niagara Falls. There are approximately 56,000 residents currently living in Welland, with this number expected to increase to 149,000 by 2051. Furthermore, the City is anticipating substantial growth in industry, with the employment population anticipated to grow by 88% by 2051. To ensure that the City's transportation network is prepared for this demand, a Transportation Master Plan (TMP) study is being undertaken.

The purpose of the study is to create a guiding document that identifies key mobility issues within the City and outlines potential improvements for active transportation connectivity, road network connectivity, development/updating of policy documents including traffic calming and multi-modal integration. By identifying key growth areas and existing capacity constraints, the TMP will enable the City to identify environmentally responsible infrastructure needs and opportunities, while considering the cost-effectiveness of the preferred alternative solution.

As the TMP addresses Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) process, two (2) public information centres were held as part of the study. The public consultation seeks to ensure that the diverse interests and needs of all road users, business owners, and community residents, are considered in the final recommendations.

1.1 Public Information Centers

The first Public Information Centre (PIC) was held on February 1st, 2023, at the City Hall and the Final PIC # 1 Summary Report was submitted on April 19, 2023. The PIC #2 was held on November 29th, 2023, in the Community Room at the City Hall from 6:00pm to 8:00pm. The format of the PIC was an informal "Open House", with materials pertaining to the study on display for the public to view. Members of the project team, which included staff from the City of Welland and R.V. Anderson Associates Limited, were present to discuss the projects and concerns brought forward by the attendees.

2.0 Stakeholders and Notification

In accordance with the MCEA process, notification to the public and stakeholders is required for public consultation. Notification of the PIC was provided through various avenues, as outlined below:

- **General Public**
 - o Notice advertised on the Welland Tribune on November 16th and November 23rd, 2023.
 - o Notice posted on the City of Welland website on November 16th, 2023.
 - o A Media Release was distributed via email on November 13th, 2023.
- **Project Mailing List (Technical Agencies, Local Interest Groups, Indigenous Communities, and other parties who previously submitted comments or indicated interests in the project)**
 - o Email containing the notice and details of PIC #2 sent on November 16th, 2023.

Refer to **Appendix 1** for copies of the published notifications and project mailing list.

3.0 Consultation Material

The purpose of the second PIC was to present and obtain feedback on the proposed improvement alternatives identified in the study and the preferred set of improvements.

The display boards exhibited at the second PIC are included in **Appendix 2**, and presented information on the following study components:

- | | |
|--|--------------------------------------|
| • Purpose of the TMP | • Road Cross Sections |
| • Summary of feedback from PIC #1 | • Active Transportation Connectivity |
| • Transportation Planning Model Inputs and Results | • Existing and New Policy Documents |
| • Road Classification Assessment | • Next Steps |

Display boards were posted to the project webpage following the PIC and were made available until December 20th, 2023, to obtain feedback.

4.0 Participation and Comment Summary

Attendees were requested to sign-in upon arrival at the PIC. Based on the information provided on the sign-in sheet, there were a total of 5 attendees, which included representation from the Niagara Region, Sunflower Cycling, Niagara Trail Maintenance Association (NTMA), Community Living Welland Pelham, City Council, and community residents.

Meeting attendees were encouraged to provide comments and feedback on the materials presented and the study in general. Comment forms were provided for attendees to complete. One (1) comment form was completed for the second PIC, with some additional feedback being provided through email. A summary of the comments received is provided in Table 4.1. All the comment forms and additional feedback are provided in **Appendix 3**.

Table 4.1 Summary of Comments Received

Topic of Comments Received	Comments Summary
Cycling Infrastructure	Cycling infrastructures need improvement on E. Main Street and Division Street. Improvements to signage for cycling routes as cyclists are often getting lost in downtown when following the cycling path. A multi-use cycling trail along the new canal to Dain City was suggested by a resident.
Traffic Calming Measures	Traffic calming measures are suggested to be implemented on E. Main Street as there are concerns from business owners about traffic volumes and speeding.
Motorized Recreational Vehicles	Consider motorized recreational vehicles on roads. These vehicles should have their own trails, or safety measures should be implemented on shared trails.
Walkable Downtown	A walkable downtown should be created. Crosswalks should have buttons, not timers. Street parking on E. Main Street may need to be re-evaluated. Ensure safe use of sidewalks and cycling lanes.
Future Road Connection Between Hunters Pointe lands & Oxford Road	Planning Consultants representing 2599587 Ontario Ltd. for a proposed residential subdivision are concerned about a future road connection identified in the TMP. Council included requirements for an overpass, though historically there have been concerns about maintenance costs and logistics of constructing one. Previously, City staff were also concerned with introducing residential traffic into an emerging industrial area. It is understood that the identification of a future road in this location does

	not limit the connection to an overpass only, but they are concerned that there is no clarification language provided.
Multi-Use Paths	A resident noted that further discussion regarding path locations and tie-in of the North Welland Trails Connection would have been useful. Given the backlash from residents, it would be worthwhile to ensure trails and multi-use paths are being implemented in areas where needed.
Safety Measures Around Parks	Residents would like to see additional safety measures implemented around parks, like Chippawa Park for example. Vehicles are travelling too fast down First Avenue, creating a safety risk for children crossing the street.

5.0 Conclusions and Next Steps

The PIC provided a review of the transportation planning model, road classification assessment, and proposed improvements to be implemented in the Transportation Master Plan. Comments on the various topics were received, with a number of trends becoming evident. Some of these trends are as follows:

- a. Respondents would like to see enhanced cycling infrastructure, additional signage, and safety measures for cyclists in downtown Welland.
- b. Respondents are hopeful that the multi-use paths will tie-in well with the North Welland Trails.
- c. Respondents would like to see additional safety measures implemented near parks and schools to enhance safety for children.

All comments received during the second PIC, as well as comments received after the second PIC via email, will be considered by the project team as the preferred set of improvements are finalized for the Transportation Master Plan.

5.1 Transportation Master Plan Report

Now that two PICs have been held as part of this study and a preferred set of improvements have been identified, a Draft Transportation Master Plan Report will be prepared for the City's review. The Draft Report will include the proposed set of improvements within the City of Welland to accommodate the projected employment and population by 2051 horizon and provide consideration to the comments/ feedback that was received from public and technical agencies throughout the duration of this study.

APPENDIX 1

NOTIFICATION MATERIAL



APPENDIX 1-1

Notices



City on the Move

Transportation Master Plan

Notice of Public Information Centre #2

The Study

The City of Welland is developing a Transportation Master Plan (TMP), City on the Move, to provide the City with long-term road network and active transportation strategies that will support both existing needs and accommodate further projected population and employment growth.

The Master Plan will aim to:

- Connect residential, commercial, and industrial areas.
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Promote links to areas of growth, neighbouring municipalities, and key transport corridors.
- Update and create transportation policies to support community vision.
- Update transportation section and schedules within the City Official Plan.
- Create a capital plan to meet the City's future transportation needs.

The study is being conducted in accordance with the requirements of Master Plan Approach #1 of the *Municipal Class Environmental Assessment* (October 2000, amended in 2007, 2011 and 2015), which is an approved process under the *Environmental Assessment Act*. This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process.

Public Information Centre #2

We invite you to participate in the second of two **Public Information Centres (PIC)** to be held as part of the TMP. The purpose of this PIC is to present and obtain feedback on the proposed improvement alternatives identified in the study, the preliminary evaluation of alternatives, and the preferred set of improvements. The PIC will be held as an informal "Open House" format with materials pertaining to the study on display and members of the project team on hand to answer questions and discuss issues related to the project.

Date: Wednesday, November 29th, 2023

Time: 6:00 to 8:00 pm

Location: Welland City Hall - Community Room, 60 E Main St, Welland, ON L3B 3X4

For More Information

For any questions or comments, or to be added to or removed from the study mailing list, please contact:

Livia McEachern, P. Eng.
Manager of Engineering
Infrastructure Services
Corporation of the City of Welland
60 East Main Street,
Welland, ON L3B 3X4
905-735-1700 Ext. 2208
livia.mceachern@welland.ca

Mila Khatri
Junior Environmental Planner
Transportation
R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200
Burlington ON L7M 0W7
289-348-1234 Ext. 4501
mkhatri@rvanderson.com

This notice was first issued November 16th, 2023.

*Information collected will be used in accordance with the Freedom of Information and Protection Privacy Act. With the exception of personal information, all comments will become part of the public record.



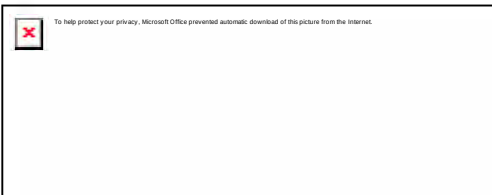
Mila Khatri

From: Livia McEachern <livia.mceachern@welland.ca>
Sent: November 13, 2023 9:19 AM
To: Mila Khatri
Subject: FW: MEDIA RELEASE: Community invited to City on the Move, Transportation Master Plan PIC #2

[CAUTION EXTERNAL EMAIL] Make Sure that it is legitimate **before** Replying or Clicking on any links

**Please see below for the file.
Thank you**

From: City of Welland <communications@welland.ca>
Sent: Monday, November 13, 2023 9:15 AM
To: Livia McEachern <livia.mceachern@welland.ca>
Subject: MEDIA RELEASE: Community invited to City on the Move, Transportation Master Plan PIC #2



Media Release

Community invited to City on the Move, Transportation Master Plan PIC #2

FOR IMMEDIATE RELEASE

November 13, 2023

Welland, ON – The second of two Public Information Centres (PIC) for Welland's [Transportation Master Plan](#) is scheduled for Wednesday, November 29, from 6 to 8 p.m. in the Community Room at City Hall.

The PIC allows residents to provide feedback and input on the plan's direction.

Dubbed a City on the Move, the plan provides Welland with a long-term road network and active transportation strategies to support existing and accommodate projected population and employment growth.

"As the City grows, we are collaborating with residents to develop a transportation plan that can meet current and future needs," said Livia McEachern, the engineering manager. "The primary objective of the PIC is to involve the residents and provide a reliable transportation system that they can trust."

The Master Plan aims to:

- Connect residential, commercial, and industrial areas.
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Promote links to areas of growth, neighbouring municipalities, and key corridors.
- Update and create transportation policies to support community vision.
- Update transportation section and schedules within the City's Official Plan.
- Create a capital plan to meet the City's future transportation needs.

The purpose of this PIC is to present and obtain feedback on the proposed improvement alternatives identified in the study, the preliminary evaluation of alternatives, and the preferred set of improvements. The PIC will be held in an informal "Open House" format with materials pertaining to the study on display and

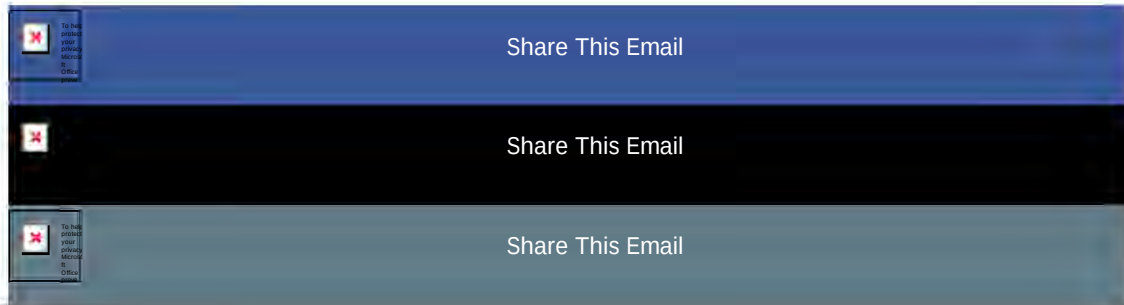
The masterplan aligns with the City of Welland's strategic commitment of livability, enhancing mobility and improving ways to efficiently move people throughout the city.



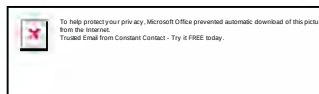
Marc MacDonald

905-735-1700 x2337

marc.macdonald@welland.ca



Sent by communications@welland.ca powered by



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APPENDIX 1-2

Technical Agency Stakeholder List

Contact	Title	Organization	Date Added to List	Date Removed from List	Notice of Study (date sent)	Notice of PIC #1 (date sent)	Notice of PIC #2 (date sent)
Federal Agencies							
Don Rocco	Supervisor	Canada Post			08-Sep-22	19-Jan-23	16-Nov-23
Andrew Carrigan	Delivery Services Officer	Canada Post			08-Sep-22	19-Jan-23	16-Nov-23
McNeely, Michael	Regional Director, Surface	Transport Canada			08-Sep-22	19-Jan-23	16-Nov-23
Anjata Puvananathan	Regional Director	Canadian Environmental Assessment Agency			08-Sep-22	19-Jan-23	16-Nov-23
Dale Nicholson	Regional Director	Department of Fisheries, Oceans and the Canadian	09-Sep-22		19-Sep-22	19-Jan-23	16-Nov-23
Shannon Doyle	Regional Manager, Lands	Department of Indigenous and Northern Affairs			08-Sep-22	19-Jan-23	16-Nov-23
John Schmied	Sr. Information Officer	Department of Indigenous and Northern Affairs			08-Sep-22	19-Jan-23	16-Nov-23
Pauline Haarmeyer	Senior Land Negotiations Officer	Department of Indigenous and Northern Affairs			08-Sep-22	19-Jan-23	16-Nov-23
Alex Sirianni	Acting Manager, Program Delivery	Federal Economic Development Agency for Southern Ontario			08-Sep-22	19-Jan-23	16-Nov-23
Kitty Ma	Regional Environmental Health Assessment Coord	Health Canada			08-Sep-22	19-Jan-23	16-Nov-23
Indigenous Communities							
General Contact		Haundenosaunee Development Institute	19-Jan-23			19-Jan-23	16-Nov-23
Abby La Forme	Acting Consultation Coordinator	Mississaugas of the New Credit First Nation	08-Sep-22		19-Sep-22	19-Jan-23	16-Nov-23
Mark La Forme	Consultation Director	Mississaugas of the New Credit First Nation	08-Sep-22		19-Sep-22	19-Jan-23	16-Nov-23
Chief Stacey LaForme	Chief	Mississaugas of the New Credit First Nation			08-Sep-22	19-Jan-23	16-Nov-23
Robbin Vanstone	Consultation Supervisor	Six Nations of the Grand River			08-Sep-22	19-Jan-23	16-Nov-23
CHIEF MARK B. HILL	Chief	Six Nations of the Grand River	19-Jan-23			19-Jan-23	16-Nov-23
Interest and Stakeholder Groups							
Barb Evans		Niagara Health System	08-Nov-23				16-Nov-23
Harpreet Bassi	Vice President, Strategy, Planning and Engagement	Niagara Health System	19-Jan-23			19-Jan-23	16-Nov-23
Kelly Jones	Chair	Board of Management			08-Sep-22	19-Jan-23	16-Nov-23
Alexis Higginbotham	President				08-Sep-22	19-Jan-23	16-Nov-23
John Clark	Chair	Board of Management			08-Sep-22	19-Jan-23	16-Nov-23
Alanna Galeota	Treasurer, Seaway Mall	Doral Holdings Limited	20-Sep-22			19-Jan-23	16-Nov-23
Cassie Kelly	Manager of Engineering	St. Lawrence Seaway			08-Sep-22	19-Jan-23	16-Nov-23
Elected Officials							
Adam Moote	Ward One Councillor	City of Welland			08-Sep-22		
Mary Ann Grimaldi	Ward One Councillor	City of Welland			08-Sep-22		
David McLeod	Ward Two Councillor	City of Welland			08-Sep-22		
Leo Van Vliet	Ward Two Councillor	City of Welland			08-Sep-22		
John Chiochio	Ward Three Councillor	City of Welland			08-Sep-22		
Sharmila Setaram	Ward Three Councillor	City of Welland	19-Jan-23				
Bryan Green	Ward Four Councillor	City of Welland			08-Sep-22		
Tony Dimarco	Ward Four Councillor	City of Welland			08-Sep-22		
Claudette Richard	Ward Five Councillor	City of Welland			08-Sep-22		
Graham Speck	Ward Five Councillor	City of Welland			08-Sep-22		
Bonnie Fokkens	Ward Six Councillor	City of Welland			08-Sep-22		
Jamie Lee	Ward Six Councillor	City of Welland	19-Jan-23		08-Sep-22		
Frank Campion	Mayor - City of Welland	Niagara Region			08-Sep-22		
Pat Chiochio	Councillor	Niagara Region			08-Sep-22		
Leanna Vilella	Councillor	Niagara Region			08-Sep-22		
Municipal Departments, Committees and Services							
Clerk Bill Matson	Municipal Clerk	City of Niagara Falls			08-Sep-22	19-Jan-23	16-Nov-23
Mathew Bilodeau	Manager of Transportation Engineering	City of Niagara Falls			08-Sep-22	19-Jan-23	16-Nov-23
Sean Dunsmore	Manager of Engineering	City of Thorold			08-Sep-22	19-Jan-23	16-Nov-23
Clerk Donna Delvecchio	Municipal Clerk	City of Thorold			08-Sep-22	19-Jan-23	16-Nov-23
Sherri-Marie Millar	Director of Infrastructure Services	City of Welland			08-Sep-22	19-Jan-23	16-Nov-23
Livia McEachern	Manager of Engineering	City of Welland			08-Sep-22	19-Jan-23	16-Nov-23
Samantha McCauley	Senior Project Manager - Development	City of Welland			08-Sep-22	19-Jan-23	16-Nov-23
Matthew Main	Infrastructure and Asset Manager	City of Welland			08-Sep-22	19-Jan-23	16-Nov-23
Nicolas Aiello	Policy Planner	City of Welland			08-Sep-22	19-Jan-23	16-Nov-23

Contact	Title	Organization	Date Added to List	Date Removed from List	Notice of Study (date sent)	Notice of PIC #1 (date sent)	Notice of PIC #2 (date sent)
Clerk Ann-Marie Norio	Regional Clerk	Niagara Region			08-Sep-22	19-Jan-23	16-Nov-23
Jason Marr	Director of Public Works	Town of Pelham			08-Sep-22	19-Jan-23	16-Nov-23
Clerk Nancy Bozzato	Municipal Clerk	Town of Pelham			08-Sep-22	19-Jan-23	16-Nov-23
Janice Peyton		Town of Port Colborne	08-Sep-22		19-Sep-22	19-Jan-23	16-Nov-23
Charlotte Madden	Acting City Clerk	City of Port Colborne	2023-11-16				
Joe Tonellato	Director, Water and Wastewater Services	Niagara Region			08-Sep-22	19-Jan-23	16-Nov-23
Scott Fraser	Associate Director – Transportation Systems and Planning	Niagara Region	09-Jan-23			19-Jan-23	16-Nov-23
	Garbage and Recycling Collection	Niagara Region			08-Sep-22	19-Jan-23	16-Nov-23
Jennifer Wilson	Garbage and Recycling Collection	Niagara Region			08-Sep-22	19-Jan-23	16-Nov-23
Maged Elmadhoon	Manager, Transportation Planning	Niagara Region					16-Nov-23
Frank Tassone	Director, Transportation Services	Niagara Region	19-Oct-23				16-Nov-23
Wadd Siyam	Transportation Planning	Niagara Region	08-Sep-22		08-Sep-22	19-Jan-23	16-Nov-23
Taylor Meadows	Acting, Development Planning Supervisor	City of Welland	19-Jan-23			19-Jan-23	16-Nov-23
Grant Munday	Director Planning and Development Services	City of Welland			08-Sep-22	19-Jan-23	16-Nov-23
Ali Khan	Manager, Traffic/Parking/ Bylaws	City of Welland			08-Sep-22	19-Jan-23	16-Nov-23
Dave Steven	Supervisor of Parks, Sports Fields, Open Spaces & Cemeteries	City of Welland				19-Jan-23	16-Nov-23
Rob Axiak	Director of Community Services	City of Welland			08-Sep-22	19-Jan-23	16-Nov-23
Aldo Parrotta	Member	Committee	03-Oct-22			19-Jan-23	16-Nov-23
Fraser Mowat	Staff Liaison but committee is empty, Customer Service Clerks	Committee			08-Sep-22	19-Jan-23	16-Nov-23
Jack Tosta	Staff Liaison, Chief Building Official	Committee			08-Sep-22	19-Jan-23	16-Nov-23
Kathleen Adams	Chair	Committee			08-Sep-22	19-Jan-23	16-Nov-23
Ather Shabbar		Committee	08-Nov-23				16-Nov-23
Lina DeChellis	Manager, Economic Development	City of Welland			08-Sep-22	19-Jan-23	16-Nov-23

Provincial Ministries, Agencies and Departments (Including Conservation Authorities)

Colleen Fitzgerald-Hubbl	Director	Ministry of Agriculture, Food and Rural Affairs, Environmental Management Branch			08-Sep-22	19-Jan-23	16-Nov-23
Bill Friend		Ministry of Labour			08-Sep-22	19-Jan-23	16-Nov-23
Alex Earthy	Senior Housing Advisor	Ministry of Municipal Affairs and Housing			08-Sep-22	19-Jan-23	16-Nov-23
Tammy Verhaeghe	District Manager	Ministry of Natural Resources and Forestry, Guelph District			08-Sep-22	19-Jan-23	16-Nov-23
David Marriott	District Planner	Ministry of Natural Resources and Forestry, Guelph District			08-Sep-22	19-Jan-23	16-Nov-23
	EA Notification	Ministry of the Environment, Conservation & Parks, Niagara District Office			08-Sep-22	19-Jan-23	16-Nov-23
Michael Spencer	Surface Water Group Leader	Ministry of the Environment, Conservation & Parks, West Central Region			08-Sep-22	19-Jan-23	16-Nov-23
Joan Del Villar Cuicas	Regional Environmental Planner	Ministry of the Environment, Conservation and Parks (MECP)	09-Sep-22			19-Jan-23	16-Nov-23
Jennifer Hay	Regional Advisor	Ministry of Tourism, Culture and Sport			08-Sep-22	19-Jan-23	16-Nov-23
Angelo Pilla		Ministry of Transportation	16-Nov-23				16-Nov-23
Teepu Khawja	Regional Director - Central Region	Ministry of Transportation, Central Region Office			08-Sep-22	19-Jan-23	16-Nov-23
Glenn Dunphy	Regional Manager	Ministry of Transportation, Regional			08-Sep-22	19-Jan-23	16-Nov-23
Marcelo Gruosso	Senior Director	Niagara Parks Commission, Engineering, Parking & Transportation			08-Sep-22	19-Jan-23	16-Nov-23
David Deluce	Manager, Plan Review & Regulations	Niagara Peninsula Conservation Authority			08-Sep-22	19-Jan-23	16-Nov-23
Natalie Green	Project Manager, Niagara River Remedial Action Plan	Niagara Peninsula Conservation Authority			08-Sep-22	19-Jan-23	16-Nov-23

Contact	Title	Organization	Date Added to List	Date Removed from List	Notice of Study (date sent)	Notice of PIC #1 (date sent)	Notice of PIC #2 (date sent)
Joshua Diamond	Water Quality Specialist	Niagara Peninsula Conservation Authority			08-Sep-22	19-Jan-23	16-Nov-23
Taran Lennard	Watershed Planner	Niagara Peninsula Conservation Authority			08-Sep-22	19-Jan-23	16-Nov-23
Mausam Duggal	National Director, Transportation Planning and S	WSP			08-Sep-22	19-Jan-23	16-Nov-23
Susan Murray	VP Communications and Operations	Friends of the Greenbelt			08-Sep-22	19-Jan-23	16-Nov-23
Kim Peters	Senior Strategic Advisor	Niagara Escarpment Commission			08-Sep-22	19-Jan-23	16-Nov-23
Rail, Goods Movement and Transit							
Jackie Sapp	Manager of Public Works	Canadian National Railway			08-Sep-22	19-Jan-23	16-Nov-23
Salar Zulfiquar		Canadian National Railway	22-Nov-23				
		Medi-Trans			08-Sep-22	19-Jan-23	16-Nov-23
		Niagara Chair-A-Van			08-Sep-22	19-Jan-23	16-Nov-23
Ann Erb	Coordinator - Welland	Niagara Student Transportation Services	12-Sep-22		19-Sep-22	19-Jan-23	16-Nov-23
Mark Doyle	Assistant Director	Niagara Student Transportation Services (NSTS)	26-Sep-22			19-Jan-23	16-Nov-23
Heather Kyle		Niagara Student Transportation Services	12-Sep-22		19-Sep-22	19-Jan-23	16-Nov-23
Terri Capone		Niagara Student Transportation Services			08-Sep-22	19-Jan-23	16-Nov-23
Christine Wolverson	Wolverson Transport & Logistics Inc.	Canadian Niagara Power Inc., Planning			08-Sep-22	19-Jan-23	16-Nov-23
Adam Arbour		Niagara Transit Commission	23-Nov-23				
Utilities							
Bill McKenzie	Manager	Bell Canada, Niagara Implementation			08-Sep-22	19-Jan-23	16-Nov-23
Jeff Hoover	Engineering Supervisor	Canadian Niagara Power			08-Sep-22	19-Jan-23	16-Nov-23
Derek Black	City of Welland Planner	Cogeco	19-Sep-22		19-Sep-22	19-Jan-23	16-Nov-23
Rhonda Nicholson		Enbridge Consumers Gas			08-Sep-22	19-Jan-23	16-Nov-23
Rob D'Onofrio	Planning and Design	Enbridge Gas Distribution Inc.			08-Sep-22	19-Jan-23	16-Nov-23
Ann Newman	Supervisor	Enbridge Pipelines Inc., Right-of-Way Services			08-Sep-22	19-Jan-23	16-Nov-23
Darlene Quilty	Planning Coordinator	MHBC Planning, Urban Design & Landscape Architecture			08-Sep-22	19-Jan-23	16-Nov-23
Kaitlin Webber	Planner	MHBC Planning, Urban Design & Landscape Architecture	21-Sep-22			19-Jan-23	16-Nov-23
Mark Kuhlmann	Construction Coordinator	Niagara Region Broadband Networks			08-Sep-22	19-Jan-23	16-Nov-23
	Supervisor, Right of Way	Trans Canada Pipelines			08-Sep-22	19-Jan-23	16-Nov-23
Ian Chisholm	Maintenance Manager	TransCanada Pipelines, Maple/Niagara Facilities			08-Sep-22	19-Jan-23	16-Nov-23
Tom Wilga		Welland Hydro			08-Sep-22	19-Jan-23	16-Nov-23
Emergency Services							
Adam Eckhart	Fire Chief	Welland Fire and Emergency Services			08-Sep-22	19-Jan-23	16-Nov-23
		Niagara Ambulance Communications			08-Sep-22	19-Jan-23	16-Nov-23
		Welland Fire and Emergency Services			08-Sep-22	19-Jan-23	16-Nov-23
Education							
Warren Hoshizaki	Director of Education (Busing?)	District School Board of Niagara			08-Sep-22	19-Jan-23	16-Nov-23
Camillo Cipriano	Director of Education	Niagara Catholic District School Board	19-Jan-23			19-Jan-23	16-Nov-23
Kathy Levinski	Manager, Plant Operations	Niagara Catholic District School Board			08-Sep-22	19-Jan-23	16-Nov-23

Individuals / Residents					
Organization/ Resident	Date Added to List	Remove From List (Date)	Notice of PIC 1	Comments Received	Response / Action
Former Active Transportation A	2023-01-19			January 19, 2023: Delighted to see “Active Transportation” a prominent consideration for the Transportation Master Plan for a “City on the Move” that will advance the opportunities for healthy active living for citizens of all ages, through active transportation! Including “Active Transportation” considerations in the planning and policy levels, could/would be a giant step forward for Welland.I am pleased to be able to share this message with the Niagara Region Active Transportation Network.	Added to mailing list
Resident	2023-01-23			January 22, 2023: I would be pleased if you will add my contact information to the City on the Move Transportation Master Plan mailing list.	Added to mailing list and sent Notice of PIC
Community Living Welland Pelham	2022-01-24				
Resident	2023-02-27			February 27, 2023: Kindly add me to the City's Transportation Master Plan's mailing list. Unfortunately, I could not attend the Feb 1 Open House.	Added to mailing list
Resident				February 16, 2023: I am writing to you as I have recently become aware of a short term plan to build a path on the greenbelt area that runs behind the houses on Cedar Park Drive and Whiteoak Crescent in the north end of Welland. Please forgive that I am not submitting a comment form from your meeting on February 1st as I don't feel it is applicable to my neighborhood's situation. I am very upset about this plan as I can see no benefit to adding a paved walking path behind houses when on either street (less than a block to the north and south) there are perfectly good sidewalks. I do realize this path will run longer than just behind our houses and will connect Rice Road to the canal lands, however from the map I have seen the most disruptive part of this plan is to the peaceful greenspace that runs from First Avenue to Page Drive behind the houses in our neighborhood. I would like to point out what I believe to be a rather long list of detriments of this plan: 1) Environmentally, cutting down trees and digging up the natural grass space to put down tarmac will impede the "green lung" we currently enjoy. As you are well aware, pavement absorbs the sun which then heats up the earth, not to mention the smell tarmac emits when heated. To quote Joni Mitchell decades ago "They paved paradise and put up a parking lot". 2) Wildlife - we have an extensive variety of wildlife that calls this greenbelt their home including squirrels, rabbits, skunks, raccoons and most recently a red fox. Their habitat will be completely disrupted. 3) As homeowners, our neighbourhood (Cedar Park Drive) has spent the past 20+ years maintaining and tending the green space as if it was ours. I invite the city council to come and see the beauty of this space as it is now before they send in the big trucks to destroy what is there. 4) I am concerned about the maintenance of the path. In the immediate, the picking up of garbage and anything discarded (including possible grocery carts) and in the future the cracking, heaving and erosion of the path as it ages. How much is this going to cost in perpetuity and is it sustainable or will it become neglected as the years go by? 5) I am concerned about how close the path will be to the creek that runs in the middle of this green space as it fills to the top during the spring thaw and every time we have significant rainfall. Have we considered that a child could fall in and drown? 6) I am concerned that our privacy and safety will be threatened as many of us do not have fences which could result in higher insurance premiums. 7) I am concerned our property values will decrease as we paid a premium for our lot when we purchased it because of the beautiful	Thank you for your email and your comments. If I understand correctly you are referring to Map 9: Off-road Trails Phasing, which is from the City's 2022 Community Trails Strategy. This map was included for reference in the recent Public Information Center held for the City's Transportation Master Plan. You may access additional information about the Community Trails Strategy on the City's website at https://www.engagewelland.ca/community-trails-strategy. I will ensure that your comments are provided to Community Services and also become part of the Transportation Master Planning process.
Resident				February 16, 2023: Attached is a copy of petition that has been sent to City Clerk with over 70 signatures of homeowners around the proposed trail plan that impacts the green space between our homes on Cedar Park Dr and Whiteoak Cr in Welland (these homes back on to each other) We have just become aware of this plan in past 10 days and had zero knowledge . Myself and possible a few others may forward emails that have been sent to City Councillors, City, NPCA, Niagara Regional Councillors etc. We , as a community, in this area, are completely against the plan to impact this green space. Follow Up: Please consider the emails forwarded to you as comments/feedback as per the form in communications (having some difficulty with it unfortunately) It is unfortunate that members of our area were unaware of any plans, meetings, comments etc until around first week of Feb and therefore were unable to attend or comment for the public forums	Thank you for your email and your comments. If I understand correctly you are referring to Map 9: Off-road Trails Phasing, which is from the City's 2022 Community Trails Strategy. You may access additional information on the City's website at https://www.engagewelland.ca/community-trails-strategy. I will ensure that your comments are provided to Community Services and your comments become part of the Transportation Master Planning process.

APPENDIX 2

PIC #2 DISPLAY MATERIALS



Welcome

Public Information Centre #2

November 29th, 2023
6:00 p.m. to 8:00 p.m.

Staff are available to answer your questions.

Purpose of the Transportation Master Plan (TMP)

The TMP will provide the City with long-term (2051) transportation strategies to support existing and further transportation needs. Specific goals are to:

- Promote roadways to areas of growth, neighbouring municipalities, and key transport corridors.
- Connect residential, commercial, and industrial areas.
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Update and develop transportation policies to support community vision.
- Update transportation section and schedules within the City Official Plan.
- Create a plan to meet the City's future transportation needs.

Summary of Feedback from Consultation Round #1

The four (4) main themes include:

- Improving AT connectivity and facility design continuity throughout the City, particularly over the recreational canal;
- Improving accessibility through standardized audible crosswalk signals, curb cuts, and tactile strips throughout the City;
- Improving capacity and operations at key intersections in response to ongoing growth; and
- Enhancing safety through the reduction of traffic speeds in areas where sidewalks and / or dedicated cyclist facilities are not provided.

Transportation Master Plan – MCEA Process

- The TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plan Approach #1.
- This is an approved process under the Ontario Environmental Assessment Act.
- The MCEA process allows for a transparent decision making and alternative evaluation process in consideration of the natural, cultural, social and economic environment.



The purpose of this PIC is to present and obtain comments on the proposed preliminary recommendations and draft policy documents.

Transportation Planning Model Inputs

Niagara Region planning modelling input parameters were reviewed through:

- Node & connector adjustments to suit the growth areas;
- Link attributes including number of lanes, posted speed and lane capacity information refinement; and
- Updating with the City's population forecasts (as per the ongoing Official Plan Update).

Residential population forecasts

Horizon Year	Population	Growth*
2031	89,135	57%
2041	121,422	36%
2051	149,406	23%

*Base year is 2021

Employment population forecasts

Horizon Year	Population	Growth*
2031	19,244	36%
2041	22,137	15%
2051	26,603	20%

*Base year is 2021

Placeholder *(Residential Growth Area Map)*

Placeholder *(Employment Growth Area Map)*

The findings of the transportation modelling are summarized as follows:

- No road widenings are required along the City roadway corridors through to the ultimate 2051 horizon year;
- Localized intersection improvements (i.e., signal timing adjustments, auxiliary turn lanes, etc.) are required as a result of intensification;
- Of the City water crossings, the Ontario Road crossing is forecast to approach capacity by the year 2051; and
- The Regional road improvements within the City of Welland are identified within the Region's TMP.

Placeholder *(Localized Improvement Map)*

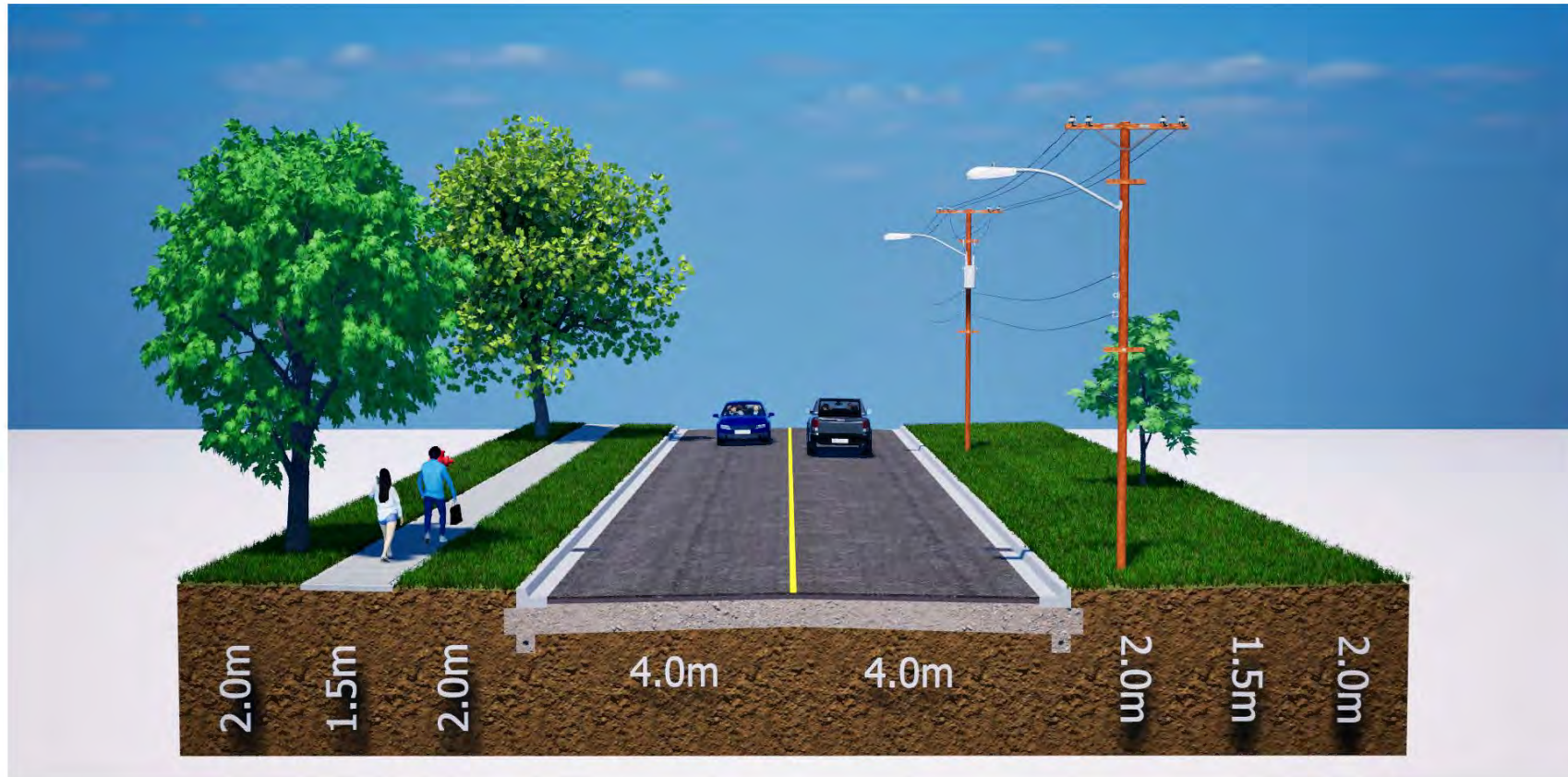
Road Classification Assessment

The revised roadway classification was developed with arterial, two (2) classes of collector roadways (major and minor), and local roads. The following criteria was utilized in classifying the roads:

- Service function (i.e., land access, goods movement, connectivity etc.)
- Typical traffic volume (vehicles per day)
- Flow characteristics (i.e., interrupted or uninterrupted flows)
- Posted speed and traffic calming considerations
- Vehicle types (i.e., passenger vehicles, farm vehicles, etc.)
- Right-of-way width
- Pedestrian and cyclist accommodation
- Other (on-street parking, intersection spacing, transit service)

Review of Road Right-of-Way (ROW) Requirements

Typical Road Cross Section (Urban Local – 20m Width)

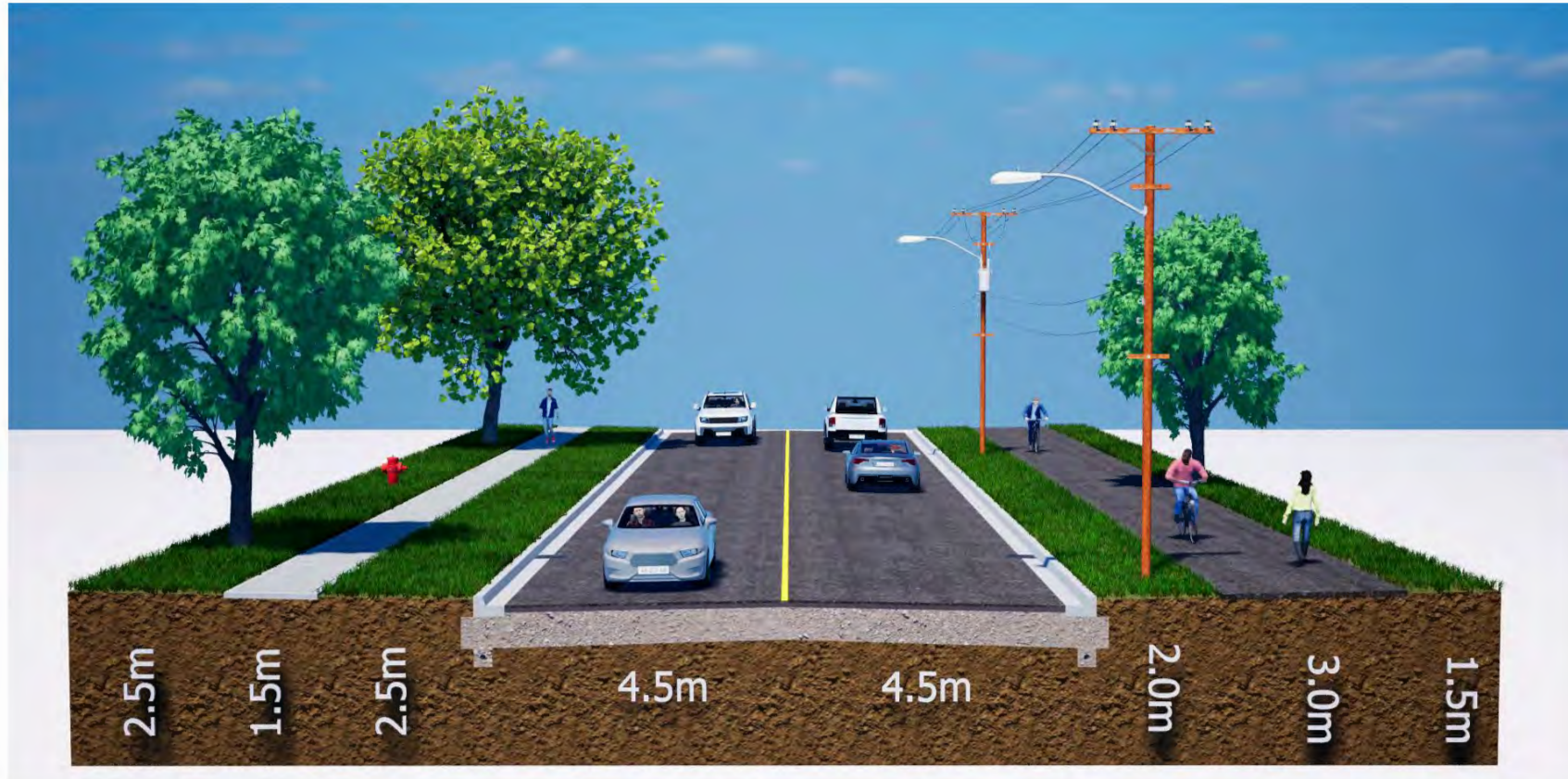


Notes:

1. Sidewalks required on one side at a minimum.
2. On-street parking may be permitted on one side.
3. Dedicated cycling facilities are not required but may be provided as per OTM Book 18.

Review of Road Right-of-Way (ROW) Requirements

Typical Road Cross Section (Urban Collector 23m Width)



Notes:

1. Sidewalks required on both sides of roadway, unless a multi-use path is provided.
2. On-street parking may be permitted on one side or both sides.
3. Appropriate cycling facilities may be included as per OTM Book 18.

Review of Road Right-of-Way (ROW) Requirements

Typical Road Cross Section (Urban Arterial 26m Width)



Notes:

1. Sidewalks required on both sides of roadway.
2. On-street parking may be permitted.
3. Appropriate cycling facilities may be included as per OTM Book 18.

Placeholder

(Suggested Road Classification Changes)

Placeholder *(Proposed Road Network)*

Active Transportation Connectivity

The development of the Active Transportation Connectivity map included a review of the following:

- Existing on-road cycling facilities and multi-use paths
- Recommendations from the City of Welland Trails Strategy (2021)
- Recommendations from the Niagara Region Transportation Master Plan (2017)

Gaps between the existing facilities and recommended improvements were identified, with opportunities to provide additional facilities incorporated into the network.

Placeholder (*AT Connectivity Map*)

Review of Existing City's Policy and Development of New Policy Documents

The following Policy Documents were reviewed or formulated:

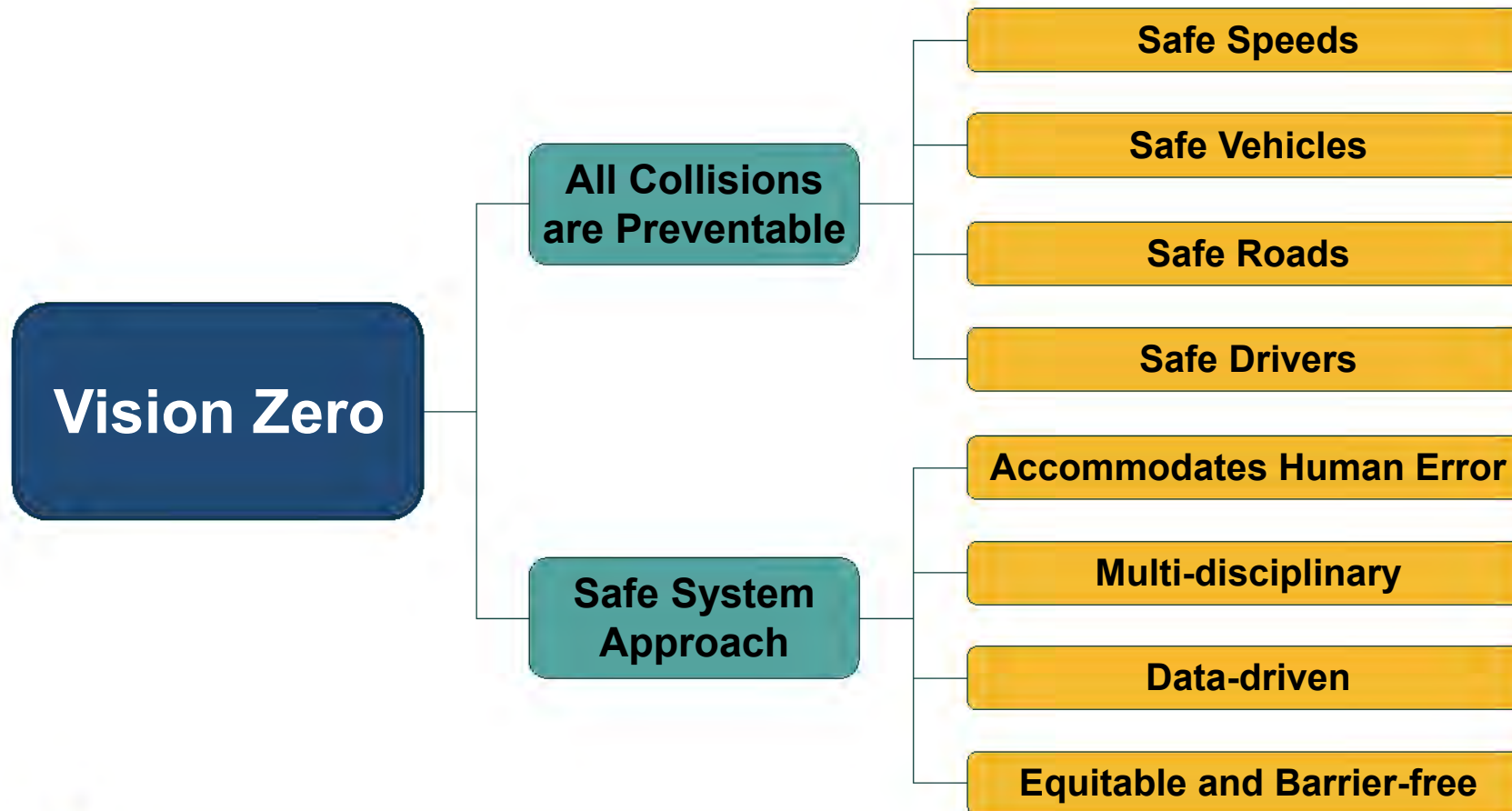
- Vision Zero **(NEW)**
- Default 40 km/h posted speed limit **(NEW)**
- Traffic Calming **(UPDATE)**
- Roundabout Implementation **(NEW)**

A summary of the Vision Zero, Default 40km/h Posted Speed, and Traffic Calming Policies are provided in the following Slides

Review of Policy Documents

Vision Zero

Already adopted by the Niagara Region, Vision Zero is a strategy to reduce fatalities and serious injuries that may occur within the transportation network.



Review of Policy Documents

Default 40km/hr Speed Limit

In alignment with the Vision Zero strategy, City-wide implementation of default 40km/hr speed limit is recommended.

- Applies to local and minor collector roadways only.
- If required, may be supplemented with other measures including passive or physical traffic calming, education, and / or enforcement.
- Signage to be erected at the community gateways only.



Review of Policy Documents

Default 40km/hr Speed Limit

Placeholder
(40km/hr Example Neighbourhood)

Placeholder

(Traffic Calming)

Next Steps

- Compile, review, and incorporate input received from PIC # 2.
- Prepare draft Transportation Master Plan Report for the City review, incorporating any comments for finalization.
- Issue Notice of Study Completion (Early 2024) and 30-day public review.

Thank you for your participation!

Please provide comments and please contact us in case of any questions:

Livia McEachern, P. Eng.

Manager of Engineering
Infrastructure Services

City of Welland

Phone: 905-735-1700 Ext. 2208

Email: livia.mceachern@welland.ca

Mila Khatri

Environmental Planner
Transportation

R.V. Anderson Associates Limited

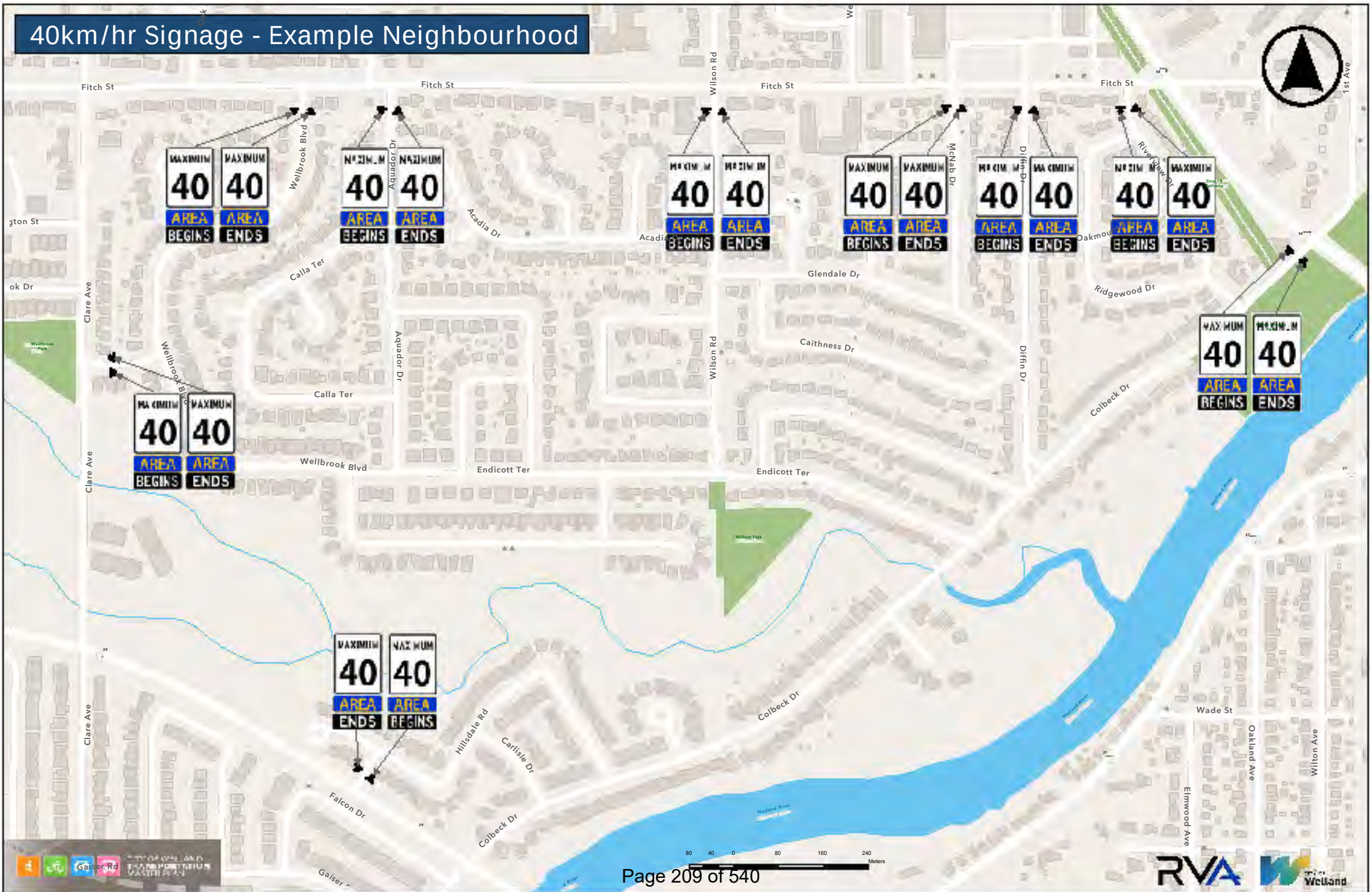
Phone: 289-348-1234 Ext. 4501

Email: mkhatri@rvanderson.com

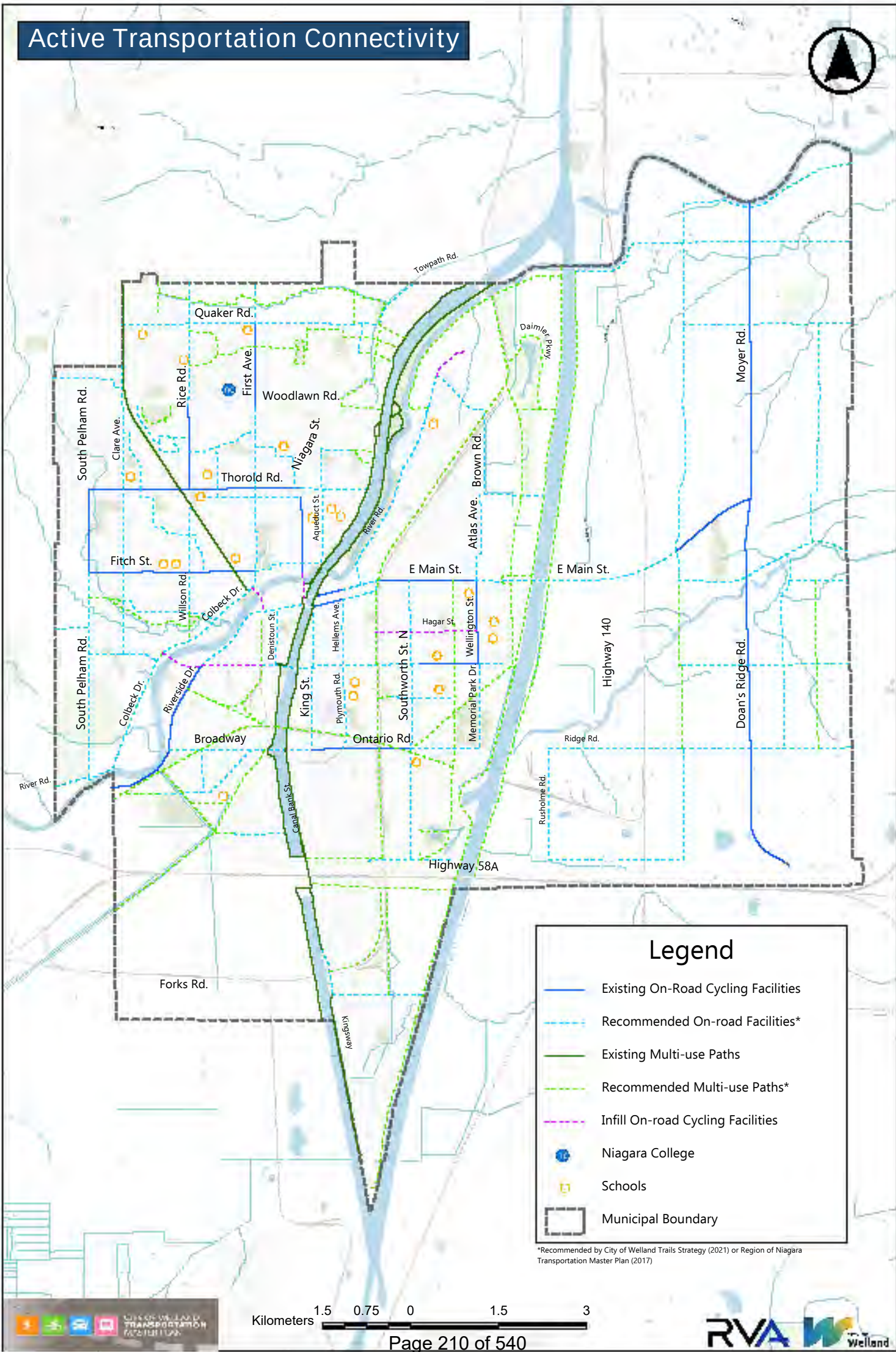
You can also learn more about the project online at

<https://www.engagewelland.ca/transportation-master-plan-study>

40km/hr Signage - Example Neighbourhood



Active Transportation Connectivity

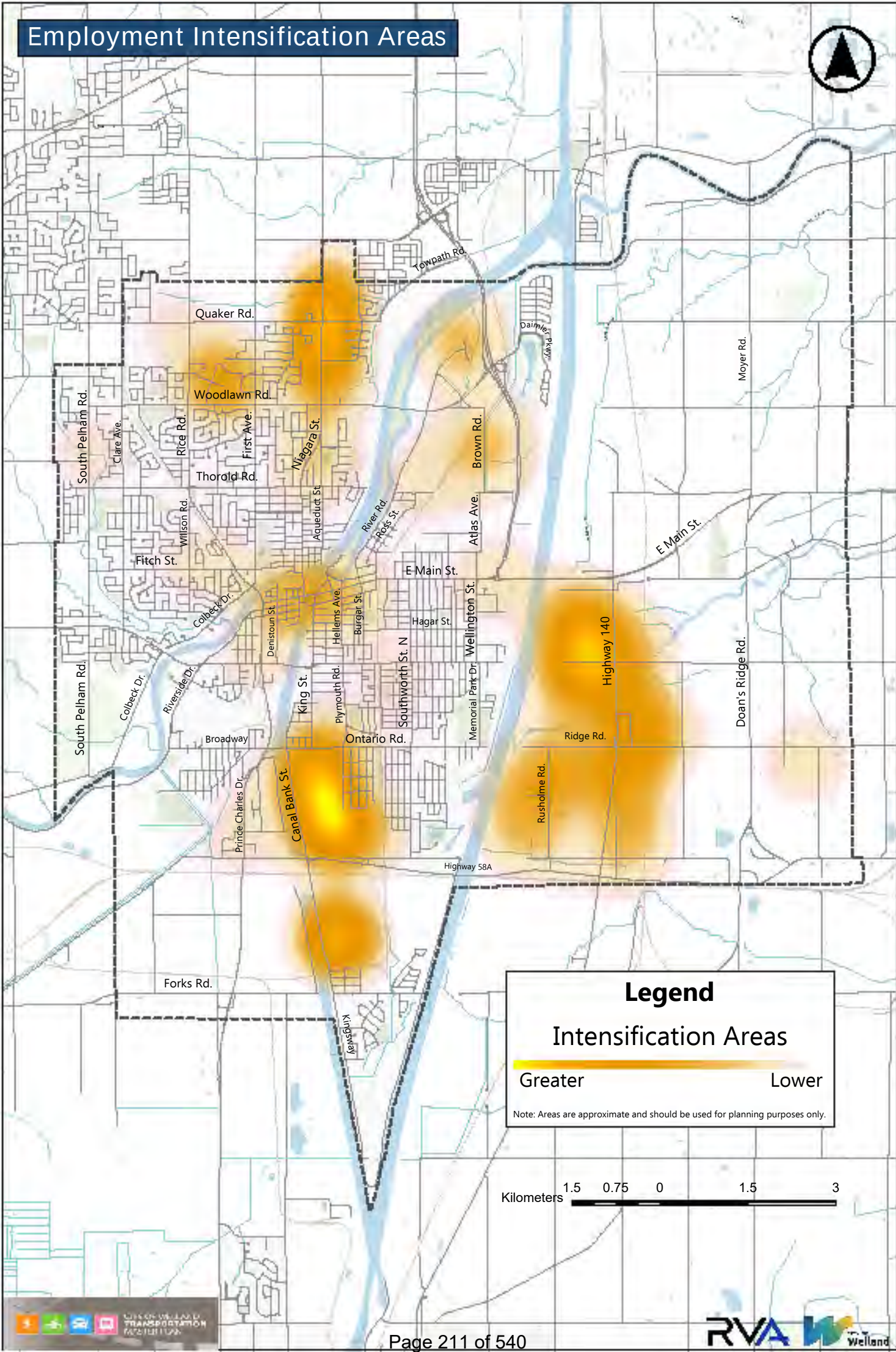


Legend

- Existing On-Road Cycling Facilities
- Recommended On-road Facilities*
- Existing Multi-use Paths
- Recommended Multi-use Paths*
- Infill On-road Cycling Facilities
- Niagara College
- Schools
- Municipal Boundary

*Recommended by City of Welland Trails Strategy (2021) or Region of Niagara Transportation Master Plan (2017)

Employment Intensification Areas



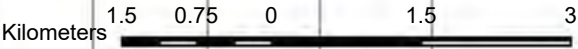
Legend

Intensification Areas

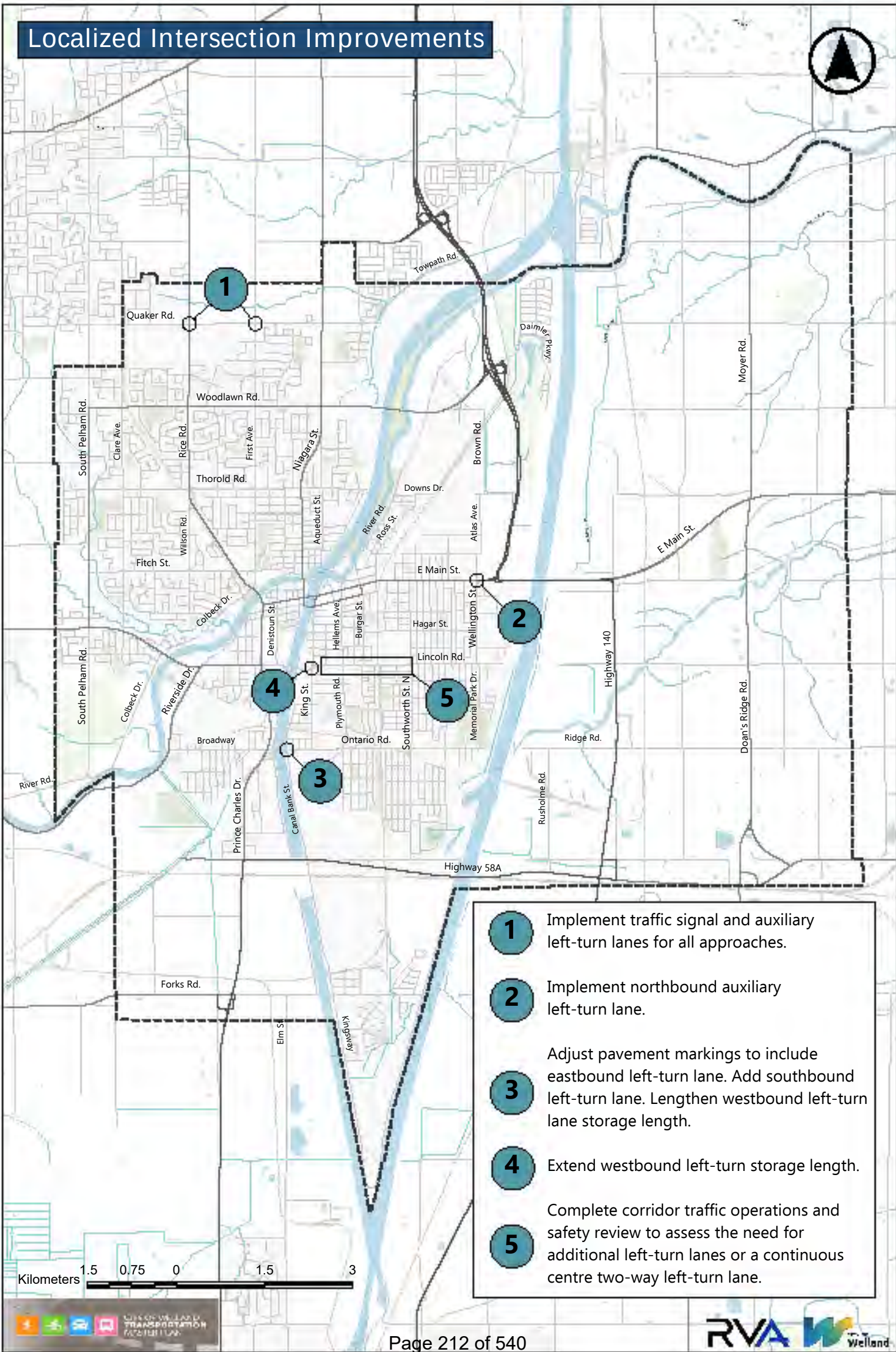
Greater

Lower

Note: Areas are approximate and should be used for planning purposes only.

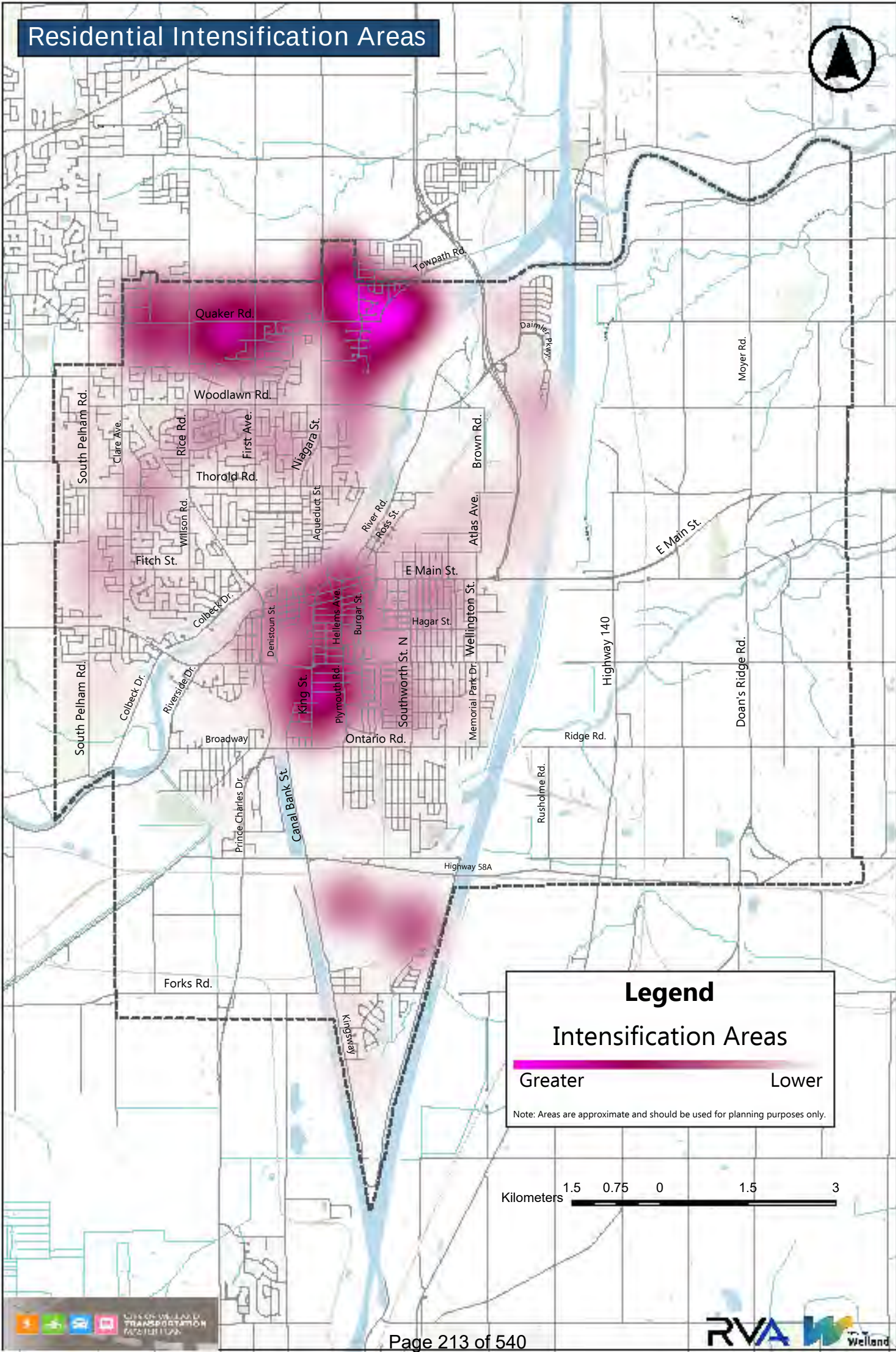


Localized Intersection Improvements



- 1** Implement traffic signal and auxiliary left-turn lanes for all approaches.
- 2** Implement northbound auxiliary left-turn lane.
- 3** Adjust pavement markings to include eastbound left-turn lane. Add southbound left-turn lane. Lengthen westbound left-turn lane storage length.
- 4** Extend westbound left-turn storage length.
- 5** Complete corridor traffic operations and safety review to assess the need for additional left-turn lanes or a continuous centre two-way left-turn lane.

Residential Intensification Areas



Legend

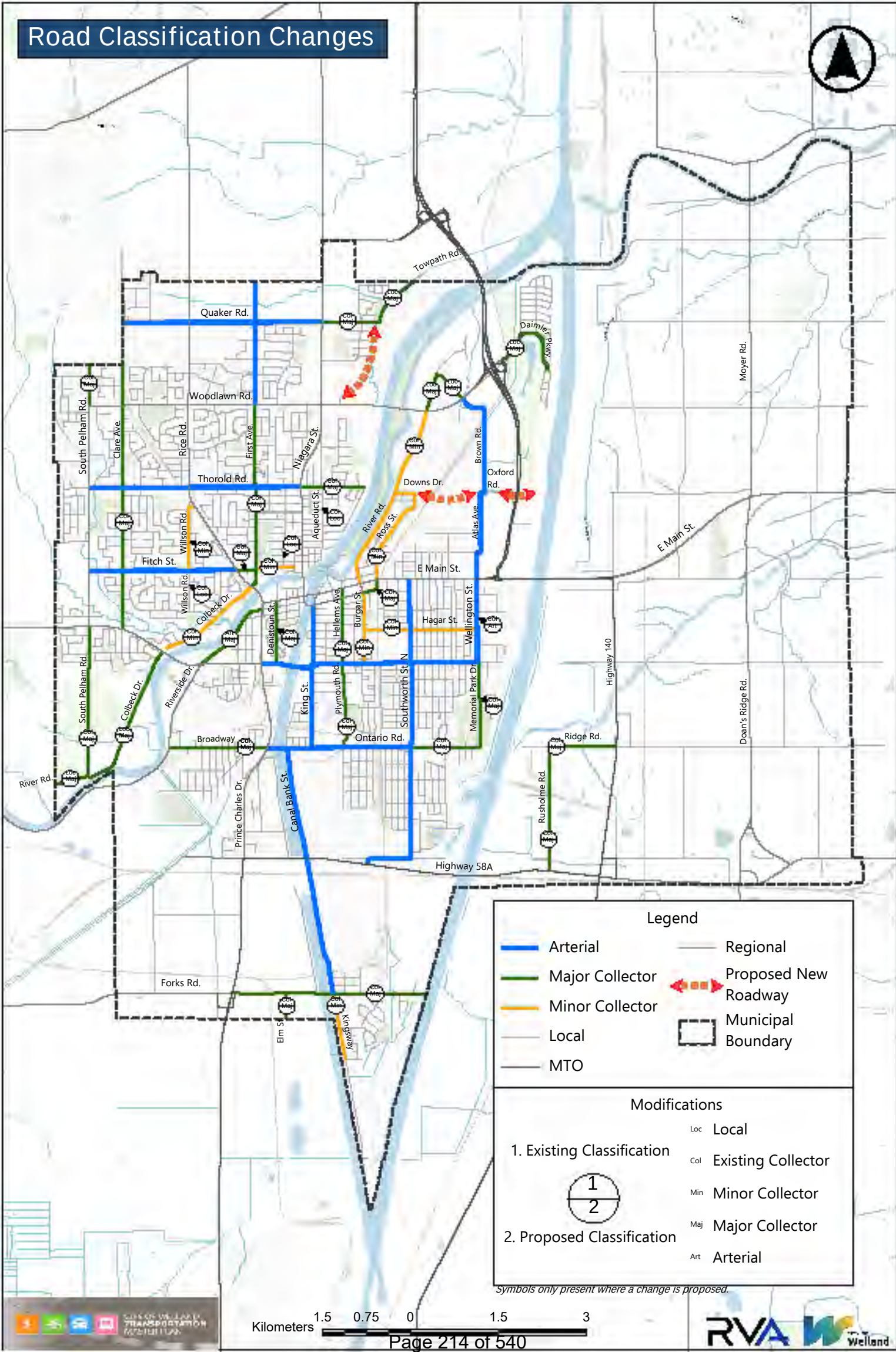
Intensification Areas

Greater Lower

Note: Areas are approximate and should be used for planning purposes only.

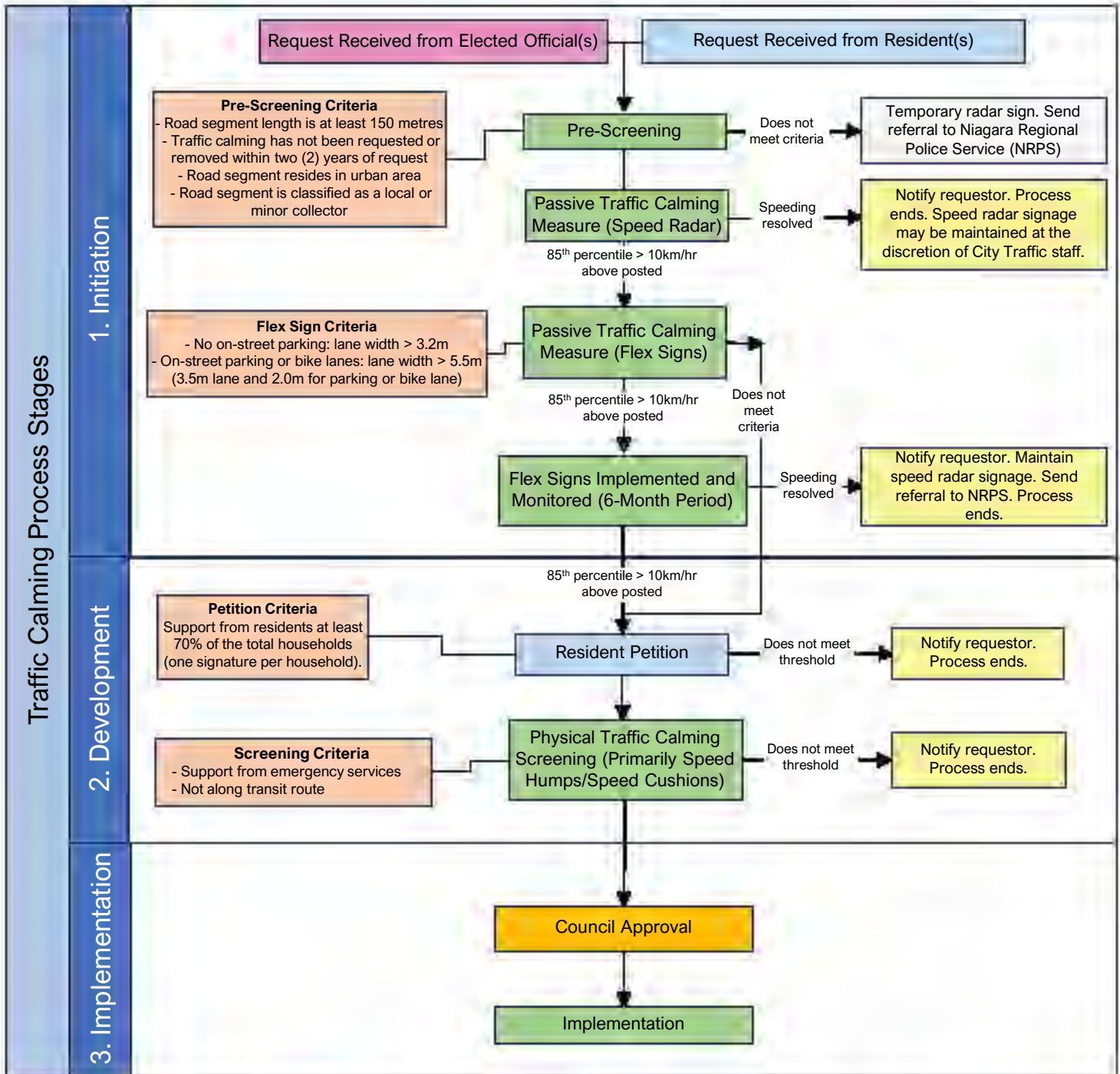
Kilometers 1.5 0.75 0 1.5 3

Road Classification Changes





Proposed Traffic Calming Process Flow Chart



Legend:



APPENDIX 3

PUBLIC INPUT



City of Welland Transportation Master Plan – City on the Move
Public Information Centre No. 2, November 29, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME: _____

EMAIL (OPTIONAL): _____

MAILING ADDRESS (OPTIONAL): _____

1. Please identify your concerns as they pertain to the following study components:

a) Do you have comments or feedback on the proposed improvement alternatives and evaluation presented?

- existing cycling infrastructure on E. Main & Division are inconsistent and unsafe
- traffic calming measures should be implemented along E Main; I've heard about speed & traffic volume along Main from citizens & downtown business owners
- proper signage for cycling route downtown! many cyclists getting lost at Main/Niagara when following path
- ~~- how will this work~~
- how will plans work with Regional Routes? My above concerns (when I've brought up in past at other discussions) are usually chalked up to Regional Responsibility

b) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

- a HUGE public info campaign on driver, cyclist, e-bike/e-scooter safety reviewing such subjects as:
 - speed
 - sharing the road
 - proper use of lanes
 - etc etc

City of Welland Transportation Master Plan – City on the Move
Public Information Centre No. 2, November 29, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME: _____

EMAIL (OPTIONAL): _____

MAILING ADDRESS (OPTIONAL): _____

1. Please identify your concerns as they pertain to the following study components:

a) Do you have comments or feedback on the proposed improvement alternatives and evaluation presented?

- propose multi-use cycling trail along new canal to Dain City has existing infrastructure: ~~Can this be~~ ^{Can this be} implemented as trail sooner rather than later?
- consideration for increased safety measures near entrance to Lincoln Street Docks? ~~There are~~ as well as Lincoln/Denistoun intersection due to increased and growing traffic
- how is public transit affected / considered?

b) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

- consideration of motorized recreational vehicles? either their own trails/area or how they can be prevented from affecting road and trail safety while not discouraging their use by owners and public

City of Welland Transportation Master Plan – City on the Move
Public Information Centre No. 2, November 29, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME: [REDACTED]

EMAIL (OPTIONAL): [REDACTED]

MAILING ADDRESS (OPTIONAL): [REDACTED]

1. Please identify your concerns as they pertain to the following study components:

a) Do you have comments or feedback on the proposed improvement alternatives and evaluation presented?

- are accessibility concerns considered? parking, trail use, sidewalk etc etc
- is accessibility committee being engaged in this discussion?
- how is this plan in line with discussions on municipal trails plan?
- what considerations for any future ~~school~~ facilities?
(~~that is~~ $\Rightarrow$ how ~~the plan~~)
- how is this plan changed or amended ^{or implemented} due to unforeseen future conditions?

b) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

Creating a walkable downtown!

- Crosswalks with buttons, not timers
- Street parking along E Main should be re-evaluated
- Safe use of sidewalks and cycling lanes

City of Welland Transportation Master Plan – City on the Move
Public Information Centre No. 2, November 29, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please identify your concerns as they pertain to the following study components:

a) Do you have comments or feedback on the proposed improvement alternatives and evaluation presented?

I am certainly in favour of the default 40km speed limit on certain residential streets. I am also in favour of measures like speed bumps so maintain lower speeds in these residential areas. I would like to see the city take a more progressive role in promoting safe cycling on city streets as well as making more walking friendly paths and trails. Although the maps did show some of these things, I believe the city could do more.

b) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

I believe the city should partner with the region in looking for more effective methods of speed control than the highly controversial speed cameras. Many areas have sign overload and people who drive those streets all the time may not even notice new signs going up to warn of the installation of speed cameras. If these cameras really are being promoted as "educational tools" as stated in some of the advanced material, then the coupling of radar speed warning boxes mounted in close proximity to the speed limit signs seems a far more effective tool than just speed cameras. Many angry letters to the editor in the local paper complain that speeding tickets often arrive bundled together, sometimes weeks after the original infraction. This has resulted in the vandalizing of these cameras and certainly can't be seen as an "educational tool". The other thing that I would like the team to consider is a prohibition of right turns on red lights. I know that several jurisdictions have already instituted such measures, while a number of others are considering it. Where this has been instituted it has resulted in a marked decrease in pedestrian injuries and deaths. I also would like the city to get on board with the Region in the promotion and funding of a better transit system. If we are really serious about reducing the use of automobiles and greenhouse gas emissions then an affordable, efficient and truly accessible transit system should be very high on the list of priorities.

2. Do you have any other comments regarding the study/study area or other materials presented?

I found the information session very interesting and enjoyed discussions with members of the city and representatives of Anderson. My one real concern continues to be the way the city has chosen to expand. We continue to create housing as urban sprawl rather than revitalizing our downtown core and building more concentrated forms of housing. We don't need more single family homes built on farmland and wetlands. We don't need more housing developments where home start and the million dollar plus mark. We are attracting more and more buyer from outside the region who sell there homes for large profits and then buy similar homes in Welland for much less. This is resulting on a strain on our infrastructure as well as a massive increase on traffic heading back to and from Hamilton, Brampton, and Mississauga each day. The end result is more road accidents, and increased greenhouse gases. It is all very well to institute a study for the future of local transit but we must start looking at the kinds of communities we are building. This urban sprawl is not building communities that are a cohesive part to the city. What it is building are isolated residential developments that are reliant on the automobile.

Please provide comments by December 20, 2023 to:

Livia McEachern, P. Eng.

Manager of Engineering

Infrastructure Services

City of Welland

Phone: 905-735-1700 Ext. 2208

Email: livia.mceachern@welland.ca

Mila Khatri

Junior Environmental Planner

Transportation

R.V. Anderson Associates Limited

Phone: 289-348-1234 Ext. 4501

Email: mkhatri@rvanderson.com

Please use additional paper if required to complete your comments.

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario's Environmental Assessment Act.

THANK YOU FOR YOUR TIME AND EFFORT!

December 20, 2023

City of Welland

Engineering Division
60 East Main Street
Welland, Ontario L3B 3X4

Attention: Ms. Livia McEachern, Manager of Engineering

Dear Ms. McEachern

**RE: City of Welland Transportation Master Plan
TBG Project No. 17453**

We are the Planning Consultants representing 2599587 Ontario Ltd., the owner of the former Hunters Pointe Golf Club lands that received Draft Plan of Subdivision by Council in June, 2020 for the redevelopment of the site with 1155 residential units, mixed use blocks, and parklands. The development completed a Transportation Impact Study which determined that a permanent access was not required, however, an emergency access was supported by the Ministry of Transportation (MTO) to Highway 406.

We have reviewed the information that was prepared as part of the Transportation Master Plan Open House, including the information on future road cross sections, improvements, and new proposed roadways. We were concerned to see that the materials identified a future road connect between the Hunters Pointe lands and Oxford Road. As identified above, an emergency access to the Hunters Pointe lands was recommended as a condition of draft plan approval by City staff, the requirement for an overpass was included by Council at the behest of local residents. There have historically been concerns with the creation of the overpass by City staff due to the long term maintenance costs, and the logistics of constructing the overpass. City staff previously also had concerns with the introduction of residential traffic into the City's emerging industrial area. In speaking with staff, we understand that the identification of a future road in this location does not limit to the connections to an overpass only, but we are concerned that there is no clarification language provided. It is also noted that the emergency access that was approved by the MTO is located further south on the site than is shown on the graphic.

We understand that part of the justification for including the future road connection at Oxford Road in the City's Transportation Master Plan was based on potential unit calculation which was higher than 1155 units which received Draft Plan Approval. We are concerned that the unit count used inaccurately reflects the approvals in place and results in a higher density than is approved. We feel that only the Draft Plan Approved number of units should be used to

determine traffic demand as any others are purely speculative in nature when there is an existing draft plan approval in place.

We look forward to reviewing the final draft of the Transportation Master Plan and additional opportunities to discuss further with City of Welland Staff.

Sincerely,
The Biglieri Group



cc. 2599587 Ontario Ltd.

City of Welland Transportation Master Plan – City on the Move
Public Information Centre No. 2, November 29, 2023 (6:00 p.m. to 8:00 p.m.)

Comment Form

NAME:

EMAIL (OPTIONAL):

MAILING ADDRESS (OPTIONAL):

1. Please identify your concerns as they pertain to the following study components:

a) Do you have comments or feedback on the proposed improvement alternatives and evaluation presented?

I actually really enjoy seeing the recommendations for the on-road facilities and multi-use paths. I do, however, wish there was some discussion with the City regarding the path locations given the fact that their North Welland Trails Connection could've been tied into this.

The City could have done better with where they are going, especially given the backlash from residents in that area. If the government funds are helping with active transportation, it would definitely be worthwhile to make sure the trails and multi-use paths are being put in areas where they're needed.

I do like the idea of the smaller neighbourhood areas getting a 40km/h zoning as shown in the example on page 21 of the accompanying PIC #2 TMP presentation. There is no need for folks to be driving down those roadways at a speed greater than that.

On page 9, I am in support of the initiatives, most importantly, the elimination of the 4-way stops at Quaker Road and both Rice and Cataract Roads. Not sure why people don't know how to properly utilize them but they do tend to slow down traffic and make for some dangerous situations. Traffic lights will greatly improve the safety in those areas.

I didn't see anything in the presentation material with regards to a roundabout implementation as mentioned on page 18. Is there a proposal for more throughout the City?

b) Are there any other issues or opportunities to improve the City's transportation network you would like the project team to consider?

I would like to see more safety measures taken around parks, like Chippawa Park, for example. It has been brought up at Council meetings that vehicles are moving too quickly down First Avenue and it creates a safety issue for children crossing the street. I think all parks should have an assessment done to see if safety can be enhanced around the park areas.

Although it's easier to navigate the City by foot, it can be a little more dangerous for cyclists. I'm hopeful that the on-road cycling facilities will help improve the confidence of cyclists, so they can safely navigate their way around/through the City.

2. Do you have any other comments regarding the study/study area or other materials presented?

As a member of the Active Transportation Advisory Committee, I was wondering if there was going to be any discussion among the groups - the Committee, City staff, and the consultants prior to anything being implemented.

Thank you for inviting members of the public to provide feedback with the initiatives our taxes help support. I wish there was a better turnout for this project.

Please provide comments by December 20, 2023 to:

Livia McEachern, P. Eng.
Manager of Engineering
Infrastructure Services
City of Welland
Phone: 905-735-1700 Ext. 2208
Email: livia.mceachern@welland.ca

Mila Khatri
Junior Environmental Planner
Transportation
R.V. Anderson Associates Limited
Phone: 289-348-1234 Ext. 4501
Email: mkhatri@rvanderson.com

Please use additional paper if required to complete your comments.

With the exception of personal information, all comments will become part of the public record of study. The study is being conducted according to the requirements of the Municipal Class Environmental Assessment, which is a planning process approved under Ontario’s Environmental Assessment Act.

THANK YOU FOR YOUR TIME AND EFFORT!



City of Welland Transportation Master Plan – City on the Move

Stakeholder Working Group Meeting #1 Summary Report

City of Welland

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RVA 226408

December 19, 2022

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3.0	SUMMARY AND NEXT STEPS.....	7

APPENDICES

APPENDIX 1	STAKEHOLDER GROUP INVITATION AND RESPONSE LIST
APPENDIX 2	STAKEHOLDER MEETING #1 DISPLAY MATERIALS
APPENDIX 3	SIGN-IN SHEETS
APPENDIX 4	BREAKOUT GROUP FEEDBACK

1.0 INTRODUCTION

The City of Welland has retained R. V. Anderson Associates Ltd. (RVA) to complete a Transportation Master Plan (TMP) Study, City on the Move. The TMP will provide the City with long-term transportation strategies and capital plan to support the existing and future transportation needs.

The study will consider options to connect residential, commercial and industrial areas, enhance active transportation facilities (cycling and pedestrian), promote safe, environmentally responsible, and accessible transportation and promote links to areas of growth neighbouring municipalities and key transport corridors. In addition, the study will update and create transportation policies to support community vision, update transportation section and schedules within the City Official Plan and create a capital plan to meet the city's future transportation needs.

As part of the TMP, public and technical agency input will be obtained through two Stakeholder Working Group Meetings, and two Public Information Centres (PICs).

1.1 Stakeholder Working Group

At the outset of the TMP, a Stakeholder Working Group was created to provide input to the Project Team and assist in the development and evaluation of alternative solutions and ultimately the recommendations of City's Transportation Master Plan. It is proposed that the working group meet two times during the course of the Study.

Several departments and agencies identified as having potential interest in the study were invited to be involved as a member of the Stakeholder Working Group, including representatives from:

- Niagara Regional Police
- Welland Fire and Emergency Services
- Niagara Health System
- North Welland Improvement Area
- Gio Rail
- Canadian National Railway
- City of Welland Transit Advisory Committee
- Wolverton Transport & Logistics Inc.
- City of Welland Accessibility Advisory Committee
- Various City of Welland Departments (Parks, Sports Fields, Open Spaces & Cemeteries, Transit, Infrastructure Services, Planning and Development Services, Community Services and Planning).
- Niagara Student Transportation Services (NSTS)
- Niagara Region, Public Works - Transportation Planning

A copy of the invitation distributed to these agencies, as well as a summary of their responses is provided **Appendix 1**.

1.2 Stakeholder Working Group Meeting #1

The Stakeholder Working Group Meeting # 1 was held on November 24th, 2022, at the City of Welland City Hall (60 E Main Street, Welland, ON) from 1:00pm to 4:00pm. The purpose of the Stakeholder Working Group Meeting # 1 was to share information and receive input on the key issues, constraints, and opportunities of the existing transportation network, and highlight specific topics and areas throughout the City that will be considered in the development of the Transportation Master Plan.

The format of the Stakeholder Meeting was a brief presentation, followed by two (2) breakout groups to form discussion based on five (5) different categories regarding the existing conditions of the transportation network.

The presentation provided attendees with a summary of the TMP objectives, process, and study area, as well as the purpose of the Stakeholder Working Group Meeting and presented information on the following topics:

- Study Overview and Purpose
- Study Process
- Study Area Including Breakdown of City-Owned Transportation Facilities
- Existing Active Transportation Facilities
- Commercial Vehicle Routes

The display boards presented in the stakeholder meeting are included in **Appendix 2**.

Following the presentation, members of the project team including R. V. Anderson staff facilitated breakout discussions to receive inputs on the five (5) key categories set out in the meeting and discussed below. In addition to the display materials noted above, mapping displays of the study area networks including existing City owned roads, active transportation facilities, and commercial vehicle routes were provided to help facilitate breakout discussion.

2.0 PARTICIPATION AND COMMENT SUMMARY

2.1 Attendance

Attendees were requested to sign-in upon arriving at the Stakeholder Work Group Meeting. Based on the sign-in sheet, there were nine (9) attendees, including representatives from the City of Welland, Region of Niagara, Transit Advisory Committee,

Accessibility Advisory Committee, and both the Welland Downtown and North Welland BIA including:

- **Jonathan Cecelli** – Accessibility Advisory Committee
- **Mark Doyle** – Niagara Student Transportation Services (NSTS)
- **Alanna Galeota** – North Welland Business Improvement Area
- **Alexis Higginbotham** – Welland Downtown Business Improvement Area
- **Ali Khan** – City of Welland (Traffic and Parking)
- **Taylor Meadows** – City of Welland (Planning and Development Services)
- **Tara O'Toole** – City of Welland (Planning and Development Services)
- **Aldo Parrotta** – Transit Advisory Committee
- **Waad Siyam** – Region of Niagara (Transportation Planning)

The sign-in sheet with the full list of meeting attendees is provided in **Appendix 3** of this report.

2.2 Participation and Discussion Summary

Meeting attendees were encouraged to provide their comments and feedback on the material presented, and the study in general during the breakout groups. Comments from each breakout group were recorded on large pieces of paper, and presented for discussion to the overall group. Attendees were also encouraged to submit additional comments and questions by email or mail following the open house.

A summary of the responses received, and discussion held during the breakout groups is provided below, while copies of the breakout group feedback is provided in **Appendix 4**.

2.2.1 Question # 1 – Complete Street and Discussion

Question # 1 was asked to identify how stakeholders feel the existing City network accommodates various modes/users (pedestrians, cyclists, vehicles). Specifically, stakeholder were prompted to answer the following questions:

- How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)?
- Can you think of areas where you don't feel safe cycling or walking? What makes these areas feel unsafe?
- Can you think of any missing links in the cycling or walking network?

Feedback and discussions regarding complete streets included:

- Improved connectivity to adjacent municipalities, specifically Pelham, is desired;

- Improved active Transportation facility connections between Local and Regional Roads is desired;
- Improved connectivity to Niagara Street and Thorold Road is desired;
- New Multi Use Path connections through parks (such as Lancaster Park) would help to improve the active transportation network;
- Stakeholders identified opportunities to improve the North end connectivity to the trail network (Welland Canal Trail example) and commercial areas;
- A pedestrian connection to the Seaway Mall via Lancaster Drive is desired;
- Stakeholders identified a desire to urbanize roads with rural cross-sections (such as South Pelham Road), in order to include sidewalks and remove pedestrians from the roadway;
- One stakeholder noted capacity concerns on Thorold Road, and noted that it seems that the bike lanes are not being utilized; and
- Stakeholders noted that cyclists in the City prefer to use the trail system for recreational cycling, and that on-road facilities and trails are not heavily utilized by commuters. Reasoning for this was discussed including a lack of commuter cycling culture, and a lack of linkages to key locations to the recreational trail system.

2.2.2 Question # 2 – Traffic Calming and Discussion

Question # 2 was asked to identify areas where excessive traffic speeding exist, what may help address speeding issues in these areas and what kind of traffic calming methods would be the most effective. Specifically, stakeholder were prompted to answer the following questions:

- Are there areas where you experience excessive traffic speeds?
- What do you think might help address speeding in these areas?
- What methods of traffic calming do you think are most effective (i.e., speed limit, narrow lanes, speed humps, signage, etc.)?

Feedback and discussions regarding traffic calming included:

- Stakeholder identified speeding issues in specific locations including:
 - Quaker Road;
 - Fitch Street from Clare Avenue to Prince Charles Drive;
 - First Avenue near Niagara College;
 - Clare Avenue from Woodlawn Road to Thorold Road;
 - South Pelham Road;
 - Colbeck Drive (wide R.O.W. widths, no sidewalks); and
 - Generally higher speeds on major roads

- More advisory and cautionary signage on downtown streets indicating one-way operations to help reduce speeds and confusion downtown is desired;
- Increased police enforcement to help reduce speeds is desired;
- Speed humps such as those on Haist street in Pelham were identified as a non desirable form of traffic calming;
- Stakeholders generally did not feel that reducing the speed limit on local roads is necessary or effective to reduce vehicle speeds, without additional traffic calming measures such as engineering methods to narrow the driver's field of vision through streetscaping (trees, narrower lanes, wider sidewalks);
- Improving safety within school zones as it relates to pedestrian accommodation and vehicle speeds was discussed, with recommendations including:
 - Making the “walk zone” of schools and make them the school zone
 - Walk zones should connect with other schools
 - School catchment areas too large – parents need to drive kids to school
 - Need better education regarding school bus safety – drivers not obeying school bus arms
 - Longer bus ride times if speed limit is reduced
- Stakeholders expressed concerns regarding pedestrian safety at roundabouts, noting that they may be more appropriate in areas where pedestrian volumes are lower; and
- More sidewalks, such as the neighbourhood south of Fitch Street, are desired in order to better separate pedestrians and fast moving vehicles.

2.2.3 Question # 3 – Commercial Vehicles and Discussion

Question # 3 was asked to identify areas and streets where stakeholders feel heavy truck accommodation or restrictions are required, as well as any new truck routes that may emerge based on future development. Specifically, stakeholder were prompted to answer the following questions:

- Are there additional areas you feel require heavy truck accommodation?
- Are there additional areas you feel require heavy truck restrictions?
- What new truck routes may emerge based on future development?

Feedback and discussions regarding commercial vehicles included:

- Stakeholders noted that truck traffic making deliveries to businesses on West Main Street stop in the roadway, obstructing traffic flow;
- It was noted that commercial vehicles currently utilize Broadway, despite it not being designated a truck route. It was added that stakeholders do not desire

commercial vehicles in this area due to the residential land use and that commercial vehicles cause sightline issues at Broadway and Riverside Drive; and

- It was recognized that connecting heavy truck routes to areas where new industry is located is important, the area of Power Drive identified as a key area to connect industrial development.

2.2.4 Question # 4 – Intersection / Road Operations and Discussion

Question # 4 was asked to identify any operational concerns (long intersection queues, traffic jams) throughout the City and determine locations that may experience future operational issues based on future developments. Additionally, meeting attendees were asked if intersection designs are pedestrian friendly and accessible, and if not, what is missing. Specifically, stakeholder were prompted to answer the following questions:

- Are there any intersections or Roads where you experience operation issues (i.e., long intersection queues, traffic jams)?
- Are there any intersections or roads you think may experience future operation issues based on future development?
- Are City intersections designs pedestrian friendly and accessible? What is missing?

Feedback and discussions regarding intersection / road operations included:

- Major capacity concerns or the need to widen any City roadways were not identified, however, operational issues were raised for the following intersections:
 - First Avenue at Quaker Road – Queuing blocking side streets
 - Quaker Road at Rice Road
 - Quaker Road at Niagara Street – Transit Stop Safety concerns
 - Woodlawn Road at Trelawn Parkway – Implement PXO crossing to transit stop
 - Woodlawn Road at South Pelham Road – Issues regarding left turn from adjacent side streets as a result of increased traffic from surrounding developments
 - Webber Road at South Pelham Road
- Capacity issues were identified by one participant along Thorold Road, noting that there are not enough travel lanes to accommodate vehicles;
- It was noted that many of the audible crosswalk signals are not loud enough for people to hear over traffic, and that the information provided seem to differ at different crosswalks (no uniformity); and

- It was noted that curb cuts and tactile strips at intersections are not standardized throughout the City, with concern raised that many do not provide accurate directional queues. It was noted that the City utilizes Region of Niagara standards for curb cuts and tactile strips, which do not include directional queues.

2.2.5 Question # 5 – Road Network Gaps/Connectivity and Discussion

Question # 5 was asked to identify if there are any areas they feel would benefit from a new transportation connection. This could be a new rail, highway or water crossing that would fill a gap in the roadway system. Specifically, stakeholder were prompted to answer the following questions:

- Are there any areas you feel would benefit from a new transportation connection?
- Are there any new rail, highway, or water crossings you feel would fill a gap in the roadway system?

Feedback and discussions regarding road network gaps / connectivity included:

- Better connection over the recreational canal in the are of Thorold Road at Oxford Road, Canal Bank Road crossing (improvements for pedestrians and cyclists), and at Ontario Road (by the Flat Water Center), is desired;
- It was noted that new residential development in the area South of Webber Road will require more connections;
- Improved connectivity to Dain City is desired. It was noted that a new bridge at Forks Road connecting Dain City was recently tendered, No other roadway or bridge connections were identified; and
- It was noted that improved accommodation of pedestrians and cyclists at existing crossing, including rail crossings, is desired.

3.0 SUMMARY AND NEXT STEPS

The Stakeholder Working Group #1 meeting provided key stakeholders with an introduction of the Master Plan study and an opportunity to provide input early in the study. The project team will take into consideration the discussions and comments received in the development of the key issues, constraints, and opportunities of the existing transportation network, which will be presented at The Public Information Centre (PIC) #1 in February 2023.

The stakeholder meeting # 2 and PIC #2 are planned be held in Summer 2023. The purpose of the second round of meetings to seek input on alternative solutions.

APPENDIX 1

**STAKEHOLDER GROUP INVITATION
AND RESPONSE LIST**



City on the Move Transportation Master Plan

September 8, 2022

RVA 226408

Dear Sir / Madam:

Re: City of Welland Transportation Master Plan – City on the Move
Notice of Study Commencement and Invitation to Participate in the
Stakeholder Working Group

The City of Welland has initiated the development of a Transportation Master Plan (TMP) to provide the City with long-term road network and active transportation strategies that will support both existing needs, and accommodate further projected population and employment growth. A copy of the Notice of Commencement is enclosed.

As part of the TMP study, a Stakeholder Working Group is being created to provide input to the Project Team and assist in the development and evaluation of alternative solutions and ultimately the recommendations of City's Transportation Master Plan.

We have identified your department/agency as having potential interest in the study and request your involvement as a member of the Stakeholder Working Group. It is proposed that the working group meet a minimum of two times during the course of the Study. Meeting details including date, time, location and items to be discussed will be provided in the near future. It is anticipated that the first Stakeholder Working Group meeting will be held in November 2022.

To help the Project Team in developing the Stakeholder Working Group, please complete the attached form and forward it by email to the Project Team contacts provided below. If you have any questions or concerns regarding this project or the preceding information, please contact the undersigned.

Thank you for your assistance with this project. We respectfully request a response by September 22, 2022.

Yours very truly,

Livia McEachern, P.Eng.
Manager of Transportation
Infrastructure Services
Corporation of the City of Welland
Tel: 905.735.1700 x 2208
E-mail: livia.mceachern@welland.ca

Connor MacIsaac, EPT, ENV SP
Environmental Planner, EA & Approvals
Transportation
R.V. Anderson Associates Limited
Tel: 905.685.5049 x 4218
E-mail: cmacisaac@rvanderson.com

Encl.: Response to Request for Participants
Notice of Study Commencement



R.V. Anderson Associates Limited
1000 Highway 10, Unit 100, Welland, ON N3B 1Y1



City on the Move Transportation Master Plan

RESPONSE TO REQUEST FOR PARTICIPANTS

City of Welland Transportation Master Plan – City on the Move

Please indicate the appropriate response.

- ☐ My department/agency is interested in participating in the Stakeholder Working Group for the City of Welland Transportation Master Plan study.
- ☐ My department/agency is not interested in participating in the Stakeholder Working Group but would like to be kept informed of progress of the study.
- ☐ My department/agency is not interested in participating in the Stakeholder Working Group. Please remove my department/agency from the project mailing list.

If you selected the first option, please identify an appropriate participant for this study from your department/agency that can be available to attend both meetings below.

Name and Title: _____

Department / Agency: _____

Phone: _____

Email: _____

Please Respond to the Request for participation either by email, mail, or phone to the Project team contacts provided below:

Livia McEachern, P. Eng.
Manager of Engineering
Infrastructure Services
Corporation of the City of Welland
60 East Main Street,
Welland, ON L3B 3X4
905-735-1700 Ext. 2208
livia.mceachern@welland.ca

Connor MacIsaac
Environmental Planner, EA & Approvals
Transportation
R.V. Anderson Associates Limited
43 Church Street, Suite 104
St. Catharines, ON L2R 7E1
905.685.5049 x 4218
cmacisaac@rvanderson.com

Thank you for your assistance with this project. We respectfully request a response by September 22, 2022.



R.V. Anderson Associates Limited
1000 Highway 10, Unit 100
St. Catharines, ON L2R 7E1

No.	Type	Contact	Title	Organization	Participate?
1	Emergency Services	Mathieu Lemay	GIS Analyst	Niagara Regional Police	No Response
2	Emergency Services	Adam Eckhart	Fire Chief	Welland Fire and Emergency Services	Participate virtually when available
3	Interest Group	Caroline Bourque-Wiley	Manager, Communications	Niagara Health System	No Response
4	North Welland Improvement Area	Alanna Galeota	Treasurer	Seaway Mall	Y
5	Rail	General Contact		Gio Rail	No Response
6	Rail	Jackie Sapp	Manager of Public Works	Canadian National Railway	No Response
7	Transit Advisory Committee	Aldo Parrotta	Member	Transit Advisory Committee	Y
8	Truck and Goods Movement	Christine Wolverton	Wolverton Transport & Logistics Inc.	Wolverton Transport & Logistics Inc.	Y
9	Welland Downtown Business Improvement Area	Alexis Higginbotham	President		Y
10	Accessibility Committee	Jonathan Cecelli	Vice Chair	Accessibility Advisory Committee	Y
11	Student Bussing	Mark Doyle	Assistant Director	Niagara Student Transportation Services (NSTS)	Y
12	Infrastructure Services, Engineering	Livia McEachern	Manager of Engineering	City of Welland	Y
13	Planning and Development Services	Tara O'Toole	Development Planning Supervisor	City of Welland	Y
14	Planning and Development Services	Ali Khan	Manager, Traffic/Parking/Bylaws	City of Welland	Y
15	Community Services	Craig Bowery	Supervisor of Parks and Forestry	City of Welland	Y
16	Transit	Edward Zahra	Manager of Transit	City of Welland	No Response
17	Regional Municipality	Maged Elmadhoon	Manager Transportation Planning	Niagara Region, Public Works - Transportation Planning	Y
18	Regional Municipality	Waad Siyam	Project Manager	Niagara Region, Public Works - Transportation Planning	Y
19	Planning Division	Taylor Meadows	Development Planner	City of Welland	Y
20	Community Services	Dave Steven	Supervisor of Infrastructure	City of Welland	Y

APPENDIX 2

STAKEHOLDER MEETING DISPLAY MATERIALS



City of Welland Transportation Master Plan

City on the Move

Stakeholder Working Group Meeting No. 1

Thursday November 24th
1:00 p.m. to 4:00 p.m.



R.V. Anderson Associates Limited
engineering • environment • infrastructure



Agenda

- Introduction
- Study Purpose
- Study Process
- Breakout Sessions
- Next Steps

Study Purpose



Purpose of the Transportation Master Plan (TMP)

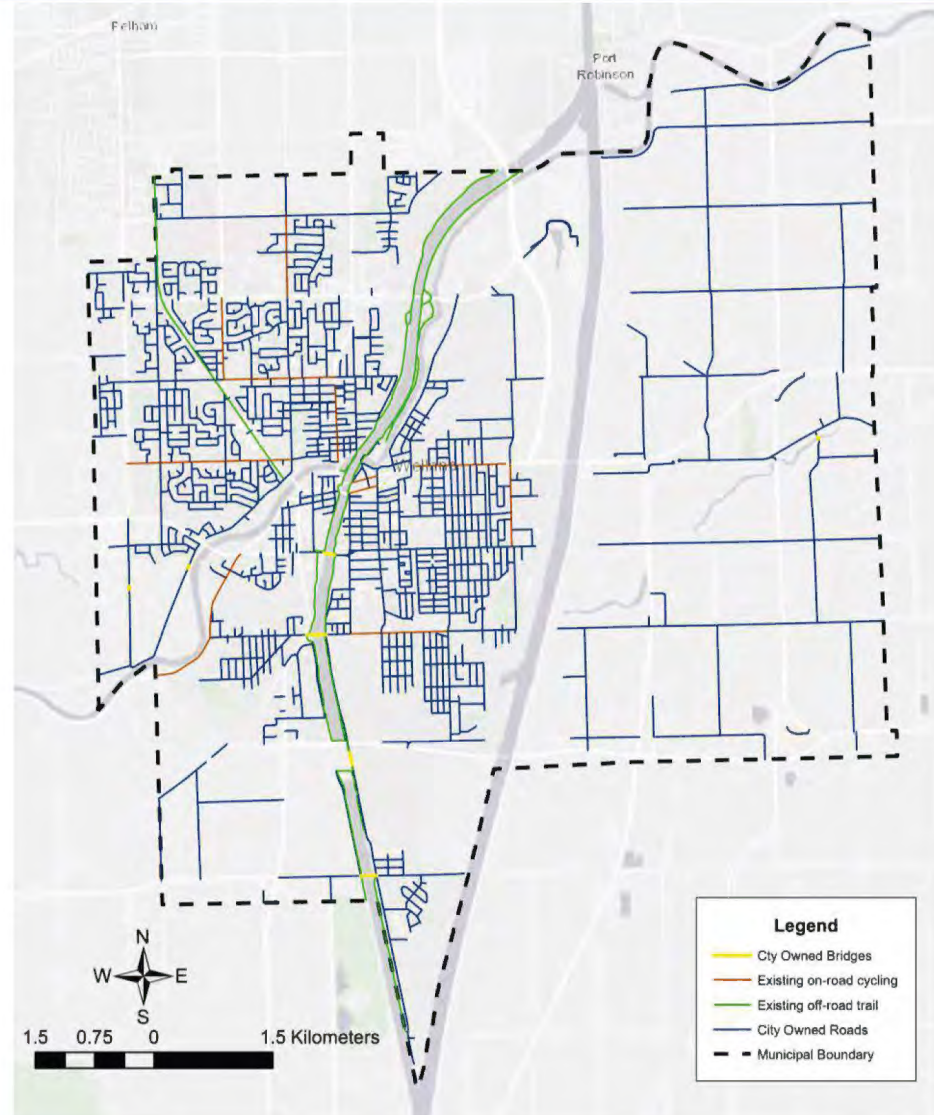
The TMP will provide the City with long-term transportation strategies to support existing and further transportation needs.

Specific goals are to:

- Connect residential, commercial, and industrial areas
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Promote links to areas of growth, neighbouring municipalities, and key transport corridors.
- Update and create transportation policies to support community vision
- Update transportation section and schedules within the City Official Plan.
- Create a capital plan to meet the City's future transportation needs.

Study Area

The TMP will review, assess and develop recommendations for City-owned transportation facilities.



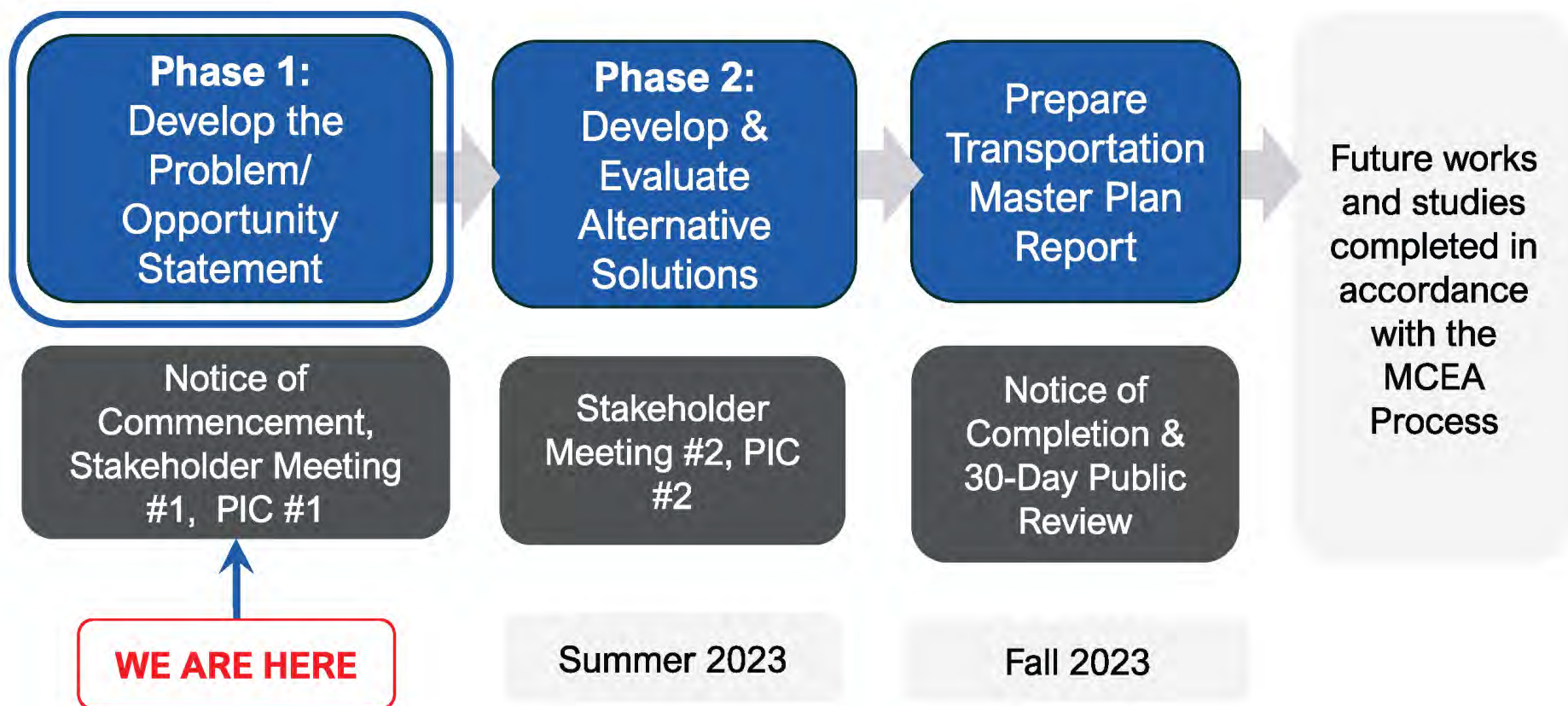
5

Study Process

Transportation Master Plan - MCEA Process

- The TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plan Approach #1.
- This is an approved process under the Ontario *Environmental Assessment Act*.
- The MCEA process allows for a transparent decision making and alternative evaluation process in consideration of the natural, cultural, social and economic environment.

Transportation Master Plan - MCEA Process



Purpose of the Stakeholder Workshop

Today's Stakeholder Working Group meeting will provide input to the project team on key opportunities and existing deficiencies.



Itinerary

Item	Start	End
Introductions	1:00pm	1:10pm
Opening Presentation	1:10pm	1:25pm
Break	1:25pm	1:35pm
Breakout Session		
Question Sessions #1 and #2	1:35pm	2:05pm
Break	2:05pm	2:15pm
Question Sessions #3, #4, and #5	2:15pm	3:00pm
Break	3:00pm	3:10pm
Re-group - Presentations and Discussion	3:10pm	3:55pm
Wrap-up	3:55pm	4:00pm

Questions?

Breakout Discussions

Breakout Groups

- **Group 1**

- Alanna Galeota, North Welland Business Improvement Area
- Aldo Parrotta, Transit Advisory Committee
- Craig Bowery, City of Welland – Parks and Forestry
- Taylor Meadows, City of Welland – Planning and Development Services
- Alexis Higginbotham, Welland Downtown Business Improvement Area

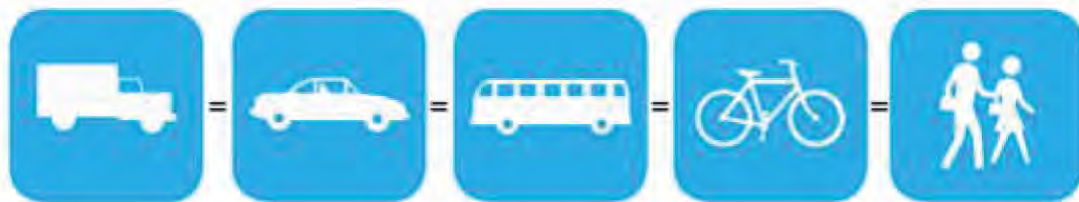
- **Group 2**

- Jonathan Cecelli, Accessibility Advisory Committee
- Mark Doyle, Niagara Student Transportation Services (NSTS)
- Ali Khan, City of Welland – Traffic and Parking
- Waad Siyam, Niagara Region – Transportation Planning
- Tara O'Toole, City of Welland – Planning and Development Services

Breakout Session 1

Question 1 – Complete Streets

- How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)?
- Can you think of areas where you don't feel safe cycling or walking? What makes these areas feel unsafe?
- Can you think of any missing links in the cycling or walking network?



Question 2 – Traffic Calming

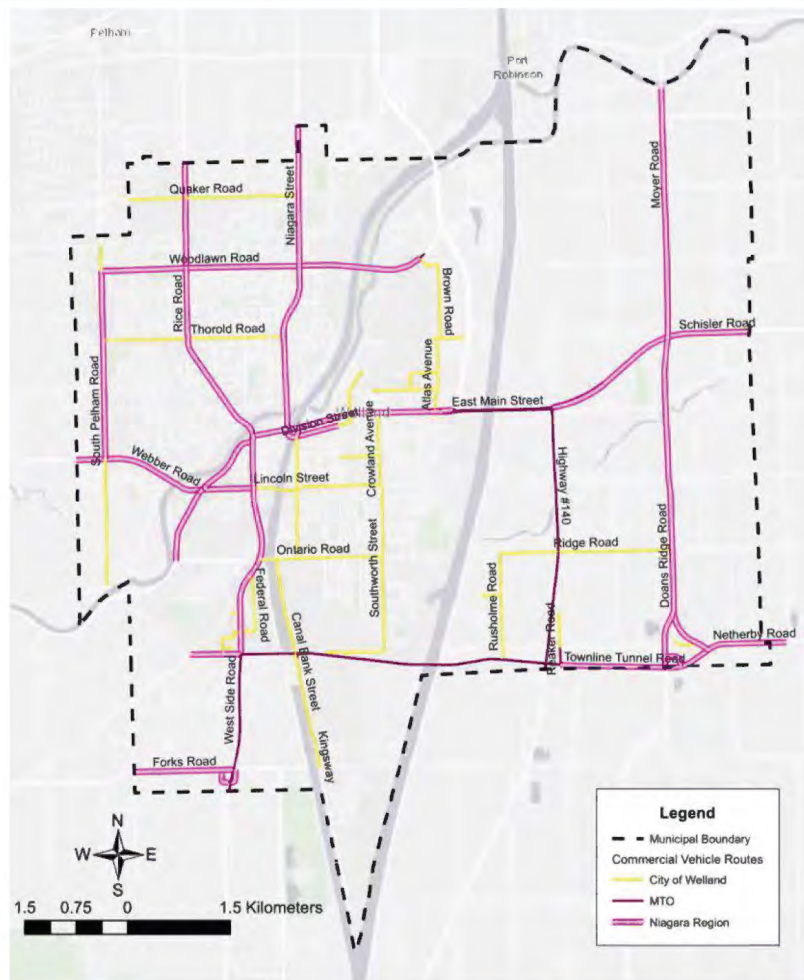
- Are there areas where you experience excessive traffic speeds?
- What do you think might help address speeding in these areas?
- What methods of traffic calming do you think are most effective (i.e., speed limit, narrow lanes, speed humps, signage, etc.)?



Breakout Session 2

Question 3 – Commercial Vehicles

- Are there additional areas you feel require heavy truck accommodation?
- Are there additional areas you feel require heavy truck restrictions?
- What new truck routes may emerge based on future development?



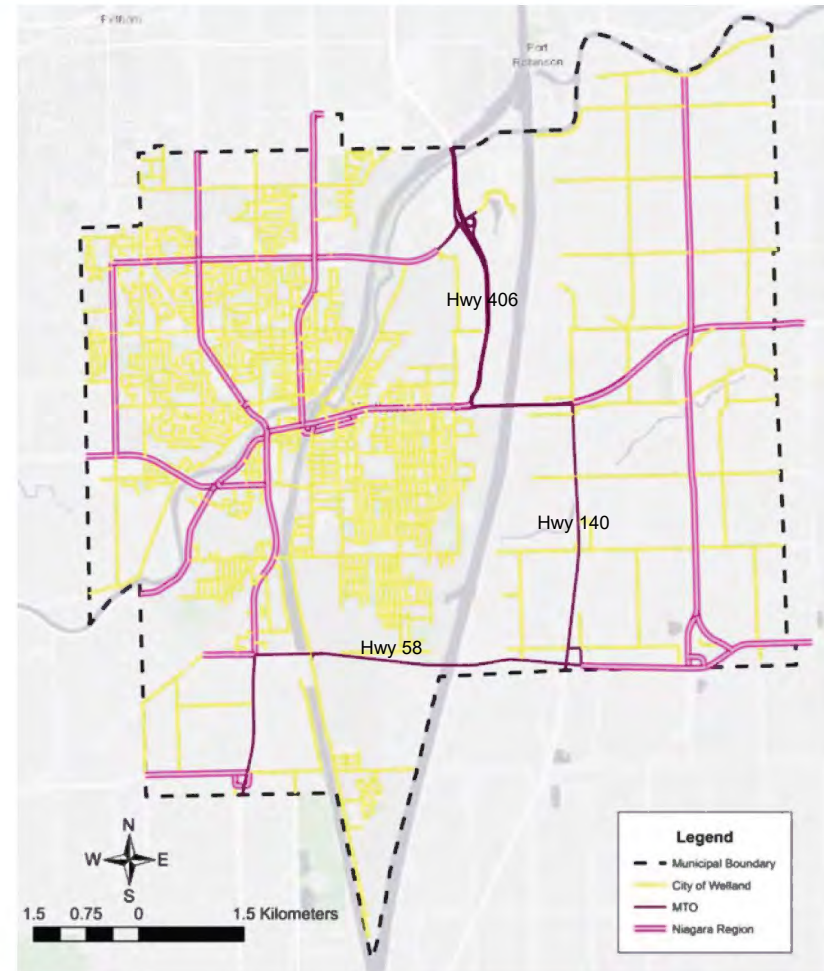
Question 4 – Intersection/Road Operations

- Are there any intersections or Roads where you experience operation issues (i.e., long intersection queues, traffic jams)?
- Are there any intersections or roads you think may experience future operation issues based on future development?
- Are City intersections designs pedestrian friendly and accessible?
What is missing?



Question 5 – Road Network Gaps

- Are there any areas you feel would benefit from a new transportation connection?
- Are there any new rail, highway, or water crossings you feel would fill a gap in the roadway system?



Wrap-up

Next Steps

- Compile existing issues and opportunities in transportation system to develop Problem Opportunity Statement in consideration of input today.
- Present initial findings at Public Open House 1 (Planned for February 2022).
- Stakeholder Working Group Meeting No. 2 – Input on Preliminary Selection of Preferred Alternatives (Summer 2023)



Thank You!

Thank you for your participation!

If you have additional comments or questions, you can reach us any time using the contact information below.

Livia McEachern, P. Eng.

Manager of Engineering

Infrastructure Services

City of Welland

Phone: 905-735-1700 Ext. 2208

Email: livia.mceachern@welland.ca

Connor MacIsaac, EPT, ENV SP

Environmental Planner

Transportation

R.V. Anderson Associates Limited

Phone: 905.685.5049 x 4218

Email: cmacisaac@rvanderson.com

You can also learn more about the project online at
<https://www.engagewelland.ca/transportation-master-plan-study>



APPENDIX 3

SIGN-IN SHEETS



City of Welland Transportation Master Plan – City on the Move
Stakeholder Working Group Meeting No. 1

Welland City Hall –60 E Main St, Welland
Thursday, November 24, 2022 - 1:00 – 4:00 PM



R V Anderson Associates Limited
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SIGN-IN SHEET

Name	Organization	Email
Alexis Higginbotham	Welland Downtown BIA	
Alanna Galeoto	Northwelland BIA	
Livia McEachern	City of Welland , manager of Engineering	
Tara O'Toole	" , Development Planning Supervisor	
ALDO PARZLOTTA	COMMITTEE MEMBER Niagara Advisory	
Graig Bawery	City of Welland	
Waad Siyam	Niagara Region	
Ah° Khon'	WELLAND.	

Personal information requested on this form is collected following the Freedom of Information and Privacy Act.



City of Welland Transportation Master Plan – City on the Move
Stakeholder Working Group Meeting No. 1

Welland City Hall –60 E Main St, Welland
Thursday, November 24, 2022 - 1:00 – 4:00 PM



R.V. Anderson Associates Limited
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SIGN-IN SHEET

Name	Organization	Email
Mark Doyle	NSTS	

Personal information requested on this form is collected following the Freedom of Information and Privacy Act.

APPENDIX 4

BREAKOUT GROUP FEEDBACK

Breakout Group #1 Feedback

Post-it

TABLE 2

Q1

- AT facility connections between City - Regional Roads
- Niagara St. connection at Thorold
- Narrow ROW (Hunter Point Area)
- Accessibility facilities on City streets connecting to RR Roads
- MUP connections through Parks (Lancaster Park)
- Northend connections to trail facilities (Welland Canal Trail) and commercial areas
- Lancaster Ped Crossing to the Mall

Q2

- More Signage on City roads indicating one-way operations on downtown streets
- Speeding on City streets
- Enforcement - Greater presence
- Narrowing field of vision through Streetscaping (Trees, narrow lanes etc)
 wide sidewalks
- First Ave Speeding near NC
- Chase Ave. Woodlawn → Thorold
- S Pelham Rd

TABLE 1

Q3 ①

- West Main trucks obstructing traffic flow (stopped on road)

-
- First Ave + Quaker Rd (Queing blocking side streets) Q4

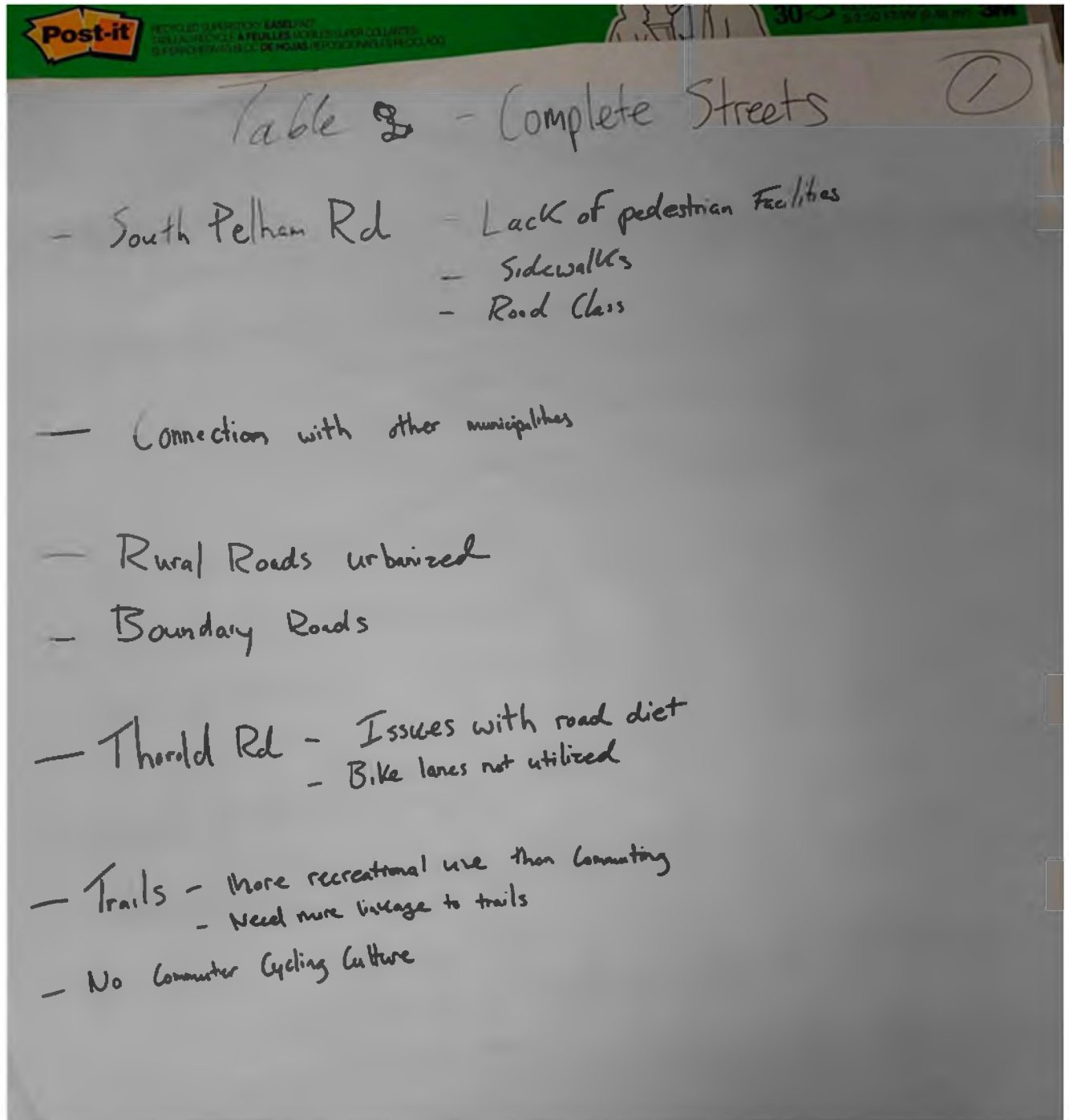
- Quaker Rd + Rice Rd.

- Quaker + Niagara - Transit stop safety concerns (Platforms)

- Woodlawn Rd + Treelawn PXO crossing to transit stop (issue resolved?)

-
- Thorold Rd + Oxford Rd. connection over Rec canal. Q5

Breakout Group #2 Feedback



Question # 2 - Traffic Calming

- Quaker Road
- High Speeds on major roads
- Wide R.O.W. For Local Roads / collector Roads
 - ↳ Calbeck Drive - Lots of new development
 - ↳ No Sidewalks
 - ↳ Gordon / Fitch - Parents do not feel it is safe
 - ↳ School Catchment Areas big - Parents need to drive students
 - ↳ Walk Zones - Can connect with other schools
- Education - School bus Stop Arms
- South of Fitch - Need Sidewalks
- Typical lane width 3.5m (Lowest 3m)
- Longer bus ride times if Speed limit is reduced
- Speed humps (hairst Street pelham) - RAD Example
- "School Zones" Should be broader
 - ↳ Take walk zone of schools and make it the "School Zone"
 - ↳ Community Safety Zone
- Fitch - From Clair to Wilson
 - Wilson to Prince Charles
- GIS mapping for Walk Zones (Follow up with Mark)
- Question regarding pedestrian Safety at roundabouts

Question # 3 - Commercial Vehicles

- Quaker Road
- Complaints about Broadway
 - ↳ Residents do not want Heavy Trucks
 - ↳ Riverside Drive / Broadway - Sightline issues
- Need to look at where new Manufacturing is going
- Need routes to Connect to Power Drive (Industrial Subdivision)

Question # 4 - Intersection / Road Intersections

- Rice / Quaker - Current 4-way Stop
- Woodlawn / South Pelham - Left turn from Side Street with additional traffic from surrounding developments
- Weber / South Pelham
- Thorold Road - Not enough travel lanes
- Fix connectivity when road gets fixed (money an issue)
- Accessibility
 - ↳ Audible Crosswalk Signals
 - ↳ Curb Cuts - alignment is terrible for users - Directional Curb Cuts
 - ↳ Tactile Strips - not present at a lot of Curb Cuts

Question #5 - Road Network map

- Dain City - Needs more Connectivity
 - New Bridge
- Separations From Tracks (possible grade separation)
- Ballards - Make it Safe
- More treatment at Key Crossings to accommodate all methods of transportation
- South of Weber Road - New Development will require new connections
- Canal Bank Street - ~~not safe~~ Bridge is not safe for crossing for pedestrians
- Recreational Canal - Canal Bank Road Crossing (for peds and cyclists) (Ontario - Canal Bank)
 - By Flat water center
 - Need a safe way to cross the road at Ontario Road



City of Welland Transportation Master Plan – City on the Move

**Stakeholder Working Group
Meeting #2
Summary Report - Final**

City of Welland

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**RVA 226408
January 30, 2024**

CITY OF WELLAND TRANSPORTATION MASTER PLAN – CITY ON THE MOVE STAKEHOLDER WORKING GROUP MEETING #2 SUMMARY REPORT

TABLE OF CONTENTS

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	2.2.1 Discussion Summary	5
3.0	SUMMARY AND NEXT STEPS	5

APPENDICES

APPENDIX 1 – STAKEHOLDER WORKING GROUP INVITE AND RESPONSE LIST

APPENDIX 2 – STAKEHOLDER WORKING GROUP DISPLAY MATERIALS

APPENDIX 3 – SIGN-IN SHEETS

APPENDIX 4 – DISCUSSION FEEDBACK AND COMMENTS

1.0 INTRODUCTION

The City of Welland has retained R. V. Anderson Associates Ltd. (RVA) to complete a Transportation Master Plan (TMP) Study, City on the Move. The TMP will provide the City with long-term transportation strategies and capital plan to support the existing and future transportation needs.

The study will consider options to connect residential, commercial and industrial areas, enhance active transportation facilities (cycling and pedestrian), promote safe, environmentally responsible, and accessible transportation and improve links to areas of growth neighbouring municipalities and key transport corridors. In addition, the study will update and develop transportation policies to support community vision, update transportation section and schedules within the City Official Plan and create a capital plan to meet the city's future transportation needs.

As part of the TMP, public and technical agency input will be obtained through two Stakeholder Working Group Meetings, and two Public Information Centres (PICs).

1.1 Stakeholder Working Group

At the outset of the TMP, a Stakeholder Working Group was created to provide input to the Project Team and assist in the development and evaluation of alternative solutions and ultimately the recommendations of City's Transportation Master Plan. It was proposed that the working group meet two times during the course of the Study.

Several departments and agencies identified as having potential interest in the study were invited to be involved as a member of the Stakeholder Working Group, including representatives from:

- Niagara Regional Police
- Welland Fire and Emergency Services
- Niagara Health System
- North Welland Improvement Area
- Gio Rail
- Canadian National Railway
- City of Welland Transit Advisory Committee
- Wolverton Transport & Logistics Inc.
- City of Welland Accessibility Advisory Committee
- Various City of Welland Departments (Parks, Sports Fields, Open Spaces & Cemeteries, Transit, Infrastructure Services, Planning and Development Services, Community Services and Planning).

- Niagara Student Transportation Services (NSTS)
- Niagara Region, Public Works - Transportation Planning

1.2 Stakeholder Working Group Meeting #1

Stakeholder Working Group Meeting #1 was held on November 24, 2022, at the City of Welland City Hall. The purpose of the meeting was to share information and receive input on key issues, constraints, and opportunities of the existing transportation network, and highlight specific topics and areas throughout the City that will be considered in the development of the Transportation Master Plan.

A summary report of the Stakeholder Working Group Meeting #1 was completed by RVA on December 19, 2022.

1.3 Stakeholder Working Group Meeting #2

Stakeholder Working Group Meeting # 2 was arranged to be held in November 2023 and a copy of the invitation distributed to these agencies as well as a summary of their responses is provided in **Appendix 1**.

The Stakeholder Working Group Meeting #2 was held on Tuesday, November 21, 2023, at the City of Welland City Hall (60 E Main Street, Welland, ON), from 1:00 p.m. to 4:00 p.m. The purpose of the Stakeholder Working Group Meeting #2 was to present proposed improvements to be incorporated into the Transportation Master Plan and receive comments and feedback regarding these improvements.

The format of the Stakeholder Meeting was a presentation followed by a discussion period to address comments and answer questions.

The presentation provided attendees with a summary of the following:

- TMP's goals,
- A review of what was heard from Stakeholder Working Group #1,
- Results from the Transportation Planning Model and Road Classification Assessment,
- Suggestions for Active Transportation, and
- Development of new policy documents.

The presentation slides presented at the Stakeholder Meeting are included in **Appendix 2**. In addition to the presentation slides, mapping displays of the study area networks including future growth, active transportation, city road classifications, and intensification areas were

provided to stakeholders to review all recommended improvements for the Transportation Master Plan.

Following the presentation, members of the project team, including R.V. Anderson staff, facilitated a discussion period to receive input on materials presented and answer questions.

2.0 PARTICIPATION AND COMMENT SUMMARY

2.1 Attendance

Attendees were requested to sign-in during the presentation portion of the Stakeholder Working Group Meeting #2. Based on the sign-in sheet, there were twelve (12) attendees, including representatives from the City of Welland, Region of Niagara, North Welland BIA, and Accessibility Advisory Committee. The list of attendees includes:

- **Dave Steven** – City of Welland
- **Barb Evans** – Niagara Health
- **Mark Doyle** – Niagara Student Transportation Services (NSTS)
- **Waad Siyam** – Niagara Region, Transportation Planning
- **Alanna Galeota** – North Welland BIA
- **Ather Shabbar** – Accessibility Advisory Committee
- **Taylor Meadows** – City of Welland
- **Ali Khan** – City of Welland

The sign-in sheet with the full list of meeting attendees, excluding R.V. Anderson staff, is provided in **Appendix 3** of this report.

2.2 Participation and Discussion Summary

Meeting attendees were encouraged to provide their comments and feedback on the materials presented. Questions and comments from the stakeholders were recorded digitally in a Microsoft Word document. Attendees were also encouraged to submit additional comments and questions by email or mail following the Stakeholder Meeting.

A summary of the comments received, and discussion held is provided below. A copy of the feedback recorded during the Stakeholder Meeting is provided in **Appendix 4**.

2.2.1 Discussion Summary

- If bike lanes are required in the future, the City would have to address on-street parking conflicts for local roads. The TMP will provide general guidelines for cycling and on-street parking that the City can follow in the future.
- On-street parking space allotment and enforcement were discussed. Most arterial roads except in the downtown core will have on-street parking prohibited.
- It was noted that the City faces challenges when planting trees and creating tree canopy for roads.
- Lane widths will be a site-specific decision based on factors such as on-street parking.
- Vision Zero is becoming a popular initiative adopted by several cities. Education and enforcement will be required in the City of Welland if Vision Zero is adopted.
- There are some accessibility considerations the Accessibility Advisory Committee would like to discuss with the project team. A one-on-one meeting will be scheduled.
- There should be proactive safety measures taken so that people walking or cycling remain safe. Area to consider proactive safety measures include railways, bridges, and water crossings.

3.0 SUMMARY AND NEXT STEPS

The Stakeholder Working Group Meeting #2 provided key stakeholders an opportunity to review suggested improvements and plans that are to be implemented in the Transportation Master Plan. The project team will take into consideration the discussions and comments received in the refinement of suggested improvements when producing the Transportation Master Plan document.

Information presented at Stakeholder Working Group Meeting #2 will be shared with the public at the scheduled Public Information Centre (PIC) #2 on November 29th, 2023.

APPENDIX 1

Stakeholder Working Group Invite and Response List



Mila Khatri

Subject: City of Welland Transportation Master Plan – City on the Move: Stakeholder Working Group Meeting No. 2 Invitation

Location: Welland City Hall - Community Room, 60 E Main Street, Welland, ON L3B 3X4

Start: Tue 2023-11-21 1:00 PM

End: Tue 2023-11-21 4:00 PM

Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Mila Khatri

Required Attendees:

Hello,

On behalf of the City of Welland, thank you your interest in participating in the City of Welland Transportation Master Plan – City on the Move Stakeholder Working Group. We would like to invite you to participate in the second Stakeholder Working Group Meeting, which will allow the project team to receive input regarding the identification and analysis of proposed improvements to be incorporated in the Transportation Master Plan.

The details of the Stakeholder Working Group Meeting are below:

Date: Tuesday November 21th, 2023

Time: 1:00 to 4:00 pm

Location: Welland City Hall - Community Room
60 E Main St, Welland, ON L3B 3X4

For the purpose of providing accurate name tags, please reply directly to this email to confirm your attendance.

Thank you in advance for your participation in these important discussions. Please contact myself, or Livia McEachern (cc'd), if you have any questions regarding the meeting, working group, or project as a whole.

Thank you,

Mila Khatri (She/Her)

Junior Environmental Planner



R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200, Burlington ON L7M 0W7

Type	Contact	Title	Organization	Stakeholder Meeting #2 Attendance
Emergency Services	Adam Eckhart	Fire Chief	Welland Fire and Emergency Services	No Response
North Welland Improvement Area	Alanna Galeota	Treasurer	Seaway Mall	No Response
Rail	Jackie Sapp	Manager of Public Works	Canadian National Railway	Declined
Transit Advisory Committee	Aldo Parrotta	Member	Transit Advisory Committee	No Response
Truck and Goods Movement	Christine Wolverton	Wolverton Transport & Logistics Inc.	Wolverton Transport & Logistics Inc.	No Response
Welland Downtown Business Improvement Area	Alexis Higginbotham	President		Declined
Student Bussing	Mark Doyle	Assistant Director	Niagara Student Transportation Services (NSTS)	No Response
Infrastructure Services, Engineering	Livia McEachern	Manager of Engineering	City of Welland	Y
Planning and Development Services	Ali Khan	Manager, Traffic/Parking/Bylaws	City of Welland	Y
Regional Municipality	Maged Elmadhoon	Manager Transportation Planning	Niagara Region, Public Works - Transportation Planning	Tentative
Regional Municipality	Waad Siyam	Project Manager	Niagara Region, Public Works - Transportation Planning	Y
Planning Division	Taylor Meadows	Development Planner	City of Welland	No Response
Community Services	Dave Steven	Supervisor of Infrastructure	City of Welland	No Response
Interest Group	Harpreet Bassi	Vice President, Strategy, Planning and Engagement	Niagara Health System	No Response
Accessibility Committee	Ather Shabbar		Welland Accessibility Advisory Committee	Y
Interest Group	Barb Evans		Niagara Health System	Y

APPENDIX 2

Stakeholder Working Group Display Materials



Welcome

Stakeholder Meeting #2

November 21, 2023

1:00 p.m. to 4:00 p.m.

Staff are available to answer your questions.

Purpose of the Transportation Master Plan (TMP)

The TMP will provide the City with long-term (2051) transportation strategies to support existing and further transportation needs. Specific goals are to:

- Promote roadways to areas of growth, neighbouring municipalities, and key transport corridors.
- Connect residential, commercial, and industrial areas.
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Update and develop transportation policies to support community vision.
- Update transportation section and schedules within the City Official Plan.
- Create a plan to meet the City's future transportation needs.

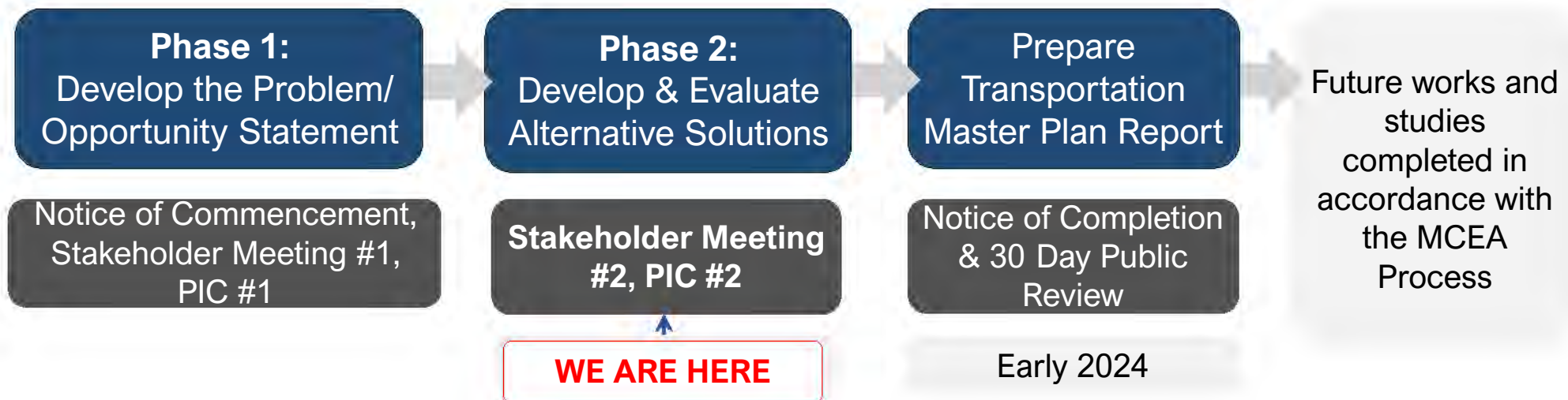
Summary of Feedback from Consultation Round #1

The four (4) main themes include:

- Improving AT connectivity and facility design continuity throughout the City, particularly over the recreational canal;
- Improving accessibility through standardized audible crosswalk signals, curb cuts, and tactile strips throughout the City;
- Improving capacity and operations at key intersections in response to ongoing growth; and
- Enhancing safety through the reduction of traffic speeds in areas where sidewalks and / or dedicated cyclist facilities are not provided.

Transportation Master Plan – MCEA Process

- The TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plan Approach #1.
- This is an approved process under the Ontario Environmental Assessment Act.
- The MCEA process allows for a transparent decision making and alternative evaluation process in consideration of the natural, cultural, social and economic environment.



The purpose of this meeting is to present and obtain comments on the proposed preliminary recommendations and draft policy documents.

Transportation Planning Model Inputs

Niagara Region planning modelling input parameters were reviewed through:

- Node & connector adjustments to suit the growth areas;
- Link attributes including number of lanes, posted speed and lane capacity information refinement; and
- Updating with the City's population forecasts (as per the ongoing Official Plan Update).

Residential population forecasts

Horizon Year	Population	Growth*
2031	89,135	57%
2041	121,422	36%
2051	149,406	23%

*Base year is 2021

Employment population forecasts

Horizon Year	Population	Growth*
2031	19,244	36%
2041	22,137	15%
2051	26,603	20%

*Base year is 2021

Placeholder (Growth Area Map)

The findings of the transportation modelling are summarized as follows:

- No road widenings are required along the City roadway corridors through to the ultimate 2051 horizon year;
- Localized intersection improvements (i.e., signal timing adjustments, auxiliary turn lanes, etc.) are required as a result of intensification; and
- Of the City water crossings, the Ontario Road crossing is forecast to approach capacity by the year 2051; and
- The Regional road improvements within the City of Welland are identified within the Region's TMP.

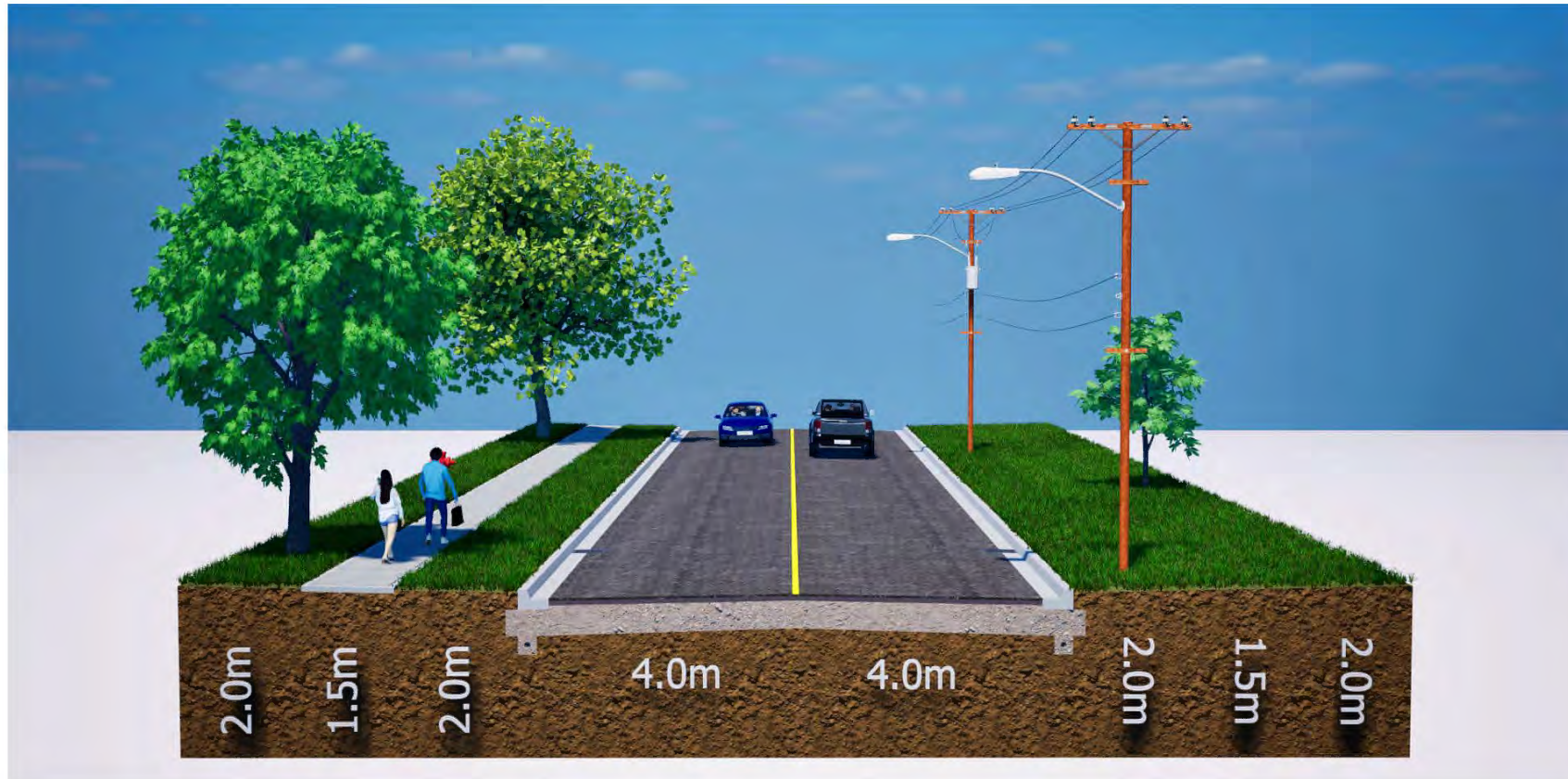
Road Classification Assessment

The revised roadway classification was developed with Arterial, two (2) classes of Collector roadways (Major/Minor), and Local roads. The following criteria was utilized in classifying the roads:

- Service function (i.e., land access, goods movement, connectivity etc.)
- Typical traffic volume (vehicles per day)
- Flow characteristics (i.e., interrupted or uninterrupted flows)
- Posted speed and traffic calming considerations
- Vehicle types (i.e., passenger vehicles, farm vehicles, etc.)
- Right-of-way width
- Pedestrian and cyclist accommodation
- Other (on-street parking, intersection spacing, transit service)

Review of Road Right-of-Way (ROW) Requirements

Typical Road Cross Section (Urban Local – 20m Width)

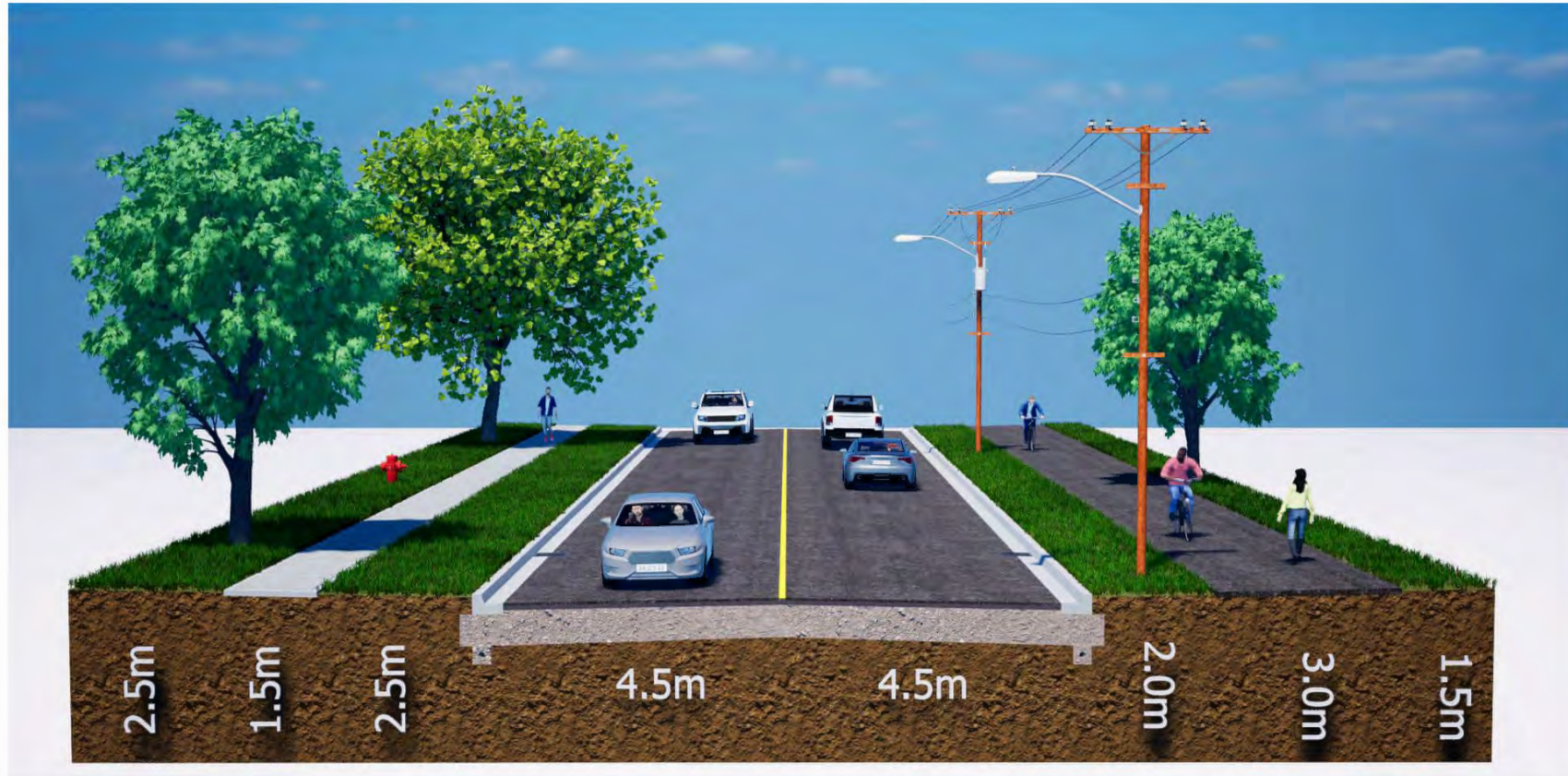


Notes:

1. Sidewalks required on one side at a minimum.
2. On-street parking may be permitted on one side.
3. Dedicated cycling facilities are not required but may be provided as per OTM Book 18.

Review of Road Right-of-Way (ROW) Requirements

Typical Road Cross Section (Urban Collector 23m Width)



Notes:

1. Sidewalks required on both sides of roadway, unless a multi-use path is provided.
2. On-street parking may be permitted on one side or both sides.

Review of Road Right-of-Way (ROW) Requirements

Typical Road Cross Section (Urban Arterial 26m Width)



Notes:

1. Sidewalks required on both sides of roadway.
2. On-street parking may be prohibited.
3. Appropriate cycling facilities may be included as per OTM Book 18.

Placeholder

(Suggested Road Classification Changes)

Active Transportation Connectivity

The development of the Active Transportation Connectivity map included a review of the following:

- Existing on-road cycling facilities and multi-use paths
- Recommendations from the City of Welland Trails Strategy (2021)
- Recommendations from the Niagara Region Transportation Master Plan (2017)

Gaps between the existing facilities and recommended improvements were identified, with opportunities to provide additional facilities incorporated into the network.

Placeholder (AT Connectivity Map)

Review of Existing City's Policy and Development of New Policy Documents

The following Policy Documents were reviewed or formulated:

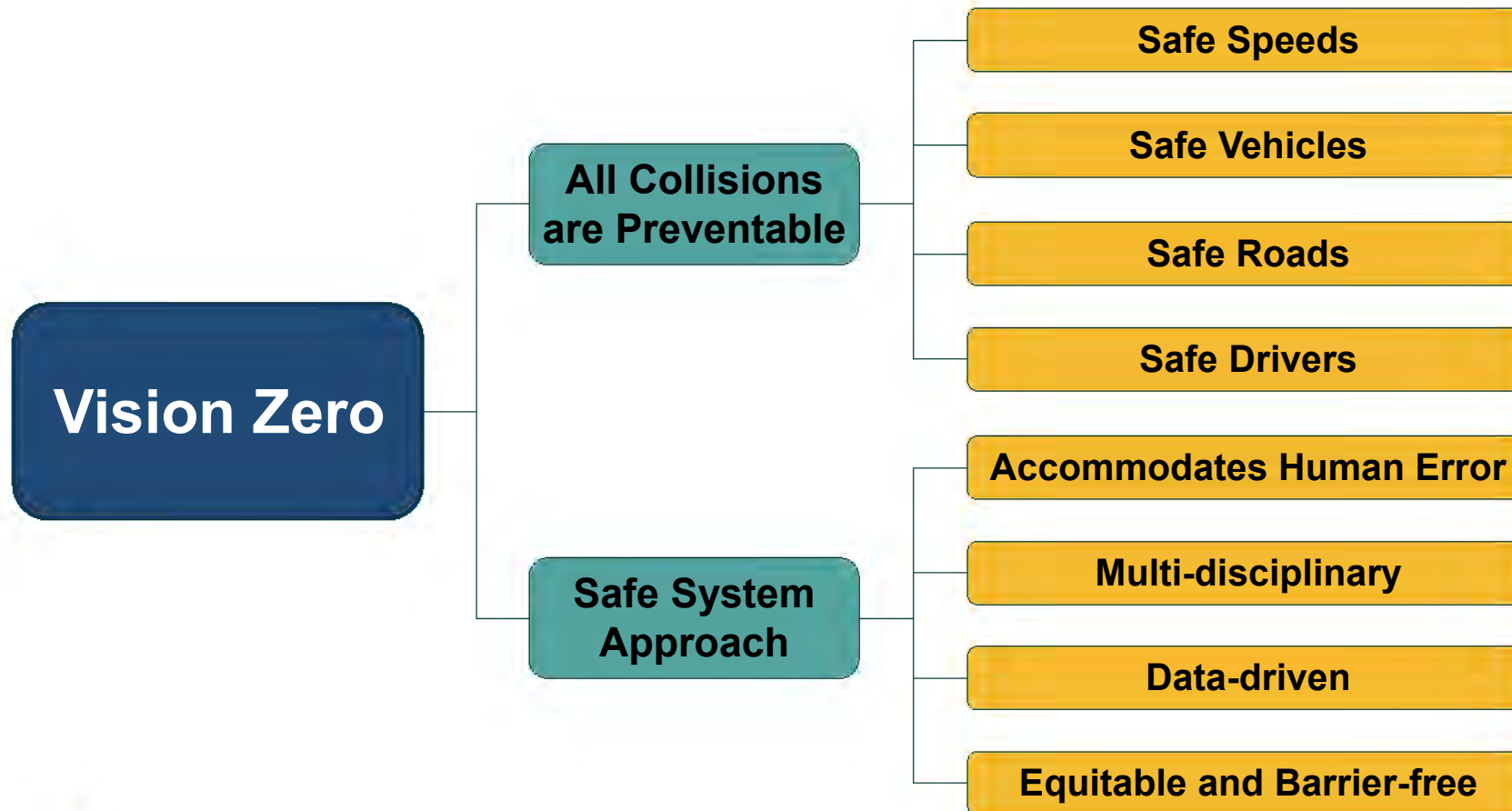
- Vision Zero **(NEW)**
- Default 40 km/h posted speed limit **(NEW)**
- Traffic Calming **(UPDATE)**
- Roundabout Implementation **(NEW)**

A summary of the Vision Zero, Default 40km/h Posted Speed, and Traffic Calming Policies are provided in the following Slides

Review of Policy Documents

Vision Zero

Already adopted by the Niagara Region, Vision Zero is a strategy to reduce fatalities and serious injuries that may occur within the transportation network.



Review of Policy Documents

Default 40km/hr Speed Limit

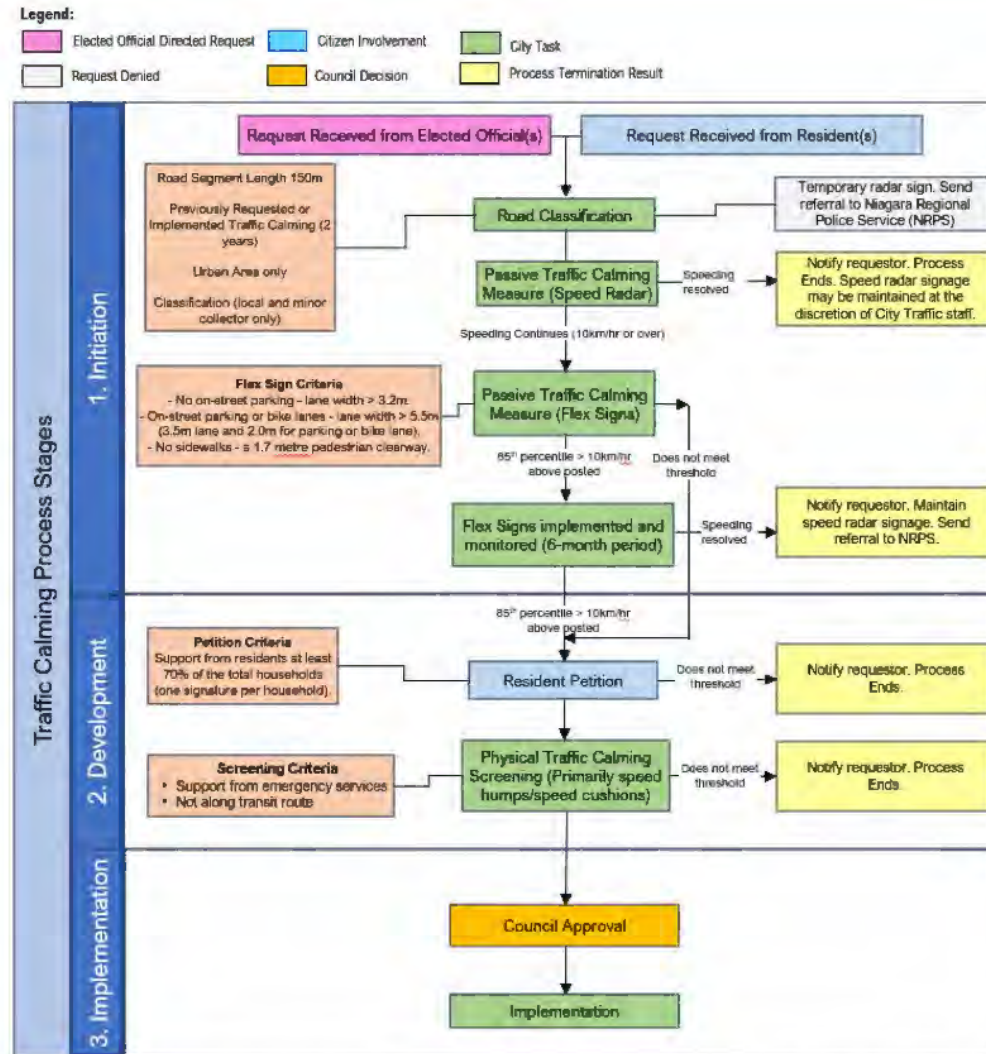
In alignment with the Vision Zero strategy, City-wide implementation of default 40km/hr speed limit is recommended.

- Applies to local and minor collector roadways only.
- If required, may be supplemented with other measures including passive or physical traffic calming, education, and / or enforcement.
- Signage to be erected at the community gateways only.



Review of Policy Documents

Traffic Calming



*Passive traffic calming measures can include measures such as speed radar signage and flex signs. The selection of the appropriate measures will be determined by City Traffic staff on a case-by-case basis given the site-specific issues and constraints.

Next Steps

- Compile, review, and incorporate input received from Stakeholder Meeting # 2 and finalize the City's road and active transportation network for upcoming PIC # 2 (Nov 29, 2023).
- Prepare draft Transportation Master Plan Report for the City review, incorporating any comments for finalization.
- Issue Notice of Study Completion (Early 2024) and 30-day public review.

Thank You!

Thank you for your participation!

Please provide comments and please contact us in case of any questions:

Livia McEachern, P. Eng.

Manager of Engineering
Infrastructure Services

City of Welland

Phone: 905-735-1700 Ext. 2208

Email: livia.mceachern@welland.ca

Mila Khatri

Environmental Planner
Transportation

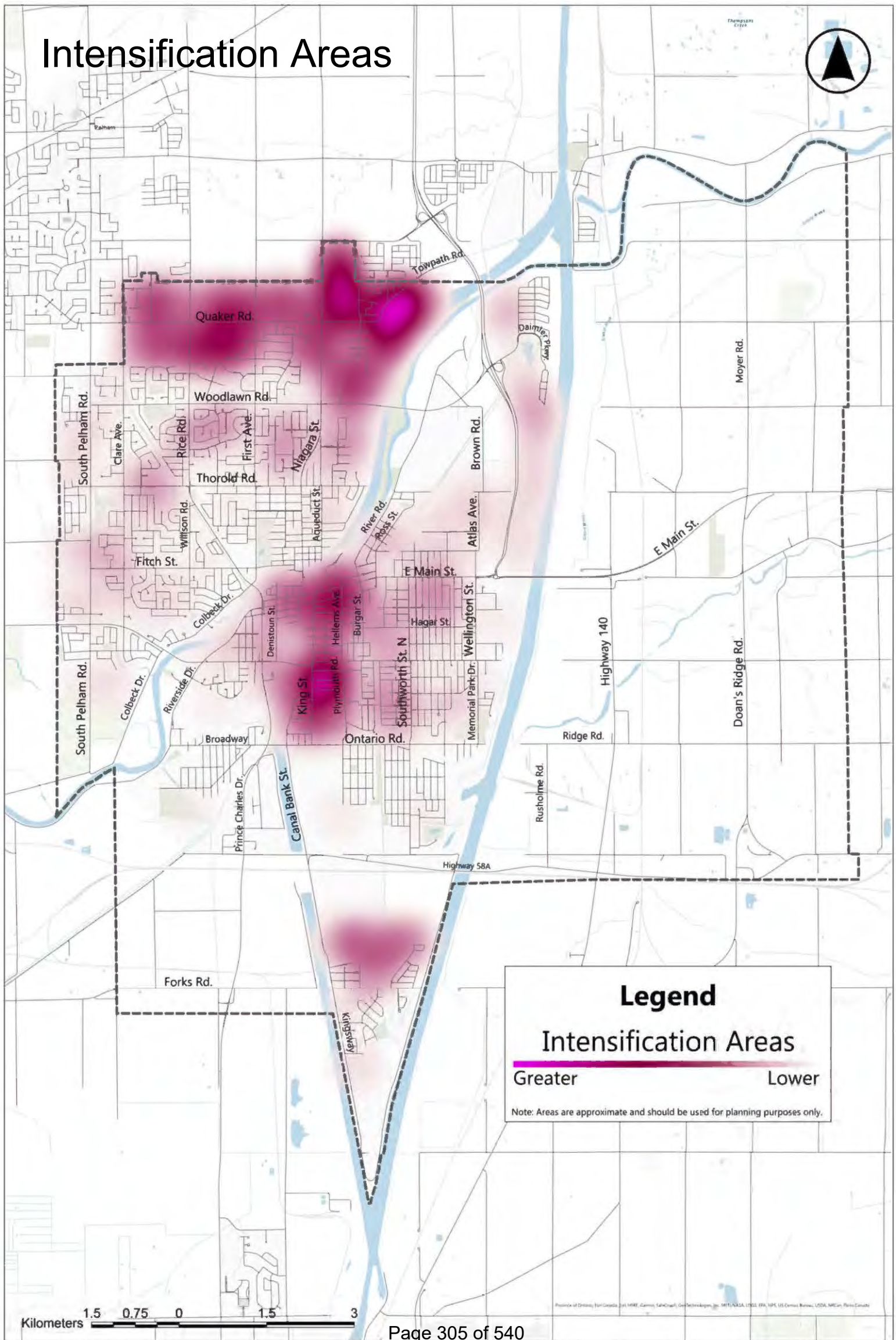
R.V. Anderson Associates Limited

Phone: 289-348-1234 Ext. 4501

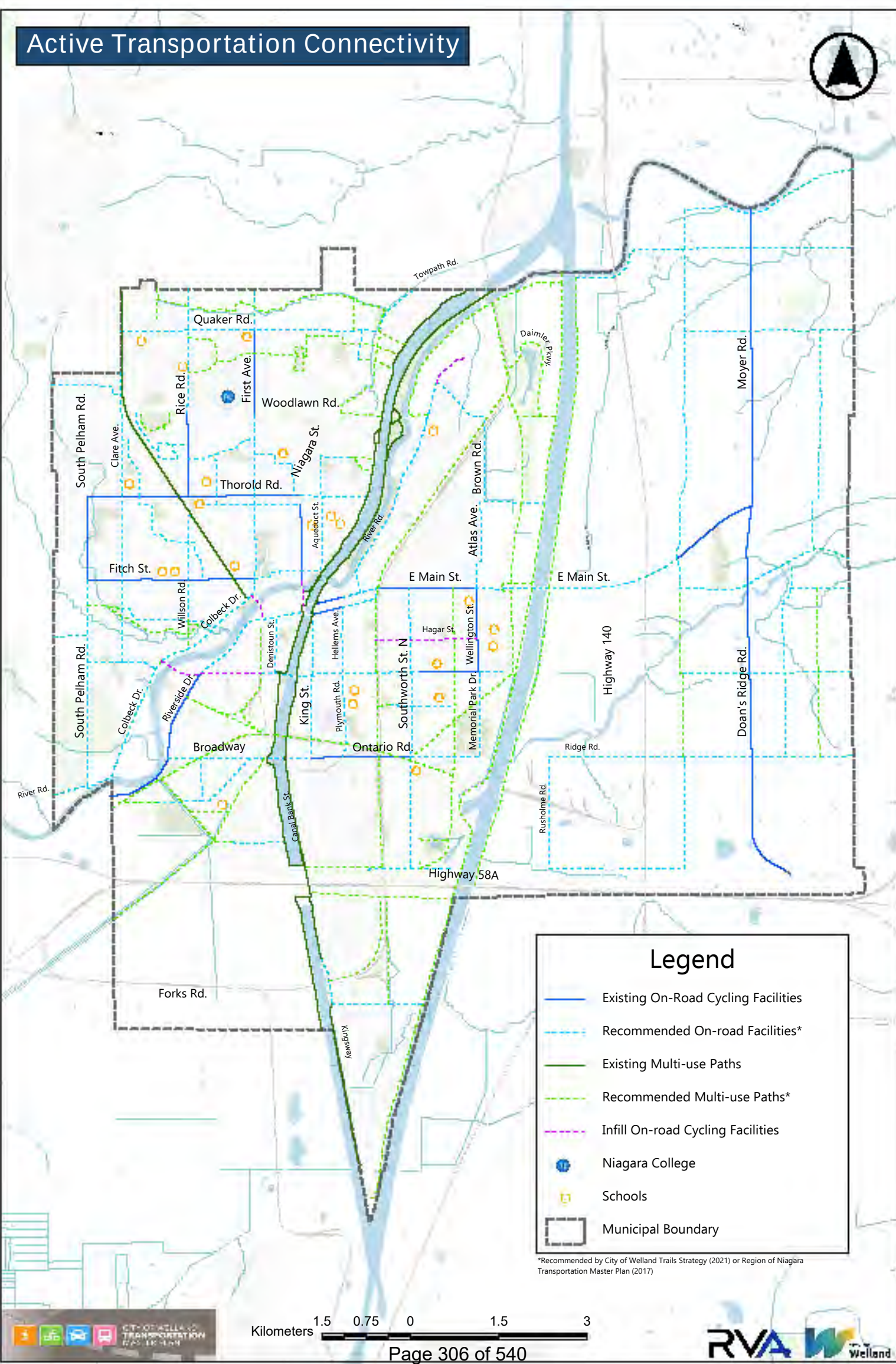
Email: mkhatri@rvanderson.com

You can also learn more about the project online at

<https://www.engagewelland.ca/transportation-master-plan-study>



Active Transportation Connectivity

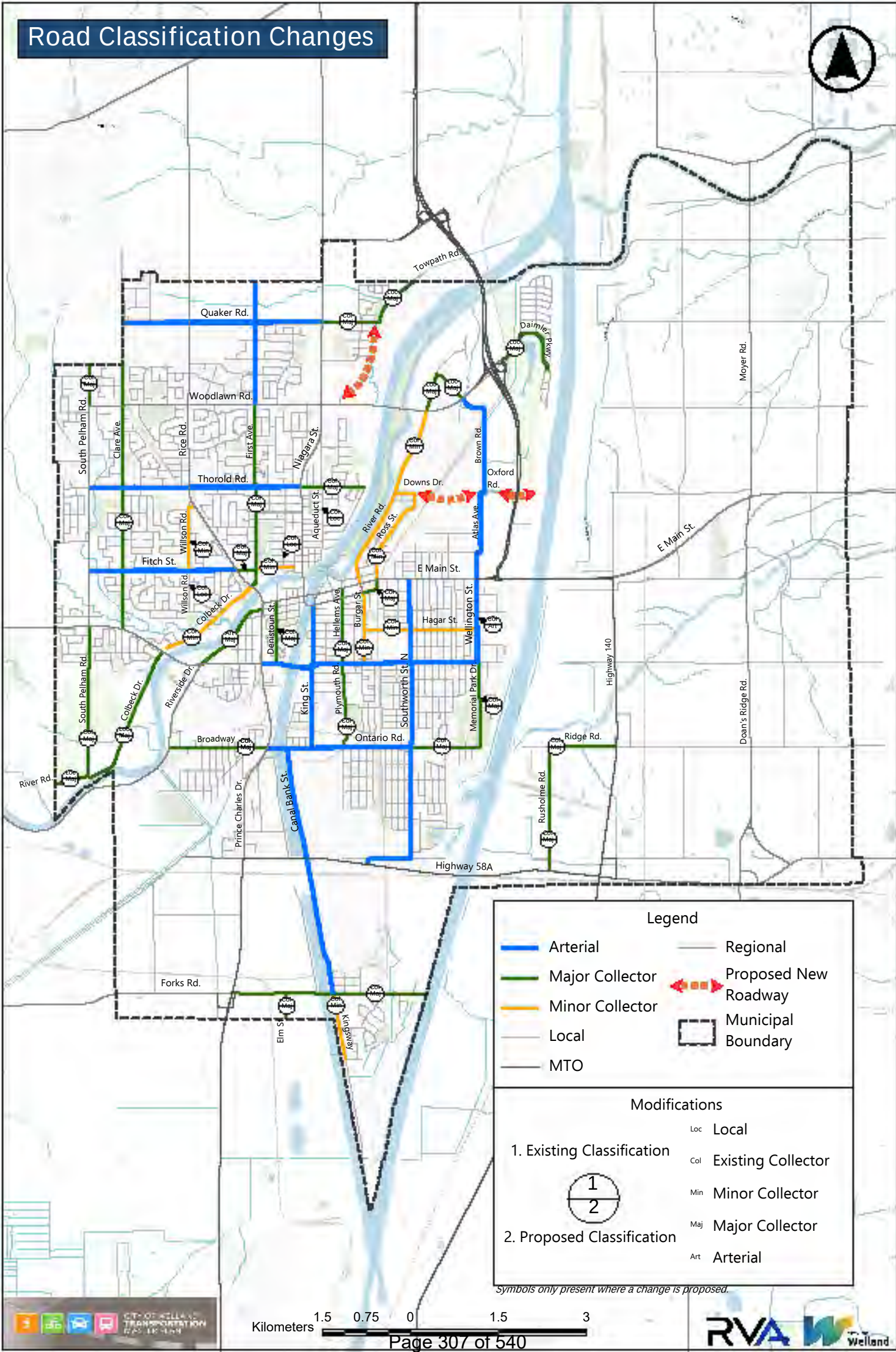


Legend

- Existing On-Road Cycling Facilities
- Recommended On-road Facilities*
- Existing Multi-use Paths
- Recommended Multi-use Paths*
- Infill On-road Cycling Facilities
- Niagara College
- Schools
- Municipal Boundary

*Recommended by City of Welland Trails Strategy (2021) or Region of Niagara Transportation Master Plan (2017)

Road Classification Changes



Legend

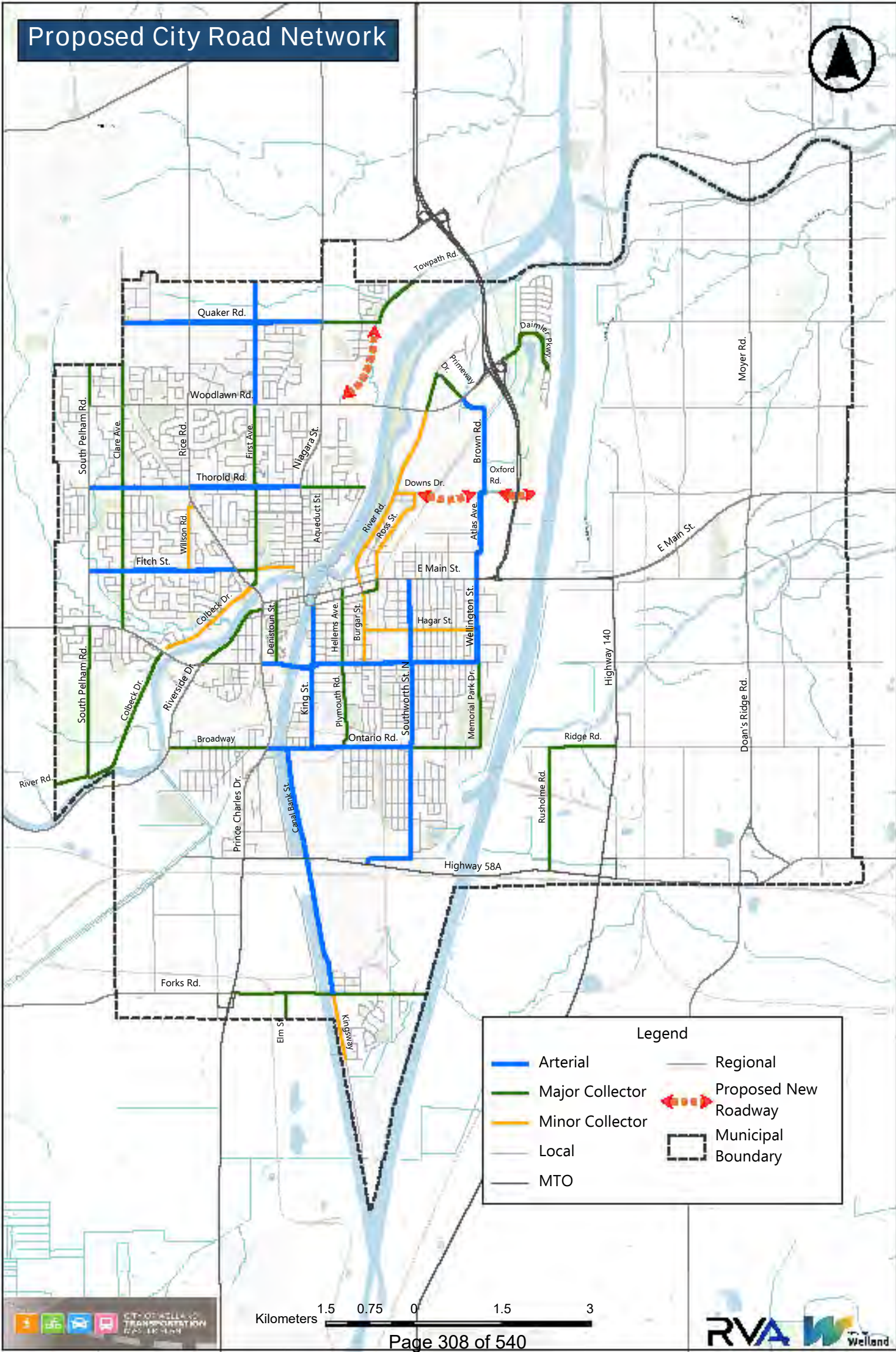
- Arterial
- Major Collector
- Minor Collector
- Local
- MTO
- Regional
- Proposed New Roadway
- Municipal Boundary

Modifications

1. Existing Classification
2. Proposed Classification
- Loc Local
 - Col Existing Collector
 - Min Minor Collector
 - Maj Major Collector
 - Art Arterial

Symbols only present where a change is proposed.

Proposed City Road Network



Kilometers 1.5 0.75 0 1.5 3

APPENDIX 3

Sign-In Sheets





City of Welland Transportation Master Plan – City on the Move
Stakeholder Working Group Meeting No. 2

Welland City Hall – 60 E Main St, Welland
Tuesday November 21, 2023 - 1:00 to 4:00 PM



SIGN-IN SHEET

NAME	ORGANIZATION (if applicable)	ADDRESS (Optional)	E-MAIL (Optional)	JOIN MAILING LIST (☑)
DAVE STEVEN	CITY OF WELLAND			☒
Barb Evans	Niagara Health			☐
Mark Doyle	NSTS			☒
Waad Siyam	Niagara Region			☒
Alanna Galeota	North welland BIA			☒
Ather Shabbar	Accessibility Advisory Comm			☒
Taylor Meadows	City of Welland			☒
Ali Khan	C.O.W.			☒

Personal information requested on this form is collected following the Freedom of Information Act



City of Welland Transportation Master Plan – City on the Move
Stakeholder Working Group Meeting No. 2

Welland City Hall – 60 E Main St, Welland
Tuesday November 21, 2023 - 1:00 to 4:00 PM



SIGN-IN SHEET

NAME	ORGANIZATION (if applicable)	ADDRESS (Optional)	E-MAIL (Optional)	JOIN MAILING LIST (☑)
LIVIA MCERCHERN	CITY OF WELLAND			☒
				☐
				☐
				☐
				☐
				☐
				☐
				☐

Personal information requested on this form is collected following the Freedom of Information and Privacy Act.

APPENDIX 4

Discussion Feedback and Comments



MEETING MINUTES

Project Name: Welland Transportation Master Plan, Stakeholder Working Group Meeting #2

Date: November 21, 2023

Place: Welland City Hall (60 E Main Street, Welland ON)

Project No.: 226408

Present: Mila Khatri, R.V. Anderson Associates Ltd. (RVA)
Nick Palomba, RVA
Michael Kong, RVA
Livia McEachern, City of Welland (C.O.W.)
Dave Steven, C.O.W.
Taylor Meadows, C.O.W.
Ali Khan, C.O.W.

Barb Evans, Niagara Health
Mark Doyle, Niagara Student Transportation Services
Waad Siyam, Niagara Region
Alanna Galeota, North Welland BIA
Ather Shabbar, Accessibility Advisory Committee

Discussion:

1. Bike Lanes / Streetscape:

If the City decides bike lanes are required, does the streetscape change?

- Would have to address the on-street parking issue. If the City deems on-street parking poses a safety issue in a residential neighbourhood, the City can make modifications to the corridor after public engagement.
- The point is to have a general guideline and maybe permitted cycling or on-street parking, to have the option of having both things, but just have to design the roads as per guidelines. Currently local roads are set up for cyclists to use a general-purpose lane.

Would public engagement occur at the time of development?

1.5 metres is quite tight for a sidewalk when walking two (2) people side-by-side.

- 1.5 is the new standard with a boulevard, up from 1.2m. If there is no boulevard, then sidewalk would be wider. Reconstructing in a built area is difficult because you need to consider driveway lengths for residential roads.
- We need to balance the constraints, wider sidewalks would be mean more harder surfaces and requiring more stormwater management.

Discussion:

2. On-Street Parking:

Will there be a recommendation [in the TMP] for on-street parking stall dimensions?

- The space will vary because it is very driver specific, depending on how tightly people will park. Pavement markings can help with better enforcement of parking and spacing. This would be something the City can decide to choose to enforce parking, but best practices would be to implement pavement markings.

The City engineering department has surveyed roads and intersections on a number of occasions, and they have asked the public for feedback for consideration when determining lane widths to be implemented. For local streets, only a few are allowing parking on one side. With future intensification, are we allowing 2-metre or 2.5-metre width to allow for door openings?

- 2-metre is fine as the half-metre will not let two (2) cars pass at the same time, one (1) will have to yield right-of-way (ROW) to the other, which is a natural traffic calming measure. In a downtown area, the extra 0.5 metres is useful to ensure car doors are not in travelling lanes. For local/residential roads, it is not needed (urban collector).

Most arterial roads except in the downtown core have on-street parking prohibited.

3. Tree Canopy:

We are finding it challenging with new development to plant trees, tree canopy is important for the city. Most of the time trees are in the 2.5-metre boulevard instead of the 1.5 metres on the edge of the ROW. Is this what other cities are doing?

- Generally, if there are overhead wires then you do not plant trees underneath it as that space is required for utility infrastructure. A 2.5-metre boulevard is ideal, but you can put sidewalks closer to the road and put the streetlights behind the sidewalk away from the road. The option of where you implement tree canopy is flexible, but the boulevard width must be maintained.
- Pre-planning provides more flexibility, but for retrofitting there are more constraints.
- Watermain is now under the road, previously used to be under the boulevard.

4. Cross-Sections / Lane Widths:

There are no centre-lanes in the proposed cross sections. Is there a reason for going from two (2) lanes to four (4) lanes without consideration for a centre turn lane?

- It will be a site-specific decision. If there were a lot of driveways, we would use a continuous lane. Creating a cross section is a solution but should be more of a response to a situation for the local city. For regional roads the situation is different. A three-lane cross-section can be formulated if the City deems it necessary.
- There is no current situation for a four-lane cross section for City corridors in the near horizon. At this point in time, we see no need, but in the future the City can consider it.

Discussion:

Lane widths are 4.5 metres for collector roads. Is it not difficult to enforce speed reductions with lanes that are 4.5 metres wide?

- The 4.5-metre lane widths on collector roads applies to corridors where on-street parking is permitted, as on-street parking serves to decrease the travel lane widths. In areas where on-street parking is not permitted, the lane width will be 3.5 metres.

5. Vision Zero:

Other municipalities have already initiated Vision Zero initiatives, with the implementation of 40km/hr default speed limit being consistent across all reviewed municipalities. Education and enforcement will be at the forefront of this transition from a standard of 50km/h to 40km/h.

- City roadways need to foster appropriate driving speeds through devices such as traffic calming, on-street parking, and enforcement. Findings from other municipalities indicate that changing the speed limit signage in isolation has nominal impacts on driver behaviour.

6. Accessibility:

The City needs to maintain an inventory on existing sidewalks and missing links so we can identify gaps and address them.

- There is a minimum criterion for maintenance through the City's summer sidewalk program. Missing links are identified through the Missing Links Master Plan, with the City attempting to construct at least one (2) to two (2) missing links per year. Many of the missing links within the City are a result of some sort of constraint (i.e., property ownership), so there are a lot of factors that play into rectifying network gaps.

There have been broken sidewalks for decades. Human Rights Code violations should be considered when prioritizing which missing links are to be addressed first.

- Need a comprehensive inventory of the missing links and their priorities. Need help from accessibility committee which missing links are a priority to their community, Ather is open to dialogue to help City rank and prioritize some missing links.

Bus stops are of concern.

- All concerns from the Accessibility Advisory Committee will be submitted to the City, who will then forward it to the appropriate channels.

7. Proactive Safety Measures:

Feedback the Niagara Student Transportation Services regularly receive regarding railway crossings, bridges, water crossings, etc., is that these may be considered hazardous or dangerous if there is a tendency to misuse these structures. There may be a need to consider proactive measures to mitigate public safety risks.

Discussion:

As part of long-term plans, we should continue to make it easy for people to walk or cycle. There are fewer cars on the road in the summer months when kids are not in school.

RVA asked Niagara Student Transportation Services to provide statistics if possible, on where students are travelling.

- Generally, students are walking if they reside within a certain radius of their respective schools. This radius varies for what type of school it is, with 1.6 kilometres being used for grades 1-8, 2.5 kilometres being used for middle schools, and 3.2 kilometres being used for high schools.

8. **Railways:**

Dain City, are there additional connectors between Dain City and Welland?

- There are sidewalks planned to go across the railway.

In 2017, it was mandated that all municipalities do a safety audit for all railway crossings.

Did our study include anything about motorized scooters or bikes on roads or sidewalks?

- City is currently reviewing the policies.

Minutes prepared by: Mila Khatri

PLEASE ADVISE THE WRITER OF ANY ERRORS OR OMISSIONS WITHIN 1 WEEK OF RECEIPT OF THESE MINUTES



Welland Transportation Master Plan

Appendix 4 – Transportation Planning Assessment

Draft

**Prepared for:
The City of Welland**

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RVA 226408

November 21, 2024

WELLAND TRANSPORTATION MASTER PLAN (TMP)

TRANSPORTATION PLANNING ASSESSMENT

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APPENDICES

APPENDIX 1 – Population and Employment Projections by Zone

APPENDIX 2 – Travel Demand Forecasting Model Results

1.0 Introduction

As part of the City of Welland (Welland) Transportation Master Plan (TMP) Study, a transportation planning assessment was completed to determine the need for future road improvements by the 2051 horizon. The assessment included a comprehensive review of local geography, demographics, travel patterns, and trends, to ensure that the solutions are tailored to the mobility context of Welland. Understanding how, why, and where people are moving within the City and beyond will help identify initiatives that enable livable communities and thriving businesses.

1.1 Vision Statement

At the onset of the TMP study, numerous objectives were established to guide the study process. These objectives include:

- (1) connecting residential, commercial and industrial areas;
- (2) enhancing active transportation including cycling and walking;
- (3) promoting safe, environmentally responsible, and accessible mobility;
- (4) providing links to areas of growth, neighbouring municipalities, and key transport corridors; and,
- (5) updating/creating transportation policy documents to support the community vision.

The foregoing objectives were considered in the formulation of a vision statement for the TMP. This vision statement is as follows:

“An inclusive and barrier-free transportation system that promotes the development of vibrant and livable communities through multi-modal mobility, safe roads, intraregional connectivity, and conservation of Welland’s rich heritage and water features.”

2.0 Community Planning Context

2.1 The Community

Located in the heart of the Niagara Peninsula, the City of Welland is a lower-tier municipality within the Region of Niagara, home to a total of 55,750 residents in 2021. The City is abutted by numerous municipalities within the Region, including the Town of Pelham to the northwest, City of Thorold to the northeast, City of Niagara Falls to the east, City of Port

Colborne to the south, and the Township of Wainfleet to the west. Geographically, the City can be easily identified by its distinctive waterways that travel through the City limits. A graphical representation of Welland's location within Niagara Region can be seen in **Figure 2.1**.



Figure 2.1 – Welland's Location within Niagara Region

2.2 The People

As per the results of the 2021 Census, the age distribution within Welland is reasonably balanced, although there is a significant distribution of the population in the “65 and over” age bracket (23.03% of total population). The age distribution for Welland residents is shown in **Figure 2.2**.

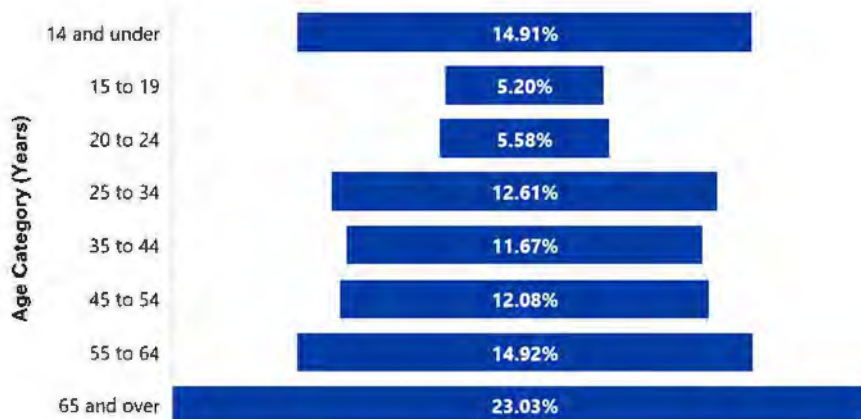


Figure 2.2 – Welland Resident Age Distribution (Statistics Canada, 2021 Census of Population)

The age distribution within the Welland is consistent with the 2021 Census results for the Region of Niagara. However, there are notable differences between the Welland age distribution and the Ontario age distribution, with the primary observation being that Welland has an aging population compared to the provincial average.

In Ontario, the “65 and over” bracket was recorded at 18.56%, which is approximately 4.47% lower than Welland’s distribution. This trend is expected to continue as nearly one third of Welland’s “65 and over” age bracket is comprised of residents aged 65 to 69, and a substantial number of residents in the “55 to 64” age bracket will transition into this group over the coming years. Another notable observation is that Welland consistently recorded lower age distribution than the provincial average for all age brackets from “14 and under” to “45 to 54”. These observations are further supported by the median ages, where Welland has a median age of 45.2 and the Province of Ontario has a median age of 41.6. A more detailed comparison between the City of Welland, the Niagara Region, and the Province of Ontario, can be seen in **Figure 2.3**.

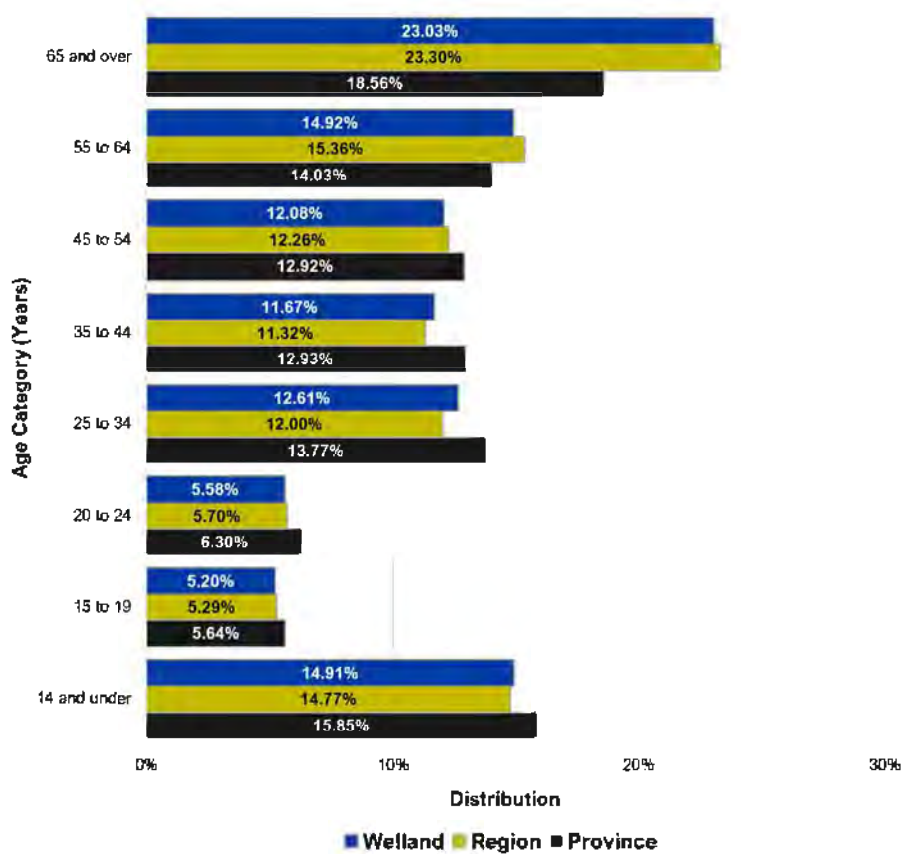


Figure 2.3 – Age Distribution Comparison (Statistics Canada, 2021 Census of Population)

Personal and household income is known to have a considerable influence on the population’s day-to-day transportation choices. The median after-tax income for individual recipients in 2020 was \$34,400 and the median after-tax income for households was \$65,000, both of which are lower than the regional and provincial medians after-tax income.

As for education, 58.3% of residents were recorded to have a post-secondary education in the form of a certificate, diploma or degree. This is lower than the provincial average of 67.8%.

The Census results indicated that 11.9% of residents within Welland identified as immigrants, which is substantially lower than the provincial distribution of 30%. The most common birth places among recent immigrants include India (18.9%), the United States (8.4%), and the Philippines (5.6%). A total of 4.3% of Welland’s population identifies as indigenous, predominantly split between those who identify as First Nations (2.9%) and Métis (1.4%).

2.3 The Employment

The identity and context of Welland's employment is dynamic and subject to considerable change over the next twenty years. However, barring an approximate 15-year period between 2001 and 2016 where manufacturing employment dwindled as a result of recessions, free trade agreements, and increased prevalence of automation, the City has historically been defined as one of Niagara Region's primary industrial and manufacturing cores. Since this recession in the manufacturing industry, the economic focus on manufacturing within Welland has experienced a resurgence with the arrival of numerous businesses in recent years, which has resulted in the manufacturing job share within Welland increasing from 7.8% in 2016 to 9.5% in 2021. Furthermore, as per the Region's Land Needs Assessment (August 2021), the City of Welland is forecast to accommodate the principal share of the Region's growth in urban industrial-type employment areas through to 2051.

2.4 The Housing

In terms of residential context, the City recorded a total of 23,660 residential dwellings in 2021 with an average household size of 2.3 persons per dwelling unit. The housing consists of predominantly single family detached dwellings (64.5%), with a moderate share of semi-detached homes (7.1%), townhomes (4.5%), and a fair share of apartments (17.1% for low- and mid-rise apartments, 6.3% for high-rise apartments). The remaining dwellings (0.5%) were classified as other single-attached housing units or movable units (RVs). This dwelling type distribution is illustrated in **Figure 2.4** below.

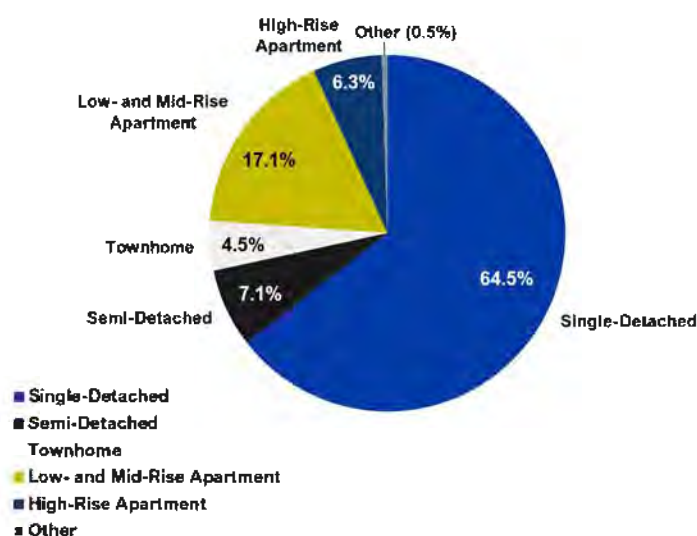


Figure 2.4 – Occupied Private Dwellings by Type (Statistics Canada, 2021 Census of Population)

3.0 Mobility Planning Context

3.1 Travel Mode Share

Based on the 2016 Transportation Tomorrow Survey (TTS) results, the predominant travel mode choice for Welland residents is the single-occupancy automobile at 74.4%. This trend is consistent with the 2011 results which also exhibit a high dependency on automobiles. A comparison between the 2011 and 2016 transportation mode splits are shown in **Figure 3.1**.

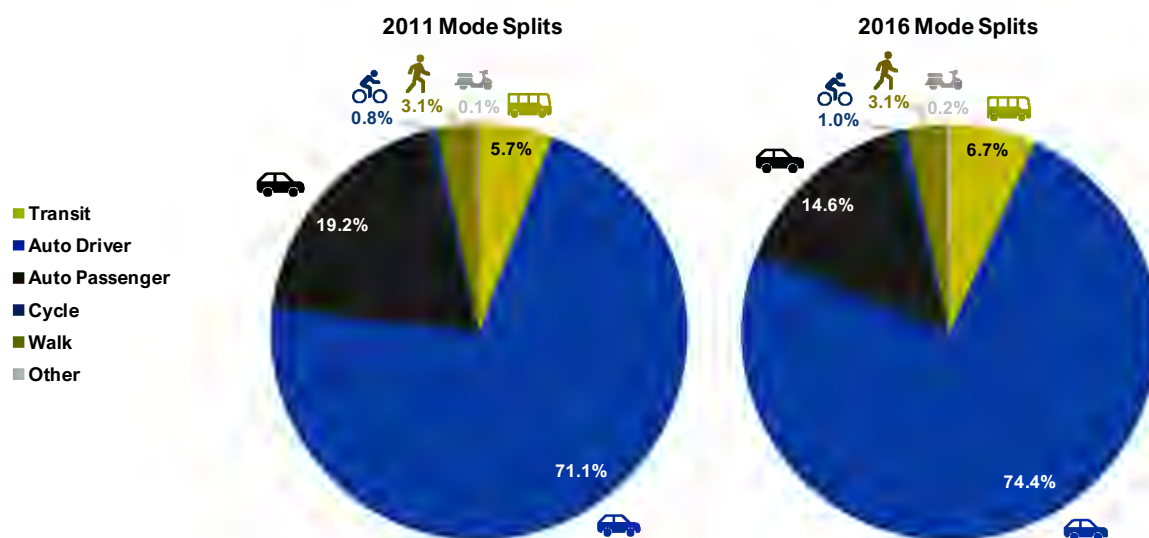


Figure 3.1 – 2011 to 2016 Mode Share Comparison (Transportation Tomorrow Survey)

As seen in **Figure 3.1**, the modal splits from 2011 to 2016 indicate a notable reduction in the distribution of automobile passengers, with these trips being distributed to single-occupancy vehicle and transit. The use of active transportation remained generally consistent across both survey periods.

These findings are expected given that low density housing is the predominant dwelling type within Welland. It is widely understood that lower density housing such as single-detached and semi-detached dwellings foster the use of private automobiles, while higher density housing encourages the use of alternate modes such as transit, walking, and cycling. Generally, modes such as transit and active transportation are a more desirable form of travel within metropolitan areas where residential and employment land uses intertwine. In Welland, the land uses are typically partitioned in a way that common trips (i.e., commuting, shopping, etc.) are strenuous or inconvenient for walkers and cyclists, and transit options may be limited.

3.1.1 Transit Usage

Transit within Welland and Port Colborne was formerly provided by the Welland Transit Service but has since been assumed by the Niagara Region Transit Service as of January 2023. Data reflecting annual transit ridership has been compiled from the *Canadian Urban Transit Association (CUTA) Operating Data* factbooks from 2011 to 2020, this information is summarized in **Figure 3.2**.



Figure 3.2 – Welland Transit Service Annual Ridership (Source: CUTA Factbook, 2011 to 2020)

As shown in **Figure 3.2**, transit ridership on the Welland Transit Service peaked in the year 2017 but was immediately followed by a consistent and steep decline. In fact, transit ridership in 2019 was the lowest in the decade, barring 2020 when transit ridership was heavily impacted by the COVID-19 pandemic (i.e., work-from-home, online school, etc.). These trends align with the aforementioned travel mode share trends that indicate a high dependency on automobiles within the City.

3.2 Trip Characteristics

Commuter statistics from the *Transportation Tomorrow Survey (2016)* have been referenced to establish travel patterns within the City; the commuter trends are summarized in **Table 3.1**.

**Table 3.1 – Commuter Distribution for
Welland Residents (2016 TTS)**

Destination	Distribution
Welland	40.75%
St. Catharines	17.15%
Niagara Falls	11.55%
Pelham	5.13%
Thorold	4.92%
Hamilton	4.30%
Port Colborne	4.26%
Niagara-on-the-Lake	2.67%
Greater Toronto Area	2.49%
Lincoln	2.22%
Fort Erie	1.90%
Wainfleet	0.95%
Grimsby	0.55%
West Lincoln	0.53%
Other	0.63%

The data shows that approximately 41% of Welland commuters work within the limits of the City, with other notable commuter generators including the City of St. Catharines and the City of Niagara Falls. Majority of the remaining commuters are dispersed through neighbouring municipalities within the Niagara Region as well as the Greater Toronto-Hamilton Area. Responses also indicated that a small number of residents commute to the Region of Waterloo, the City of Cambridge, Haldimand County, and the City of Brantford; however, all of these trips comprise less than one (1) percent of the commuters within Welland.

The general commuter trends originating from the City of Welland are illustrated in **Figure 3.3**.

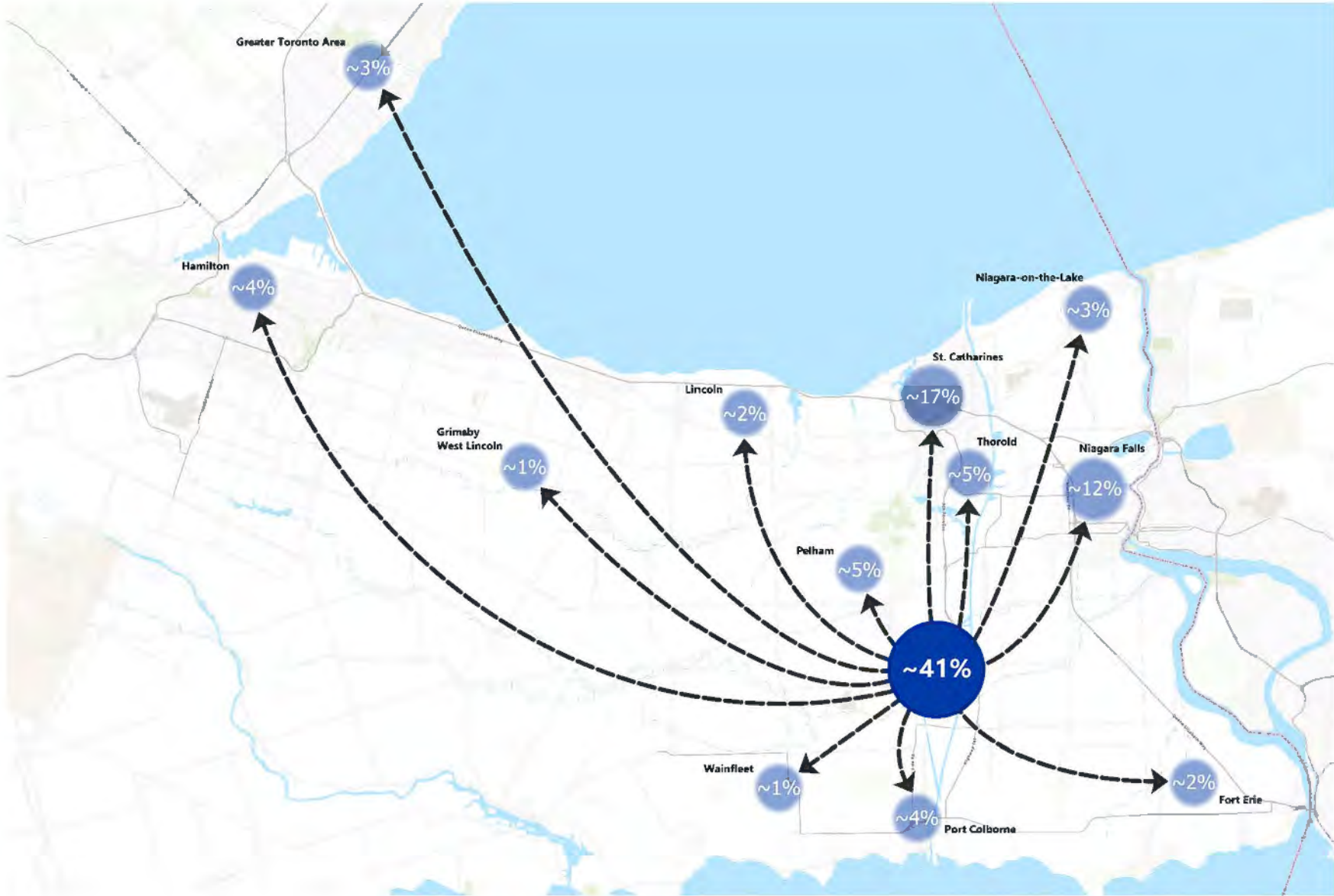


Figure 3.3 – Welland Commuter Distribution (2016 TTS)

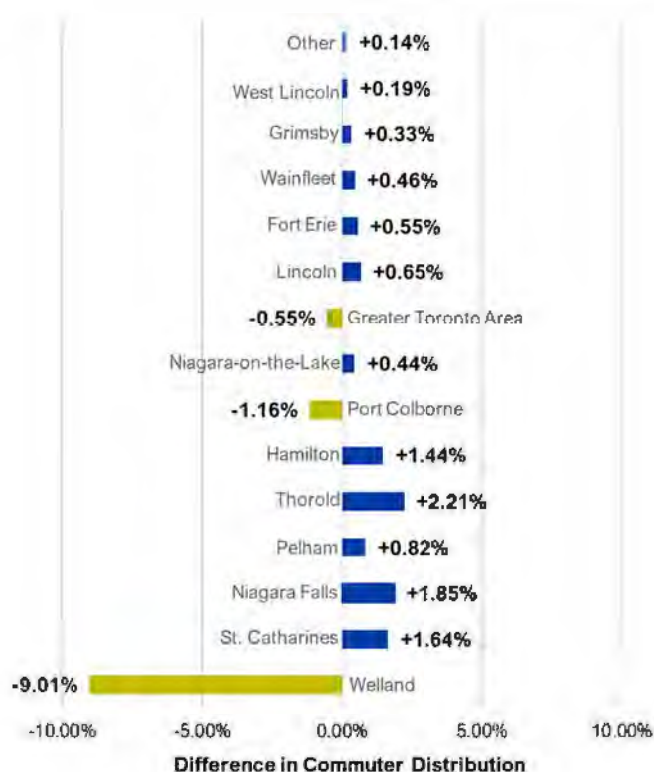


Figure 3.5 – Changes in Commuter Distribution from 2011 to 2016

When compared to the commuter statistics from 2011, there is a noteworthy reduction in the percentage of the City population that work within Welland. As seen in **Figure 3.5**, an approximate 9% of the population that worked within Welland was dispersed across the City of Hamilton and Niagara Region municipalities, barring Port Colborne which exhibited a decrease as well. There was also a slight decrease in the number of commuters to the greater Toronto area municipalities. The municipalities that showed the greatest increase in commuters from Welland were the City of Thorold, the City of Niagara Falls, the City of St. Catharines and the City of Hamilton

Fully remote and hybrid work arrangements are becoming more prevalent, making it easier for individuals to live in a separate municipality from the one they work in. This new trend belies the traditional approach where individuals attempted to reduce commute times by living near their workplace. As a result, many municipalities may experience a shift in commuter distribution to reflect more dispersed commuter statistics. However, this realization may not be made by Welland over the coming years, as the resurgence of the manufacturing industry within Welland is expected to bring an influx of on-site industrial jobs.

4.0 Future Conditions

The City of Welland is anticipating sizeable population growth through to 2041. This growth was previously projected at 105,975 by the year 2041 in the *2022 Development Charges Background Study* ("DC study"). However, the ongoing OP Update has noted an even greater growth projection as a result of proposed major residential developments throughout the City and increased intensification within identified intensification areas.

To evaluate the impacts of the increased population, the Niagara Region Travel Forecasting Model was used to identify future constraints within the network. As part of the TMP study,

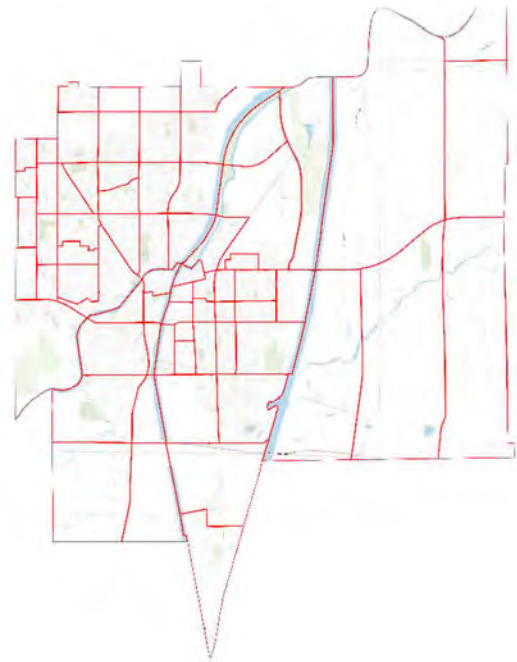
new population projections were formulated in consultation with City Planning staff and integrated with the model thereafter. Subsequent sections outline the methodology that was utilized in this process.

4.1 City Planning Projections

The traffic analysis zones (TAZ) that were refined as part of the model update were adopted for this analysis, with their associated minimum and maximum dwelling unit and employment population projections for 2041 and 2051 being provided by the City. These traffic analysis zones are used in transportation planning models, and are established based on origin/destination characteristics, population, and other spatial attributes that could impact travel patterns (i.e., natural barriers, etc.). The traffic assessment zones are shown in **Figure 4.1**.

As a conservative approach for transportation analysis, the maximum dwelling unit projection was adopted for forecasting purposes. This approach magnifies capacity constraints within the model and allows mitigation measures to be proactive rather than reactive.

The approximate locations of dwelling unit and employment forecasts for the 2051 horizon year are illustrated in **Figure 4.2** and **Figure 4.3**, respectively.



**Figure 4.1 – Welland Traffic Analysis
Boundaries**

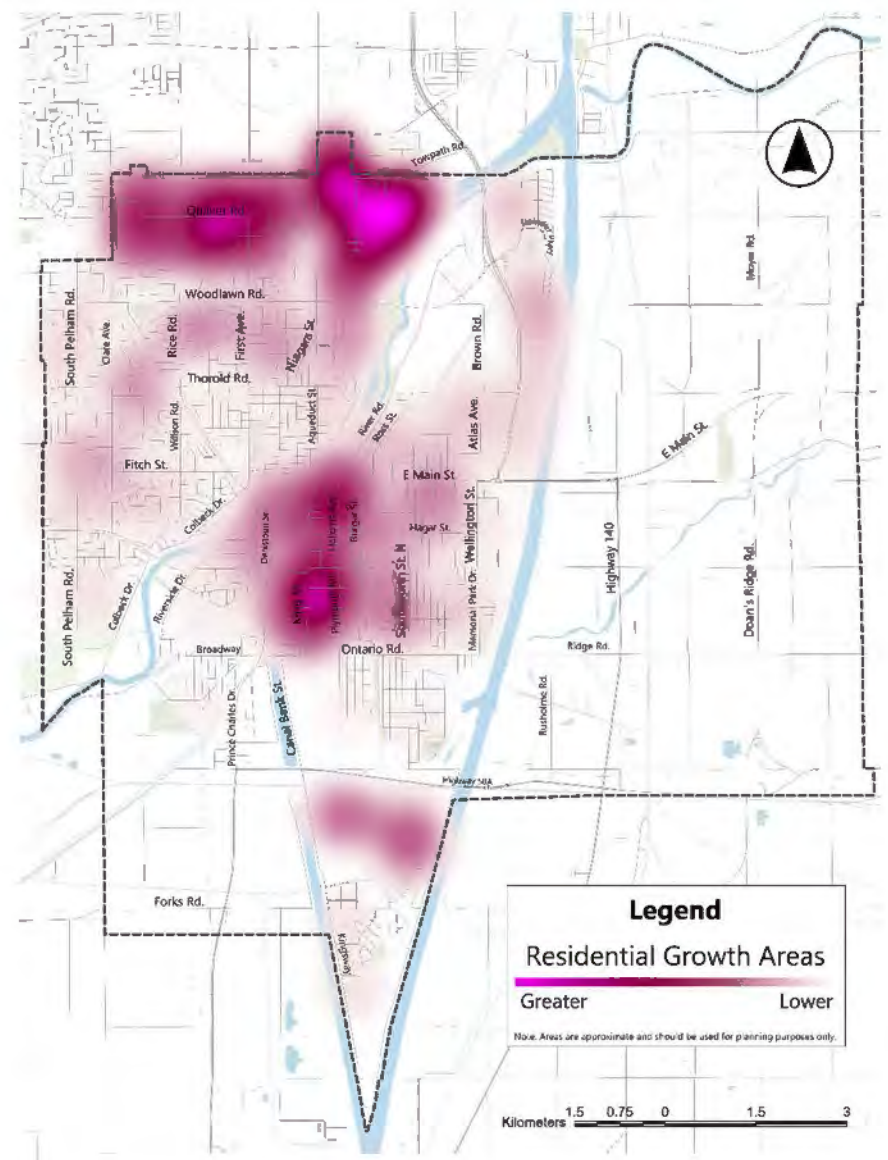


Figure 4.2 – Residential Growth (2051 Horizon Year)

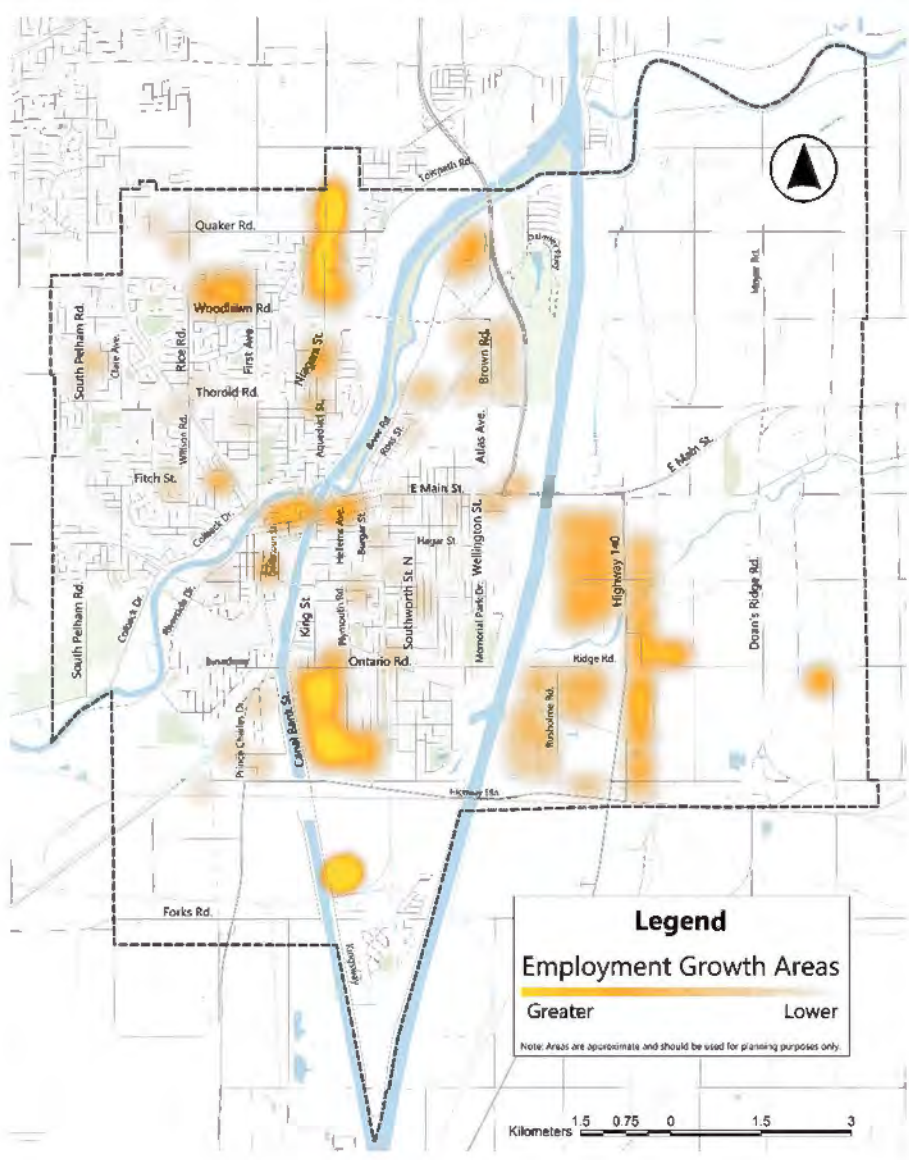


Figure 4.3 – Employment Growth (2051 Horizon Year)

In addition to the dwelling unit projections, the analysis required housing densities for each zone that were reflective of the anticipated changes in housing type mix. Therefore, the dwelling unit housing mixes outlined in the 2022 DC Study were reviewed to calibrate the residential population forecasts. Although the projections in the DC Study have changed as part of the OP update, the general overview still illustrates a considerable shift in the housing mix by 2041, largely attributed to the greater emphasis on medium-to-high density housing.

The 2022 DC study aggregated the City-wide housing mix as follows: 40.1% single/semi-detached, 23.5% row homes and townhomes, 30.5% apartment units, and 5.9% accessory dwellings. The DC study also aggregated a separate housing mix for the Northwest Welland Secondary Plan, which has a lower density of 67.03% single/semi-detached, 24.78% row homes and townhomes and 8.19% apartment units. These distributions are presented in Figure 4.4.

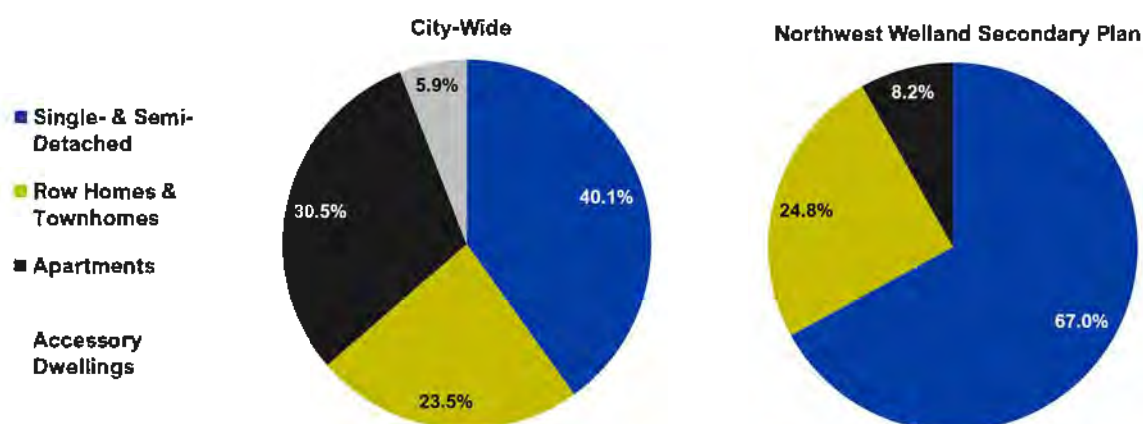


Figure 4.4 – 2041 Housing Type Mix (2022 DC Study)

These distributions differ considerably from the existing city-wide housing mix of 71.6% for single- and semi-detached dwellings, 4.5% for townhomes, and 23.4% for apartment units. Furthermore, considering the additional intensification outlined in the OP update, it can be reasonably assumed that the higher density housing such as apartment buildings will be even more prevalent than what is reflected in the DC Study. To ensure that these trends were reflected in the residential population forecasts, the housing densities for each zone were reviewed in consultation with City Planning staff, with manual adjustments being made as needed to calibrate with the density assumptions (i.e., reducing persons per dwelling unit in high-density areas). The average housing density across all zones was 2.23 persons per

dwelling which is lower than the provincial average of 2.58 persons per dwelling (2016 Census).

Using the upper-limit dwelling unit projections in conjunction with the calibrated housing densities, maximum residential population forecasts were established for the 2031, 2041 and 2051 horizon years. Employment populations were provided by City Planning staff. These projections are shown in **Table 4.1**, with the projections by traffic zone available in **Appendix 1**. It should be noted that the subsequent values represent the absolute total for dwelling units and populations, they are not additional to the existing numbers.

Table 4.1 – City of Welland Upper Limit Growth Projections

Horizon Year	Maximum Dwelling Unit Projections	Residential Population	Employment Population
2031*	39,036	89,135	21,079
2041	54,343	121,422	26,134
2051	66,342	149,406	31,227

*In absence of 2031 dwelling unit projections, 2031 volumes were interpolated based on the 2041 projection.

It is understood that the projections shown in **Table 4.1** are conservative in nature and represent full build-out of many of the planned development areas. As previously noted, the maximum growth projections were adopted to identify potential capacity constraints within the transportation network. The implementation of the mitigation measures is subject to further study and will be reviewed as growth projections materialize and adapt.

5.0 Travel Demand Modelling

5.1 Methodology

The Niagara Region Travel Forecasting Model is an analysis tool that is utilized to predict travel behaviours in the Niagara Region and Greater Toronto and Hamilton Area (GTHA). The model is a valuable instrument in quantifying the degree to which policy adjustments, changes to infrastructure, and more, will impact travel patterns within the Region. The modelling exercise has been completed using an agent-based microsimulation (ABM) model within the Emme interface.

The activity-based model is a departure from the trip-based, “four-step” approach that was formerly used in the Niagara Region TMP (2017). Trip-Based Models have been the most prevalent form of travel demand modelling for many years. However, a limitation of this approach is that it effectively models individual person trips in isolation, and therefore does not consider the reality that different trips are normally completed in sequence (i.e., commuters stopping for groceries on the way home from work). The activity-based model seeks to represent an individual’s travel behaviour throughout the day and is influenced by a number of household and person attributes. For example, a household’s ability to produce auto trips will be limited by the number of vehicles that they have—and personal characteristics such as gender, age, and worker status, will impact a person’s travel tendencies. As a result, the activity-based approach is generally viewed as a more comprehensive methodology for deriving the complex trips (i.e., trip chaining, off-peak trips, etc.) that occur within the transportation system on a daily basis.

The modelling exercise was an iterative process that included three (3) separate model runs. In general, each model run consisted of refinements to roadway characteristics at a localized level or adjustments to planning and/or policy direction. The behaviour of the activity-based model is largely based on zonal characteristics (i.e., number of households, type of households, employment, etc.), in addition to anonymized household and person attributes that are extracted from Statistics Canada Census data at an aggregate level.

Despite the change in modelling approach, the modelling exercise adopted similar roadway characteristics to that of the Region TMP (2017). The road class assumptions utilized in the modelling exercise are summarized in **Table 5.1**.

Table 5.1 – Model Roadway Characteristics

Road Class	Free Flow Speed (km/hr)	Capacity (veh/hr/lane)
Local	40-50	500
Minor Collector	40-50	500-700
Major Collector	50-60	700
Arterial	50-60	700-1000

5.2 Results

Emme model outputs were exported for the 2016 base year, as well as the 2031, 2041, and 2051 horizon years. The final results for the future horizons represent that of the third iteration, which encompasses the revised population and employment statistics from the

Official Plan (OP) Update, as well as numerous calibration adjustments to model architecture and zonal characteristics.

There are a variety of outputs from the Emme model; one of the key exports, however, is the volume-to-capacity (V/C) result for links within the network. The V/C ratio is a comparative measure for traffic volumes along a roadway and its corresponding operating capacity. In general, as the V/C ratio approaches 1.0, a greater degree of traffic congestion is expected. The V/C ratios that are deemed acceptable vary by municipality; however, a high-level description of various V/C results are described in **Table 5.2**. The link v/c ratio outputs are provided in **Appendix 2**.

Table 5.2 – V/C Ratio Descriptions

V/C	Description
0.60 or less	Uncongested operations; free-flow traffic
0.60 > 0.75	Very light congestion; stable traffic flow
0.75 > 0.85	Mild congestion; small delays and queueing expected
0.85 > 0.95	Moderate congestion; tolerable delays and queueing expected
0.95 > 1.00	Nearing capacity; longer delays and queueing expected
< 1.00	Over capacity; severe delays and queueing expected

In the 2016 base year, all City-owned corridors are operating with ample reserve capacity. In the PM peak hour, select Regional corridors are approaching or at capacity, including the Niagara Street Bridge, Main Street Bridge, Ontario Road Bridge, and certain segments along East Main Street. However, a screenline analysis for these areas concludes that the road network overall has sufficient capacity available for the base year traffic demands. Moreover, it is noted that an environmental assessment has been completed for the Niagara Street bridge in 2022, with the preferred alternative consisting of two (2) vehicular travel lanes and a conventional bicycle lane in each direction. Given that the model reflects a single vehicular travel lane over this crossing, the preferred alternative would mitigate capacity constraints along this link.

In the 2031 horizon year, congestion is expected along certain sections of East Main Street, specifically near the Highway 406/Highway 140 interchange. Similar to the base year however, the road network as a whole is forecast to have sufficient capacity to accommodate the traffic demands.

The 2041 horizon year reflects three (3) new corridors: (1) the Northwest Welland Secondary Plan collector road; (2) the Downs Drive extension; and (3), the new collector roadway, east of the Seaway Mall. In this horizon year, the bottleneck locations in the preceding analysis sets remain, and some new City-owned corridors in central Welland start to approach capacity, although still at an acceptable level.

In the final 2051 horizon year, Daimler Parkway is forecast to be over capacity, largely due to its role as the sole entrance/exit point to the lands east of Highway 406. As these lands develop, additional capacity will be necessary for the safe and efficient circulation of road users in this area. As for Regional facilities, the Niagara Street bridge preferred design will alleviate capacity constraints for north-south traffic, with a screenline analysis showing that the forecasted volumes will be accommodated within the available capacity along Niagara Street and Prince Charles Drive North. For East Main Street however, congestion is anticipated along this corridor in peak hours, and it is therefore recommended that the Region include East Main Street as a case study for the next Regional TMP Update.

6.0 Summary of Conclusions

The conclusions of the Transportation Planning Assessment can be summarized as follows:

- The City of Welland has an aging population compared to the provincial average, with this trend expected to continue over the next decade.
- The City of Welland is experiencing a resurgence in the manufacturing industry and will accommodate the principal share of Niagara Region's urban industrial-type employment through to the 2051 horizon year.
- The existing housing mix within Welland is predominantly single- and semi-detached housing, but future development will be focused on medium-to-high density housing such as townhomes and apartment units.
- Automobile is the primary mode share for Welland residents, as typical with Canadian municipalities. However, Welland has fewer residents who commute through walking or transit than the provincial averages.
- Between the period of 2010 and 2020, transit ridership peaked in 2017 but dwindled significantly thereafter.
- Approximately 41% of Welland residents commute to a place of work within the City. Other notable employment areas include the City of St. Catharines (17%) and the City of Niagara Falls (12%).

- The dwelling unit and employment projections per traffic zone were increased as part of the ongoing OP update.
- Population projections were estimated using calibrated housing densities per traffic zone and the corresponding maximum dwelling unit projections for 2041 and 2051. 2031 projections were estimated by interpolation in absence of 2031 dwelling unit projections.
- The residential dwelling unit and population projections are conservative in nature and will be re-evaluated as development materializes and adapts. These projections are as follows:

<u>2031</u>	<u>2041</u>	<u>2051</u>
Dwelling units: 39,036	Dwelling units: 54,343	Dwelling units: 66,342
Population: 89,135	Population: 121,422	Population: 149,406

- The Niagara Region travel demand forecasting model is an activity-based model completed on the Emme interface. The modelling exercise for the TMP was an iterative process consisting of three (3) separate model runs, with each run incorporating localized calibrations as a result of planning, policy, or operational adjustments.
- The modelling exercise found that all City-owned roadways, barring Daimler Parkway, are forecast to operate with reserve link capacity through to the ultimate 2051 horizon year. Strategies to provide additional physical capacity to the lands east of Highway 406 should be pursued to ensure the safe and efficient circulation of vehicles near the Highway 406 and Daimler Parkway area.
- An Environmental Assessment (EA) was completed in 2022 for the Niagara Street bridge. The preferred alternative in this EA consists of two (2) vehicular travel lanes and a conventional bicycle lane in each direction. This new configuration, alongside the Prince Charles Drive North bridge, is expected to provide enough capacity to accommodate the forecasted north-south traffic volumes in 2051.
- Capacity constraints are forecast along the Regional corridor of East Main Street, particularly near the Highway 406/Highway 140 interchange. It is recommended that this corridor be included as a case study for the next Region TMP Update.

APPENDIX 1

Population and Employment Projections by Zone



Regional Traffic Zone	2021 Residential Population (Regional Census Update)	2021 Dwellings (Based on 2021 Census)	Planning Forecasts (Maximum Estimates)			Regional Employment Data		
			Maximum Future Dwelling Units (2031)	Maximum Dwelling Unit Growth (2041)	Maximum Dwelling Unit Growth (2051)	2031 Employment Forecast	2041 Employment Forecast	2051 Employment Forecast
6190	1211	505	194	387	404	165	165	166
6191	5	5	1155	2309	2326	374	639	1027
6193**	951	385	55	110	127	1283	1816	2350
6195	5	5	0	0	0	472	512	578
6196	2945	1115	66	132	149	222	224	228
6197**	331	125	0	0	0	600	1980	2323
6198	1267	515	36	71	88	449	468	500
6199	1546	660	121	241	508	334	337	345
6200	671	340	372	744	1090	233	236	242
6201	1272	565	129	258	815	444	463	495
6202	2060	880	165	329	487	345	365	395
6204	315	145	195	389	406	111	112	113
6205	178	110	144	287	367	257	267	285
6206	849	435	81	161	178	85	85	88
6207	748	375	391	781	798	291	411	589
6208	926	460	78	155	312	153	159	169
6209	610	265	17	34	51	298	323	364
6210	2106	685	73	145	271	261	265	273
6211	1892	815	59	118	135	613	654	722
6212	1760	775	17	34	51	187	192	200
6213	951	405	168	335	352	194	200	211
6214	1455	610	17	34	84	277	279	284
6215	910	375	17	34	51	238	248	266
6216	1836	750	140	279	949	512	545	596
6217	844	330	435	869	886	303	352	429
6218	799	280	55	109	126	184	206	240
6219	346	130	607	1213	2331	716	903	1197
6220	778	370	2552	5104	5121	827	952	1150
6221**	1628	625	190	379	1031	726	928	1069
6222	351	135	339	677	1414	77	87	101
6223**	641	255	1890	3780	3797	472	780	780
6224	275	95	0	0	0	31	36	43
6258	92	40	0	0	0	1614	2480	3749
6259	982	430	68	136	441	199	218	251
6260	488	195	469	938	1389	25	25	25
6261	209	70	168	336	853	1112	1148	1214
6262	1734	815	198	395	710	187	192	202
6263	1073	475	66	131	171	86	87	89
6264	631	305	235	470	517	192	205	229
6265	264	125	622	1243	1260	660	741	871
6266	5	5	0	0	0	770	889	1073
6267	834	350	117	234	351	163	165	169
6268	61	25	0	0	0	102	108	116
6269	1165	600	109	217	381	106	142	194
6270	702	335	147	293	468	229	236	249

Regional Traffic Zone	2021 Residential Population (Regional Census Update)	2021 Dwellings (Based on 2021 Census)	Planning Forecasts (Maximum Estimates)			Regional Employment Data		
			Maximum Future Dwelling Units (2031)	Maximum Dwelling Unit Growth (2041)	Maximum Dwelling Unit Growth (2051)	2031 Employment Forecast	2041 Employment Forecast	2051 Employment Forecast
6271	1577	600	17	34	51	184	191	202
6272	86	40	129	258	384	11	11	12
6273	1012	395	85	169	186	261	265	274
6274	804	360	196	392	409	71	72	76
6275	783	335	17	34	51	118	124	138
6276	1231	550	122	244	348	351	383	436
6277	1206	445	91	181	474	108	110	116
6278	529	190	17	34	51	176	176	177
6279	1124	450	17	34	301	111	111	112
6280	1063	380	17	34	676	60	60	62
6281	1297	455	318	635	1372	365	381	409
6284	778	375	834	1667	1684	108	133	171
6285	97	45	233	465	697	927	1117	1424
6425	697	245	17	34	231	150	150	152
6426	539	285	427	854	871	101	105	114
6435	1282	560	74	147	440	314	320	332
6460	753	265	0	0	0	162	218	300
6461	5	2	0	0	0	1	1	2
6462	183	55	0	0	0	22	24	27
6464	142	55	4	8	8	25	28	33
6552	142	55	101	201	327	30	31	32
6553	224	80	24	47	64	47	60	79
6554	417	155	46	91	108	65	66	66
6556	41	15	317	634	1371	12	21	34
6601	31	10	279	558	1295	120	151	198
Avg/Sub-Totals	56745	23697	15339	30646	42645	21079	26134	31227

*Max dwelling unit growth is cumulative and represents dwelling units that are additional to the 2021 base year.

**Employment values will differ from Regional forecast.

APPENDIX 2

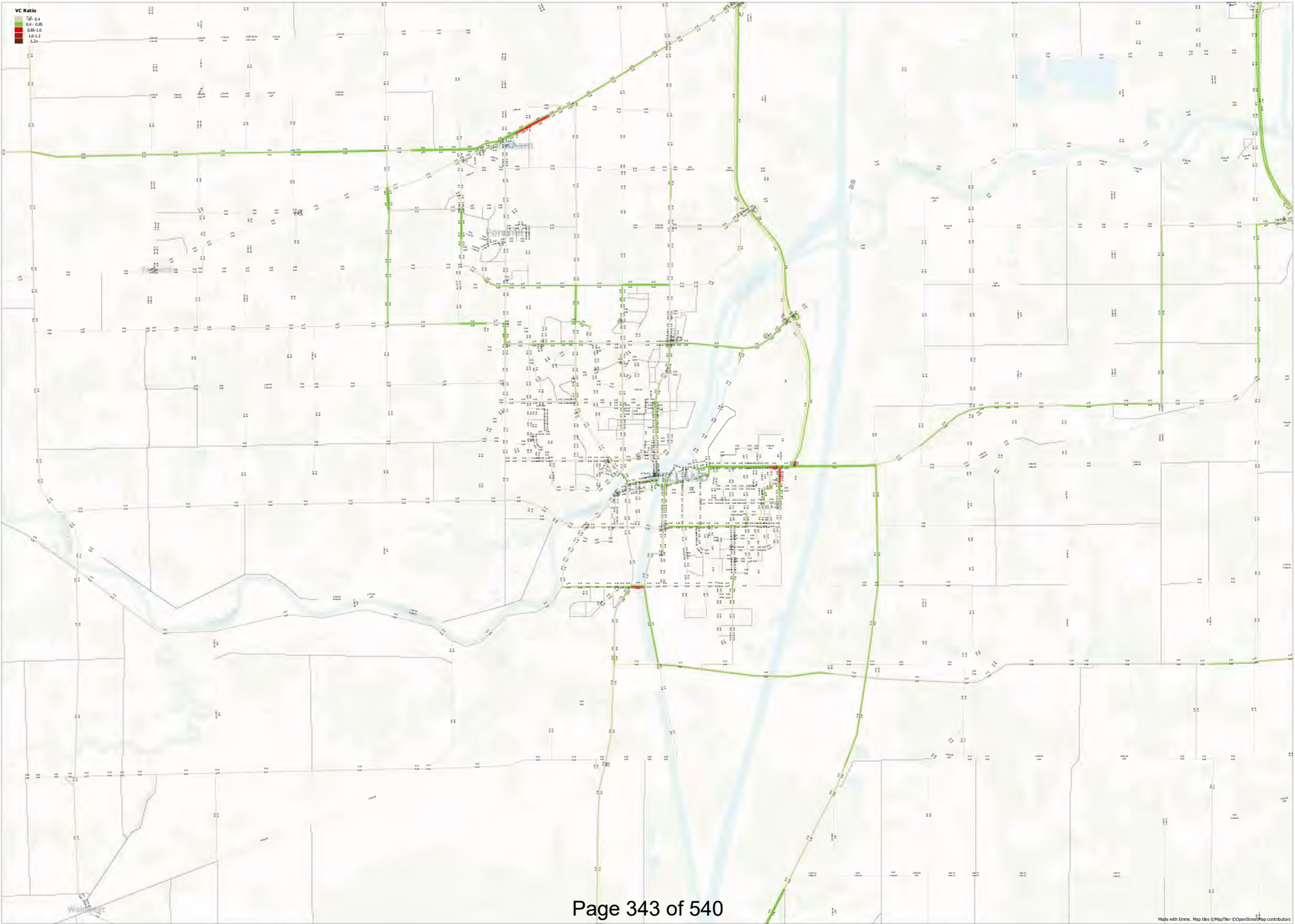
Travel Demand Forecasting Model Results



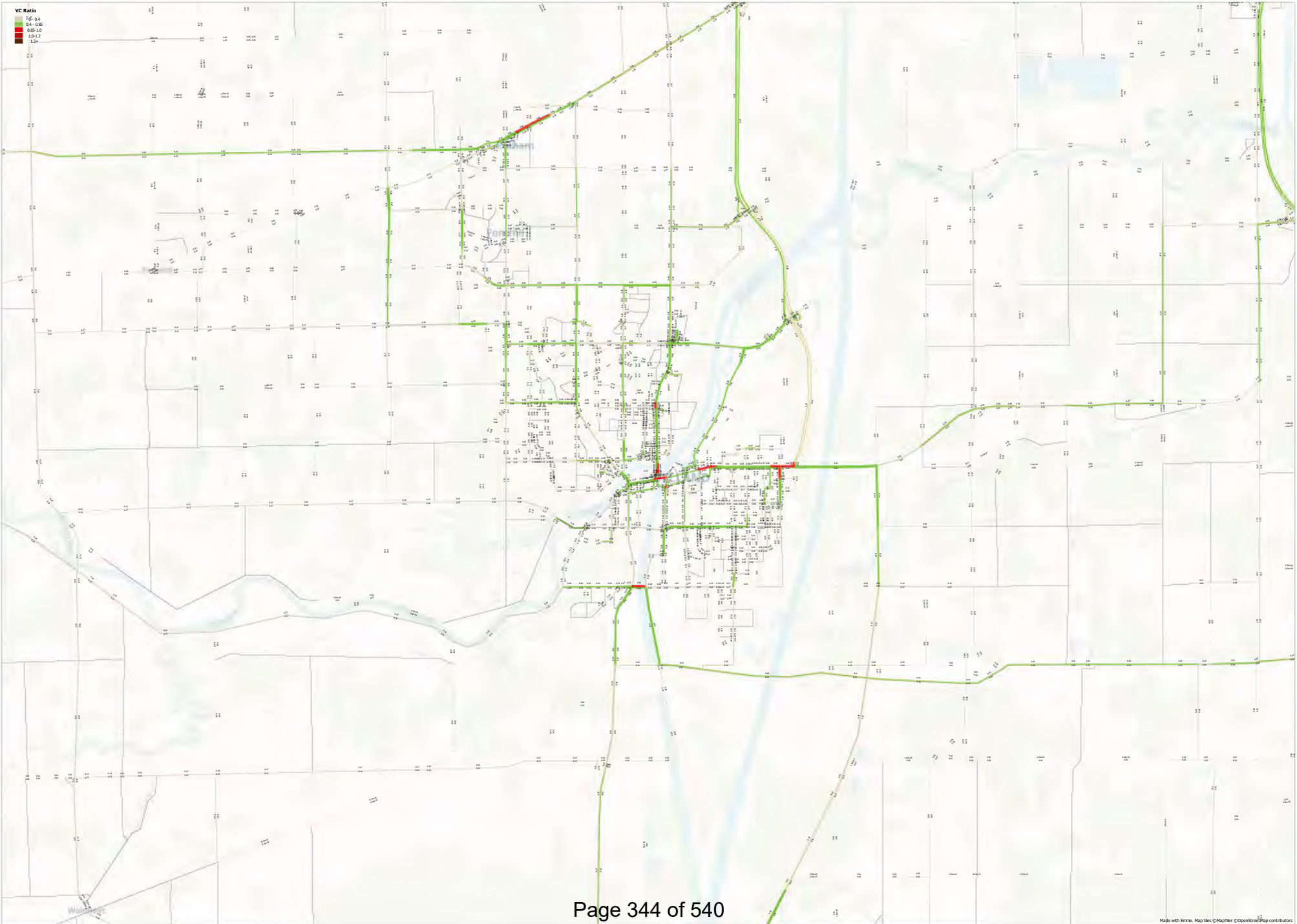
APPENDIX 2-1

Baseline 2016 Results

2016 Baseline - AM Peak Hour



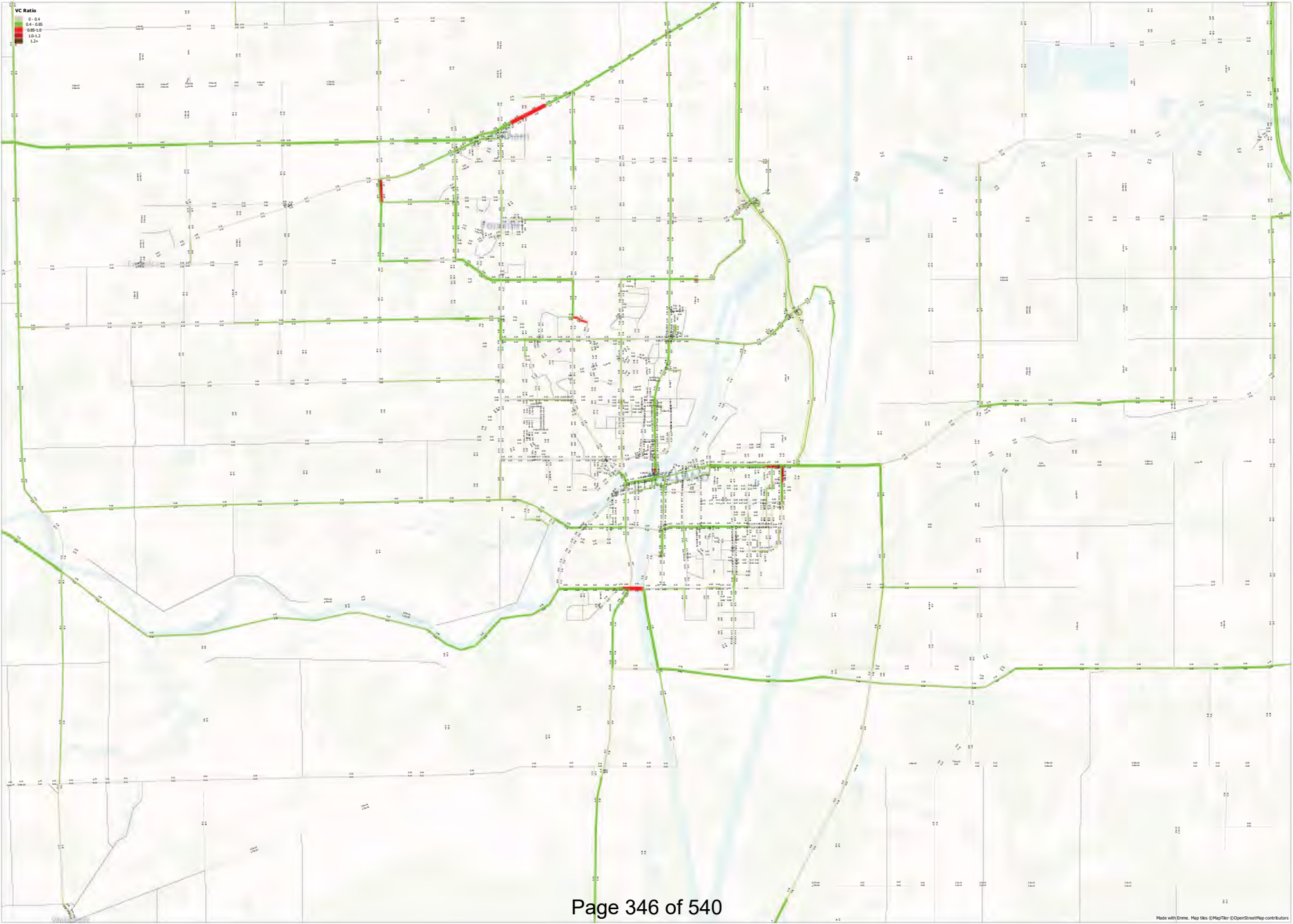
2016 Baseline - PM Peak Hour



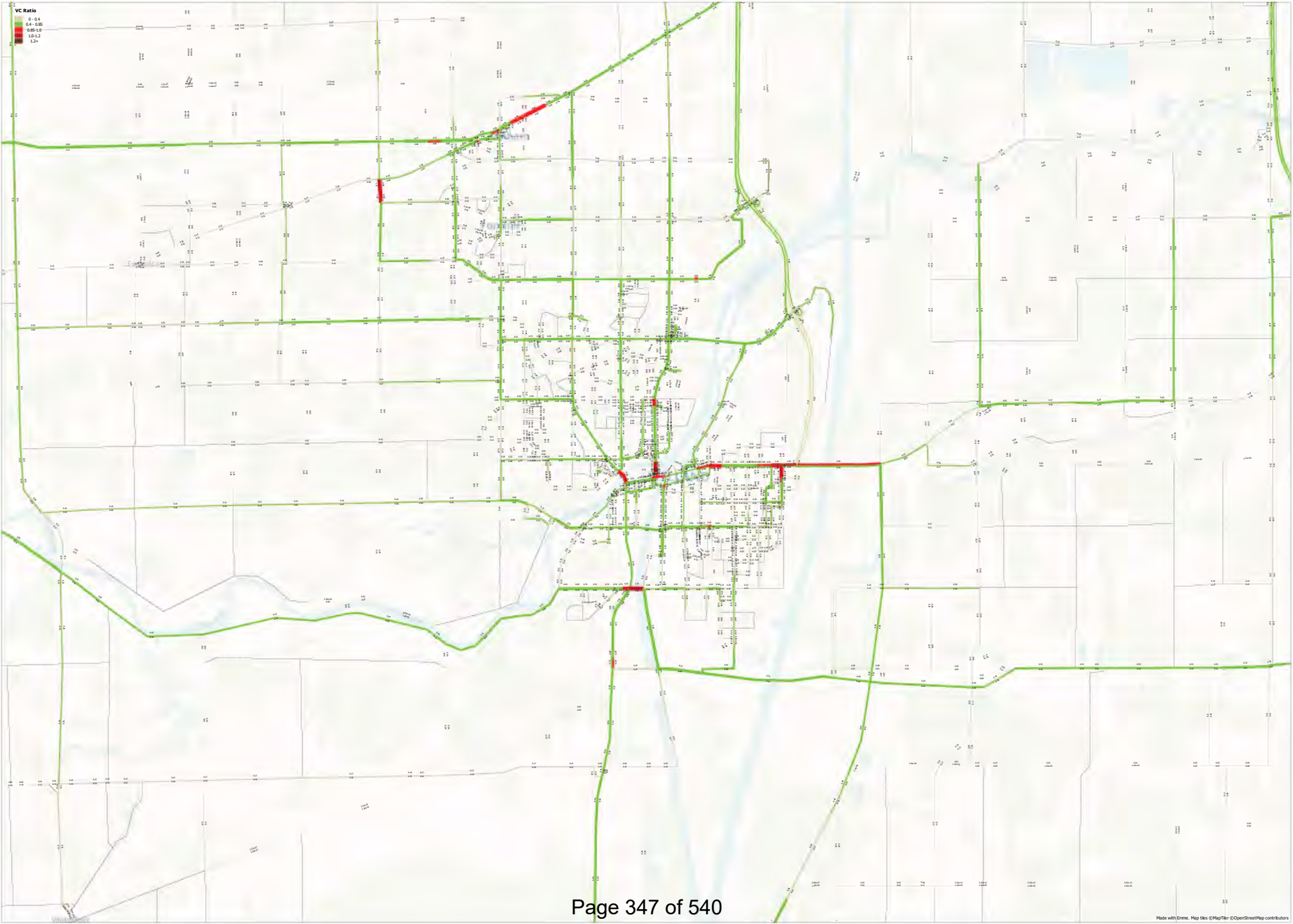
APPENDIX 2-2

Future Horizon 2031 Results

2031 Horizon - AM Peak Hour



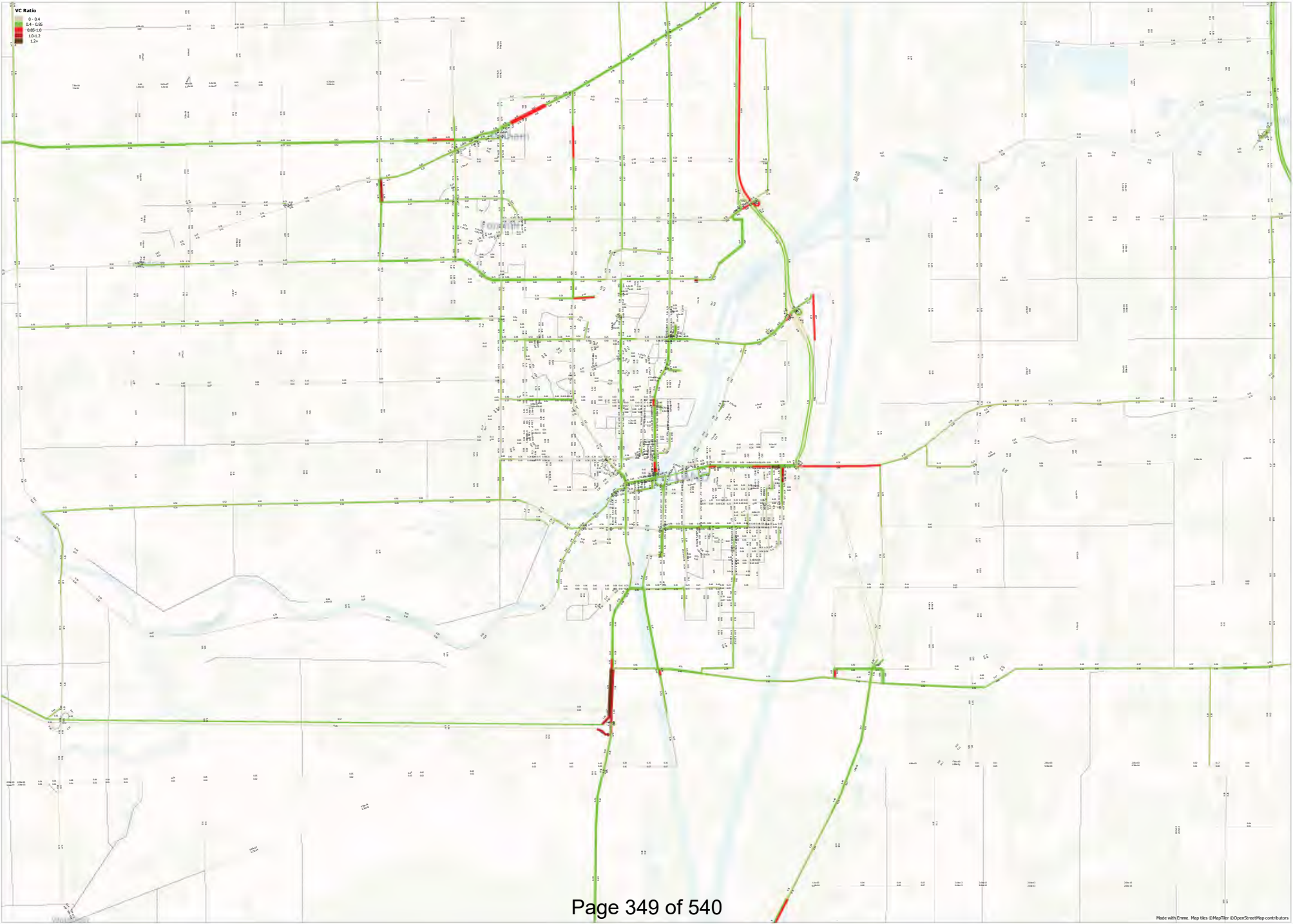
2031 Horizon - PM Peak Hour



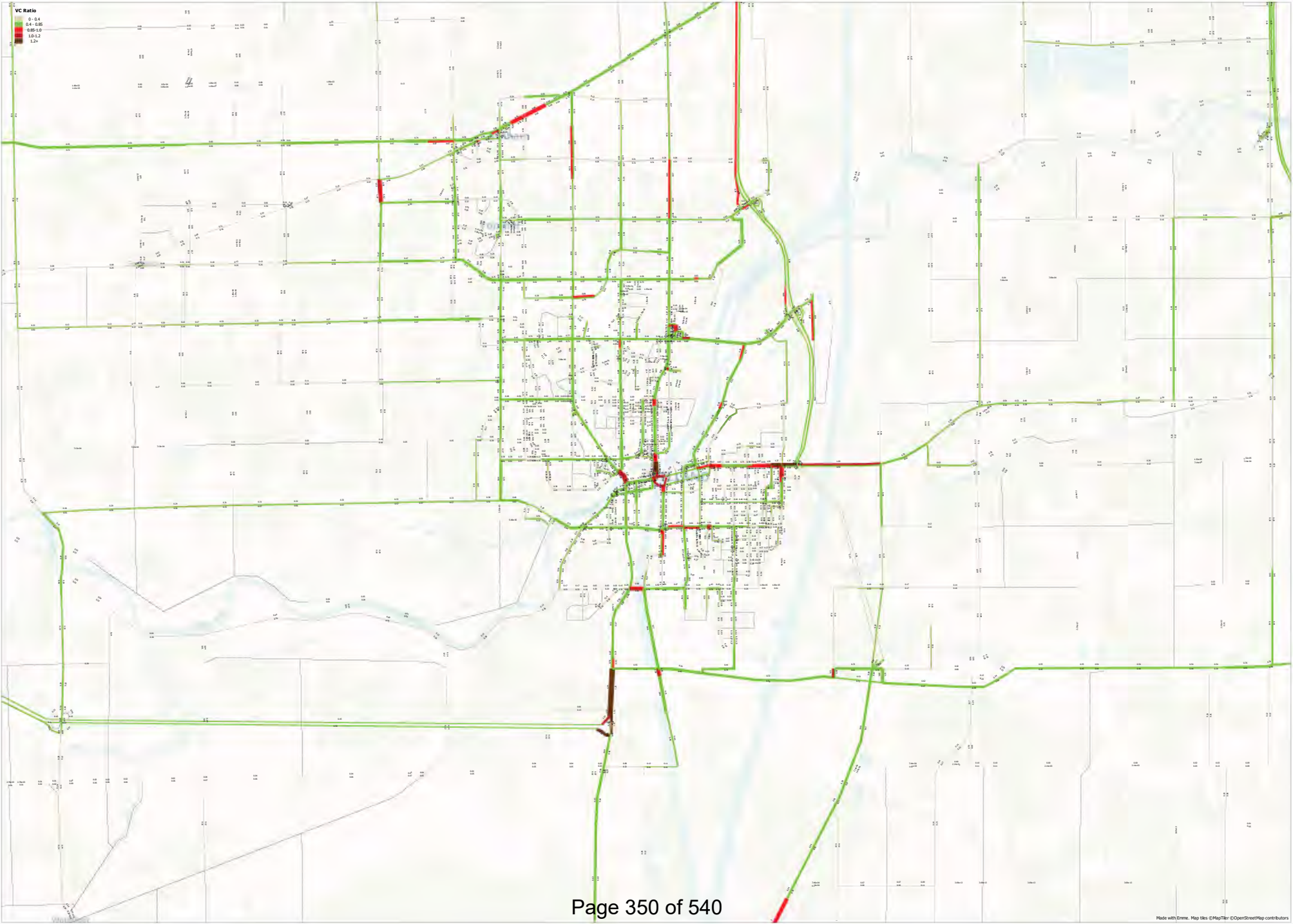
APPENDIX 2-3

Future Horizon 2041 Results

2041 Horizon - AM Peak Hour



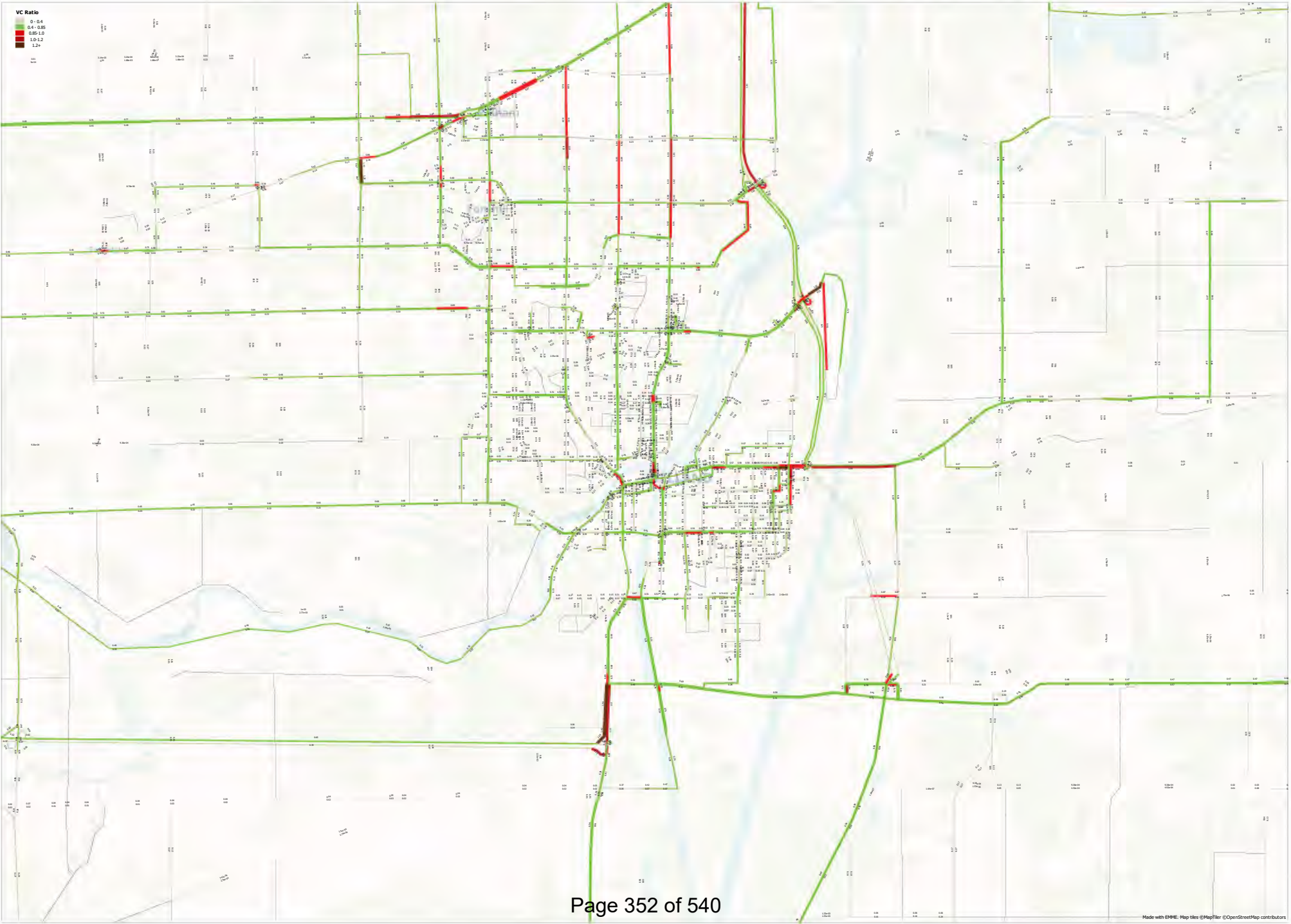
2041 Horizon - PM Peak Hour



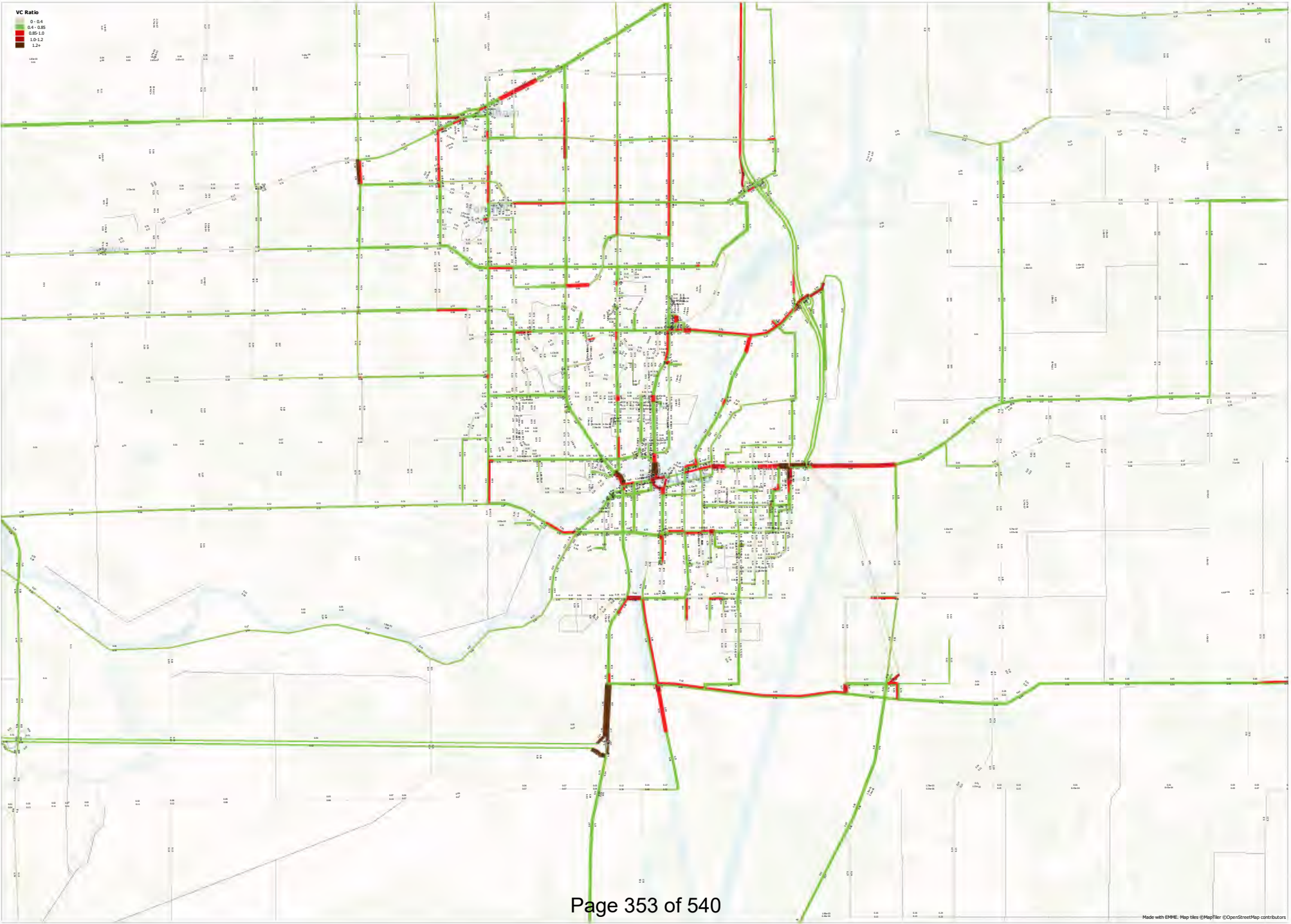
APPENDIX 2-4

Future Horizon 2051 Results

2051 Horizon - AM Peak Hour



2051 Horizon - PM Peak Hour



TECHNICAL MEMORANDUM

To: Livia McEachern, P.Eng., City of Welland
Ali Khan, M.A.Sc., P.Eng., City of Welland
RVA: 226408

From: Michael Kong, C.E.T., R.V. Anderson Associates Limited
Altaf Hussain, P.Eng., R.V. Anderson Associates Limited

Date: November 7, 2024

Subject: Transportation Master Plan – Appendix 5 – Road Classification Technical Memorandum, City of Welland

1.0 Introduction

As part of the ongoing Transportation Master Plan (TMP) study, it has been identified that a reclassification of roads within the City of Welland is necessary. Therefore, the road system within the City of Welland has been assessed using a formal set of road classification criteria. The set of criteria was made with reference to the *Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017)*, with specific modifications made to calibrate the criteria to the City of Welland context.

1.1 Road Class Types

Freeways and **Expressways** are roadways of the highest order, usually consisting of multi-lane (more than four total through lanes including two through lanes in each direction), high-speed highways that generally accommodate long-distance travels between different cities and regions. Although they are often used interchangeably, freeways are defined as highways limited to through traffic, with access to the corridor only being provided by interchanges, whereas expressways consist of a divided roadway for through traffic, with access provided through interchanges or controlled access points.

Secondary/King's Highway generally consist of 2-lane or 4-lane (one lane or two lanes in each direction) corridors that transfer traffic between freeways and arterials. They may be divided or undivided, with at-grade intersections and the potential for short sections of Freeways within the overall corridor.

Arterial Roads are higher-order corridors that are intended to accommodate relatively high volumes of traffic and provide efficient, uninterrupted movement for through volumes (barring interruptions from traffic signals along the corridor). Resultantly, majority of resident and emergency vehicle trips will utilize an arterial roadway at some point in their route.

Collector Roads are intended to carry moderate traffic volumes, with traffic movement and land access having a similar level of importance. In the ideal road system, collector roads will garner traffic from local streets, eventually connecting to the foregoing higher-order roadways to accommodate the larger portion of travel.

Local Roads are intended to provide access to their adjacent land uses. These roadways generally carry much lower volumes than the other classifications, as they are only intended to service trip ends (either origin or destination of a trip).

2.0 Road Classification Characteristics

2.1 Land Use

The classification of a roadway is heavily influenced by the characteristics of the adjacent land uses. This is because as the nature and intensity of a land use changes, so does the demand that is placed on the adjacent transportation network. For example, in predominantly industrial areas, there will be an increased desire for efficient movement of goods, whereas residential areas desire a greater emphasis on multimodal movements, on-street parking, and land access.

It should be noted that the classification of urban roads contrasts significantly from rural roads, as rural roads are designed to achieve different purposes (i.e., rural roads are designed to accommodate a greater percentage agricultural vehicles). As such, the classifications of urban and rural roads are usually completed separately with their own respective characteristics.

2.2 Service Function

Roadways are generally designed to serve a certain purpose, with the primary objective of any roadway being to provide either uninterrupted flow of traffic, access to land, or a balanced combination of both. It is generally understood that the primary objective for freeways and arterials is to provide uninterrupted flow of traffic at higher speeds, as the intended purpose of higher order roads is to enable efficient movement of people and goods. In contrast, the intended function of local roadways is to provide access to land, which generally results in an increased number of traffic disruptions (i.e., pedestrian

crossings) and lower posted speeds. A combination of traffic movement and land access is typically provided by a collector road, which establishes balance through limiting the number of site accesses and fostering higher operating speeds than local roads.

In addition to the intended service function, the roadway classification should also consider the traffic volumes carried by the roadway. Higher order roads are designed to carry larger traffic volumes through increased right-of-way width.

2.3 Connections

An important characteristic of road classification is to create a connected and continuous network of roadways with similar functions. By doing so, road users can transfer between roadways without controverting the intended use of the roadway (i.e., using a local road as a cut-through route when its intended function is land access). **Table 2.1** summarizes the road classification connections for the ideal road network.

Table 2.1 – Ideal Network Road Classification Connections

Road Classification	Connections					
	Local	Collector	Arterial	King's Highway	Expressway	Freeway
Local	✓	✓	•	•	X	X
Collector	✓	✓	✓	•	•	•
Arterial	•	✓	✓	✓	✓	✓
King's Highway	•	•	✓	✓	✓	✓
Expressway	X	•	✓	✓	✓	✓
Freeway	X	•	✓	✓	✓	✓

✓ indicates that the two (2) road classifications are an ideal connection.

• indicates that connecting the two (2) road classifications should be avoided, where possible.

X indicates that the two (2) road classifications should not connect under any circumstance.

As shown in **Table 2.1**, the ideal road network maintains connection between roadways of similar function. There are some circumstances where the ideal connections cannot be made, which may result in locals connecting with arterials and collectors connecting with expressways/freeways; while these connections are not preferable, they commonly occur in many municipalities and are sometimes unavoidable. There are some connections, however, such as local roads and freeways, that should not be implemented under any circumstance.

2.4 Design Consistency

The geometric characteristics of a roadway play an impactful role in shaping the behaviour of its road users. In terms of road classification, the intent should be to provide consistency among roadways with the same classification so that drivers inherently understand the function and purpose of each roadway. Similar to the road classification connections, there will be circumstances where two (2) roadways with significantly different cross-sections meet the criteria for the same classification; in these cases, efforts should be made to provide consistency through operating speeds and driver workload.

As part of the ongoing Official Plan (OP) update for the City, the existing road typical cross-sections were revised. These revised typical cross-sections have been considered in the assessment of each roadway and are briefly described as follows:

Local Road Typical Cross Section consists of a 20-metre-wide right-of-way and provides a 1.5-metre-wide sidewalk on at least one side, a 2-metre-wide boulevard on both sides, and a single 4-metre-wide vehicular travel lane in each direction.

Collector Road Typical Cross Section consists of a 23-metre-wide right-of-way and provides a 1.5-metre-wide sidewalk on one side, and either a 1.5-metre-wide sidewalk or 3-metre-wide multi-use path (MUP) on the other side. The asphalt width is 9 metres, with allocation for vehicles, cyclists, and other roadway amenities being prescribed as needed.

Arterial Road Typical Cross Section consists of a 26-metre-wide right-of-way, providing a 1.5-metre-wide sidewalk on both sides and a 14-metre-wide asphalt width for appropriate allocation of vehicular travel lanes, cycling facilities, and other roadway amenities as needed.

The typical roadway cross sections are provided in **Appendix 1**.

3.0 City of Welland Road Classifications

3.1 Classification Criteria

As part of the review of the City's road network, a set of standard road classification criteria has been formulated, with the details of each criterion being calibrated to the context of Welland.

Many of the higher order roadways within the City of Welland are under the jurisdiction of the Region of Niagara or Ministry of Transportation of Ontario (MTO), with the remaining City-owned corridors being classified as locals, collectors, and arterials. However, given

that the City roads represent a wide variety of classification criteria, it is recommended that the City further aggregate the collector classification into minor collectors and major collectors.

The proposed road classification assessment for the City roads is shown in **Table 3.1**.

Table 3.1 – City of Welland Proposed Urban Road Classification Criteria

Criteria	Locals	Minor Collector	Major Collector	Arterial
Service Function	Land access is primary consideration	Traffic movement and land access of equal importance	Traffic movement and land access of equal importance	Traffic movement is primary consideration
Typical Traffic Volume (veh/day)	< 3,000	< 5,000	5,000 – 12,000	> 10,000
Flow Characteristics	Interrupted flow	Interrupted flow	Interrupted flow	Uninterrupted flow except at traffic signals
Posted Speed (km/h)*	40	40 – 50	50 – 60	60 – 70
Vehicle Type	Passenger and service vehicles	Passenger and service vehicles	All types	All types
Desirable Connections	Locals, collectors	Locals, collectors, arterials	Locals, collectors, arterials	Collectors, arterials, expressways, freeways
Transit Service	Not permitted	Generally avoided	Permitted	Permitted
Accommodation of Cyclists**	No restrictions or special facilities.	MUP on one side	No restrictions. Dedicated facilities recommended	No restrictions. Dedicated facilities recommended
Accommodation of Pedestrians	Sidewalk on one side	Sidewalk on both sides, unless MUP on one side	Sidewalks provided on both sides	Sidewalks provided on both sides
On-Street Parking	One or both sides	One or both sides	One or both sides	No parking
Traffic Calming	Where warranted	Where warranted	Not permitted	Not permitted
Minimum Intersection Spacing (m)	60	60	120	200
Typical Right-of-Way Width (m)	20	23	23-26	26

*School zones or other regulatory restrictions could further reduce posted speed

**Use OTM Book 18 as a guide to select the correct cycling facility for the roadway.

It is important to note that most roadways, especially in older communities, will not correspond solely with one section. In these cases, there is a certain degree of ambiguity

regarding the roadway's hierarchy and planning judgement must be applied to properly assign the appropriate classification.

4.0 Recommended Road Classifications

Using the methodology outlined in foregoing sections, a reclassification of all City-owned roadways has been completed utilizing the proposed criteria noted in **Table 3.1**, in addition to 2051 horizon year planning modelling information that is reflective of housing and employment intensification within the City. **Table 4.0** presents the list of roadways within Welland that have an updated classification.

Table 4.0 – Recommended Updated Classifications for City of Welland Roads

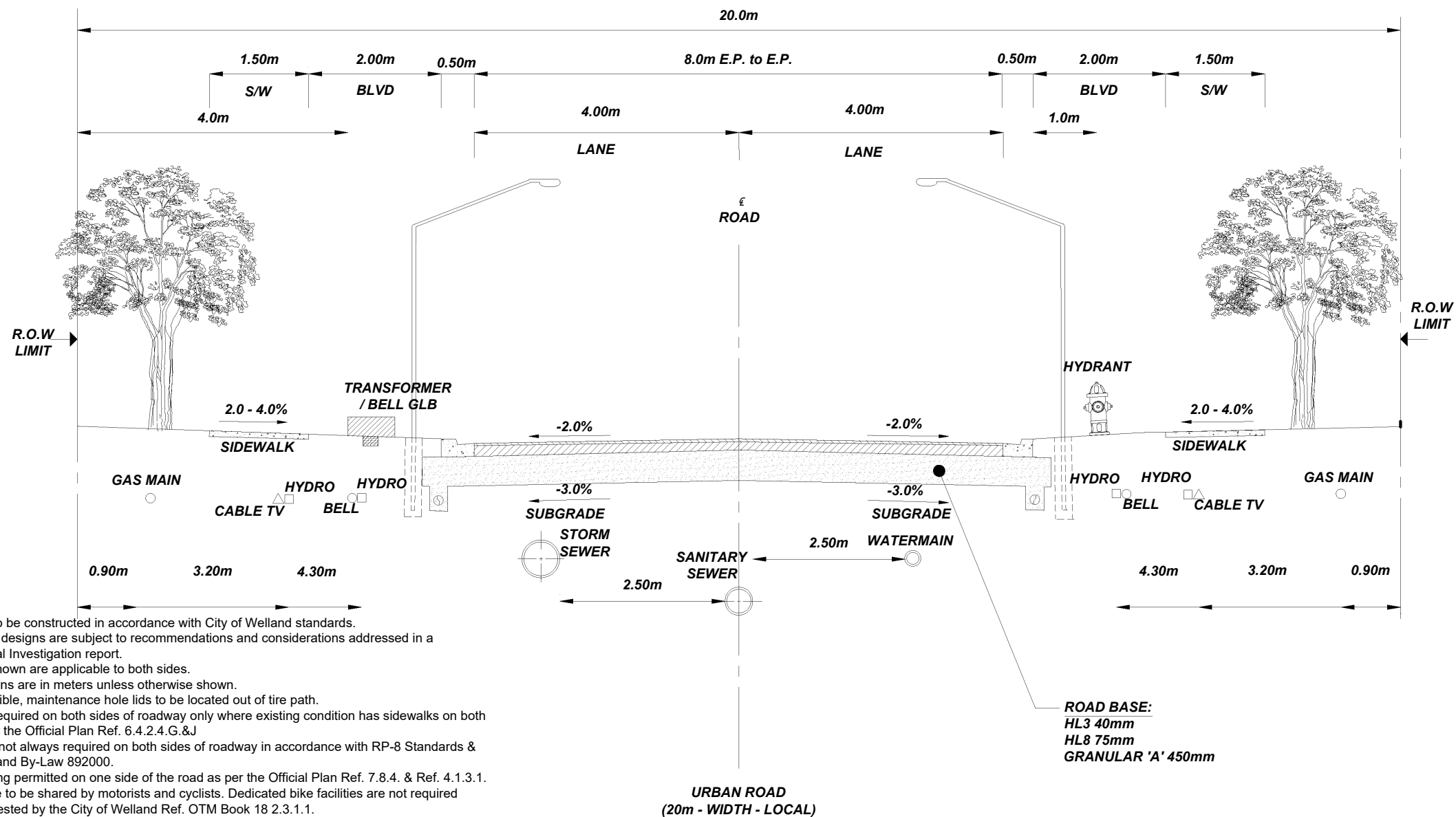
Roadway	Segment		Existing Classification	Proposed Classification
	West/North Limit	East/South Limit		
Aqueduct Street	Thorold Road	Chippawa Street	Collector	Local
Broadway	Riverside Drive	Prince Charles Drive	Collector	Major Collector
Burgar Street	Division Street	Lincoln Street	Collector	Minor Collector
Clare Avenue	Municipal Boundary	Webber Road	Collector	Major Collector
Colbeck Drive	Prince Charles Drive	Southern Terminus	Collector	Minor Collector
Colbeck Drive	Webber Road	South Pelham Road	Local	Major Collector
Daimler Parkway	Highway 406	Midland Place/Shoreview Drive	Local	Major Collector
Denistoun Street	West Main Street	Lincoln Street	Collector	Major Collector
Division Street	East Main Street	Burgar Street	Collector	Major Collector
Downs Drive	River Road	Ross Street	Collector	Minor Collector
Elm Street	Forks Road	Municipal Boundary	Collector	Major Collector
Fell Street	Merritt Street	Church Street	Collector	Local
First Avenue	Woodlawn Road	Prince Charles Drive	Collector	Major Collector
Fitch Street	Prince Charles Drive	First Avenue	Collector	Major Collector
Fitch Street	First Street	Shotwell Street	Local/Collector	Minor Collector

Roadway	Segment		Existing Classification	Proposed Classification
	West/North Limit	East/South Limit		
Forks Road	Prince Charles Drive	Easterly Terminus	Collector	Major Collector
Hagar Street	Burgar Street	Wellington Street	Collector	Minor Collector
Hellems Avenue	East Main Street	Lincoln Street	Collector	Major Collector
Memorial Park Drive	Lincoln Street	Ontario Road	Collector	Major Collector
Merritt Street	Fitch Street	Fell Street	Collector	Local
Ontario Road	Southworth Street	Memorial Park Drive	Collector	Major Collector
Plymouth Road	Lincoln Street	Ontario Road	Collector	Major Collector
Primeway Drive	River Road	Woodlawn Road	Local	Major Collector
Quaker Road	Niagara Street	Towpath Road	Collector	Major Collector
Ridge Road	Rusholme Road	Highway 58A	Collector	Major Collector
River Road	Municipal Boundary	South Pelham Road	Local	Major Collector
River Road	Woodlawn Road	East Main Street	Collector	Minor Collector
River Road	Primeway Drive	Woodlawn Road	Local	Major Collector
Riverside Drive	Princes Charles Drive	Webber Road	Arterial	Major Collector
Ross Street	Downs Drive	East Main Street	Collector	Minor Collector
Rusholme Road	Ridge Road	Highway 58A	Collector	Major Collector
South Pelham Road	Webber Road	River Road	Collector	Major Collector
Thorold Road	Niagara Street	Chippawa Street	Collector	Major Collector
Towpath Road	Quaker Road	Municipal Boundary	Local	Major Collector
Wellington Street	East Main Street	Lincoln Street	Collector	Arterial
Willson Road	Willson Way	Fitch Street	Collector	Minor Collector
Willson Road	Fitch Street	Endicott Terrace	Collector	Local

APPENDIX 1

Typical Roadway Cross Sections





CITY OF WELLAND
 INFRASTRUCTURE AND DEVELOPMENT SERVICES

July 21, 2023

Drawn By:
 B.W.

N.T.S

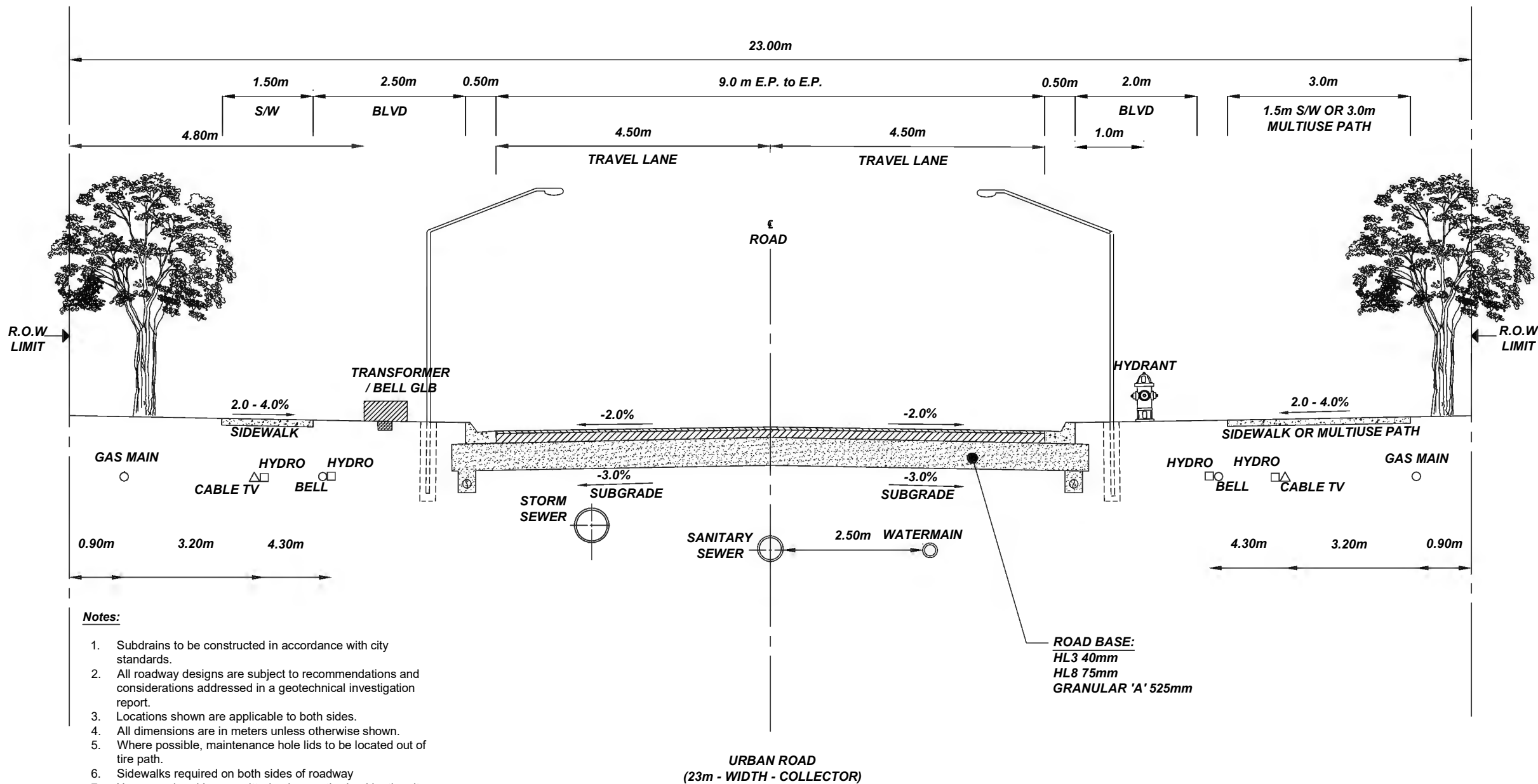
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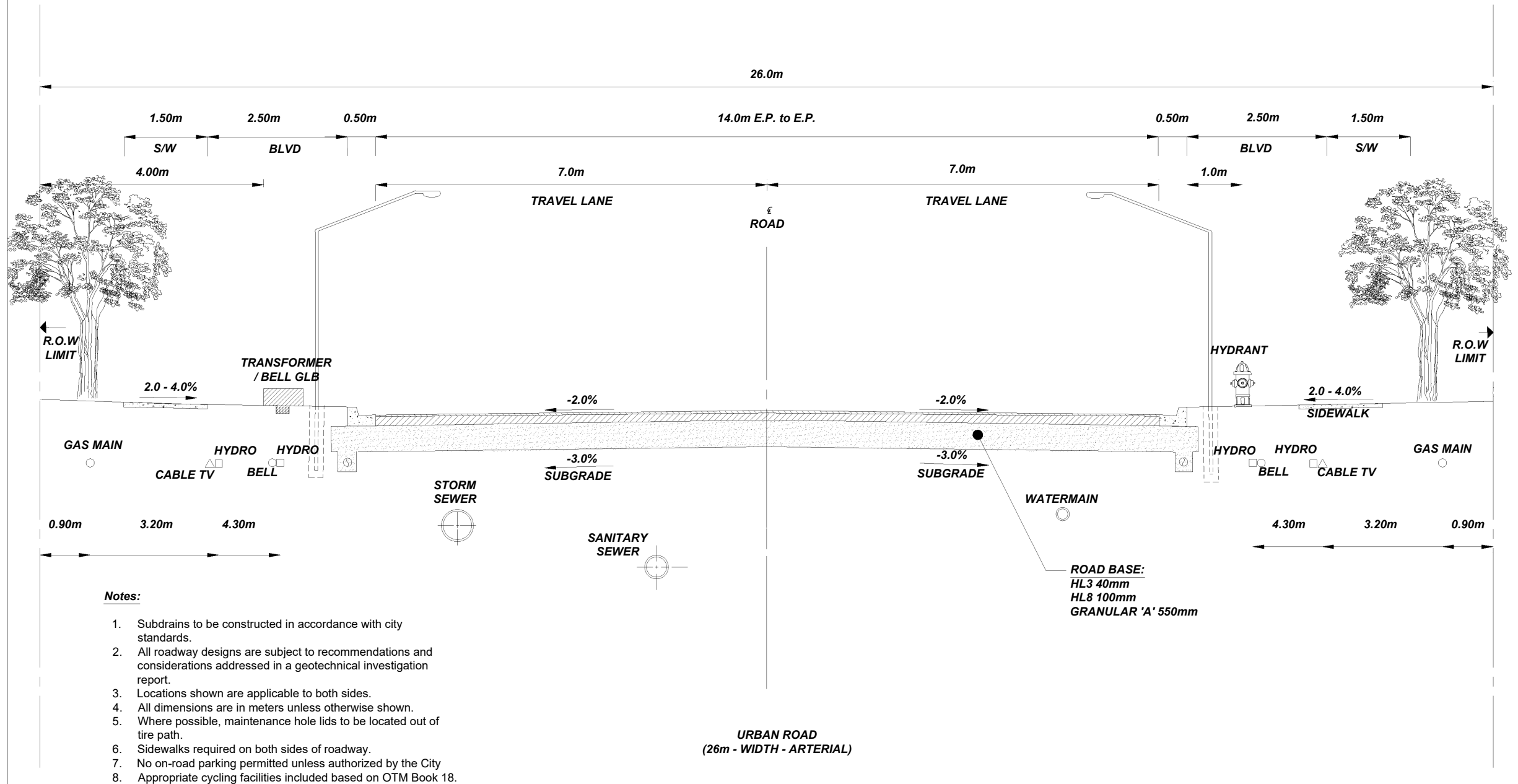
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Revision:

Page 362 of 540

TYPICAL ROAD SECTION
 URBAN-LOCAL ROAD (20m WIDTH)





TECHNICAL MEMORANDUM

To: Ali Khan, M.A.Sc., P.Eng.
Livia McEachern, P.Eng.
RVA: 226408

From: Michael Kong, C.E.T.
Altaf Hussain, P.Eng.

Date: July 31, 2024

Subject: Transportation Master Plan – Appendix 6 – Traffic Calming Policy Update – City of Welland

1.0 Introduction

Traffic calming is the act of managing driver behaviour and operating speeds through the application of various passive and/or physical roadway measures. By doing so, the roadway can foster a safe environment for road users and adjacent residents. A street that is well traffic calmed usually results in operating speeds and traffic volumes that are suitable for the intended function of the street, which reduces cut-through traffic on local streets and aligns with the Vision Zero strategy.

The City of Welland currently implements traffic calming measures when there is sufficient resident support and technical evidence that a speeding issue exists. A literature review has been completed to update the existing traffic calming policy (SER-018-0005 last updated in 2007) for the City of Welland. This document considers traffic calming policies from similar municipalities within the Province of Ontario, in addition to the principles outlined in the Transportation Association of Canada (TAC) Guide to Traffic Calming (2nd Edition).

2.0 Types of Traffic Calming

Traffic calming can be implemented in a variety of ways, although the types of measures can generally be classified as either passive (soft) or physical. For both types, however, education and enforcement initiatives should be undertaken to supplement the implemented measures.

Passive traffic calming measures include road signage, pavement markings, lawn signs, as well as flexible signs and flexible bollards (see **Figure 2.1**). These measures are typically quick and cost-efficient to implement, with the intended purpose being to reduce driver operating speeds through increased driver workload and perceived risk. Many municipalities start with passive traffic calming and only implement physical traffic calming if the speeding/cut-through issues still persist.

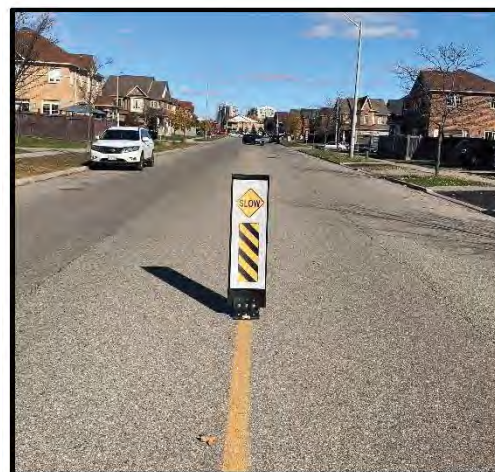


Figure 2.1 – Flexible Sign

Physical traffic calming measures, as the name suggests, are any traffic calming measures that include a physical alteration to the travelled path of the roadway. The City of Welland Municipal Design Standards (February 2013) recognize a number of these measures including curb extensions, chicanes, traffic circles, textured crosswalks, speed humps, raised crosswalks, lane narrowing, speed cushions and more. However, the most frequently employed measures in Welland are speed cushions and speed humps. While physical traffic calming measures are more effective in reducing operating speeds and cut-through traffic, they are more expensive and are usually met with discord among residents. Examples of speed cushions, speed humps, traffic circles, and lane narrowing, are shown in **Figure 2.2**, **Figure 2.3**, **Figure 2.4**, and **Figure 2.5**, respectively.



Figure 2.2 – Speed Cushions



Figure 2.3 – Speed Hump



Figure 2.4 – Traffic Circle



Figure 2.5 – Lane Narrowing

3.0 Common Practices

The common process as outlined in the TAC Traffic Calming guidelines consist of the following stages:

Stage 1:	Stage 2:	Stage 3:	Stage 4:	Stage 5:
Initiation	Development	Approval	Implementation	Evaluation

Each one of these stages is robust and can include many subtasks depending on the scale of the project. However, in the case of many local streets, the process is fairly streamlined. The **Initiation** stage is triggered by a resident request and begins the traffic calming process. If the request is made for a suitable roadway (i.e., local or minor collector road), the **Development** stage begins. This stage consists of a site visit and data collection, followed by a screening that usually includes minimum requirements for traffic volumes, 85th percentile driver operating speeds, and resident support. Where the screening is met, draft alternatives are devised and taken to the public for **Approval**. The final two (2) stages include **Implementation** of the traffic calming measure(s) and **Evaluation** of results to determine if further measures are required.

While the foregoing process serves as a general foundation for all municipalities within the province of Ontario, many municipalities have altered the process to best serve the desires of their residents. These alterations typically consist of changes to the screening process, with each municipality setting their own requirements for traffic volumes, 85th percentile operating speeds, and resident support.

4.0 City of Welland Traffic Calming Policy

The recommended process for traffic calming within the City of Welland is described below, with a graphical representation of the traffic calming process shown in Appendix 1.

Level 1: Passive Traffic Calming

Where desire for traffic calming exists, the first step is to review if the subject corridor is suitable for passive traffic calming measures as an immediate and cost-effective response.

Pre-Screening

After receiving a request from a resident or elected official, the following initial screening will be completed to verify the eligibility of the request:

- Road segment must be at least 150 metres in length;
- Traffic calming has not been requested or removed within two (2) years of request;

- Road segment resides in an urban area; and,
- Road segment is classified as a local or minor collector.

Where the pre-screening criteria is not met, the process ends. However, the City may install a temporary speed radar sign and send a referral to the Niagara Regional Police Service (NRPS). If the pre-screening criteria is met, the City will install a speed radar sign and monitor posted speeds.

Flex Signage

Where speeding persists at an 85th percentile travelling 10km/hr or more over the posted speed limit, the City will install flex signs along the roadway given that the following criteria for a flex sign are met:

- If there is no on-street parking or bike lanes present, the lane width must be greater than 3.2 metres.
- If there is on-street parking or bike lanes present, the lane width must be greater than 5.5 metres (allowing for 3.5-metre vehicular travel lanes and 2 metres for cycling or parking).

The combination of speed radar and flex signage will be monitored for a period of six (6) months. If speeding is resolved, the radar and flex signage will remain. If speeding continues at an 85th percentile travelling 10km/hr or more above the posted speed limit, the traffic calming process proceeds to Level 2.

Level 2: Physical Traffic Calming

The first step of Level 2 is to complete a resident petition to quantify the community desire for physical traffic calming measures. The threshold for the resident petition is 70% of households in favour of physical traffic calming measures, with one (1) signature per household being valid. If the threshold is not met, the process ends, and the City may choose to continue implementing passive traffic calming initiatives as desired. If the threshold is met however, the process continues, and the City will prescribe physical traffic calming measures to the roadway, primarily taking the form of either speed humps or speed cushions. It is important to note that the prescribed measures must receive approval from emergency services and must not be placed along a transit route. If either one of these requirements are not met, the process ends.

After the physical traffic calming measures have been formulated, they will be sent to City Council for approval. If approved, physical traffic calming measures will be implemented.

Implementation Timing

The implementation of physical traffic calming measures is subject to the capital budget process. Passive traffic calming measures can be implemented immediately upon the warrant process being met. Where streets do not meet the warrant process, residents may choose to re-initiate the traffic calming process after two (2) years.

Removal of Traffic Calming

In the event that the implemented traffic calming measures are unsafe, consistently ineffective, or deemed a hindrance to the adjacent community, the City of Welland reserves the right to remove traffic calming measures for the betterment of the community.

Residents have the right to remove traffic calming measures if support is garnered by 70% of the application zone residents. However, where residents choose to remove traffic calming measures, the roadway will not be eligible for reassessment for a minimum of five (5) years from the date of when the neighbourhood petition is received by City staff.

New Developments

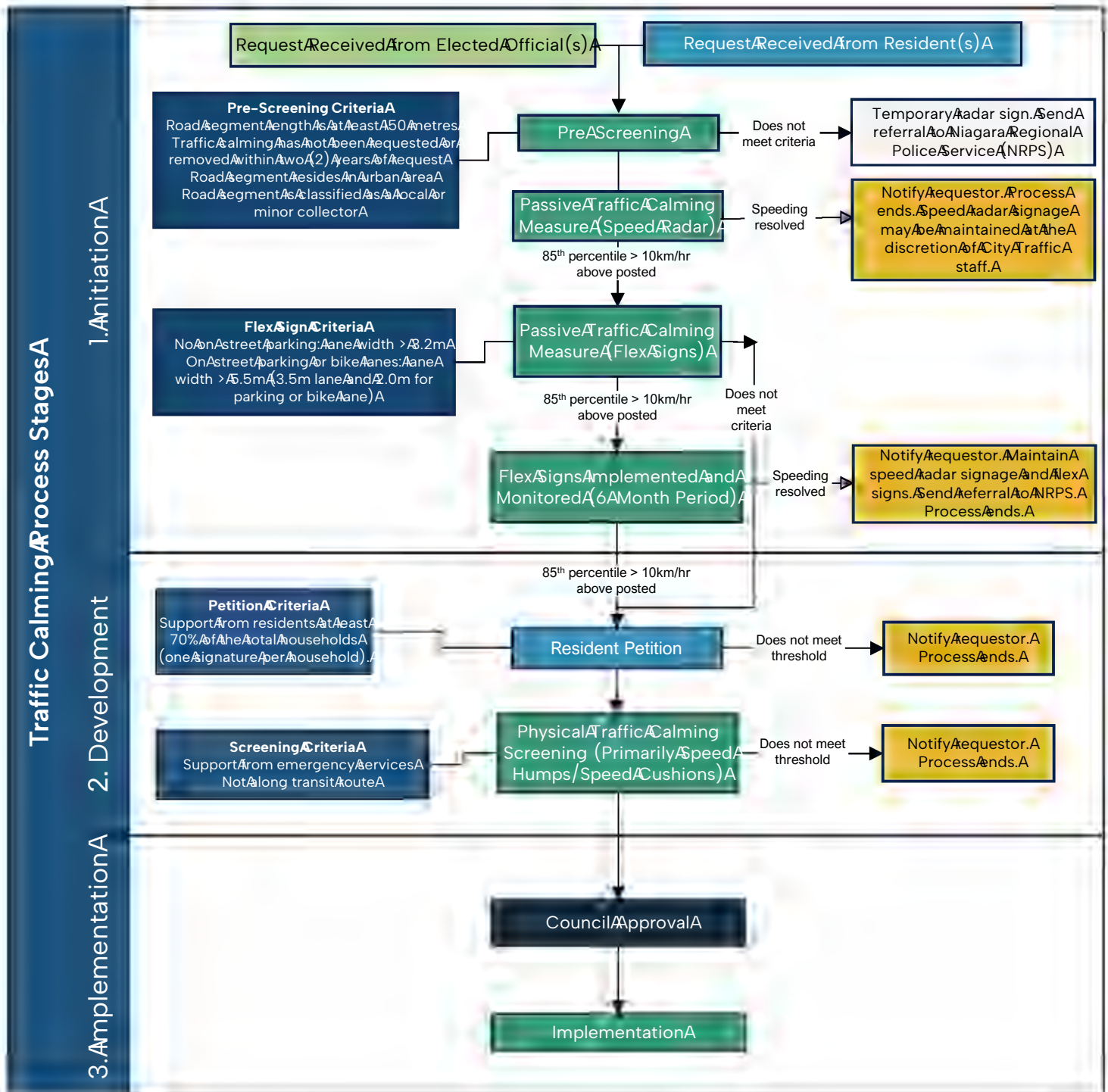
Developers must work with the City staff to provide street designs that manage driver operating speeds. In absence of resident input, the City reserves the right to incorporate traffic calming measures into development plans as needed.

APPENDIX 1

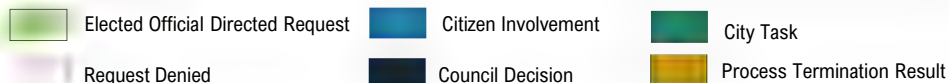
Traffic Calming Process Flowchart



Proposed Traffic Calming Process Flowchart



Legend:



TECHNICAL MEMORANDUM

To: Livia McEachern, P.Eng.

RVA: 226408

From: Michael Kong, C.E.T.
Altaf Hussain, P.Eng.

Date: November 21, 2024

Subject: Transportation Master Plan – Appendix 7 – Roundabout Implementation
Guidelines – City of Welland

1.0 Introduction

Roundabouts are a form of intersection control that are becoming increasingly prevalent in North America, and specifically in the Niagara Region (see **Figure 1.1**). However, while roundabouts have been proven as a safer and likely efficient mode of control as compared to traffic signals, the implementation of roundabouts is usually preceded by a complex planning and justification process. Determining whether a traffic signal or roundabout is more suitable for an intersection is location-specific, with each option presenting unique advantages and disadvantages.

Therefore, in alignment with the ongoing Transportation Master Plan (TMP), a review of best practices has been completed to formulate a set of Roundabout Implementation Guidelines for the City of Welland. The primary objective of this policy will be to provide general guidelines on where roundabouts are appropriate, and in contrast, where other forms of traffic control should be explored.



Figure 1.1 – Roundabout Traffic Control

2.0 Roundabout Implementation Policy

2.1 Policy Applicability

Roundabouts should be considered as an intersection control alternative in existing development areas where:

- The existing roadway geometry permits;
- There is sufficient land available to accommodate the roundabout footprint;
- A stop-controlled intersection is being contemplated for an upgraded traffic control;
- Capital improvements are being considered;
- Traffic safety and/or capacity issues exist; and/or
- The implementation of a roundabout is supported by a traffic study.

Furthermore, roundabouts should be considered in new development areas where:

- A new intersection is planned along an arterial or major collector road that warrants or may warrant a future traffic signal or all-way stop;
- A new intersection is planned along a local road where traffic calming or development staging is required; and/or
- The implementation of a roundabout is supported by a traffic study.

2.2 Roundabout Suitability

2.1.1. Roundabout Criteria

Roundabouts, traffic signals, and all-way stops all present their own benefits and complications. The items outlined in this section are important to consider but are not mandatory requirements for a roundabout. When evaluating the preferred traffic control of an intersection, judgement must be applied to evaluate the most appropriate alternative based on various site-specific criteria.

Roundabouts are generally preferred as an alternative intersection control where:

- The entering and exiting volumes are generally balanced across all approaches, with a high percentage of turning movements;
- There are concerns regarding traffic safety;

- An unconventional configuration exists (i.e., skewed approaches, more than four (4) legs, etc.);
- Vehicles are travelling at excessive operating speeds;
- Significant delays exist for minor street volumes (two-way stop control) and signal warrants are not met;
- The node is a transitional area for the surrounding land use i.e., residential to commercial, urban to rural, etc.;
- The node serves as a gateway to a neighbourhood, commercial development, or urban area; and/or
- There is a notable number of U-turn manoeuvres.

Roundabouts should generally be avoided at intersections where:

- There are property constraints or utility conflicts;
- Problematic vertical grades exist;
- There is close proximity to a signalized intersection where vehicle queues could disrupt roundabout operations;
- There is close proximity to a rail crossing where vehicle queues could disrupt rail or roundabout operations;
- Traffic signal progression exists along the corridor; and/or
- A significant number of cyclists or pedestrians regularly traverse the intersection.

2.1.2. Roundabout Pre-Screening

A pre-screening assessment can be completed to evaluate the suitability and desirability of a roundabout. The pre-screening criteria is summarized in **Table 1.1**.

Table 1.1 – Roundabout Pre-Screening Assessment

Criteria	Assessment
Safety	- Is there an abnormally high number of angle and/or turning movement collisions at the intersection? - Would a roundabout allow for access management benefits?
Operations (Delays, Queues)	- Would excessive delays or vehicle queues be mitigated by a roundabout? - Will the roundabout exhibit the desired level of service?
Traffic Flows	- Are entering and exiting traffic volumes relatively balanced under existing and/or future conditions? - Is there a high percentage of turning movements?
Property Availability	- Is there sufficient property available for a roundabout? - If property constraints exist, can the surrounding lands be feasibly acquired?
Intersection Geometry	- Would the roundabout alleviate sightline concerns caused by skewed horizontal alignment? - Are there more than four (4) approaches?
Proximity to Signals/Rail	- Could queues from a nearby traffic signal spill back into the roundabout? - Could queues from a nearby rail crossing spill back into the roundabout? - Could queues from a roundabout spill back into a rail crossing?
Land Use	Would the roundabout serve as a transition point between land uses (i.e., residential to commercial, etc.)?
Traffic Calming	Could a roundabout serve to reduce excessive operating speeds?
Vulnerable Road Users	- Is there a high number of cyclists and/or pedestrians that regularly traverse the intersection? - Is there a large number of visually or mobility impaired pedestrians that are expected to traverse the intersection?
Cost	Is a roundabout financially feasible compared to other forms of traffic control (implementation, maintenance, etc.)

2.3 Roundabout Implementation

Whenever possible, input from various stakeholders and the general public should be solicited and considered for the roundabout design option. This can be done through the use of in-person or online public information centres (PICs). However, all design aspects will be carried out in accordance with the latest *Transportation Association of Canada (TAC)* standards and *NCHRP 672 Roundabouts: An Informational Guide, Second Edition* guidelines.

Where new development plans are received by the City that are suitable for a roundabout, the City reserves the right to incorporate roundabouts into the development plans as needed.

TECHNICAL MEMORANDUM

To: Livia McEachern, P.Eng.

RVA: 226408

From: Michael Kong, C.E.T.
Altaf Hussain, P.Eng.

Date: November 21, 2024

Subject: Transportation Master Plan – Appendix 8 – Goods Movement Technical
Memorandum – City of Welland

1.0 Introduction

Historically, the City of Welland has served as a hub for commerce due to the first Welland Canal opening in 1829, with further support from the Welland Railway opening in 1856 and the Canada Air Line Railway opening in 1869 (later becoming part of the Great Western Railway in 1871)¹. In Welland today, the movement of goods is still largely facilitated by the Canal and rail corridors, although the increased traction of the trucking industry has added an additional facet to the goods movement network. According to the Niagara Region Transportation Master Plan (TMP), a substantial increase of truck volumes within the Region is forecasted, with daily truck volumes in Niagara Region expected to grow by 57% from 2011 to 2041. With respect to the Welland TMP study, the goods movement review focuses primarily on optimizing truck routes within the City of Welland.

The trucking industry is an integral component of Ontario's economy, with over 200,000 Ontario residents making their livelihood in the trucking industry, and an estimated 90% of deliveries for consumer products and food stuffs interacting with trucks at some point in their lifecycle (Statistics Canada). In the context of the City of Welland, the anticipated resurgence of industrial-type employment will rely heavily on the truck industry; therefore, facilitating the safe and efficient movement of freight will be a cornerstone of Welland's economic vitality over the next twenty years.

¹ Gayler, H., & Jackson, J. (2015). Welland Canal. In *The Canadian Encyclopedia*. Retrieved from <https://www.thecanadianencyclopedia.ca/en/article/welland-canal>

A “truck route” is a corridor that is formally designated for use by certain types of trucks. The network of these corridors is coined the “truck route network” or “goods movement network”—oftentimes used interchangeably although herein referred to as the “goods movement network”. The preparation and implementation of a goods movement network requires meticulous planning, with consideration given to the trucking industry, residents, and the transportation network as a whole.

2.0 The Existing Goods Movement Network

The existing goods movement network, based on the information provided by the City, is comprised of a spine network of provincial and regional corridors with additional infill links being provided in the central Welland area and near industrial/commercial land uses. The existing goods movement network is shown in **Figure 1**.

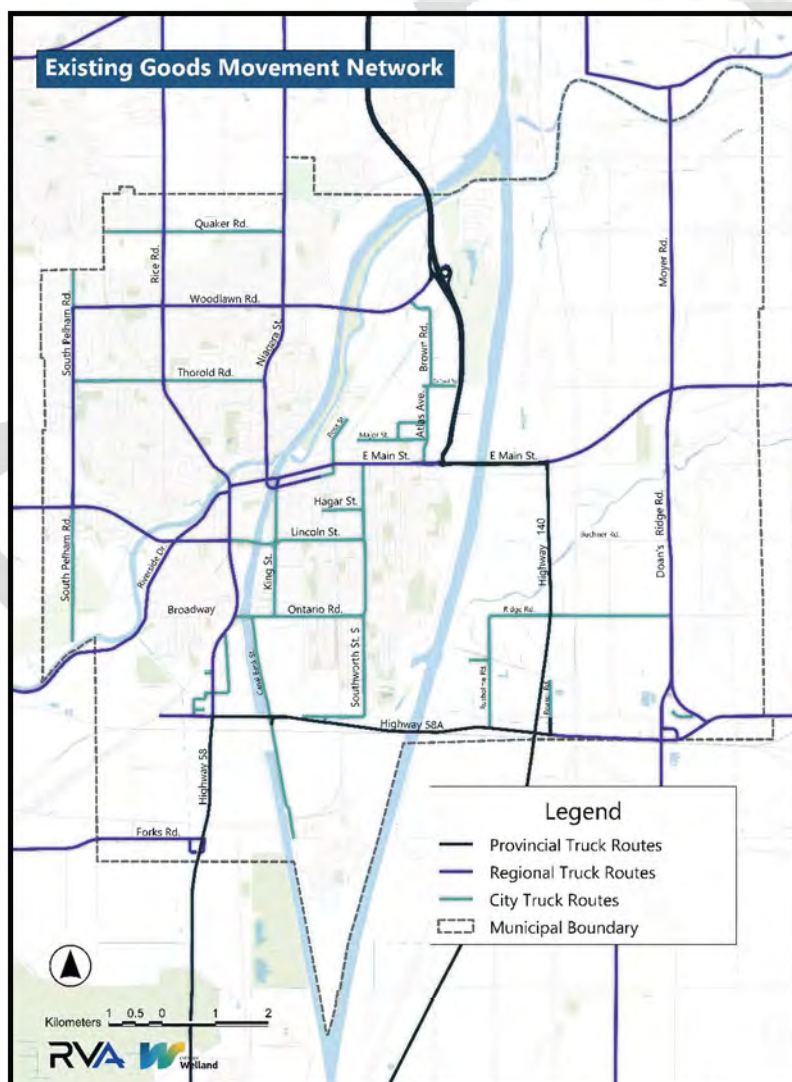


Figure 1 – Existing Goods Movement Network, City of Welland

Signage

The City of Welland utilizes a restrictive signage system through the use of Rb-62 signage (see **Figure 2**). The restrictive signage method is a common approach for Ontario municipalities, with many other municipalities also adopting a permissive signage system through the use of Rb-61 signage (see **Figure 3**). In some cases, a hybrid signage system is adopted (i.e., one that utilizes both Rb-61 and Rb-62 signage). For areas where truck traffic is only prohibited during certain times of the day or periods of the year, Rb-62A signage (see **Figure 4**) can be utilized.



Figure 2 – Rb-62 Signage (Restrictive) – OTM Book 5



Figure 3 – Rb-61 Signage (Permissive) – OTM Book 5



Figure 4 – Rb-62A Signage (Restrictive) – OTM Book 5

3.0 Creating a Goods Movement Network

Purpose

The purpose of designating certain routes for use by trucks is to maximize the needs of the trucking industry while minimizing the adverse impacts to sensitive areas such as residential land uses or corridors with significant pedestrian and cyclist volumes. The intent of the designated network is for truck drivers to utilize designated corridors whenever possible, with the understanding that there are circumstances where it is not possible to do so. An example of this would be an at-home delivery—where in this case, the truck driver can be reasonably expected to utilize the designated truck network for majority of the trip, however, they will likely have to deviate from the designated network to complete the delivery.

In summary, the objective of a goods movement network is not to prohibit the movement of trucks, but rather to: (1) encourage trucks to travel along corridors that are designed for the movement of large vehicles; (2) optimize commerce by keeping goods along corridors with sufficient capacity; (3) enable the growth of Welland's industrial sites and economy; and (4), minimize the unnecessary use of residential streets or sensitive areas by truck drivers.

Methodology

There are numerous factors that could influence the feasibility of a truck route. The transportation characteristics that should be considered include, but are not limited to:

- Existing truck routes
- Adjacent land uses
- Water crossings/bridges
- Roadway classification
- Number of lanes
- Traffic operations
- Pedestrian/cyclist activity
- Noise

Furthermore, a geotechnical investigation should be completed prior to designating a corridor as a truck route to ensure that the subject corridor has the structural integrity to accommodate trucks year-round. In certain cases, it may be appropriate to have corridors that are only designated as truck routes during certain times of the year.

4.0 Adapting the Network

The existing goods movement network was reviewed using the aforementioned factors, in addition to future development and draft land uses from the ongoing Official Plan (OP) Update. This review was completed to ensure that the existing goods movement network will accommodate the future needs of freight vehicles, while also balancing the impacts to potentially sensitive areas. The employment growth areas are shown in **Figure 4**.

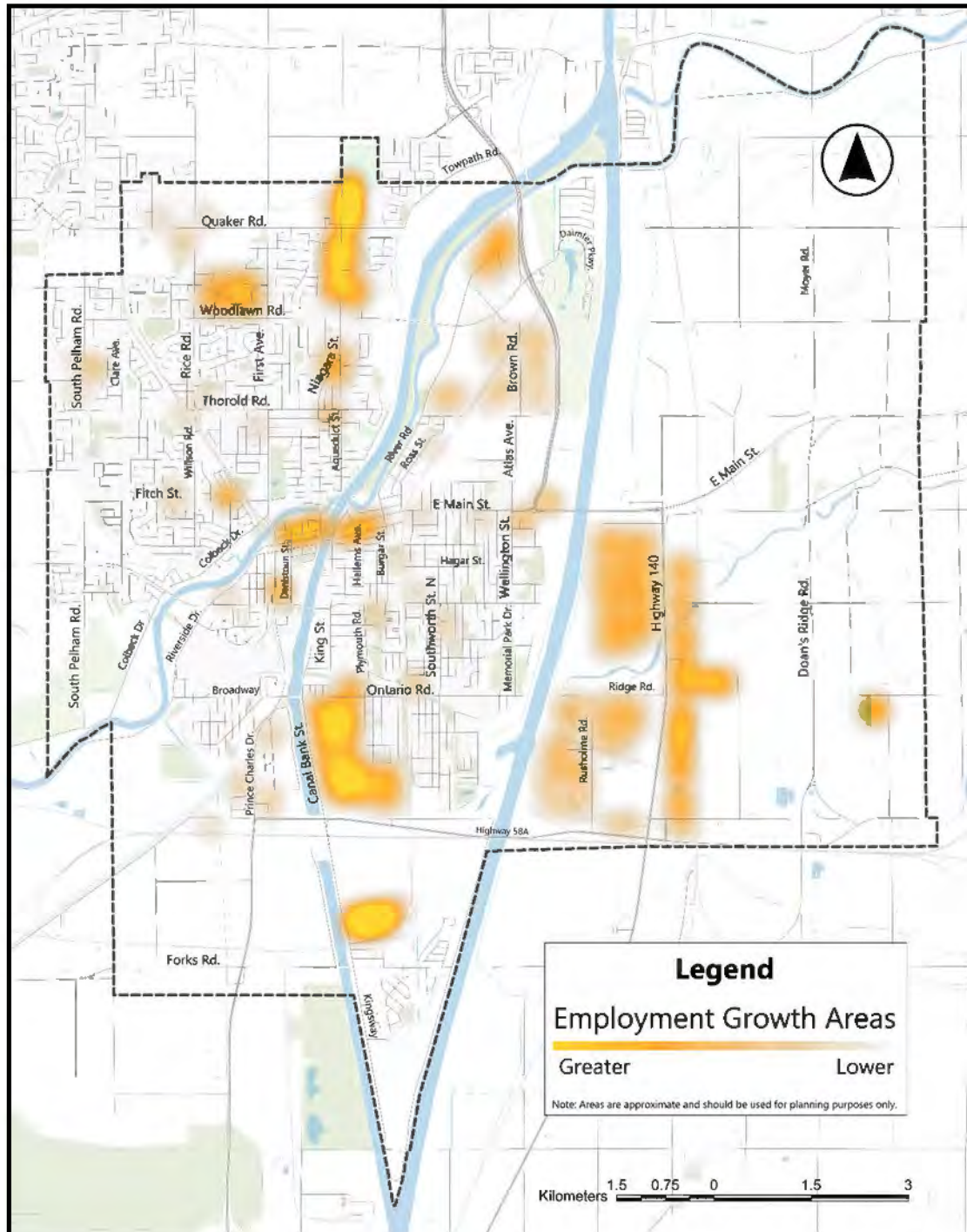


Figure 4 – Approximate Employment Growth Areas, City of Welland

5.0 The Proposed Goods Movement Network

Proposed Removals

The review identified that Canal Bank Street, between Highway 58A and Forks Road East, is no longer suitable as a goods movement corridor. The alternative route that should be used to access the Dain City area is the Forks Road bridge connection, which has been re-opened to vehicular traffic as of August 16th, 2024, following its closure in 2018. Moreover, the section of Oxford Road, east of Brown Road, should be removed a goods movement route as the draft recommendations include a Highway 406 overpass into a residential area.

Proposed Additions

Based on the foregoing removal of Canal Bank Street, it is recommended that the section of Forks Road, east of Highway 58, be designated as a goods movement corridor as a replacement route. Other recommended additions include Buchner Road east of Doan's Ridge Road, both Primeway Drive and River Road north of Woodlawn Road, Power Drive, Clark Street, Provincial Street, Municipal Street, Silverthorn Street, Enterprise Drive, and the western extremity of Ridge Road. These additions are outlined in **Table 1** below.

Table 1 – Proposed Additions to the Goods Movement Network, City of Welland

Street	From	To	Times/Days
Buchner Road	Western Limit	Doan's Ridge Road	All Times/Days
Clark Street	Prince Charles Drive South	Eastern Limit	All Times/Days
Enterprise Drive	Highway 140	Ridge Road	All Times/Days
Forks Road	Highway 58	Kingsway	All Times/Days
Municipal Street	Provincial Street	Federal Road	All Times/Days
Power Drive	Southern Limit	Northern Limit	All Times/Days
Primeway Drive	Woodlawn Road	River Road	All Times/Days
Provincial Street	Southern Limit	Northern Limit	All Times/Days
Ridge Road	Western Limit	Doan's Ridge Road	All Times/Days
River Road	Woodlawn Road	Power Drive	All Times/Days
Silverthorn Street	Western Limit	Highway 140	All Times/Days

In addition, there are numerous areas within the Welland that are zoned for industrial/commercial but are yet to be fully developed (i.e., along the Highway 140 corridor, the lands on the southeast corner of Ontario Road and Canal Bank Street, etc.). In the event that new public roadways are introduced in these areas at the time of development, it is recommended that these roadways are to be designated as goods movement routes.

Proposed Conditional Additions

The draft recommendations of the TMP include a connection between Downs Drive and Oxford Road. Concurrently with this implementation, it is recommended to designate Ross Street between Bruce Street and Downs Drive, as well as Oxford Road between Ross Street and Atlas Avenue, as goods movement corridors.

Signage

Based on the context of Welland's spine network of regional and provincial truck routes with minimal infiltration into the residential areas, it is recommended that the City maintain a restrictive system. For potentially sensitive areas such as Ross Street, the City may utilize Rb-62A signage to restrict truck activity at certain times of the day.

Timing of Implementation

It is understood that the proposed corridors are largely existing routes, some of which are exhibiting signs of wear-and-tear (i.e., Ross Street). It is recommended that the upgrades to commercial vehicle standard be implemented at the time of road re-construction along each corridor.

The foregoing recommendations are illustrated in **Figure 5**, and the existing and proposed Goods Movement Routes are shown in **Table 2**.

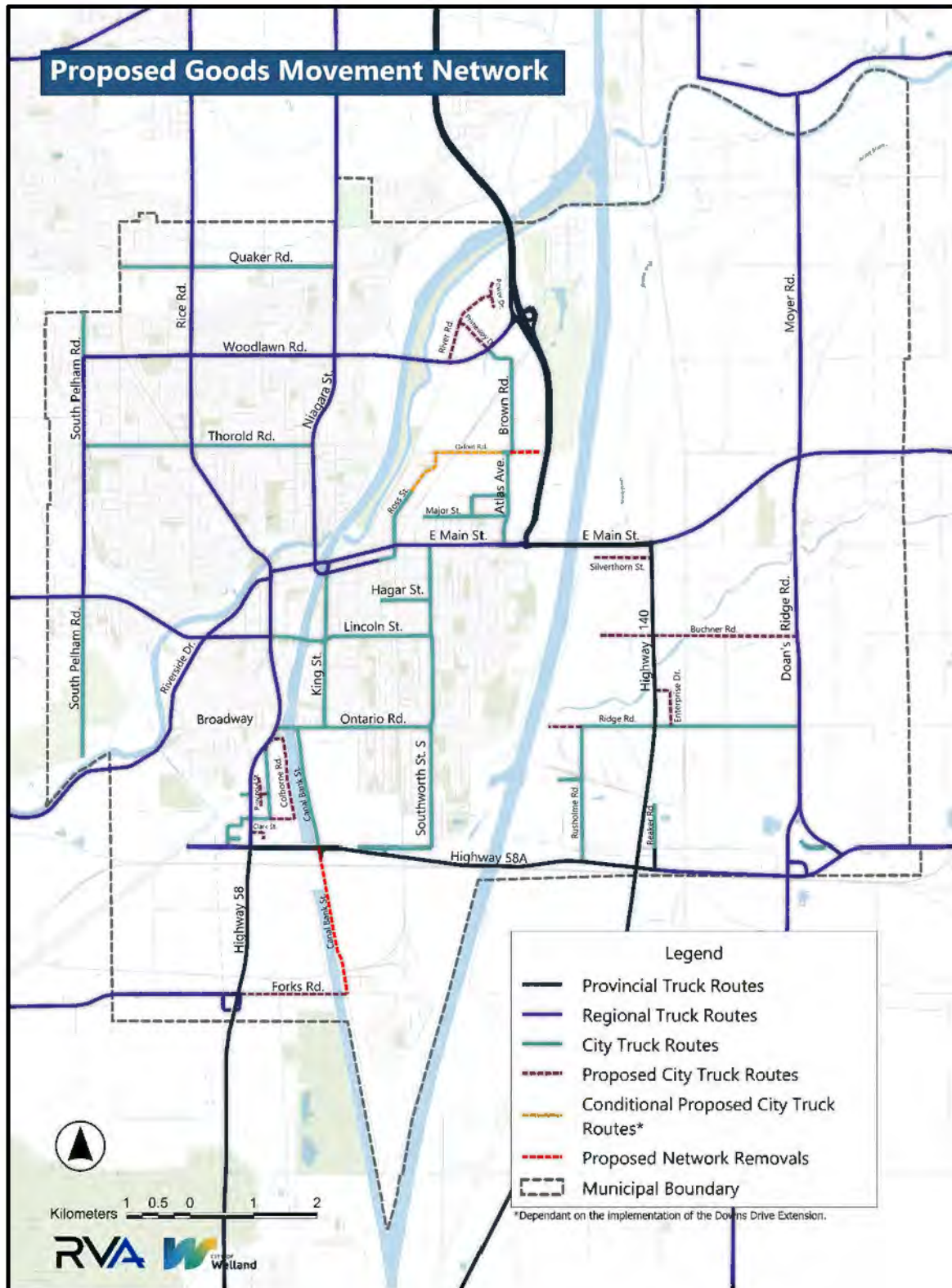


Figure 5 – Proposed Goods Movement Network

Table 2 – Existing and Proposed Goods Movement Routes, City of Welland

Street*	From	To	Times/Days
Atlas Avenue	Major Street	Oxford Road	All Times/Days
Belmont Street	Western Limit	Prince Charles Drive South	All Times/Days
Brown Road	Oxford Road	Woodlawn Road	All Times/Days
Buchner Road*	Western Limit	Doan's Ridge Road	All Times/Days
Canal Bank Street	Townline Tunnel Road	Ontario Road	All Times/Days
Centre Street	Harold Avenue	Atlas Avenue	All Times/Days
Clark Street*	Prince Charles Drive South	Eastern Limit	All Times/Days
Crowland Avenue	Lincoln Street	East Main Street	All Times/Days
Darte Drive	Vaughan Road	Eastern Limit	All Times/Days
Enterprise Drive*	Highway 140	Ridge Road	All Times/Days
Federal Road	Shaw Street	Prince Charles Drive South	All Times/Days
Federal Road	Federal Road	Colborne Road	All Times/Days
Forks Road*	Highway 58	Kingsway	All Times/Days
Hagar Street*	Burgar Street	Crowland Avenue	All Times/Days
Harold Avenue	Major Street	Centre Street	All Times/Days
Humberstone Road	Townline Tunnel Road	Southworth Street South	All Times/Days
Humberstone Road	Western Limit	Humberstone Road	All Times/Days
Major Street	Myrtle Avenue	Atlas Avenue	All Times/Days
Municipal Street*	Provincial Street	Federal Road	All Times/Days
Nidels Crescent	Western Limit	Doan's Ridge Road	All Times/Days
Ontario Road	Prince Charles Drive South	Southworth Street	All Times/Days
Oxford Road	Atlas Avenue	Brown Road	All Times/Days
Power Drive*	Southern Limit	Northern Limit	All Times/Days
Primeway Drive*	Woodlawn Road	River Road	All Times/Days
Provincial Street*	Southern Limit	Northern Limit	All Times/Days
Quaker Road	Clare Avenue	Niagara Street	All Times/Days
Reaker Road	Netherby Road	Northern Limit	All Times/Days
Ross Street*	Burgar Street	Bruce Street	7:00AM – 7:00PM

Street*	From	To	Times/Days
Rusholme Road	Townline Tunnel Road	Ridge Road	All Times/Days
Shaw Street	Vaughan Road	Colborne Road	All Times/Days
Silverthorn Street*	Western Limit	Highway 140	All Times/Days
South Pelham Road	Woodlawn Road	Municipal Boundary	All Times/Days
South Pelham Road	River Road	Webber Road	All Times/Days
Southworth Street North	Ontario Road	Lincoln Street	All Times/Days
Southworth Street South	Humberstone Road	Ontario Road	All Times/Days
Thorold Road	South Pelham Road	Niagara Street	All Times/Days
Udine Avenue	Western Limit	Rusholme Road	All Times/Days
Vaughan Road	Townline Tunnel Road	Shaw Street	All Times/Days
Wellington Street	East Main Street	Major Street	All Times/Days
Proposed Removals			
Canal Bank Street	Townline Tunnel Road	Forks Road East	All Times/Days
Oxford Road	Brown Road	Eastern Limit	All Times/Days

**Proposed addition or modification to Times/Days*

MEMORANDUM

TO: WELLAND CITY COUNCIL

**FROM: MICHAEL GREENLEE, MCIP, RPP
MANAGER OF PLANNING**

DATE: DECEMBER 13, 2024

**SUBJECT: DOWNTOWN AND SURROUNDING AREAS AND BROWNFIELD CIPS
UPDATE BACKGROUND REPORT**

Please find included in this CIP a digital copy of the full Background Report to the City's Community Improvement Plan Update.

On May 7, 2024, Welland City Council approved the following recommendations of Report P&B-2024-12:

THAT THE COUNCIL OF THE CITY OF WELLAND approves the award to J.L. Richards & Associates Limited for the Request for Proposal (RFP) to complete a Downtown and a Brownfield Community Improvement Plan (CIP).

Hard copies can be provided if requested.



DRAFT Background Report

City of Welland Community Improvement Plan Update



Background Report

Community Improvement Plan Update

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Executive Summary

[to be provided with final version]

Section 1

Introduction

- 1.1 Purpose of a CIP
- 1.2 Purpose of Urban Design Guidelines
- 1.3 Objective of Report
- 1.4 Project Area



Background Report

Community Improvement Plan Update

1.0 Introduction

The City of Welland (“the City”) is a local municipality located in Niagara Region, south of Lake Ontario and north of Lake Erie. The City is bisected by the Welland Recreational Canal and the Welland River. It is bordered by the City of Thorold and Town of Pelham to the North, the City of Port Colborne to the south, and the municipalities of Niagara Falls and Fort Erie to the east and the Township of Wainfleet to the west. In 2021, the City had a population of 55,750¹, which included a growth of 6.6 percent since 2016, the previous census period. The City’s recreational canal and trail system, farmer’s market, rich heritage and sports attract many visitors to the City. The City has a rich industrial and manufacturing history and is considered one of Niagara Region’s main industrial and manufacturing centres. The City’s largest employment sectors include health care and social services, educational services, retail trade, manufacturing and accommodation and food services.²

Like many cities in southern Ontario, it is projected to experience significant growth to 2051, and with the rise of online shopping, affordability crisis and impacts of the COVID-19 pandemic, challenges faced by many mid-sized cities has been amplified. The City has a number of tools to promote growth and community improvement, such as community improvement plans and urban design guidelines. The purpose of this report is to evaluate the City’s policy framework, local context, existing community improvement plans and precedent plans, to identify what is working well for its existing CIPs and potential opportunities for improvement.

1.1 Purpose of a CIP

The purpose of a Community Improvement Plan (CIP) is to allow municipalities to incentivize private sector investment in the community, and to establish a framework for rehabilitating and revitalizing areas of the community such as downtowns, commercial areas, and to spur the cleanup of potentially contaminated sites.

A CIP includes incentives such as grants, loans or rebates to stimulate or encourage private and public sector investments and may include design guidelines for rehabilitation and redevelopment.

The City of Welland currently has four CIPs in effect – the Affordable Rental Housing CIP, the City of Welland Niagara Gateway Economic Zone and Centre CIP, the Brownfield CIP, and the Downtown and Health and Wellness Cluster (DHWC) CIP, the latter two which are the focus of the present update.

The update to the City of Welland’s Downtown and Health and Wellness Cluster Community Improvement Plan (DHWC CIP) and Brownfield Community Improvement Plan (Brownfield CIP) will align with a range of legislation and policy requirements, including the *Planning Act*, the *Municipal Act*, the Provincial Planning Statement (PPS), the Region of Niagara Official Plan and City of Welland Official Plan. The update will also align with other municipal plans and strategies such as Niagara Region Complete Streets Guidelines, the Niagara Region Incentives

¹ Statistics Canada (2023). 2021 Census for Welland Census Subdivision. Retrieved from [Profile table, Census Profile, 2021 Census of Population - Welland, City \(CY\) \[Census subdivision\], Ontario \(statcan.gc.ca\)](https://www150.statcan.gc.ca/n1/pub/92-629-x/2023001/article/00001-eng.htm)

² Made in Welland (February 2023). Community Profile. Retrieved from [EDO Community Profile \(welland.ca\)](https://www.welland.ca/made-in-welland/community-profile)

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Policy, the Niagara Region 10-year Economic Development Strategy, City of Welland Zoning By-law, the City of Welland Urban Design Guidelines, Niagara Region Master Servicing Plan Update, the City of Welland Pollution Control Plan Update and City of Welland Transportation Master Plan.

1.2 Purpose of Urban Design Guidelines

This project involves the preparation of updated City-wide Urban Design Guidelines in concert with work being done to update the existing Community Improvement Plans (CIPs). The Urban Design Guidelines are intended to guide development within the City to facilitate the creation of an attractive, vibrant, and safe urban realm. The Urban Design Guidelines will also assist in setting out a framework for streetscape and public realm improvements as part of the ongoing CIP updates. The new Urban Design Guidelines will assist in the creation of a more livable and complete community by ensuring the attractiveness of future growth and development within the CIP framework.

The objectives of the urban design guidelines include:



Promotion of high-quality streetscape design within the street corridors, including streetscapes, open spaces, and amenities, to create a **comfortable, sustainable, and memorable community experience**;



Creating a **strong community image** by enhancing the character of the built environment including building design and massing, signage, planting and streetscapes;



Developing attractive urban form through attention to the design of the public realm, private realm, built form, and the relationship between buildings, streetscapes, and other public spaces based on the following principles:



- Encourage pedestrian travel throughout the urban area by establishing a comfortable, safe and attractive walking environment, and connectivity to downtown;

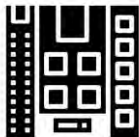


- Provide a consistent level of streetscape design, lighting, planting, signage, street furniture and other amenities;



- Ensure that all public and private spaces are designed in a manner which is **safe, secure**, and facilitates “**eyes on the street**”, including walkways, building entries and parking areas;

- To provide a set of performance standards that speak to height, built form, massing, setbacks, compatibility, parking, access and overall sustainable urban design, that will allow staff to properly assess the merits of a planning application.



1.3 Community Improvement Plan – The Project Area

- The project area consists of the five Community Improvement Project Areas (CIPAs) established by the City through the DHWC CIP and Brownfield CIP, including the Downtown East CIPA, the Downtown West CIPA, the King Street CIPA, the Health and Wellness Cluster CIPA, and the Brownfield CIPA, as shown in Figure 1.
- Downtown East CIPA:** The Downtown East CIPA is the main commercial portion of the City's downtown and is generally bound by the Welland Recreational Waterway to the west, Ross Street to the east, Regent Street to the south and Dorothy Street to the north.
 - Downtown West CIPA:** The Downtown West CIPA is located opposite to the Downtown East core area and is generally bound by the Welland Recreational Waterway to the east, Catharine Street to the west, mid-block between West Main Street and Bald Street to the south and the Welland River to the north.
 - King Street CIPA:** The King Street CIPA is a mixed-use corridor which connects the Downtown East Area to the Health and Wellness Cluster. The King Street Area extends from the Welland Recreational Waterway in the west over to the east side of King Street, from Lincoln Street in the south to Regent Street in the north.
 - Health and Wellness Cluster CIPA:** The Health and Wellness Cluster is located to the south of the Downtown and centered on the Welland Hospital and includes the lands within the general vicinity of the hospital. The area extends from the Welland Recreational Waterway in the west over to Plymouth Road in the east and from Lincoln Street in the north to Ontario Road in the south.
 - Brownfield CIPA:** The Brownfield CIPA includes the entire urban area of the City as well as the lands included in the Northwest Planning and Servicing Study. The area generally extends north to the northern boundary of the City of Thorold, east to the Welland Canal and the railway east of Highway 140, south to the southern boundary of the City with the City of Port Colborne, and west to the western boundary of the City with the Town of Pelham.

Background Report Community Improvement Plan Update

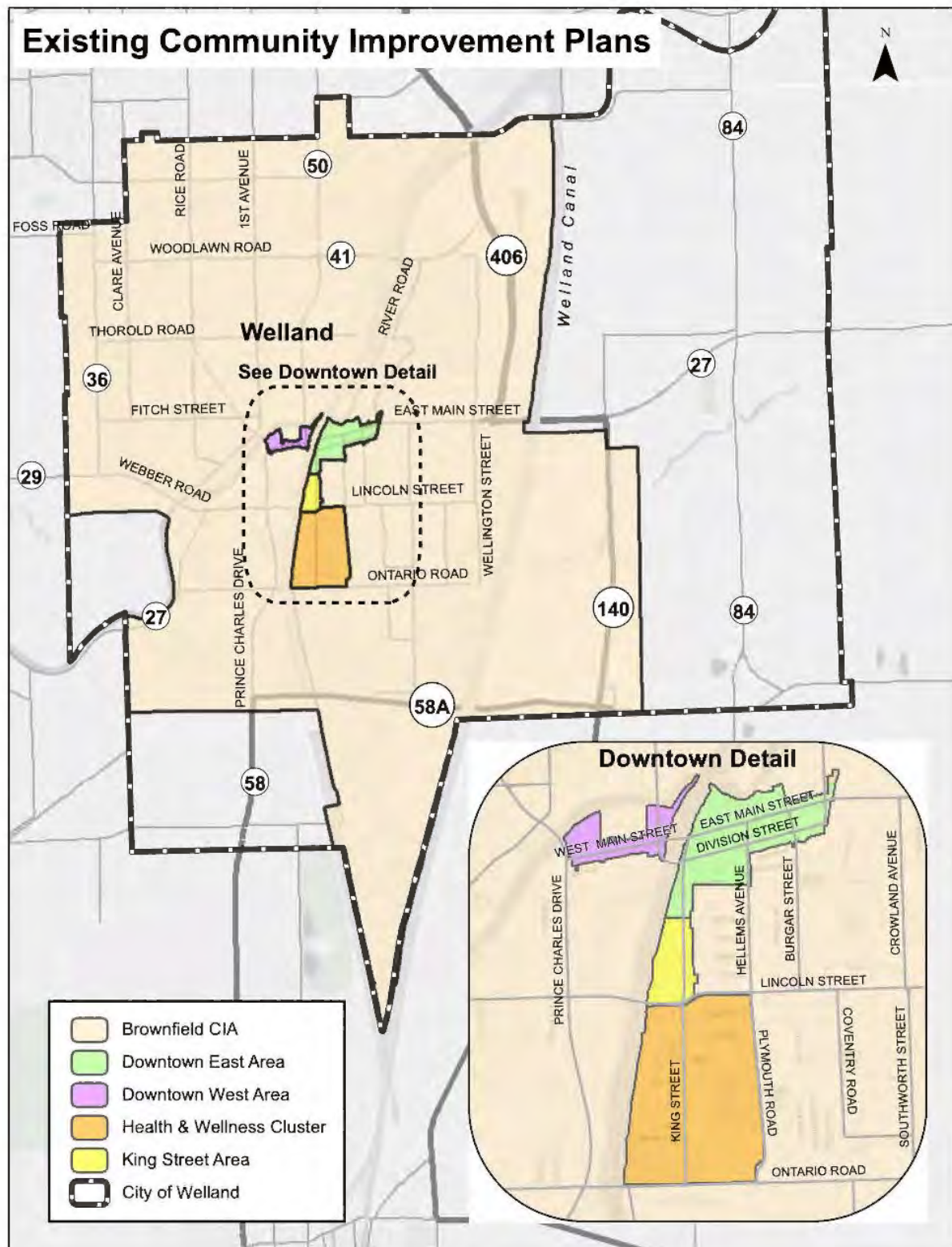


Figure 1 Existing Community Improvement Project Areas (Under Review)

Background Report

Community Improvement Plan Update

1.4 Project Overview

The review and update to the City's DWHC CIP and Brownfield CIP is planned to occur over three phases, as outlined below in Figure 2.

As the final step in the first phase of background research, this report is intended to provide a summary of the legislative, Regional policy and City policy, and community level context for the DWHC CIP and Brownfield CIP update for the City of Welland. This report will be shared with the City's project team, Council, and the general public for information and discussion to direct the review and update to the DWHC CIP and Brownfield CIP.

The following report sections include a review of legislation, Regional and local policy, the existing CIPs, a summary of CIPs in effect in surrounding municipalities, a summary of initial engagement with internal and external stakeholders, and a preliminary strengths, weaknesses, opportunities, and threats (SWOT) analysis of the existing Community Improvement Project Areas and CIP incentive programs.

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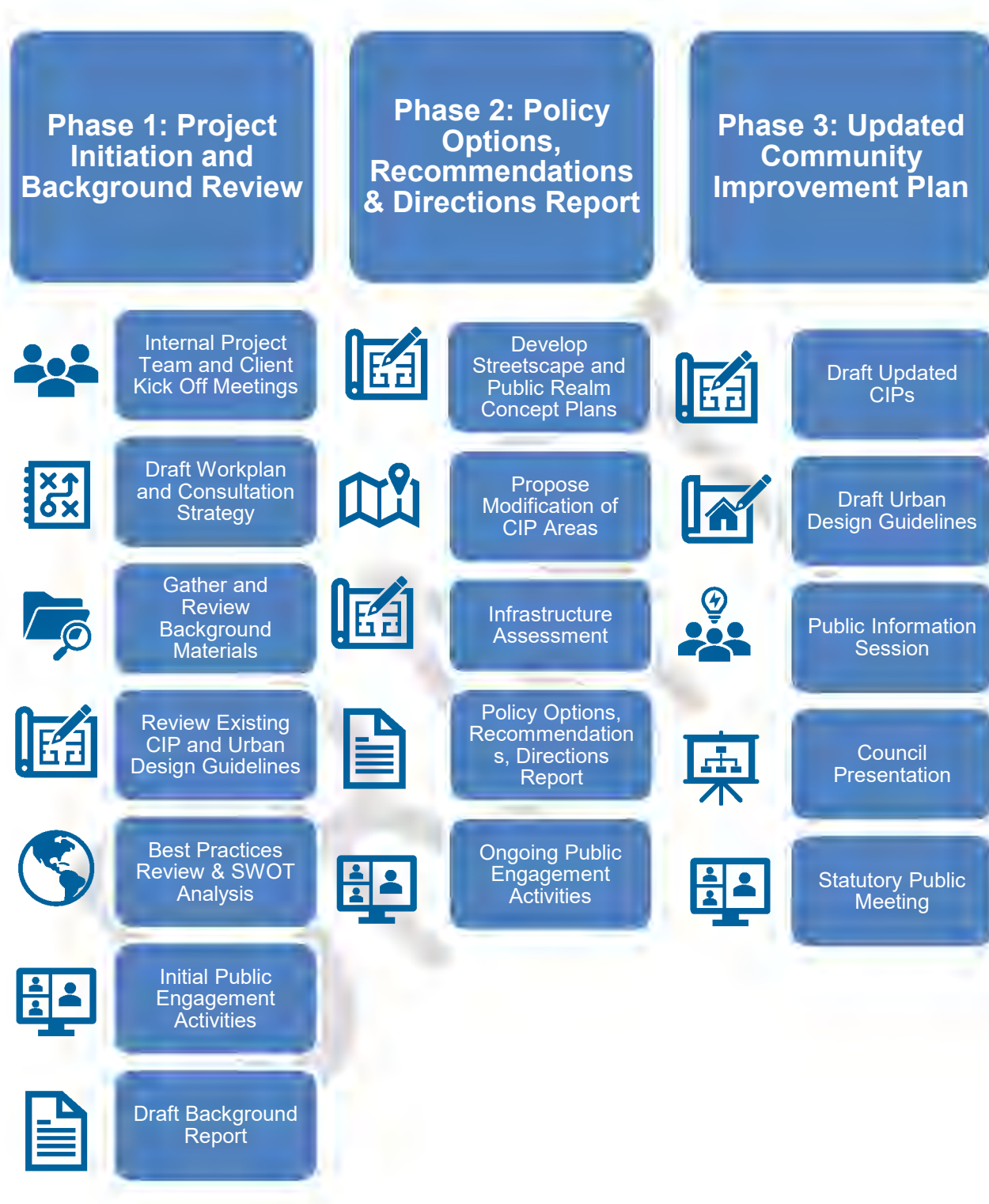


Figure 2 Overview of project methodology and work plan

Section 2

Legislative and Policy Review

- 2.1 Municipal Act
- 2.2 Planning Act
- 2.3 Ontario Heritage Act
- 2.4 Development Charges Act
- 2.5 Provincial Planning Statement 2024
- 2.6 A Place to Grow: Growth Plan for the Greater Golden Horseshoe
- 2.7 2022 Niagara Official Plan
- 2.8 Niagara Region Incentives Policy
- 2.9 Niagara Region 10-Year Economic Development Strategy
- 2.10 City of Welland Official Plan
- 2.11 Draft Updated City of Welland Official Plan
- 2.12 City of Welland Zoning By-law 2017-117
- 2.13 City of Welland Urban Design Guidelines
- 2.14 City of Welland Master Plans and Infrastructure Modelling



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2.0 Legislative and Policy Review

2.1 Municipal Act

The *Municipal Act* is the Province's legislation which governs the creation, administration, and governance of municipalities in Ontario, and provides for the powers and duties granted to municipalities for the purpose of providing good government with respect to matters within their jurisdiction.

Under Sections 106(1) and (2) of the *Municipal Act*, municipalities are prohibited from providing direct or indirect assistance to industrial or commercial entities, including the following prohibited actions:

- Giving or lending money or municipal property.
- Guaranteeing borrowing.
- Leasing or selling any municipal property at below fair market value.
- Giving a total or partial exemption from any levy, charge, or fee.

Despite these prohibitions, the Act does provide for exemptions in certain specific circumstances. Exemptions include where a municipality is exercising its authority under Section 28 of the *Planning Act* to administer a community improvement plan, and where a municipality is exercising its authority under Section 365.1 of the *Municipal Act* to pass a by-law providing tax assistance to an eligible property in the form of deferral or cancellation of part or all of the municipal taxes levied on that property during environmental remediation or redevelopment. The municipality may also apply to the Minister of Finance to provide matching education property tax assistance.

2.2 Planning Act

Section 28 of the *Planning Act* allows a municipality to designate a Community Improvement Project Area (CIPA) by adopting a by-law that implements the objectives of a community improvement plan (CIP) for the CIP provided that there is an official plan in effect that contains provisions relating to community improvement in the municipality.

A CIPA, as defined in the *Planning Act*, refers to an area of a municipality where community improvement is desirable due to age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings, or for any other environmental, social, or community economic development reason.

For the purpose of carrying out a CIP that has come into effect, Section 28 of the *Planning Act* grants a municipality the authority to:

- Acquire land within a CIPA, hold land acquired before or after the passing of the by-law, or clear, grade, or otherwise prepare the land for community improvement.
- Construct, repair, rehabilitate, or improve buildings on land acquired or held by it in the CIPA in conformity with the CIP, and sell, lease, or otherwise dispose of any such buildings and the land belonging to it.

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- Sell, lease, or otherwise dispose of any land acquired or held by it in the CIPA to any person or governmental authority for use in conformity with the CIP.
- Sell, lease, or otherwise dispose of any land acquired or held by it in the CIPA to any person or governmental authority for use in conformity with the CIP.
- Make grants or loans, in conformity with the CIP, to registered owners, assessed owners, and tenants of lands and buildings within the CIPA to pay for the whole or any part of the eligible costs of the CIP, provided the total of the grants and loans made do not exceed the eligible cost of the CIP with respect to those lands and buildings. Eligible costs include:
 - Environmental site assessment or environmental remediation.
 - Development, redevelopment, construction, and reconstruction of lands and buildings for rehabilitation purposes.
 - Development, redevelopment, construction, and reconstruction of lands for the provision of energy efficient uses, buildings, structures, works, improvements, or facilities.

The Act also provides the authority for upper-tier municipalities, such as the Region of Niagara, to make grants or loans to the City for the purposes of a CIP, provided there are applicable policies with respect to community improvement in the Region of Niagara Official Plan.

Where a municipality begins the process of preparing a CIP, the Act requires that establishment of the CIP includes consultation with approval authorities and the public, including a public meeting, and that the CIP be reviewed and approved by the Ministry. Following adoption of the CIP by Council, the CIP may be appealed to the Ontario Land Tribunal by the Ministry, a delegated approval authority, or a registered owner of any land to which the plan would apply, specified person or public body who made oral submissions at the public meeting or provided written comments to Council before adoption of the CIP, provided such appeal is filed within 20 days of Council's decision to adopt the CIP. When Council is satisfied that the CIP has been carried out, the Council may, by by-law, dissolve the Community Improvement Project Area.

2.3 Ontario Heritage Act

The *Ontario Heritage Act* was first introduced in 1975 as a tool to provide municipalities and the Province with powers to preserve the cultural heritage resources of Ontario. The Act allows municipalities and the Province to designate individual properties and districts as being of cultural heritage value or interest. Once a property has been designated under Part IV of the *Ontario Heritage Act* or is within Heritage Conservation District designated under Part V of the *Ontario Heritage Act*, a property owner must apply to the municipality for permission to undertake any alterations to any of the identified elements of the property or to demolish any buildings or structures on the property.

2.4 Development Charges Act

The *Development Charges Act* provides the authority and the rules for municipalities to levy a development charge and is designed to ensure that a municipality's existing taxpayers are not required to pay the capital costs of services and facilities required to serve new development. Development charges are a one-time fee levied on new development, which pay for a portion of growth-related capital infrastructure requirements and are determined and accounted for by the

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type of service component. Development charges can be used to find the growth-related capital cost of:

- Roads and related services
- Sanitary sewers
- Water supply services
- Stormwater drainage and ponds
- Police, fire, and paramedic services
- Public transit
- Parks development
- Indoor recreation services
- Library services
- Affordable housing

Section 5 of the *Development Charges Act* allows a municipality to exempt a type or types of development from a development charge, but any resulting shortfall in the municipality's development charge reserve fund cannot be made up through higher development charges for other types of development. These provisions allow municipalities to offer partial or total exemption from municipal development charges in order to provide a financial incentive for community improvement.

2.5 Provincial Planning Statement 2024

The Provincial Planning Statement (PPS) is issued under Section 3 of the *Planning Act* and is intended to guide municipalities in making planning decisions. The *Planning Act* requires that municipal decisions in respect to the exercise of any authority that affects a planning matter “shall be consistent with” the PPS. The PPS replaces both the Provincial Policy Statement 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. The PPS came into effect on October 20, 2024.

The PPS supports efficient land use and development patterns. Section 2.8.1 requires that planning authorities promote economic development and competitiveness through the following:

- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and,
- identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment.

Regarding strategic growth areas, Section 2.4 of the PPS encourages planning authorities to identify and focus growth and development in strategic growth areas, defined as areas that have been “identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form” and which include existing and emerging

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downtowns. Downtown Welland is identified a Strategic Growth Area within the 2022 Niagara Official Plan, discussed in Section 2.6 of this report. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, the PPS encourages strategic growth areas to be planned:

- to accommodate significant population and employment growth;
- as focal areas for education, commercial, recreational, and cultural uses;
- to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- to support affordable, accessible, and equitable housing.

Furthermore, Section 2.4 of the PPS encourages planning authorities to identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas and to permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form. This section of the PPS also encourages planning authorities to support the redevelopment of underutilized commercially designated retail lands to support mixed-use residential development.

The PPS encourages redevelopment which includes the redevelopment of brownfield sites throughout settlement areas. Section 5.3.2 of the PPS ensures that brownfield sites are properly assessed and remediated prior to any proposed use on site so that there will be no adverse effects.

Therefore, the PPS supports investment in settlement areas as a method to achieve the goals of promoting a diversified economic base, a wide range of economic activities, and economic stability through business growth and retention. This CIP update is being undertaken to be consistent with the PPS issued under the *Planning Act*.

2.6 2022 Niagara Official Plan (May 2024 Office Consolidation)

The Niagara Region Official Plan (ROP) sets the long-term policy framework to guide land use and development until 2051 and establishes how resources will be protected over the plan's horizon, including the natural environment, cultural heritage, agricultural system, source water, and minerals and aggregates. The ROP was approved with modifications by the Ministry of Municipal Affairs and Housing in November 2022 and is in full force and effect. The CIPs apply only to the City of Welland's urban area which are designated as a "Delineated Built-up Area", a "Designated Greenfield Area" and an "Employment Area" within Schedule B to the ROP – Regional Structure (Figure 3). Downtown Welland is further designated as a "Regional Centre" Schedule B to the ROP – Regional Structure, which is a Strategic Growth Area. The ROP establishes policies on managing growth, housing, sustainable development, economic development, protecting natural areas and features, transportation and infrastructure.

Section 2 of the ROP establishes growth and settlement policies for the Region. The City of Welland is projected to grow to a population of 83,000 people and 28,790 jobs by 2051. Much of the growth is directed to the City's built-up area, where a minimum target of 60 percent of all new residential units is directed. Within the Downtown Welland Regional Growth Centre, the ROP establishes a minimum density target of 125 people and jobs per hectare. The ROP states that Regional centres shall be the focal point for accommodating significant population and employment growth through a broad mix and range of units.

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Section 4 of the ROP establishes employment and economic development policies for the Region As illustrated on Schedule G to the ROP (Employment Area), the City of Welland is located within the Niagara Economic Centre, an area noted in the ROP as having unique economic importance to the Region and Ontario due to its proximity to major international border crossings. Welland contains three designated employment areas where residential, major retail, or major office uses are prohibited. These designated employment areas fall within the boundaries of the Brownfield CIPA and therefore, incentives which support the development of uses prohibited in designated employment areas per the PPS and the ROP will not be permitted. Refer to Figure 4 for an excerpt of Schedule G to the ROP which delineates the boundaries of the Region's designated employment areas in the City.

Section 4.2.2 of the ROP establishes policies for the Niagara Economic Centre and echoes the growth management policies of the PPS, prioritizing improvements to existing and planned major good movement facilities to focus on development and redevelopment of major facilities, manufacturing and supply chain facilities while supporting economic diversity and promoting increased opportunities for cross-border trade and tourism. The ROP has identified the Niagara Economic Centre as a preferred location for future employment areas.

Section 4.5 of the ROP speaks to economic prosperity and how the Region can enhance its unique qualities to increase economic prosperity. Policies in this section of the ROP recognize that affordable housing is paramount to attracting employers and workers to the Region, and direct the Region to maintain its Economic Development Strategy to ensure Regional land use planning and economic development goals and strategies are aligned.

Section 4.5.2 of ROP establishes policy direction to support economic prosperity in the region, as summarized below:

- Attracting employers and workers to the region by supporting a range and mix of housing types, including affordable housing for workers, to meet the needs of households of different sizes, ages and incomes and supporting live-work opportunities. (s.4.5.2.1a. i and ii)
- Planning for and protecting employment areas, and maximizing the economic development potential of the Niagara Economic Gateway (s.4.5.2.1a.iii and iv)
- Improving regional infrastructure to support existing business growth, attract new investment and improve resiliency by: planning and protecting goods movement facilities and corridors, supporting the completing of the Niagara-Hamilton trade corridor, prioritizing transit opportunities, protecting airport and aerodrome lands, integrating new technologies which support efficient and sustainable development, undertaking climate change adaption planning and supporting economic opportunities associated with climate change mitigation and adaption. (s.4.5.2.1.b)
- Supporting the agri-tourism industry by promoting all sizes, intensities and types of agricultural uses and farm practices including on-farm diversified uses and agriculture related uses (s.4.5.2.1.c)
- Protecting mineral aggregate operations and mineral aggregate resources from incompatible uses to support the local building sector. (s.4.5.2.1.d)

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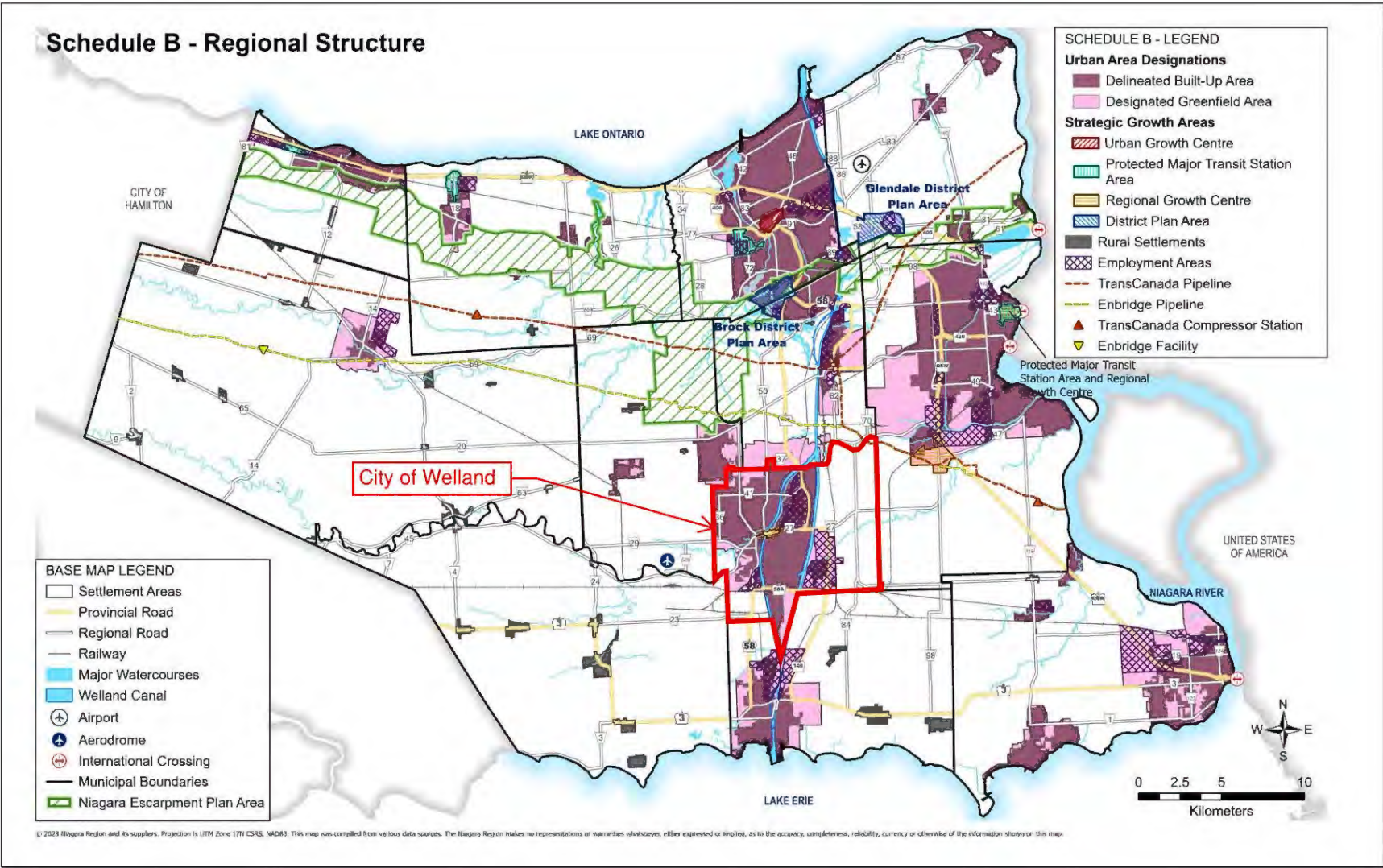


Figure 3 ROP Schedule B (Regional Structure)

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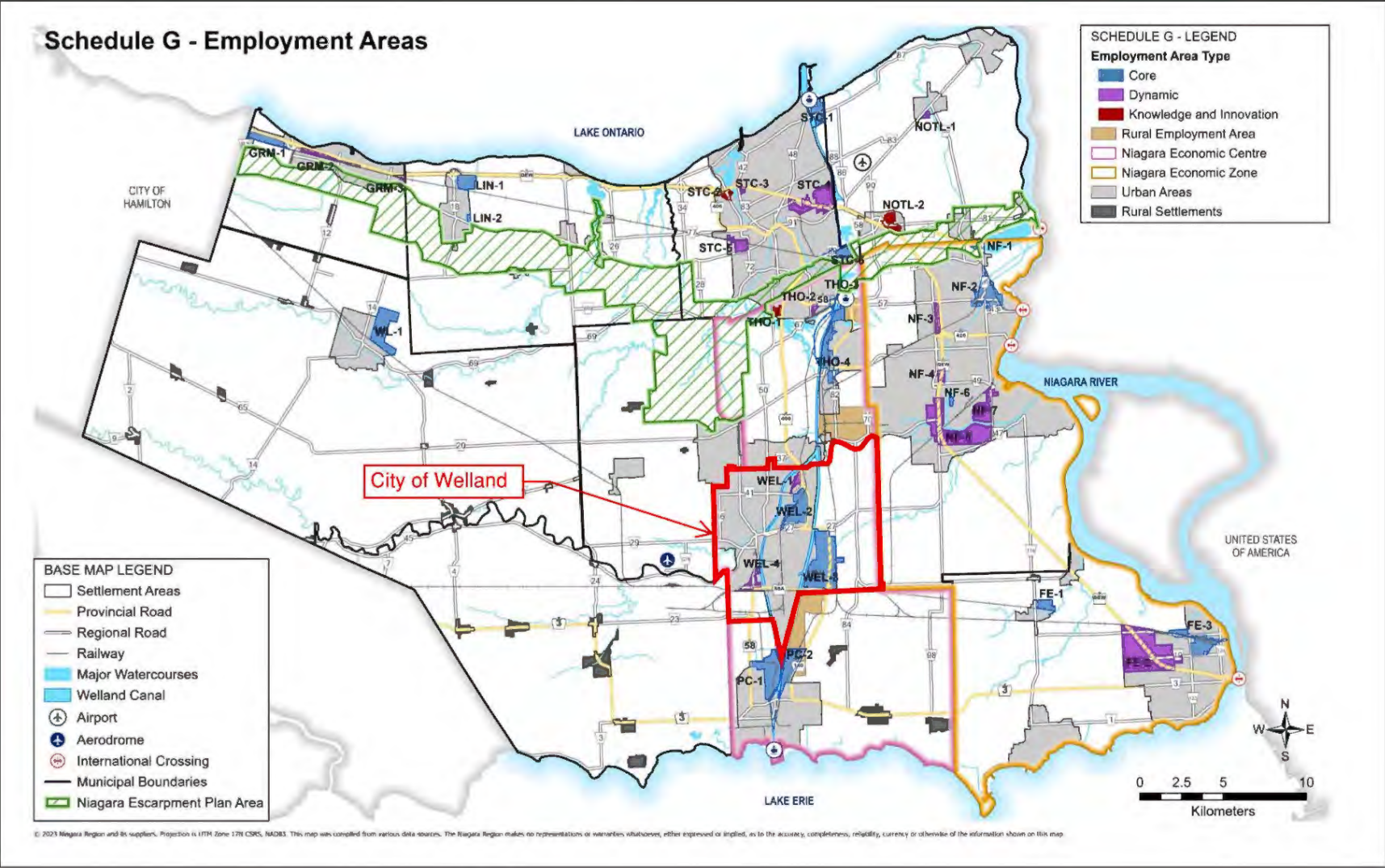


Figure 4 ROP Schedule G – Employment Areas

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- Supporting culture and nature-based tourism by protecting the natural environment system, supporting the creation of trails, parks and open spaces, aiding efforts to designate Niagara region as a UNESCO Global geopark and recognizing the importance of Niagara as a UNESCO Biosphere Reserve. Efforts will be further supported by promoting good urban design, the conservation of cultural heritage resource, recognizing the Welland Canal Cultural Heritage Landscape as a cultural heritage designation and promoting downtown and community revitalization (s.4.5.2.1.e).

The Region's economic development policies will guide the review and update of the City's DHWC CIP and Brownfield CIP and help to establish priorities for each.

Concerning community improvement more specifically, Section 7.5 of the ROP speaks to implementation tools and states that the Region may support community improvement through regional programs enabled by plans, policies, and by-laws and through participation in local municipal programs. Section 7.5.4 of the ROP further encourages local municipalities to adopt CIPs.

As for urban design, the ROP sets out high-level urban design policies regarding attractive streetscapes, neighbourhoods, and downtowns, as well as active transportation, sustainability, safety, and parking requirements. This section of the ROP relies heavily on the Niagara Region Urban Design Guidelines as well as the Region's Complete Streets Design Manual and Guidelines. Both those documents are described in greater detail in the subsections to follow.

2.7 The Regional Municipality of Niagara Model Urban Design Guidelines, 2005

The Region's Model Urban Design Guidelines identify 10 principles of Smart Growth, including:



Creating a mix of land uses



Promoting compact built form



Offering a range of housing opportunities and choices



Producing walkable neighbourhoods and communities



Fostering attractive communities and a sense of place



Preserving farmland and natural resources



Directing development into existing communities



Providing a variety of transportation choices



Make development predictable and cost-effective



Encouraging community stakeholder collaboration

To help achieve these principles of Smart Growth, the document sets out urban design guidelines related to neighbourhood structure, streetscapes (including roads and sidewalks),

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parks and open space, natural heritage, multi-use trails, stormwater management facilities, environmental sustainability, as well as guidelines for residential, commercial (main street and large format), high rise, and industrial built forms, as well as parking facilities.

Some key guidelines that relate to the public and private realm in Welland include:

2.7.1 Public Realm

- Neighbourhoods should generally be designed to include neighbourhood centres (focus of a variety of mixed uses and community facilities) and neighbourhood edges (located within walking distance of the centre – approximately 400m (3a.2 a)).
- Areas in close proximity to the neighbourhood centre should be of higher density to provide a critical mass of population that can sustain commercial and community activities. Density should generally decrease towards the edge (3a.2 b).
- Laneways are recommended where possible to eliminate the need for driveways and street facing garages (3a.3 g).
- Auto dependent uses should be discouraged at the neighbourhood centre, such as drive through and car wash facilities (3a.6 b).
- Community facilities such as schools, libraries, day cares, and churches should be located as focal points of the community. These buildings should be integrated into the community, and should generally be situated at the centre of neighbourhoods (3a.7 a)).
- Street furnishings should be developed within an overall thematic concept and should provide a consistent and unified streetscape appearance (3c.9 a).
- Community parks should generally be 1 to 3 hectares in size (3d.3 a) and be located along major roads such as arterials and collectors, and where possible at the terminus of streets and open crescents (3d.3 b).
- Neighbourhood parkettes can be as small as one or two residential lots and generally be located within 400m of most dwellings (3d.4 a).
- A network of smaller neighbourhood parkettes should contribute to the structure and identity of the neighbourhood (3d.4 b).

2.7.2 Private Realm

- All housing should face adjacent streets and open spaces. Rear lotting should not be permitted (4a.3 a).
- Dwellings on corner and flanking lots should be designed so both exposed facades are oriented towards the street. At these locations, building elements and design should emphasize their visibility and potential role as landmark or orienting structures within the community (4a.3 b).
- Consistent rhythms of similar but not identical details and architectural elements should be used to reinforce the streetscape and a strong neighbourhood image (4a.7 c).
- The front façade of dwellings and garage treatments should maximize the presence of the habitable building façade. A high standard of design, detail and variety of materials should be combined to create front building façades with a distinct street presence (4a.7 d).

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- To reduce the garage dominance on the streetscape, and to achieve the principle of a balanced house façade to garage, attached garages located at the front or side of the house should be no wider than one half the width of the house (4a.8 a).
- Mixed use buildings with retail located at grade are encouraged within the neighbourhood centre or other appropriate locations. Mixed use building should be at least 3 storeys in height (4a.9 c).
- Mixed-use development should be promoted for infill sites at 'main street' and street commercial areas. Residential apartments above street level shops should be encouraged at locations adjacent to main street areas. Mixed-use development contributes to increased street animation, safety, and economic vitality (4b.3 g)
- Parking areas of new development should be situated at the rear of the building (4b.3 i).
- Blank or single material façades that extend the entire length of the building parallel to the public street should not be permitted (4c.3 b) and blank walls in other locations, which are visible to the public, should incorporate additional architectural detailing and/or signs, murals, sculptural or graphic design.
- At least 60% glazing should be provided on the at-grade primary building façades and areas that have public activity. Glazing should be actively used to provide storefront windows or merchandise displays. 'Spandrel' or faux glazing should never be used at street level (4c.3 e).
- Corner buildings at the intersections of primary roads or at gateway locations should include articulated building elements in the form of towers, bays or other details that emphasize the focal nature of these buildings (4c.3 h).
- Building placement, massing and landscape features should provide a high level of design to reinforce the focal point of industrial areas (4e.2 a)

2.8 Niagara Region Complete Streets Design Guidelines, 2017

The Region published the Complete Streets Design Guidelines in 2017 which outline different street typologies required to support different communities across Niagara Region. The guidelines focus on the boulevard and roadway but also provide guidance for directing growth on lands adjacent to the public right-of-way (ROW). The five road typologies included within the guidelines are main streets, urban general narrow, urban general wide, transitioning, hamlet, and rural roads. Hamlet and Rural roads will not be the focus of this assessment, given that these typologies are not typically found within the DHWC CIPA and Brownfield CIPA.

2.8.1 Main Streets

Main Streets are typically fronted by heritage buildings and have heritage characteristics. Pedestrians should be prioritized by narrow streets and slower traffic with wide sidewalks for pedestrian activities. Roads of this caliber typically have a narrow right of way width. The main focus is to preserve the heritage character of the area therefore R.O.W widening are not common and instead walkability should be the focus of new development. Refer to Figure 5 for an illustrative example provided for main streets in the Region's guidelines.



Figure 5 Illustration of a main street in the Region's guidelines

2.8.2 Urban General Streets

Urban General Narrow are narrow urban streets with street-orientated development and include very busy streets that carry high volumes of all modes of transportation. The ROW widths range from 20m-26m, and they are found in urban areas which often serve commercial, retail and service businesses. Key features include reduced lane widths which allow more room for tree growth or on-street parking. Refer to Figure 6 for an illustrative example provided for narrow urban general streets in the Region's guidelines.

Urban General Wide have R.O.W widths that range from 26m-36m+, and include four or more lanes of traffic with physically separated bike lanes. These corridors may incorporate centers medians and left turn lanes. Usually, this typology allows for an increased presence of greenery along the streetscape. Refer to Figure 7 for an illustrative example provided for wide urban general streets in the Region's guidelines.

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Figure 6 Illustration of an urban general street (narrow) in the Region's guidelines



Figure 7 Illustration of an urban general street (wide) in the Region's guidelines

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2.8.3 Transitioning Roads

Transitioning roads are best described as a hybrid of urban general elements. These road typologies are used to transition between large-scale retail area and urban areas. These transition roads should foster street-orientated development with wide sidewalks. When responding to high-density development, transitioning roads should accommodate a higher vehicle capacity. These transitional zones should include high-quality pedestrian infrastructure, signalized cross walks, off-peak parking permit areas, and support the movement of goods. Refer to Figure 8 for an illustrative example provided for transitioning roads in the Region's guidelines.



Figure 8 Illustration of a transitioning road in the Region's guidelines

The Region's guidelines provide detailed demonstration plans for each typology, including guidelines which speak to the roadway itself (i.e., bike lanes, travel lanes, medians, paved shoulders) and the boulevard (i.e., patio/pedestrian zones, planting/furnishing zones, multi-use paths, lighting, transit infrastructure, low impact development (LID), and public art.) Detailed cross sections for a variety of roads and ROW widths are clearly presented which outline how these roads and boulevards should be designed. For reference, the Region's demonstration plans for each of these typologies have been included as an appendix to this report.

These guidelines are quite detailed and clearly set out the design direction for the public realm of each street typology. The direction provided in this document, as it relates to streetscapes, seeks to ensure that high-quality public spaces are both functional and visually attractive. This direction will be reflected in the new Urban Design Guidelines developed for the City of Welland as part of this project. Moreover, the Region's guidelines will likely also play a role in the overall urban design framework for the area, as reflected in the DHWC CIP and the new Urban Design

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Guidelines. The street typology and public realm treatment encouraged by the Region’s guidelines can provide important direction to the City when deciding whether there are any potential nodes, gateways, precincts, and focal points that should be further emphasized through supportive policies and/or guidelines pertaining to height, density, massing, landscaping, and design considerations, both City-wide and specific to the Downtown. Considering the Downtown specifically, the new Urban Design Guidelines developed for the City can provide complementary guidance pertaining to such matters as boulevard trees and planting, paving, medians, street furniture, street signs, lighting, hydro lines, public transit and public art, among other considerations.

Based on this direction, the City will also require urban design guidance for the private realm to expand upon and work in tandem with the guidelines for the public realm. In this regard, elements relating to built form, on-site landscaping, parking and site servicing, lighting and signage will work in concert with the public realm guidelines to create dynamic, safe, visually appealing, and highly-desirable streetscapes.

2.9

Niagara Region Incentives Policy

The Niagara Region Incentives Policy identifies regional incentive programs aligning with Regional Council’s priority areas, being affordable housing, employment, brownfield remediation, and public realm. Incentives are provided by the Region in these priority areas to satisfy the following goals:

- To increase the amount of affordable housing in Niagara, particularly the supply of purpose-built rental housing, and to maintain existing affordable rental housing stock;
- To attract and retain new businesses and full-time jobs to Niagara;
- To encourage the remediation of contaminated sites for better environmental, economic, health and safety, and urban planning outcomes.

A number of incentives are available under each priority area, including the following incentive programs which are relevant to the City’s DHWC CIP and the Brownfield CIP:

Table 1 Overview of Region of Niagara incentive programs

Priority Area	Incentive Programs
Affordable Housing	• Affordable and Supportive Housing Regional Development Charges Deferral: deferral of Regional development charges for affordable or supporting housing in projects with an agreement with the Region, provided for as long as the units remain affordable • Niagara Renovates (Homeownership for Repairs and Accessibility): forgivable loans over 10 years for repairs and accessibility modifications for low and moderate income households • Niagara Renovates (Multi-Residential): forgivable loans over 15 years to fund repairs or provide accessibility for affordable housing units in multi-unit buildings • Non-Profit Affordable Rental Housing Regional Development Charges Deferral: deferral of 50-100% of Regional development charges depending on level of affordability for rental housing units, provided for as long as the units remain affordable

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Priority Area	Incentive Programs
	• Non-Profit Regional Development Charges Grant: grant equal to 100% of Regional development charges for eligible non-profit developments • Partnership Housing Program (under review): partnerships with for-profit and non-profit organizations to generate more purpose-built rental units, moving clients off of the Region's housing waitlist • Regional Development Charges Intensification Grant: grant providing relief from development charges for secondary suites created within or on the property of a residential dwelling • Welcome Home Niagara Home Ownership Program: forgivable loan after 20 years for downpayment assistance of five percent interest-free to a maximum of \$33,387.40 for renters at specific income levels purchasing a home
Brownfield Remediation	• Brownfield Tax Increment Grant: matching tax increment grant with local municipalities to encourage brownfield remediation and redevelopment, where projects are eligible for refund of taxes based on increased assessment resulting from redevelopment • Brownfield Regional Development Charges Deferral: deferral of Regional development charges for eligible brownfield sites until an occupancy permit is issued or up to 5 years from signing deferral agreement • Large-Scale Brownfield Regional Development Charges Grant: grant equal to Regional development charges owing for eligible brownfield projects that meet specific criteria, including, among others, having a lot area greater than 10 ha in size
Public Realm	• Public Realm Investment Program: provides local cities and towns with a matching grant from \$25,000 to \$150,000 for public realm enhancements on Regional roads in core areas

2.10 Niagara Region 10-Year Economic Development Strategy

The Niagara Region 10-Year Economic Development Strategy outlines strategic directions, goals, and actions that will guide the Region's work as it collaborates with its partners to build a strong and sustainable economy over the 2022-2032 time period.

Strategic directions and goals include:



Sector Development and Support: Foster resilient diversity in the economy through the development of emerging sectors and value-added opportunities while continuing to grow and support strong industry clusters, uniquely established by strategic location, natural assets, and competitiveness.

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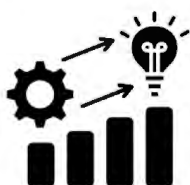
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Diversity, Equity, and Inclusion: Consistently incorporate the principles of diversity, equity, and inclusion throughout goals to attract and sustain an inclusive society where everyone has the necessary tools to succeed and thrive.



Education and Workforce Support: Work with businesses, employment organizations, and post-secondary institutions to ensure a robust workforce.



Business Retention and Expansion: Ensure that municipal economic development offices have support, as appropriate, from Niagara Economic Development to encourage their businesses to stay and grow. Recognize the differences between communities, urban and rural, and the opportunities and challenges they both face. Encourage collaboration between the two tiers of local government in support of business retention and expansion.



Green Development and Sustainability: Look to not only preserve, but leverage its unique natural features to build a sustainable environment through innovative thinking and adopting new technologies. There will be an alignment with climate change policies with all levels of government to achieve smart and environmentally sustainable development.



Infrastructure and Transportation: The transportation infrastructure network will support the efficient movement of goods, provide adequate connections to support the tourism industry, and provide high-quality access to employment for all residents. Achieve a higher and better use of infrastructure to support economic growth in Niagara.

The priorities set in the Region's Economic Development Strategy will guide the review and update of the City's DHWC CIP and Brownfield CIP and help establish priorities for each CIP.

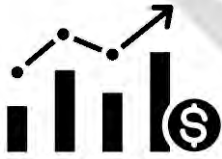
2.11 City of Welland Official Plan (November 2019 Office Consolidation)

The City of Welland Official Plan (City Official Plan) was adopted by Welland City Council on May 4, 2010, and approved with modifications by Niagara Regional Council on September 15, 2011. The City is currently in the process of updating its Official Plan, and has released a draft Official Plan for public review and comment. The strategic direction for land use planning and development, as set out in the City Official Plan, will guide the review and update of the DHWC CIP and Brownfield CIP and help establish priorities for each. Given the timing of this project relative to the City's ongoing Official Plan review, the background research completed as part of this project will include consideration of both the in-effect City Official Plan, as outlined in this section, and the draft updated City Official Plan, as outlined in the section to follow.

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The strategic directions for the City as laid out in the Section 2.1 of the in-effect City Official Plan promote growth and development for Welland under the themes of a leadership community; a complete community; an economic gateway; a sustainable city; a safe, healthy, and accessible city; a proud and attractive city; and a good neighbour. Each theme includes specific strategic directions to guide land use planning and development over the plan's horizon. Key strategic directions of relevance to the City's CIP update include:

Theme Areas and Strategic Directions of the City Official Plan	
 A Leadership Community	- Welland will lead by example by understanding change and implementing innovation (through policies, practices, programs, studies, tools and technology) that allow it to benefit from change. - Welland will encourage its citizens, individuals, businesses, groups and agencies to partner in leadership initiatives which take advantage of the benefits gained by pooling resources for positive change. - Welland will encourage leadership and innovation in the four pillars of sustainability: environment, economy, society, and culture. - Welland may prioritize the resources allocated to change and innovation to support positive trends and manage needs during times of transition.
 A Complete Community	- Welland will lead initiatives which help to make Welland a complete community. - Welland will provide a policy framework for creating healthy, safe, vibrant, transit supportive, mixed use neighbourhoods. - Welland will work with the Regional Municipality of Niagara to ensure that a sufficient supply of housing is provided which is affordable to low and moderate income households - Welland will seek out and promote partnerships with institutions and agencies which engage citizens of all ages in activities which allow them to participate in strengthening the social, physical, environmental, and economic systems of Welland as important stakeholders.
 An Economic Gateway	- Welland will work, in partnership with all levels of government, to ensure that attractive employment lands are provided and protected in Welland which create job opportunities and economic diversity, allowing growth in key sectors such as advanced manufacturing, tourism, aerospace, logistics, food processing, health, biosciences, green technologies and interactive media. - Welland will support investment in the Downtown so that it continues to be an attractive destination for residents and visitors, and functions as a vibrant, mixed-use neighbourhood linked to the recreation opportunities in, and around, the Welland Recreational Waterway - Welland will encourage and support entrepreneurs in the implementation of a Health and Wellness economic cluster and other feasible health and wellness endeavours.

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Theme Areas and Strategic Directions of the City Official Plan	
 A Sustainable City	- Welland will be a leader in promoting sustainability. It will set an example for other local municipalities by implementing technologies (e.g., LED streetlights), policies, guidelines, and practices which support a shift to sustainability among citizens, businesses, agencies, and government. - Welland will promote and implement programs which maintain and improve the quality of the land and its nutrients, including the remediation of brownfield sites. - Welland will encourage the planning and design of sites, areas and neighbourhoods to reduce greenhouse gas emissions as a means to reducing the human influence on climate change, including, but not limited to, the application of Leadership in Energy and Environmental Design (LEED) standards.
 A Safe, Healthy and Accessible City	- Welland will consider and implement, as appropriate, measures of Crime Prevention Through Environmental Design (CPTED) in the planning and design of new sites, public facilities and neighbourhoods. - Welland will comply with the Accessibility for Ontarians with Disabilities Act. The municipality will consider and implement accessible design measures in the planning of new sites, public facilities, neighbourhoods and areas.
 A Proud and Attractive City	- Welland will protect elements of its built and cultural heritage through the means provided by the Ontario Heritage Act and by involving Heritage Welland in the land use planning process, whenever necessary. - Welland will encourage efforts which support the celebration, commemoration, expression, and modern interpretation of its heritage and culture, including providing venues for heritage and cultural events. - Welland will promote heritage and culture by adopting urban design guidelines which help sites, areas and neighbourhoods connect to the rest of the City, interface with the surrounding natural environment, and become aesthetically pleasing places.

The in-effect City Official Plan speaks to its strategy for intensifying residential and employment areas as a means for economic development, to reduce the consumption of greenfield land, to efficiently use serviced, underutilized land, and to improve the vibrancy and aesthetics of Welland's existing areas. Intensification is directed to the downtown, on brownfield sites, along the Welland Recreational Waterway, and intensification corridors which are generally along certain transit routes, arterial roads and collector roads, as per Schedule A. The City contemplates an intensification target of 40% of all annual housing development which should occur within the City's Built-Up Area. The use of financial incentives is identified as one of several strategies for attaining this intensification target.

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Policies specific to brownfield redevelopment in the in-effect City Official Plan underscore their importance from an economic development perspective and are generally supportive of their reuse and redevelopment, particularly in proximity to the Welland Recreational Waterway. The in-effect City Official Plan commits to monitoring and maintaining an inventory of brownfield sites where to focus efforts on revitalizing priority sites listed in the inventory.

As for the downtown, the in-effect City Official Plan identifies the downtown as the City's preeminent node which is intended to accommodate the broadest diversity of uses and the greatest concentration of activity, including institutional uses, specialty retail uses, cultural and entertainment uses, businesses and offices, high density residential uses and parks and open spaces. Further policies consider the scale and height of development, mixed use development form, streetscape improvements and public realm, landmarks, pedestrian linkages, service access, improvements, views and vistas, open storage, parking, intensification, façade improvement, heritage preservation, land use compatibility, and built form compatibility.

2.11.1 Community Improvement Plans

Section 7.10 of the in-effect City Official Plan contains policies which enable the City to identify Community Improvement Project Areas and provide incentive programs which stimulate the redevelopment of lands as a means to maintain the vitality of the municipality. Policies within this section further identify goals and programs for a Downtown CIP and a Brownfield CIP.

The goal of the community improvement in the downtown is to “reinforce the importance of the downtown, aid in stimulating private sector redevelopment, and guide private sector development and redevelopment.” Programs contemplated by the in-effect City Official Plan for the downtown include:

- Facade Restoration and Improvement Loan Program;
- Development Charge Waiver/Exemption Program;
- Refund of Local Planning and Building Fees Program
- Residential Conversion and Intensification Loan Program
- Property Rehabilitation and Redevelopment Tax-Increment Grant Program; and,
- Parking Requirements Reduction Program.

The goal of community improvement on brownfield lands is to “promote the remediation, rehabilitation, adaptive re-use, redevelopment and overall improvement of brownfield sites” (s. 7.10.2.1 of the in-effect City Official Plan). Programs contemplated by the in-effect City Official Plan for brownfield sites include:

- Environmental Site Assessment Grant Program;
- Brownfields Tax Assistance Program; and,
- Brownfields Rehabilitation Grant Program.

The in-effect City Official Plan further prescribes criteria for Council to consider when establishing new Community Improvement Project Areas, including, the condition of existing buildings, land use issues, aesthetic issues, transportation or infrastructure issues, natural or human-made environmental issues, social or community issues, economic issues, and any

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other relevant issues which create barriers to the repair, rehabilitation, or redevelopment of underutilized or dilapidated lands or buildings.

2.11.2 Urban Design

The in-effect City Official Plan contains design direction on different designations within the City. While the Official Plan acknowledges the importance of creating City Wide Urban Design Guidelines, which will be discussed in the below sections, the Official Plan provides some very general guidance. The relevant areas are Downtown Welland, Housing and Residential, Employment Areas, Commercial Areas and Institutional Areas. It is noted that within the Commercial Areas, the relevant Downtown node refers to the general Downtown policies noted below.

- Downtown development should generally contain buildings which are medium (3 to 4 stories) and high-rise (5 to 8 stories) in height. High-rise buildings should be located away from stable neighbourhoods adjacent to the Downtown. (4.1.2.1.C Scale)
- General Urban Design guidance is provided under Section 4.1.2.2, which speak to Mixed Use, Streetscape Improvements, Landmarks, Pedestrian Linkages, Service Access, Improvements and Views/Vistas.

2.11.3 Housing and Residential

As per the residential hierarchy, residential uses are classified into one of three land use categories. Each of these sections provides the following direction in terms of scale and design.

Low Density Residential

- Low Density Residential lots shall accommodate low-rise dwellings which do not cause significant issues with casting of shadows, obstruction of views and privacy for adjacent lots. (4.2.2.2.C Scale)
- Low Density Residential uses will be encouraged to have front porches or covered entrances. Attached garages on housing units should be designed so that the resulting streetscape is predominated by the front yard landscaping, front doors, and front windows of the housing units instead of garages. Low Density Residential uses will be encouraged to have a variety of facades and use a variety of building materials. (4.2.2.2.D Design)

Medium Density Residential

- Medium Density Residential lots shall accommodate low-rise dwellings which do not cause significant issues with casting of shadows and obstructions of views for adjacent lots. (4.2.2.3.C Scale).
- Medium Density Residential will be encouraged to have front porches or covered entrances. Attached garages on housing units should be designed so that the resulting streetscape is predominated by the front yard landscaping, front doors, and front windows of the housing units instead of garages. Buildings should incorporate landscaping in all yards which provide a buffer between the building and adjacent sensitive land uses. Parking areas shall be located in the side or rear yard and/or underground or structured parking. Where underground or structured parking is provided, an amendment to this Plan is not required for increased density, provided that

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proposed built form is consistent with the design policies of this Plan. The site will be designed to provide for the collection and storage of recyclable wastes on site.
(4.2.2.3.D Design)

High Density Residential

- High Density Residential lots may accommodate medium-rise and high-rise apartments where the issues of casting of shadows, obstruction of views, and privacy for adjacent lots need to be managed and potential negative impacts minimized. Generally, High Density Residential buildings should be between 5 and 8 stories. Density and building heights are intended to decrease as the distance of the building from activity nodes increases. (4.2.2.4.C Scale).
- High Density Residential will be encouraged to have a covered entrance which is aligned with the street and main building entrance. Buildings should incorporate a built form, architectural articulation, exterior materials, and window design which prevent large continuous “slab” walls. Buildings should incorporate landscaping in all yards to provide a buffer between the building and adjacent sensitive land uses. Parking areas should be located in the side or rear yard and/or underground. Large at-grade or above-grade parking shall not dominate the site. At-grade parking will be provided as multiple landscaped parking areas distributed throughout the site with a logical circulation pattern. Where underground or structured (above grade) parking is provided, an amendment to this Plan is not required for increased density, provided that proposed built form is consistent with the Policies of this Plan. The site will be designed to provide for the collection and storage of recyclable wastes on site. (4.2.2.4.D Design).

2.11.4 Employment Areas

Of relevance to this study, the Gateway Economic Centre is the focus of urban design direction, including the design policies of Section 4.3.2.4.C. The City Official Plan directs that Gateway Economic Centre uses should be planned and designed to reflect the important role they play in serving the City, Region and Ontario. Further policies of the City Official Plan encourage that Gateway Economic Centre uses have high quality exteriors and landscaping. These policies further encourage Gateway Economic Centre uses at the convergence of major transportation corridors to incorporate high quality, but unobtrusive, signage, architectural detailing on the principal building, and/or landscaping. The City Official Plan also requires that the Gateway Economic Centre, given its nodal characteristic, must accommodate transit stops or stations, and further promotes the design of Gateway Economic Centre uses to be pedestrian-friendly, barrier-free, and accessible. Where outdoor storage is allowed, the City Official Plan requires that it must be screened using fencing and/or plantings so that the storage area or materials are not visible from abutting lands. Uses comprising outdoor storage may be required to provide, and implement, a dust/debris management plan as a condition of Site Plan Approval. Where large amounts of vehicular parking are required for a proposed use, policies specific to the Gateway Economic Centre require that it must be provided as multiple landscaped parking areas distributed throughout the site with a logical circulation pattern. Design policies of this section further require that parking areas should be screened from adjacent land uses and that large parking areas should incorporate internal landscaping. Illumination which enhances the aesthetics of the Gateway Economic Centre's buildings and sites are encouraged by the City Official Plan, though policies in this section require that illumination must not cause undue light pollution.

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2.11.5 Institutional Areas

Of relevance to this study, the general institutional policies and more specific Health and Wellness Cluster is the focus of urban design direction.

- General Institutional uses shall be planned to reflect the level of service for which they are intended to provide (neighbourhood, collection of neighbourhoods, or City). General Institutional uses shall be encouraged to have building massing, exterior building materials, and landscaping which help it integrate with the neighbourhood. The City encourages specific design elements which highlight the civic nature of General Institutional uses. General Institutional uses are encouraged to develop on sites served by existing or planned transit routes. The design of new General Institutional uses shall be pedestrian friendly, barrier-free and accessible. Parking areas shall be located to the side or rear of the building and screened from view. (4.5.2.1.C Design)
- Uses in the Health and Wellness Cluster shall be planned to reflect the important role they play in serving the City and the region, and incorporate a cohesive design theme for the Cluster. Uses will be encouraged to have unique building massing, high quality exterior building materials, and high quality landscaping which is reflective of the Health and Wellness Cluster's significance. Uses will be encouraged to incorporate design elements which highlight the civic presence of the Health and Wellness Cluster. The Health and Wellness Cluster will be required to provide edge treatments which help the site and building(s) integrate with the surrounding area. The campus-style development of the Health and Wellness Cluster will be required to incorporate on-site transit stops. The design of new uses shall be pedestrian-friendly, barrier-free and accessible in its entirety. Large expansive parking areas to serve the Cluster will be discouraged and multiple smaller parking areas distributed throughout the site with a logical circulation pattern is encouraged. Parking areas shall be screened from adjacent land uses and shall incorporate internal landscaping. Streetscaping, including street trees, lighting, sidewalks, public art and other elements shall be provided to link the various destinations together. (4.5.2.2.C Design)

2.11.6 Draft City of Welland Official Plan

As previously stated, the City is currently in the process of comprehensively reviewing and updating their Official Plan. At the time of report writing, the updated City Official Plan remains in draft, and a Public Open House was held in September 2024 to solicit public feedback. The draft updated City Official Plan, dated May 2024, proposes new and updated policy to be consistent with updates in provincial policy and legislation, as well as to address trends in planning that have emerged since the in-effect City Official Plan was last adopted.

In terms of strategic direction, the draft updated City Official Plan retains those of the in-effect City Official Plan – a leadership community, a complete community, an economic gateway, a sustainable city, a safe, healthy and accessible city, a proud and attractive city, and a good neighbour – and provides additional strategic directions or expands on current strategic directions under each theme.

As for growth management, the draft updated City Official Plan contemplates population growth of 27,250 by 2051, reaching a population of 83,000 by this time, and land use designations and policies designed to serve an anticipated 13,880 new housing units by 2051, with low density housing making of 40%, medium density making up 29%, and high density housing making up

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31% of housing growth. In this time frame, the draft updated City Official Plan contemplates minimum employment growth of 28,790 jobs by 2051. At this time, no urban boundary expansions are proposed until such time as the City undertakes a municipal comprehensive review to account for updated population and employment forecasts.

The draft updated City Official Plan builds on the intensification strategy of the in-effect City Official Plan by underscoring that the majority of intensification projects should be directed to the Downtown Welland Regional Growth Centre (as identified on Schedule A to the draft updated City Official Plan), intensification areas including the downtown health and wellness centre, brownfield sites, along the Welland Recreational Waterway, and intensification corridors which are generally along certain transit routes, arterial roads, collector roads, and regional roads. Intensification targets are increased in the draft updated City Official Plan to encourage 75% of all annual housing development to occur in the Built-Up Area. Policies in the draft updated City Official Plan are similarly supportive of brownfield redevelopment and retain the policies of the in-effect City Official Plan with only minor revision.

Section 14.10 of the draft updated City Official Plan contains policies specific to community improvement. New policies contemplated in the draft include the delegation of authority to staff to approve applications made under existing CIPs, and the introduction of new policies concerning the Niagara Economic Zone and Centre CIP and the Affordable Rental Housing CIP, including those which speak to goals, program descriptions, eligibility and funding of each.

2.12 City of Welland Zoning By-law 2017-117

The City of Welland Comprehensive By-law (2017-117) was adopted by Council on October 17, 2017, to implement the policies of the City Official Plan. The Zoning By-law contains provisions which:

- Prohibit the use of land or buildings for any use that is not specifically permitted by the By-law;
- Prohibit the erection or siting of buildings and structures on a lot except in locations permitted by the By-law;
- Regulate the type of construction and the height, location, size, floor area, spacing, and use of buildings or structures;
- Regulate the minimum frontage and depth of a parcel of land;
- Regulate the proportion of a lot that any building or structure may occupy;
- Regulate the minimum elevation of doors, windows or other openings in buildings or structures;
- Require that parking and loading facilities are provided and maintained for a purpose permitted by the By-law; and
- Prohibit the use of lands and the erection of buildings or structures on land that is: subject to flooding; the site of steep slopes; rocky, low lying marshy or unstable; contaminated; sensitive groundwater recharge area or head water area; the location of a sensitive aquifer; a significant wildlife habitat area, wetland, woodland, valley or area of natural and scientific interest; a significant corridor or shoreline of a lake, river or stream; or the site of a significant archaeological resource.

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As shown in Figure 1, the City of Welland has established four CIPAs for the DHWC CIP, including the Downtown East Area, the Downtown West Area, the King Street Area, and the Health and Wellness Cluster.

As shown in Figure 9, lands within the DHWC CIPAs are predominantly commercially zoned in the Downtown Mixed Use Centre (DMC), with a mix of residentially zoned and open space zoned properties in the Downtown East CIPA, Downtown West CIPA, and King Street CIPA. Lands in the Health and Wellness Cluster CIPA are predominantly institutionally zoned, with some commercially zoned or open space zoned properties throughout. Institutionally zoned lands are predominantly in the Health and Wellness (INSH) Zone, with some commercially zoned properties along King Street and along Ontario Road in the Community Commercial Corridor (CC2) Zone.

The DMC Zone permits a wide variety of commercial, hospitality, community, office, recreational, and residential uses. Prohibited uses in the DMC Zone include drive-through establishments, motor vehicle body shops and repair establishments, and open storage. Permitted uses in the O2 Zone are limited to recreation or open space uses (e.g., arena, band stand, botanical garden, cemetery, community centre, parks, passive recreation trail, conservation, etc.), as well as accessory commercial uses (e.g., day care facility, outdoor patio, restaurant, retail establishment, sports equipment rental and sales, place of assembly). In the RH Zone, permitted uses include apartment dwellings, boarding and lodging houses, day care, group homes, retirement homes, and short-term rentals, as well as small-scale commercial uses which are limited in area (e.g., art gallery, pet shop, restaurant, retail establishment, grocery store, day care centre).

The INSH Zone permits a range of institutional uses (e.g., community centre, medical clinic, long-term care facility, laboratory, social services establishment), residential uses (e.g., emergency shelter, group home, single-detached dwelling, street townhouse dwelling, etc.), and select commercial uses (i.e., restaurant or retail uses). The CC2 Zone permits a wide variety of commercial uses (e.g., financial establishment, garden centre, motor vehicle repair shop, place of entertainment, etc.), hospitality uses (i.e., hotel or motel), community uses (e.g., community centre, museum, library, etc.), office uses (e.g., medical clinic, professional office, etc.), recreational uses (i.e., athletic/fitness establishment, park, recreational establishment), and residential uses (e.g., block townhouse, apartment dwellings, multiple dwellings, etc.).

The Brownfield CIP comprises a much larger area than the DWC CIPAs, as shown below in Figure 10. Given the size of the Brownfield Community Improvement Area, numerous zones apply, including residential zones, commercial zones, open space zones, institutional and community wellness zones, agricultural and rural zones, and industrial zones, each with a range of permitted uses identified by zone.

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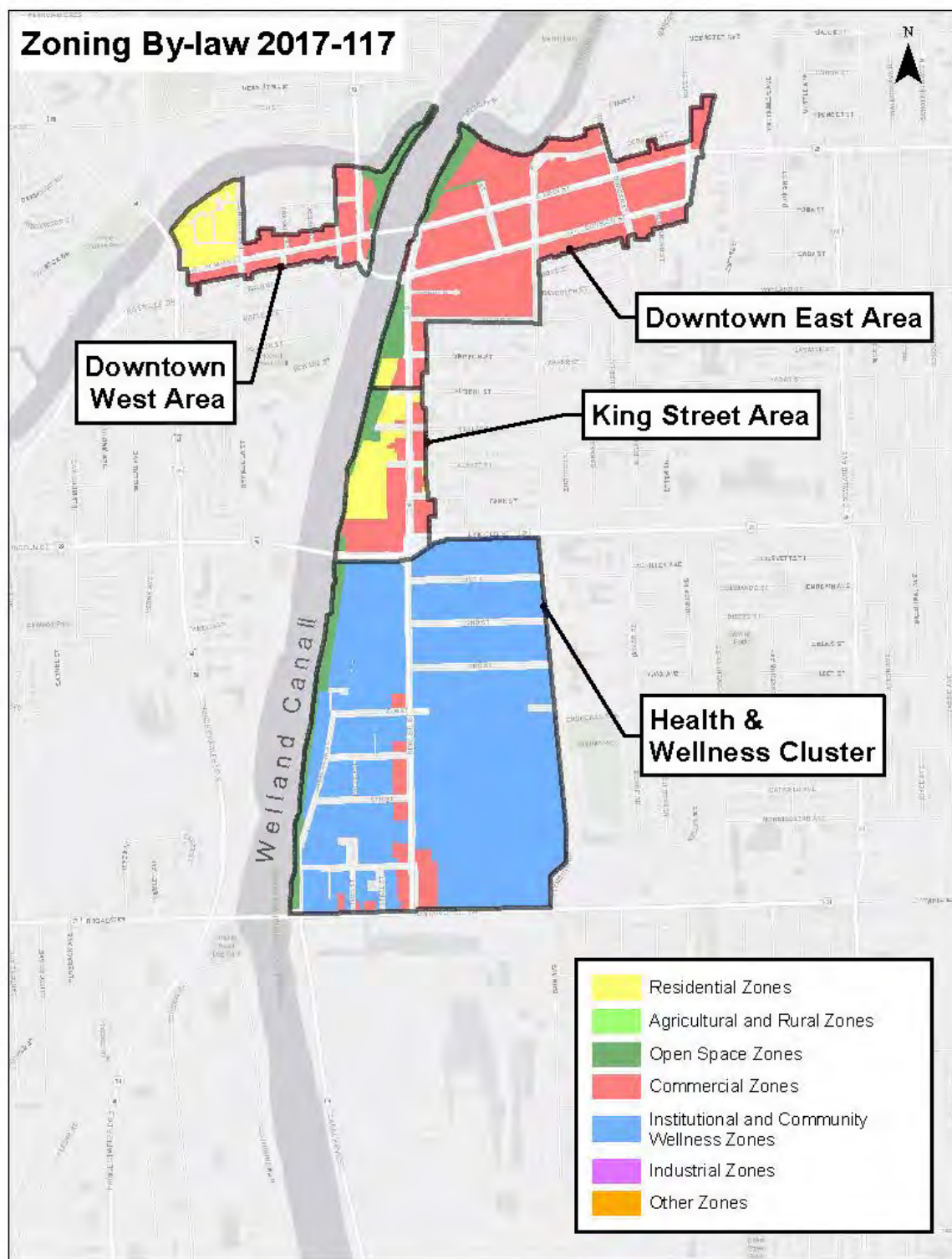


Figure 9 Zoning of the properties within the Downtown East, Downtown West, King St, and Health & Wellness Cluster CIPAs

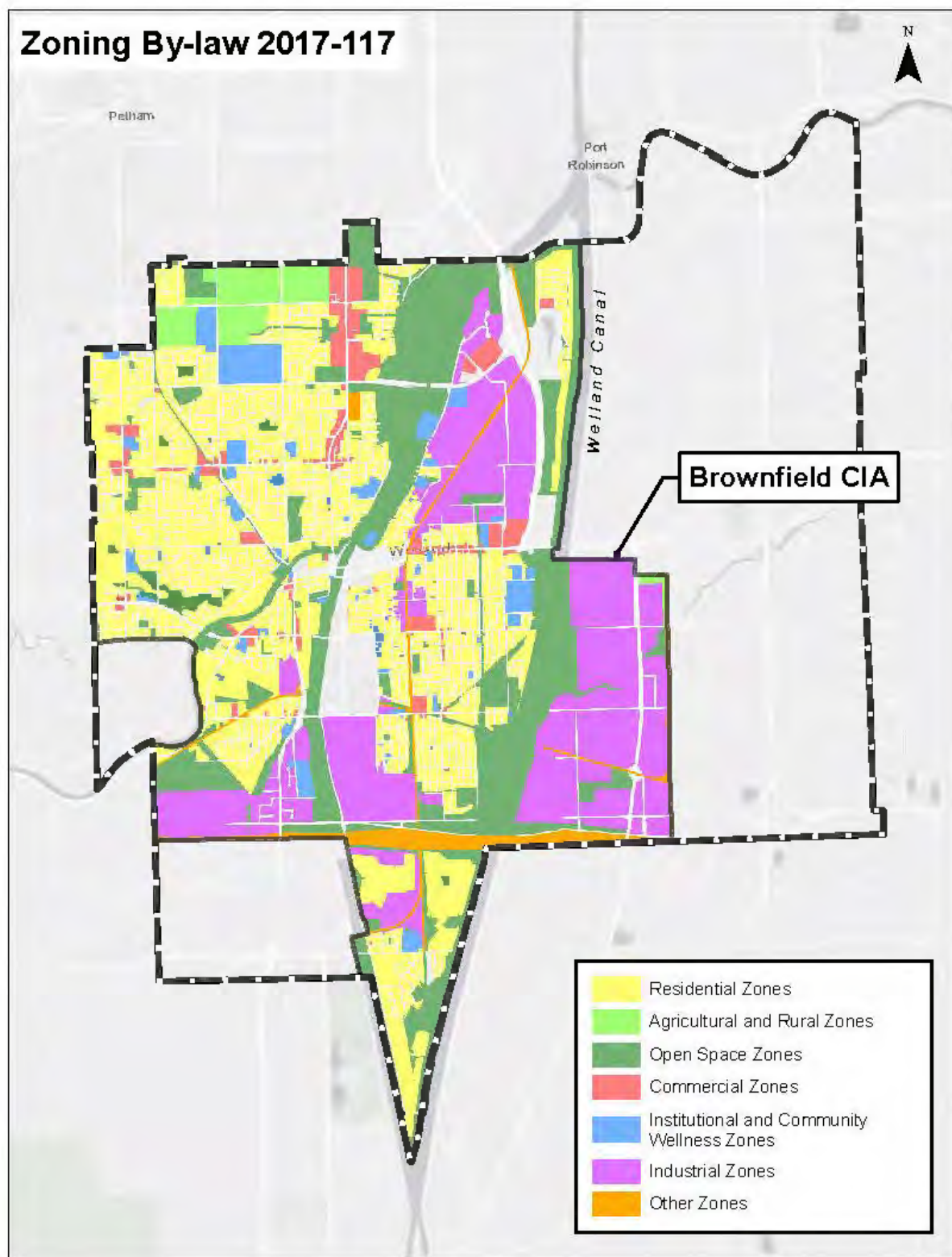


Figure 10 Zoning of properties within the Brownfield Community Improvement Project Area

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2.13 City of Welland Urban Design Guidelines (August 2014)

The purpose of the City's Urban Design Guidelines is to provide a practical and flexible tool for assessing new development and redevelopment in the City. Specifically, the document is intended to provide a series of general, high-level urban design guidelines that apply to different forms of development, including residential, commercial, or industrial development. Aside from the general urban design principles, the guidelines provide detailed guidance on site planning, built form, landscape, and streetscapes. Within each section, there are more detailed guidelines that speak to specific uses or specific design considerations, as summarized and described below.

2.13.1 Site Planning Guidelines

Site Planning Guidelines provide guidance on individual developments. These sections are further defined into building siting and location, setbacks and vehicular access/parking areas. These guidelines carry over the general urban design principles into specific land use areas, including Residential, Commercial, Institutional, Employment Land, Downtown, and the Welland Canal and Recreational Waterway. The intent of these guidelines is to ensure that new development will contribute to activating the public realm, enhancing pedestrian comfort and safety, reducing adverse impacts of development, creating a compact urban form with a high quality of architecture, and promoting sustainable design.

2.13.2 Built Form / Landscape

The Built Form and Landscape Guidelines provide guidance on massing/built form, building design, service areas, and landscaping. These guidelines are further refined based on land use designations such as Residential, Commercial, Institutional, Industrial, Employment, Downtown and Canal. Detailed guidelines directed at specific land uses are provided which speak to setbacks, heights, stepbacks, transition, building presence at the street, importance of corner sites, and entrances. Even greater detail is provided for specific uses that speak to projections, entrances, architectural detail, windows, roofs, and cladding.

2.13.3 Streetscapes

The Streetscape Guidelines offer design principles that address each major street typology, as characterized under the City's 2001 Transportation Planning Study. Each road typology offers varying urban design opportunities to provide public realm improvements. Expressways, arterial roads of varying scales, collector roads, and local roads are addressed in this section of the guidelines. Depending on the street typology, there are a number of streetscape features that are encouraged to improve the overall public realm and create a more hospitable environment. The guidelines provide detailed criteria for matters such as setbacks, wider sidewalks, boulevard planting, cycling lanes, crosswalks, on-street parking, infill and façade improvements, and street furnishing and lighting. These criteria vary depending on the scale of the road.

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2.14 City of Welland Master Plans and Infrastructure Modelling

As part of the CIP for the new Downtown and Health & Wellness CIP Area, an assessment of existing infrastructure in the Downtown East, Downtown West, King Street and the Health and Wellness Areas was completed. The assessment included a desktop review of available data and reports, including GIS data, previous master plans developed by the Region of Niagara, annual infrastructure performance reports from the City and Region, and relevant studies completed by the City, including the 2024 Asset Management Plan and 2022 Pollution Prevention Control Plan Update and Wastewater Master Servicing Plan. Moreover, the City's Director of Infrastructure Services was interviewed to provide insights on the constraints and opportunities in the City's existing water, wastewater, stormwater, and transportation infrastructure. A summary of infrastructure availability, capacity and ownership in the study area is provided, along with any previously identified challenges and constraints in the systems.

2.14.1 Water

The Welland Distribution System (DS) is owned and operated by the City of Welland. The City purchases drinking water from the Region of Niagara, who own and operate the Welland Water Treatment Plant (WTP). A base map of the existing water infrastructure in the DHWC CIPA is provided in Figure 11.

The Welland WTP receives water from Lake Erie, via the Welland Canal and then Welland Recreational Waterway (Old Welland Canal). The facility is a conventional surface water treatment plant with a capacity of 65,000 m³/day, which can also be operated as a direct filtration plant. In 2021, the Region of Niagara completed an update to their Master Servicing Plan to identify water servicing needs in the Region to year 2051. As per the MSP Update, the WTP is expected to surpass its existing capacity of 65,000 m³/day under post 2051 demands, and upgrades are currently ongoing to increase the MDD capacity to 73,000 m³/day which are expected to be complete by 2026. The study also noted that the Welland WTP Reservoir has a total storage volume of 5.6 ML, however due to contact time requirements from the MECP, the usable volume is calculated to be 2.3 ML under 2051 MDD and 1.4 ML under post-2051 MDD. It was recommended a study be completed to review the WTP reservoir CT volume and overall system storage. Additionally, it was noted that the Welland WTP High Lift Pumping Station (PS) has a firm capacity of 76 MLD, which currently is operating with a surplus capacity of 41.3 MLD (2021). The study noted that the PS would have a surplus capacity of 24.8 MLD by 2051, and 10.6 MLD beyond 2051, with no recommendations for upgrades or replacements.

The Welland WTP is in the DHWC CIPA which falls within the 220 HGL pressure zone. The Welland DS provides water to the City of Welland as well as the City of Thorold and the Highland Resident's Association. The City's distribution system infrastructure consists of region-owned transmission mains that transport water from the treatment plant to the distribution network, connecting to City-owned watermains and services that supply water to residential, commercial, and industrial users.

The Downtown West CIPA receives water from the treatment plant via a Region-owned 600 mm and 400 mm diameter CPP (cast polypropylene) transmission main crossing both the Welland Canal and the Welland River. The 600 mm transmission main runs along Mill Street and down Franklin Street/Queen Street and appears to primarily service lands south of the Downtown West CIPA (outside of the study area). The 400 mm transmission main connects to a 250 mm

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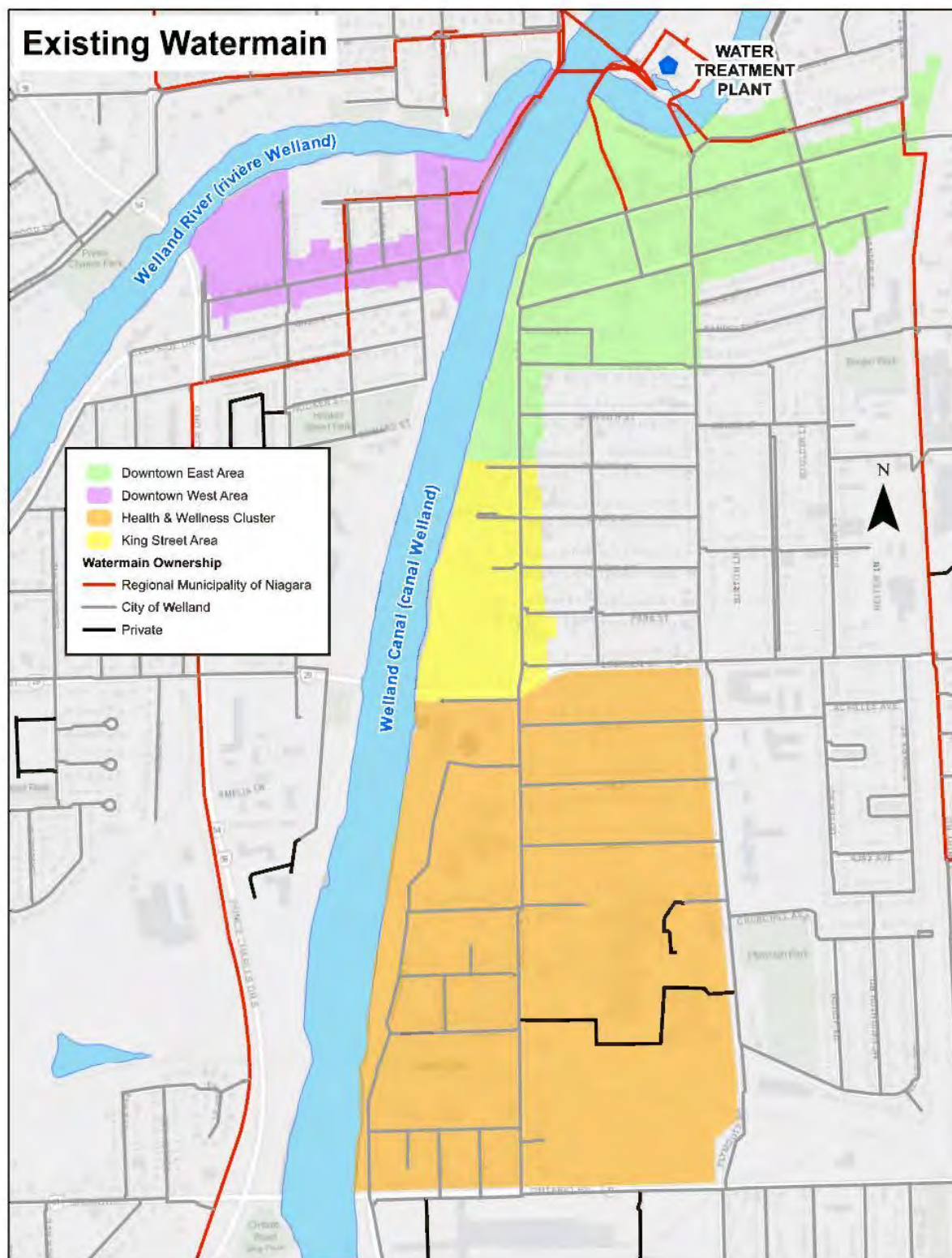


Figure 11 Existing watermain infrastructure in the DHWC CIPAs

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CI (cast iron) City-owned secondary feeder watermain and subsequently a 250 mm AC (asbestos cement) secondary feedermain on West Main Street. A 200 mm CI distribution main then runs westbound along West Main Street, connecting to a series of PVC (polyvinyl chloride) watermains servicing developments on Denistoun Street, Franklin Street, Albina Street, and Frazer Street.

Similarly, the Downtown East CIPA is serviced by two 400 mm diameter Region-owned CPP transmission mains crossing the Welland River. The first connects to a 250 mm CI secondary feedermain running eastbound along Dorothy Street and a 300 mm PVC secondary feeder main running southbound along Hellems Avenue. Both connect to a 300 mm AC and secondary feedermain running east-west along Division Street and East Main Street and north-south down Bugar Street. The 300 mm CI secondary feedermain on East Main Street connects to a 300 mm PVC feedermain running southbound down King Street, extending into the King Street CIPA and the Health and Wellness Cluster CIPA. The feedermain supplies a series of 100 – 250 mm PVC, CI, and PE (polyethylene) distribution mains servicing developments off King Street.

At the time of the 2021 Region of Niagara Water MPS Update, there were no concerns raised regarding minimum pressures or fire flow availability to the DHWC CIPA.

No concerns regarding local water infrastructure were raised during interviews with City staff. In terms of Regional infrastructure, it was noted that the pump stations in the City, which are Region-owned, have been undergoing consideration for upgrades and improvements.

2.14.2 Wastewater

The Welland WWTP is a class IV conventional activated sludge treatment facility with an average day capacity of 54,500 m³/day. The plant also has a maximum day capacity to treat up to 65,000 m³/day and can also provide storm treatment for flows up to 118,000 m³/day (secondary bypass). In 2023, a total of 36 secondary bypass events occurred at the plant. On average, the plant operates at 73% of its average day capacity, indicating the facility currently has sufficient capacity to meet the needs of the collection system, however constraints may arise under future growth projections. As per the Region of Niagara 2021 Wastewater Master Servicing Plan Update, flows at the WWTP will surpass the 80% capacity by 2041, at which point upgrades are recommended. The facility is currently undergoing upgrades, with phase one construction being completed in 2023.

The DHWC CIPA is part of the Welland Wastewater Treatment Plant (WWTP) catchment area which contains the Welland Backwash Sanitary Pumping Station (SPS). The Welland WWTP collection system is a class III system operated under a two-tier system, where the Region of Niagara owns and operates sewage pumping stations, forcemains, larger gravity sanitary sewers or trunk sewers and some sewage detention facilities, while the City owns and operates local gravity sewers. A base map of the existing sanitary infrastructure in the Downtown and Health & Wellness CIP area is provided in Figure 12. The sewer mains and trunks in the Downtown and Health & Wellness CIP Area generally range between 150 to 1800 mm in diameter, comprising PVC, BR, VC, AC, CP, CIP, lined CIP and BR. The largest sewer mains are generally contained within the Downtown East CIPA.

The Downtown East sewage collection system consists of City-owned 200 – 375 mm VC and PVC gravity sewers running along West Main Street, connecting to a 450 mm VC gravity sewer

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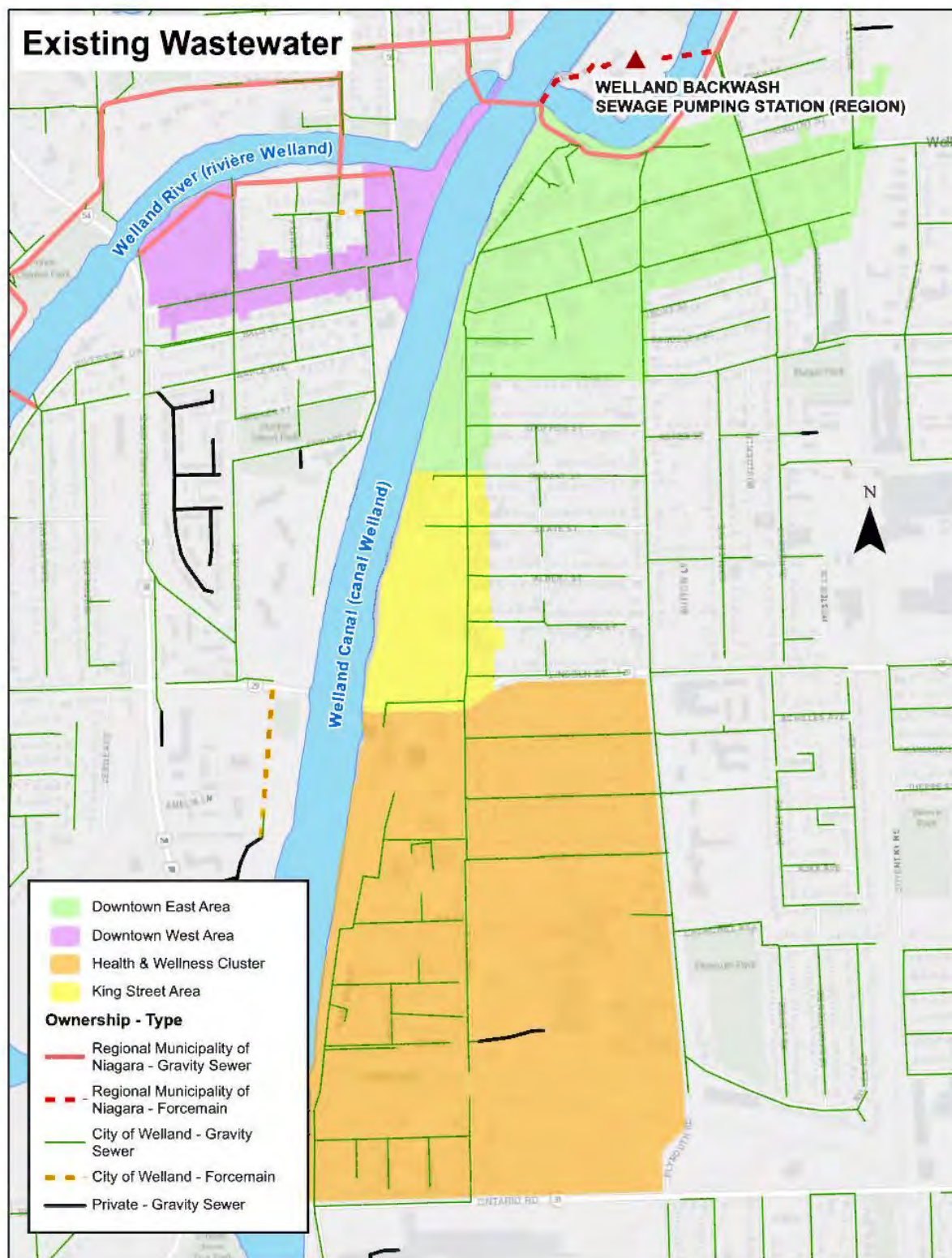


Figure 12 Existing wastewater infrastructure in the DHWC CIPAs

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on Denistoun Street. Wastewater in the Downtown East CIPA is conveyed to the treatment plant via an 1800 mm Region-owned sewer trunk running along the Bank of the River, north of East Main Street. The sewer trunk connects to a series of City-owned gravity sewers, including a 600 mm PVC gravity sewer extending north-south down King Street into the King Street CIPA and a 300 mm PVC gravity sewer into the Health and Wellness Cluster CIPA. A second gravity sewer system also services the Health & Wellness Cluster CIPA, which consists of a series of CP and PVC gravity sewers west of King Street and south of Lincoln Street, along the bank of the Canal, servicing developments east of King Street and down Canal Bank Street.

In 2022, the City completed a Pollution Prevention Control Plan (PPCP) Update and Wastewater Master Servicing Plan to establish a masterplan to meet community growth needs while meeting the goals of the F-5-5 Procedure to reduce combined sewer overflow pollution to the environment. As per the PPCP, the Welland WWTP catchment area has a unit Rain Derived Inflow and Infiltration that is almost 6 times the design criteria, indicating the system experiences significant excess water during storms, leading to flooding and overloads at the treatment plant. This is likely due to the fact that the Welland WWTP catchment area is comprised of separated and semi-separated sewers, with some combined sewers, which contribute heavily to I&I. The majority of the combined sewers and combined sewer overflows are within the Downtown West CIP Area.

The 2022 Pollution Control Prevention Control Plan (PPCP) Update and Wastewater Master Servicing Plan (MSP) indicated there is high risk for basement flooding under a 10-year design storm in the Plymouth Catchment area (Downtown East, King Street and Health & Wellness Areas), due to high I&I, growth pressures, outlet restriction to the Region interceptor trunk sewer from the interceptor surcharge levels and shallow sewers in the upstream catchment. Recommendations were made for an I&I reduction program to reduce flows as well as inline storage in the upstream end of the system for basement flooding protection which would require several sewer upgrades.

Wastewater servicing for future municipal developments will be required to be in compliance with the City's Consolidated Linear Infrastructure (CLI) Environmental Compliance Approval (ECA).

Most issues highlighted during interviews with City staff were related to sanitary system capacity constraints due to high inflow and infiltration (I&I) into the sanitary system. It was noted that high I&I rates in City are generally attributed to groundwater entering the sanitary network at connection points, primarily due to elevated water tables, malfunctioning weeping tiles, and other points of entry. Additionally, aging infrastructure is a known cause of I&I in the City, as the deterioration of pipes and joints over time can lead to cracks and structural failures, further facilitating the infiltration of groundwater into the system.

Generally, there were no infrastructure concerns or constraints noted in the Health & Wellness Cluster CIPA, Downtown East CIPA, and Downtown West CIPA. However, the concerns regarding basement flooding risk in the Plymouth area identified in the PPCP were further discussed, with City staff indicating that the southern portion of the King St. CIPA exhibits the most significant challenges concerning I&I into the sanitary system. However, it was noted that measures are already being implemented to address these issues ensuring they do not pose a roadblock to other improvements in the area. Moreover, the City is addressing the challenges related to I&I with targeted investigations in certain development areas to ensure sufficient capacity for ongoing growth.

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2.14.3 Stormwater

The stormwater collection system in the Downtown and Health & Wellness CIP Area generally consists of storm sewers ranging from 150 to 2438 mm in diameter, comprising concrete, CP, RC, PVC, CSP and HDPE. The largest storm sewer mains are generally located in the Downtown East Area. A base map of the existing stormwater infrastructure in the Downtown and Health & Wellness CIP area is provided in Figure 13.

The storm sewer system is a part of the Welland Canal – Niagara River watershed which outlets to Lake Ontario. The storm sewers in the Downtown and Health & Wellness CIP Area outlet to the Welland Canal at several locations. In the Downtown West Area, a 450 mm CP storm sewer runs along West Main Street, connecting to a 900 mm CP storm sewer running up Denistoun Street draining into the Welland River. Additionally, a 525 mm VC (vitrified clay) combined sewer running up Niagara street, connects to a 600 mm CP and 600 mm steel combined sewer overflow pipe and drains to the Welland River.

In the Downtown East Area, stormwater drains via 3 outlets to the Welland River. The first outlet connects to a 2550 mm CP storm sewer running down River Road/Burgar Street collecting from a 1500 mm CP storm sewer on East Main Street and a 600 mm / 450 mm CP storm sewer on Division Street. The second outlet consists of a 1050 mm CP storm sewer, connecting to a 900 mm/825 mm CP storm sewer running down Dorothy Street/Hellems Avenue. The third outlet consists of a 2820 mm CP storm sewer connecting to a 2400 mm CP storm sewer running down Cross Street, westbound along Division Street, and southbound down King Street. The 2400 mm storm sewer extends down King Street through the King Street Area and the Health and Wellness Area, gradually decreasing in diameter reaching 750 mm at the south end of King Street. Additionally, a 900 mm CP storm sewer runs west of King Street, along the bank of the Canal, from Division Street into the Health and Wellness Area, servicing developments east of King Street and down Canal Bank Street.

In the Downtown and Health & Wellness Cluster CIPA, there are highly vulnerable aquifers, mainly at the section of the Welland Canal adjacent to the Health & Wellness portion of the CIPA. The Welland Canal also falls within the regulation limits of the Niagara Peninsula Conservation Authority. Stormwater servicing for future municipal developments will be required to be in compliance with the City's Consolidated Linear Infrastructure (CLI) Environmental Compliance Approval (ECA), including the requirements for water balance, water quality, sediment and erosion control, water quantity and flood control outlined in Appendix A of the CLI ECA.

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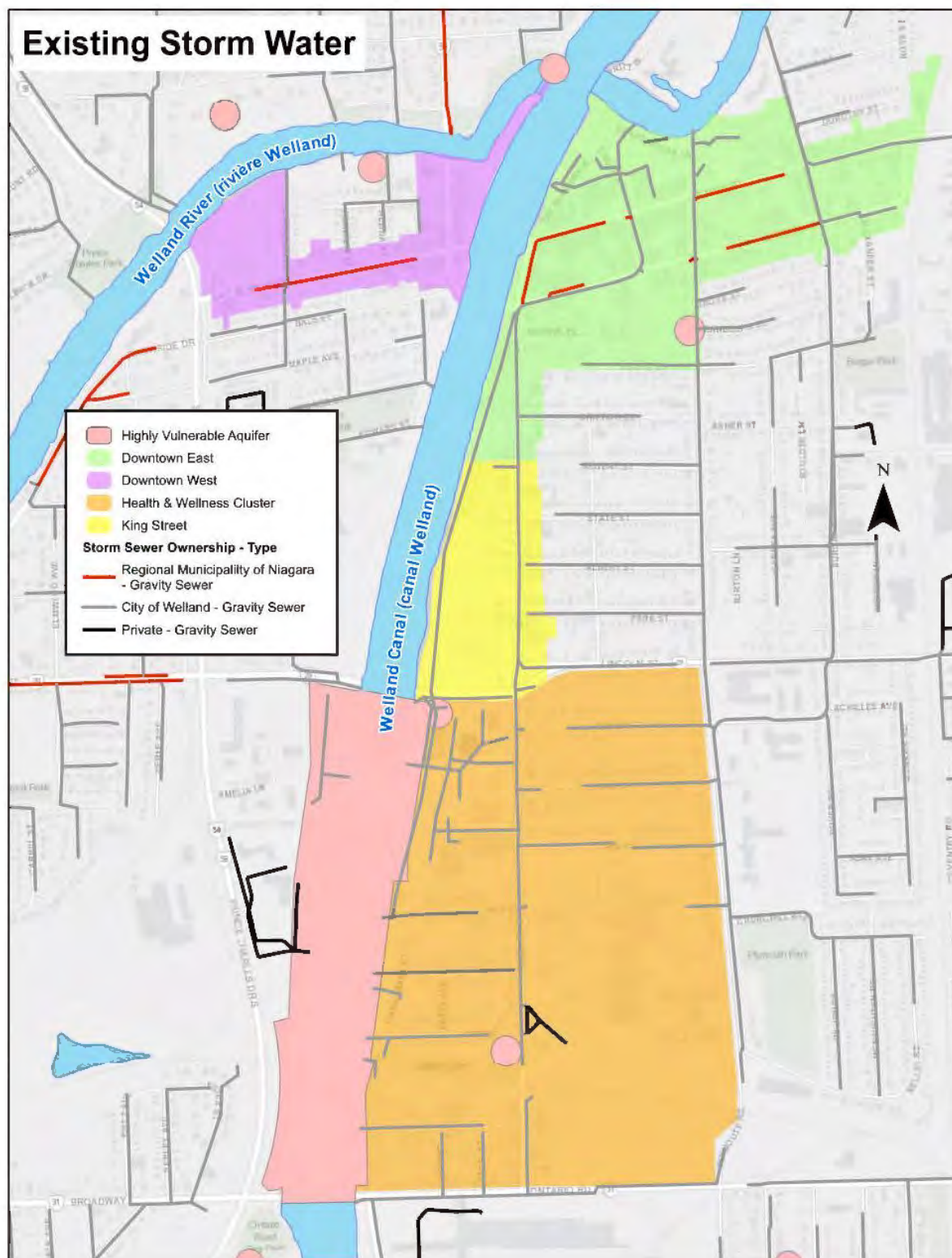


Figure 13 Existing stormwater infrastructure in the DHWC CIPAs

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2.14.4 Transportation

The transportation network in the City of Welland comprises both Region-owned and City-owned roadways. A base map of the existing transportation infrastructure in the Downtown and Health & Wellness CIP area is provided in Figure 14.

The Downtown West Area is served by a Region-owned, two-way, two-lane arterial road known as West Main Street, which runs east-west and connects to a series of City-owned, two-way, two-lane local roads that run north-south, providing access to surrounding developments. The Downtown West Area is connected to the Downtown East Area via the East Main Street bridge. The bridge was built in 1971 and consists of two separate structures, each with two lanes of one-way traffic. One structure accommodates westbound traffic along East Main Street towards the Downtown West area, while the second structure accommodates eastbound traffic from Niagara Street to Division Street towards the Downtown East area. The bridge and associated arterial roadways are owned by the Region. Currently, the East Main Street bridge is undergoing rehabilitation to address structural deficiencies to extend its service life by 30 years. This includes concrete removals and repairs, new concrete overlay on the bridge deck, sidewalk, curb and medians, and new asphalt road surface.

The Downtown East Area also consists of a series of City-owned two-way arterial and local roadways, as well as two City-owned urban collectors running north-south along Hellems Avenue and Burgar Street, which operate as a one-way in some areas and a two-way in others. King Street, a two-way, two-lane City-owned arterial road, extends from the Downtown East Area into the King Street Area, connecting with Lincoln Street, a two-way, four-lane arterial road running east-west. King Street also connects to a series of City-owned two-way and two-lane local roadways and dead-ends servicing developments. King Street further extends into the Health & Wellness Area, where it connects to a series of two-way, two-lane City-owned local roads and dead-end streets servicing local developments. Additionally, Ontario Road, a two-lane arterial roadway in this area, provides access to a development with which contains a series of privately-owned local roadways.

Regarding transportation infrastructure in the Downtown and Health & Wellness CIP Area, City staff noted that there are currently no transportation constraints to proposed and ongoing intensification, suggesting that no capacity increases are required on any of the City's roadways. Some complaints or concerns regarding the one-way traffic on Main Street have been received and was echoed as a popular concern in the stakeholder interviews discussed in Section 4.0 of this report. However, it was noted that a consultant for the ongoing Transportation Master Plan in the City recently completed a feasibility study for the Region, determining that there is inadequate space for proper turning radius under a two-way traffic system, given width and proximity of buildings, suggesting that they remain one-way. Although there have been concerns regarding the one-way traffic, the City noted that this should not be a constraint to future development in the study area.

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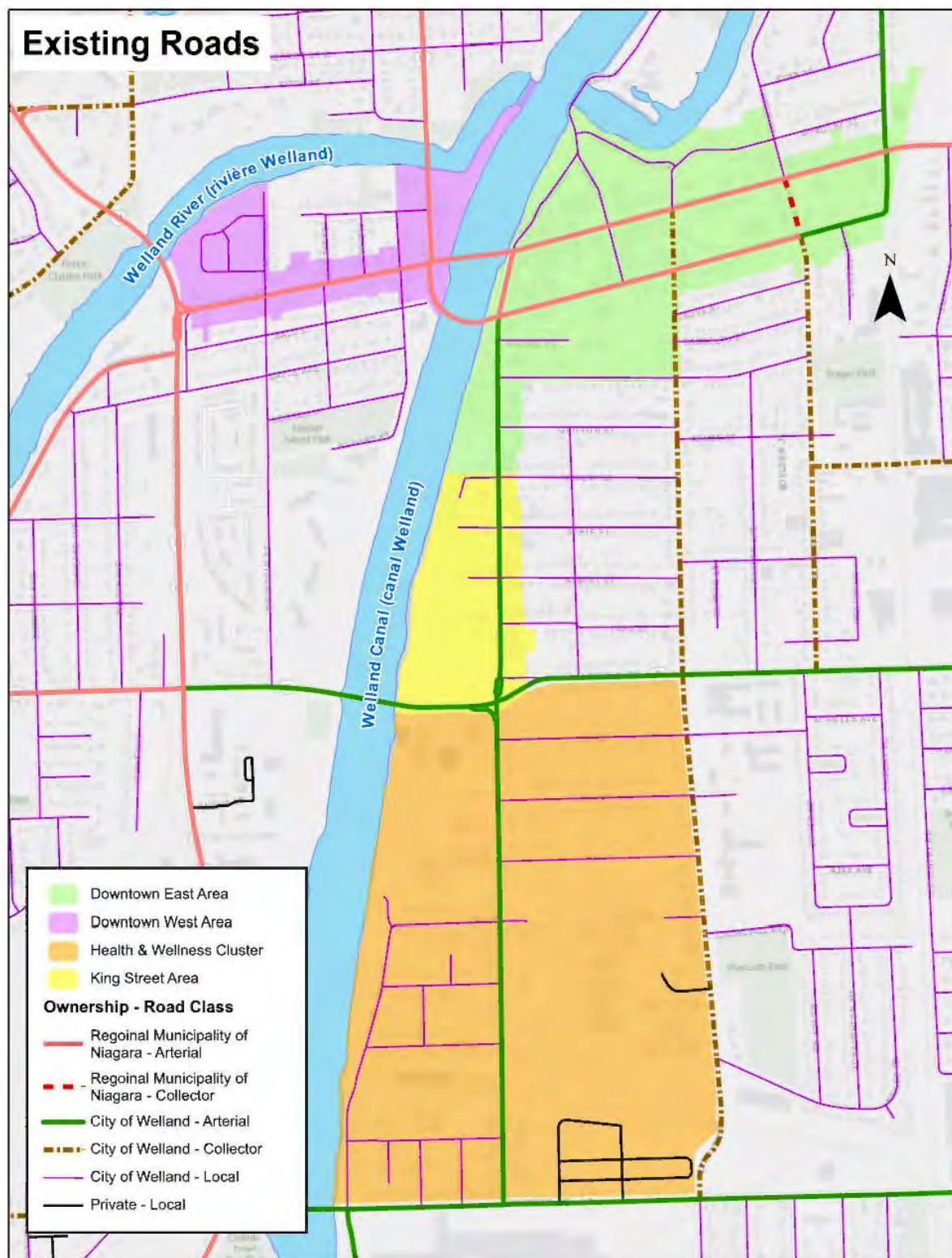


Figure 14 Existing transportation infrastructure in the DHWC CIPAs

Section 3

Existing Community Improvement Plans

- 3.1 Downtown and Health and Wellness Cluster CIP
- 3.2 Brownfield CIP



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3.0 Existing Community Improvement Plans

3.1 Downtown and Health and Wellness Community Improvement Plan

The Downtown and Health and Wellness Cluster (DHWC) CIP is focused on creating a vibrant and attractive downtown, which focuses on amplifying its existing cultural, natural and economic assets, to stimulate investment and growth. The DHWC is complemented by a Public Realm Improvement Plan to guide capital projects to create an attractive, safe and vibrant public realm. The City of Welland's Urban Design Guidelines also play an important role in guiding the approval of CIP applications by providing direction for site planning, built form and landscape, streetscape and healthy community design.

3.1.1 Community Improvement Project Areas

The DHWC CIPAs are comprised of four sub-areas as previously discussed and shown in Figure 1. To reiterate, these CIPAs include:

- **Downtown East CIPA:** The Downtown East CIPA is the main commercial portion of the City's downtown and is generally bounded by the Welland Recreational Waterway to the west, Ross Street to the east, Regent Street to the south and Dorothy Street to the north.
- **Downtown West CIPA:** The Downtown West CIPA is located opposite to the Downtown East core area and is generally bounded by the Welland Recreational Waterway to the east, Catharine Street to the west, mid-block between West Main Street and Bald Street to the south and the Welland River to the north.
- **King Street CIPA:** The King Street CIPA is a mixed-use corridor which connects the Downtown East Area to the Health and Wellness Cluster. The King Street Area extends from the Welland Recreational Waterway in the west over to the east side of King Street, from Lincoln Street in the south to Regent Street in the north.
- **Health and Wellness Cluster CIPA:** The Health and Wellness Cluster is located to the south of the Downtown and centered on the Welland Hospital and includes the lands within the general vicinity of the hospital. The area extends from the Welland Recreational Waterway in the west over to Plymouth Road in the east and from Lincoln Street in the north to Ontario Road in the south.

3.1.2 Vision and Objectives

The vision for the DHWC CIP states that over time, the DHWC area will:

- Be an active, vibrant and beautiful commercial area showcasing **attractive building and business facades** including a high level of design and attractive business signage;
- Include **new commercial uses** such as a grocery store and specialty retail uses that attract both residents and visitors to the area;
- Have a **greater variety** of dining and shopping experiences;
- Be **attractively streetscaped** to include more gateway features, street lighting, landscaping, plantings, and public amenities, all designed around a common theme(s);

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- Have **improved public infrastructure** including sidewalks, roads, public parks, and the lift bridge;
- Proudly display preserved and restored heritage/historical buildings that **celebrate the City's history**;
- Have **more people living and working in the area** with upper floors of commercial buildings converted to apartments and residential infill housing on vacant lots;
- Have **improved pedestrian and cycling connections** including improved pedestrian friendly sidewalks, and more wayfinding signage within the area, but also between the areas and surrounding neighbourhoods and the rest of the City;
- Showcase the **City's Recreational Waterway** with more amenities on the Waterway and opportunities for users of the Waterway to stop and connect to the Downtown and Health and Wellness Cluster;
- Have a college satellite campus and/or **major educational institution** located in the Downtown;
- Have a **business incubator/"mentorshop"** located in the area;
- Have a **thriving artist/theatre/musical community** that utilizes and brings life to space in the area;
- Have the continued presence of **Welland Hospital** to contribute to the employment and health services in Welland; and
- Have **enhanced sporting facilities**, sporting events and community events.

3.1.3 Existing CIP Programs

The DHWC CIP contains seven financial incentive programs as described in Table 2 below:

Table 2 Overview and descriptions of incentive programs offered under the DHWC CIP

Program	Description
Urban Design Study Grant Program	• Grant equal to 50% of the cost for an urban design or professional architectural/design drawings to a maximum of \$2,500 per property. • No Regional participation.
Façade Improvement Grant Program	• Grant equal to 50% of the cost of eligible storefront or façade improvements/restorations/works to commercial, institutional and mixed use buildings to a maximum of \$12,500 per property. • At the discretion of Council, the grant may be increased by up to \$7,500 per property for properties that are designated under the Ontario Heritage Act. • Since 2023, the Region no longer participates in this program. Region previously provided a matching contribution to the City to a maximum of \$6,500.

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Program	Description
Building Improvement Grant/Loan Program	- Grant equal to 50% of the cost of eligible building improvement works to commercial, institutional and mixed-use building to a maximum of \$12,500. - Alternatively, the applicant can apply for a loan equal to 70% of the cost of eligible building improvement works to commercial, institutional and mixed-use buildings to a maximum of \$30,000 per property. - Since 2023, the Region no longer participates in this program. Region previously helped fund the total grant by matching the City's contribution to a maximum of \$6,250. It also previously contributed to the loan program by matching the city contribution to a maximum of \$10,000 per property.
Residential Grant/Loan Program	- Grant equal to 15 per ft² of residential space created or rehabilitated to a maximum of \$15,000 per unit and a maximum of 4 units per property. - Alternatively, the applicant can apply for a loan equal to \$20 per ft² of residential space created or rehabilitated to a maximum of \$20,000 per property and a maximum of 4 units per property. - Since 2023, the Region no longer participates in this program. The Region previously contributed to the maximum grant value by providing a matching grant contribution to City to a maximum of \$5,000. For loans, the Region would contribute to the total maximum loan value by providing a matching grant to the City to a maximum of \$10,000.
Tax Increment Grant Program	- Annual grant equal to 80% of the increase in property taxes for up to 10 years after project completion. - Region will match the percentage of the City grant for the same period.
Planning and Building Fees and Grant	- Grant equal to 100% of the fees paid on planning/building permit/sign permit application to a maximum of \$5,000 per property. - No Regional participation.
Development Charge Reduction Program	- Development charges are reduced by 75% for development or redevelopment projects in the CIP. Developments which satisfy the Regional Smart Growth Design Criteria will received an additional 25% reduction of City development charges. - Region provides a similar program outside of the City's CIP.

3.1.4 General Eligibility and Application Criteria

The DHWC CIP sets out eligibility requirements that all applicants must satisfy to apply for a CIP incentive program including:

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- Property must be located within CIPA.
- Application must be submitted prior to the commencement of work with the exception of the Planning and Building Fees Grant.
- Applicant must be the property owner or must have written consent from the property owner.
- Application must include the required plans, estimates, reports, rental rates, sales prices and any other details required to satisfy the City with regard to the costs.
- Applicant may be required to submit urban design studies or professional drawings to demonstrate that project is in conformity with the Urban Design Guidelines.
- Applicant may be required, as a condition of approval, to enter into an agreement with the City.
- Other sources or government and/or non-profit funding must be disclosed as part of the application and the grant/loan may be reduced as a result.
- All proposed works approved under the CIP must conform to the City's Official Plan, Zoning By-law, Urban Design Guidelines and all other policies, by-laws, procedures and standards.
- All proposed works completed must comply with the description of works provided in the application form and agreement.
- All applicants will obtain a building permit and/or any other permit required to permit the proposed works.
- Applicants shall have no outstanding work orders or requests to comply and any other charges from the City.
- Property taxes shall not be in arrears.
- Applicants can apply for one, more or all of the incentive programs contained in this CIP and other applicable CIPs. However, no two incentive programs may be used to pay for the same eligible costs.
- The applicant will allow City Staff, officials or agents of the City to inspect the property subject to the application for any financial incentive.
- The Applicant cannot double dip between the Tax Increment Grant Program contained in the Downtown and Health and Wellness Cluster CIP and the Brownfield Rehabilitation Grant Program under the Brownfield CIP.
- The total of all grants, loans and tax assistance provided for an application shall not exceed the eligible costs of the improvements to that property.

3.1.5 Application and Approval Process

The application process steps are described below:

- **Pre-Application Meeting:** Prior to the submission of a CIP Incentive Application, applicants are required to attend a pre-application meeting with staff to discuss and

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confirm program eligibility and application requirements. There is no fee associated with the pre-consultation meeting.

- **Application:** Applicants are then directed to fill out the application form and gather the necessary supporting information and provide the complete application and fee to staff. Applicants may deliver the application in person or via email. The application form requires applicants to describe the works, provide estimated fees/cost summaries and provide the estimated construction schedule. Some grants require a write-up of describe the eligible works.
- **Review:** Staff review the application and provide a decision. If approved, the City proceeds with the agreement stage.
- **Agreement Stage:** Staff provide the applicant with a draft agreement to outline the terms of the incentive being provided for the proposed improvement(s). At this stage, the City may agree to revisions to the agreement requested by the applicant before it is finally executed. In cases where the incentive is provided on an annual basis (e.g., the Tax Increment Grant [TIG] Program, where an annual grant equal to 80% of the increase in property taxes is provided for up to 10 years after project completion), it is important that the agreement provide provisions for the transfer or cancellation of the incentive where the property is sold to a new landowner before the incentive has been paid in full (e.g., in the case of the TIG program, where the property comes under new ownership within 10 years of the incentive being granted).
- **Construction:** Once the agreement has been executed, the applicant undertakes construction of the proposed improvement(s) in accordance with the application materials approved by the City and the executed agreement between the applicant and the City.

3.1.6 Monitoring and Uptake Data

The existing CIP establishes monitoring criteria which is designed to monitor the funds dispersed through the CIP program to determine which programs are most utilized, gather feedback from applicants so adjustments can be made and evaluate the economic impact associated with CIP projects. It establishes monitoring variables such as the number of applications, the dollar amount of the grant, the total value of the project, among many others.

We reviewed the past 5 years of Downtown and Health and Wellness CIP uptake data which included information on the total number of applications received, the grant provided by the City, the grant provided by the Region, the status of the application, the date of approval, the date of the agreement execution, date of project completion and the date of grant payment.

Table 3 provides a summary of the total number of applications and grants between 2015 to 2023.

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Table 3 Number of applications received and value of approved grant by application year

Year	Applications Received	City Portion	Region Portion	Total Grant Approved
2015	18	\$68,996.88	\$58,981.99	\$127,978.86
2016	13	\$28,531.35	\$25,124.15	\$53,655.49
2017	25	\$403,786.04	\$346,855.47	\$750,641.51
2018	34	\$2,816,419.85	\$2,376,070.36	\$5,192,490.21
2019	40	\$468,686.62	\$345,690.90	\$814,377.52
2020	6	\$97,847.46	\$79,246.86	\$177,094.32
2021	5	\$17,895.98	\$17,895.98	\$35,791.96
2022	15	\$635,202.57	\$600,075.53	\$1,235,278.10
2023	25	\$5,494,144.55	\$5,636,714.50	\$11,987,668.05
Total	181	\$10,031,511.30	\$9,486,655.74	\$20,374,976.02

As anticipated, the total number of applications received declined over 2020 to 2021 as a result of the COVID-19 pandemic. However, since that time, it appears that the number of applications has steadily increased but it has not yet achieved 2019 application volumes. Please note that the number of applications received includes approved, declined or rescinded applications. The City has provided \$10,031,511.30 in incentives to stimulate economic development between 2015 and 2023. Between 2023 and 2015, only 14 applications did not receive funding as either as a result of the lack of an executed agreement, lapsing of the construction timeframe, not satisfying eligibility requirements or other unspecified reasons. The data shows that this does not appear to be a result of a policy gap, rather it speaks to the need to understand issues related to the execution of the agreement and ensuring applicants are aware of their obligations under said agreement.

Table 4 provides a summary of the total number of applications received for each grant over the past five years and the total value of grants provided under each program. Based on the uptake data it appears that no applications were received for the Development Charge (DC) Reduction Program between 2019-2023. This is likely due to the duplicated efforts in the City's DC By-law which automatically reduces DCs by 75% within the DHWC CIPA. The Building Improvement Grant appears to be the most popular incentive type over the past five years. While not shown in Table 4, our analysis of uptake data from 2015 to 2018 also indicates that the Building Improvement Grant/Loan Program was the most favoured incentive during that period.

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Table 4 Applications received and value of approved grants by incentive program (2019-2024)

Grant Program	Applications Received	City Grant Portion	Region Grant Portion	Total Grant Approved
Urban Design Study Grant Program	1	\$2,500	\$0.00	\$2,500
Façade Improvement Grant Program	14	\$79,088.94	\$67,770.54	\$146,859.48
Building Improvement Grant/Loan Program	30	\$180,239.15	\$100,988.61	\$281,288.26
Residential Grant/Loan Program	13	\$271,922.94	\$254,507.94	\$526,430.87
Tax Increment Grant Program	13	\$6,127,795.94	\$6,245,558.09	\$13,230,163.03
Planning and Building Fees Grant Program	19	\$52,229.70	\$10,798.58	\$63,028.28
Development Charge Reduction Program	0	0	0	\$0.00
Total	90	\$6,713,776.67	\$6,679,623.76	\$14,250,269.92

Table 5 provides a summary of how many incentives are provided per property over the past five years. Based on the data, it appears that applicants typically apply for one to two incentives. However, some applicants have received up to seven on a single property. Of the 18 properties which only applied for 1 incentive, 17 of those applications were for the Building Improvement Grant/Loan Program. Applicants who applied for two incentives, typically applied for the Building Improvement Grant/Loan Program and Planning and Building Fees Program. Demonstrating that many landowners are seeking assistance with existing building improvements and related application/permit fees.

Table 5 Incentives applied per property and percentage of total application volume (2019-2023)

# Incentives Applied / Property	Applications	Percentage of Total Application Volume
1 incentive / property	18	46%
2 incentives / property	9	23%
3 incentives / property	4	10%
4 incentives / property	2	5%
5 incentives / property	5	13%
6 incentives / property	0	0%
7 incentives / property	1	3%

In terms of the average review time for an application, these timeframes vary greatly. In 2024, it varied from 1 to 291 days. In 2023, it varied from 1 day to 178 days.

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3.1.6.1 Outcomes of Approved Incentive Funding

With respect to the outcomes of the approved grants, the City collects data on the improvements that are approved and funded through the DHWC CIP, including the number of new housing units and new commercial space created, and the size of properties in the DHWC CIPAs where incentives have been granted.

Table 6 shows the number of housing units and/or commercial space created by application year in the DHWC CIPAs. In total, **between 2019-2023 the DHWC CIP resulted in the creation of 320 new housing units and 159.6 m² of new commercial space**. This data shows that 2023 was the year where the greatest number of housing units were created through the DHWC CIP, with a total of 240 housing units. Unsurprisingly, the data show that in the wake of the COVID-19 pandemic, in 2020 and 2021, the City saw no new housing units created through the DHWC CIP. Similarly, no new commercial space was created through the DHWC CIPs in 2019, 2020, 2021, and 2023, with 2022 representing the only year where the DHWC CIP leveraged the creation of new commercial space totalling 159.6 m².

Table 6 Number of housing units and/or commercial space created by application year (2019-2023)

Application Year	# Housing Units	New Commercial Space (m ²)
2019	32	0
2020	0	0
2021	0	0
2022	48	159.6
2023	240	0
Total	320	159.6

Figure 15 breaks this data down further by showing the number of properties that received funding under the DHWC CIP to create new housing, broken down into intervals (i.e., less than 5 housing units/property, between 5 and 10 housing units/property, between 11 and 50 housing units/property, between 51 and 100 housing units/property, and more than 100 housing units/property). This data shows that in the application years where new housing units were created, the number of housing units on a single property evolved over time. In 2019, the majority of funded applications which proposed new housing in the DHWC CIPA supported the addition of less than 5 new housing units/property. This shifted in subsequent years, with more of funded applications which proposed new housing in the DHWC CIPA supporting between 11 and 50 new housing units/property or more than 100 housing units/property in 2023.

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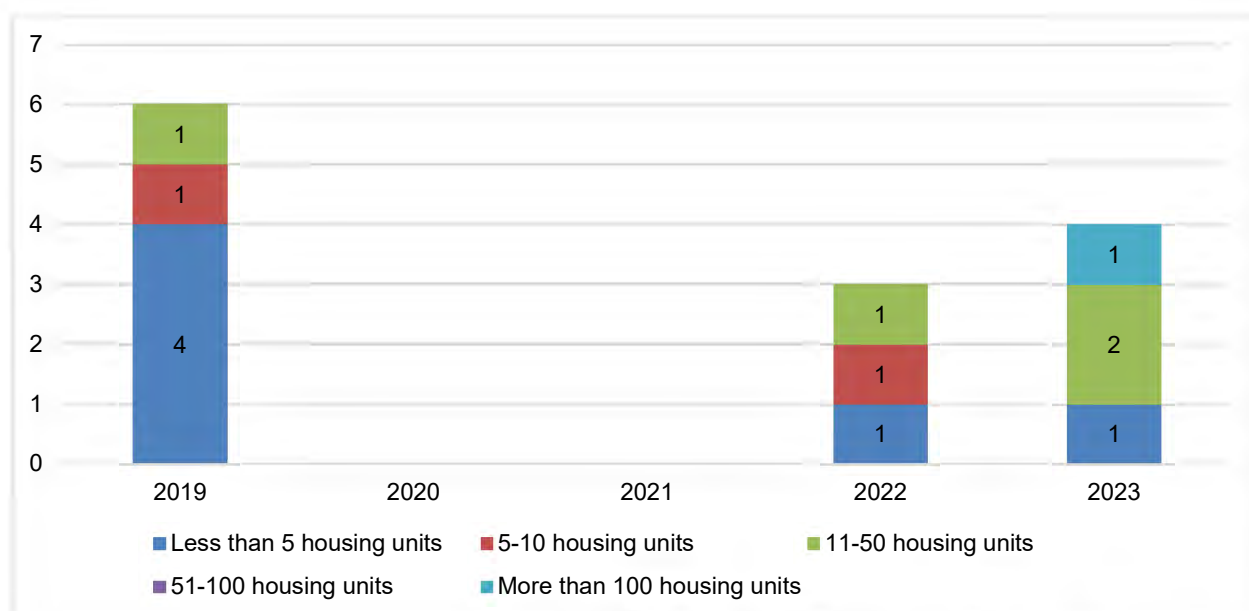


Figure 15 Funded Applications Creating New Housing by Number of Dwelling Units and Application Year (2019-2023) in the DHWC CIPAs

3.2 Brownfield Community Improvement Plan

The Brownfield CIP is focused on promoting the assessment, remediation, risk management, adaptive reuse, development, and redevelopment of brownfields by the private sector in the City. It is estimated that there are over 200 ha of potential brownfield land in Welland,³ where redevelopment can provide significant environmental, economic, and social benefits for property and business owners in Welland.

3.2.1 Community Improvement Project Area

Based on the location of potential brownfield sites in the City, the CIPA for the Brownfield CIP is the entire urban area of the City, as well as lands included in the Northwest Planning and Servicing Study. As previously stated, and shown in Figure 1, The Brownfield CIPA includes the entire urban area of the City as well as the lands included in the Northwest Planning and Servicing Study. The area generally extends north to the northern boundary of the City with the City of Thorold, east to the Welland Canal and the railway east of Highway 140, south to the southern boundary of the City with the City of Port Colborne, and west to the western boundary of the City with the Town of Pelham.

3.2.2 CIP Goals

The goals outlined for the Brownfield CIP are as follows:

- Improve the **physical** and **visual quality** of brownfield sites;
- Improve **environmental health** and **public safety** through remediation, risk assessment, and risk management of brownfield sites;

³ See 2007 Welland Brownfield Strategy, Section 5.0.

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- Increase **construction activity** and building permits;
- Improve the potential **profitability** of brownfield sites;
- Retain and increase **employment** opportunities;
- Provide opportunities for **housing** and other uses in close proximity to **Downtown Welland** and the **Welland Recreational Waterway**;
- Promote **Smart Growth**, including more efficient use of existing public infrastructure and services and the reduction of urban sprawl and its related costs;
- Increase **property tax assessment** and **property tax revenues** for the City of Welland, Region of Niagara, and the Province of Ontario; and,
- Utilize **public sector investment** to leverage significant private sector investment in brownfield remediation, adaptive re-use, and redevelopment.

3.2.3 Existing CIP Programs

The Brownfield CIP establishes four incentive programs, as outlined in Table 7.

Table 7 Overview and descriptions of incentive programs offered under the Brownfield CIP

Program	Description
Environmental Study Grant (ESG)	• Provides a grant equal to 50% of the cost of up to two eligible environmental studies to a maximum grant of \$20,000 per environmental study. The grant payment is capped at \$35,000 per project.
Brownfields Tax Assistance Program (BTAP)	• Cancellation of Municipal (City and Region) and Education property taxes for up to three years where a property is undergoing remediation and redevelopment. • Cancellation of Regional property taxes is subject to the approval of Regional Council or their designate (i.e., Regional staff with delegated approval). • Cancellation of education property tax increase is subject to approval by the Minister of Finance through a separate application to the Province.
Brownfield Tax Increment Grant (BTIG)	• Provides eligible projects with an annual property tax increase reimbursement to recover costs associated with remediation and redevelopment. • If the project is within the Downtown and Health and Wellness Cluster CIPA, the annual grant is equal to 80% of the municipal property tax increase for up to fifteen years. • If the project is outside of the Downtown and Health and Wellness Cluster CIPA, the annual grant is equal to 80% of the municipal property tax increase for up to ten years. • Where the project achieves at least three of the City's six Development Charges Exemption criteria* the annual grant is equal to 100% of the municipal property tax increase.

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Program	Description
	The Regional Brownfield Tax Increment Grant is subject to the approval of Regional Council or their designate (i.e., Regional staff with delegated authority).
Brownfields Fees Grant (BFG)	Provides a grant equal to 100% of all planning and building permit fees.
Development Charge Exemption Program	Applicants with an approved application and agreement under the BFG program are eligible to receive up to 100% of the Development Charges payable.

*Per the City's Development Charges By-law No. 2104-75, where a project meets three or more of the below criteria, the Brownfield Tax Increment Grant is equal to 100% of the municipal property tax increase:

- **Intensification of an existing use** – meaning redevelopment or building addition so as to add floor area and/or a residential unit or units.
- **Creation of mixed uses** – meaning redevelopment, addition, or conversion so as to add a new compatible use or uses to a building or property, or new development that proposed a mixed use building or a mix of uses on the site.
- **Contribution towards the creation of a walkable neighbourhood character** – meaning development, redevelopment, addition, or conversion within a neighbourhood context that features one or more of the following:
 - Safe and clearly demarcated pedestrian access to and within the site.
 - Building orientation and pedestrian access oriented towards the street.
 - Site and building access directly from the street without requiring passage across driveway or parking area.
 - Street-oriented building façade that features fenestration and entranceways to create a sense of permeability and movement between the street and the building interior.
 - Contribution to the quality of the public space on the street by the provision of space for public assembly, street furniture, artworks, and/or landscaping.
- **Creation of a range of housing opportunities and choices** – meaning development, redevelopment, addition, or conversion that adds multiple-unit housing types to the housing stock.
- **Reduced setbacks from roadways** – meaning development, redevelopment, or conversion that places the building façade at the front lot line or closer to the street than the midpoint between the street line and the existing building.
- **Energy conservation measures and environmental management efforts** – meaning development and redevelopment that features one or more of the following:
 - LEED certification.
 - Thermal or ground source heating, use of alternative energy, or LED lighting.

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- Intensive landscaping which may assist in stormwater management.
- Restoration of the natural environment, habitats, and heritage features.

3.2.4 Eligibility, Application and Approval Process

3.2.4.1 General Eligibility and Application Criteria

The Brownfield CIP sets out eligibility requirements that all applicants must satisfy to apply for a CIP incentive program including:

- Property must be located within the CIPA.
- Application must be submitted prior to the commencement of work with the exception of the Planning and Building Fees Grant.
- Eligible properties include those where a Phase II Environmental Site Assessment has been conducted in accordance with Ontario Regulation 153/04 under the Environmental Protection Act and did not meet the required standards to permit a Record of Site Condition to be filed in the Environmental Site Registry for the proposed use of the property.
- Where owners have knowingly polluted their property, such owners will generally not be permitted to make a direct application for any of the incentive programs in the CIP.
- Applicant must be the property owner, except in the case of the ESG or BFG program, where they must have written consent from the property owner.
- Application must include the required plans, estimates, reports, rental rates, sales prices and any other details required to satisfy the City with regard to the costs.
- Where other sources of government and/or non-profit organization funding that can be applied against the eligible costs are anticipated or have been secured, these must be declared as part of the application.
- The total of all grants, loans and tax assistance provided for an application shall not exceed the eligible costs of the improvements to that property.
- Existing and proposed land uses must be in conformity with applicable Official Plan(s), Zoning By-law and other planning requirements and approvals at both the local and regional level.
- All applicants will obtain a building permit and/or any other permit required to permit the proposed works.
- Outstanding work orders and/or orders/requests to comply, and other charges from the City must be addressed prior to grant and/or tax assistance approval or payment.
- The applicant will allow City Staff, officials or agents of the City to inspect the property subject to the application for any financial incentive.

For each incentive program, the CIP outlines eligibility requirements that must be adhered to, including the required submission materials, description of the eligible costs, and actions that must be taken to ensure continued assistance.

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3.2.4.2 Application and Approval Process

Applications cannot be made on a retroactive basis, meaning that applicants must be granted approval before commencing the eligible studies or eligible works that are the subject of the application.

When making an application, applicants must provide plans, estimates, contracts, reports, and other details requested by the City to demonstrate conformity of the project with the CIP and to provide information related to cost, design, and performance.

All applications are subject to approval by Council or their designate (i.e., City staff with delegated authority). As a condition of application approval, the applicant may be required to enter into a grant agreement with the City to specify the terms, duration and default provisions of the incentive to be provided. Where an application is refused by Council's designate, the CIP allows for appeal of the refusal to Council. Landowners may apply to more than one incentive program under the CIP, but may not receive funds from multiple programs to pay for the same eligible cost. All proposed works completed must comply with the description of works provided in the application form and agreement.

3.2.5 Monitoring and Uptake Data

Application data for the years 2019-2023 were reviewed for this report. The following tables demonstrate the number of applications received over the course of each year, the total funds paid by incentive program, and the number of incentive programs that applicants received for a single property.

Table 8 Applications Received under Brownfield CIP and Funds Paid by Application Year⁴

Year	Applications Received	City Portion	Region Portion	Total Grant Approved
2019	16	\$21,813,406.58	\$16,603,214.58	\$38,416,621.16
2020	6	\$11,814.35	\$11,814.35	\$23,628.70
2021	12	\$1,658,963.37	\$148,076.87	\$1,807,040.23
2022	18	\$4,234,822.89	\$3,503,843.62	\$7,738,666.50
2023	10	\$11,754,614.69	\$12,417,554.99	\$24,172,169.68
Total	62	\$39,473,621.88	\$32,684,504.41	\$72,158,126.27

As shown in Table 8, In the five years since the City's Brownfield CIP was last updated, the City has received 62 applications, with most applications received in 2022, and paid funds totaling nearly \$40 million, with the Region providing over \$30 million towards brownfield redevelopment.

⁴ Note: The Region provides incentive funds under the Brownfield Tax Assistance Program and the Brownfields Tax Increment Grant Program only.

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Table 9 Applications Received and Funds Paid by Incentive Program (2019-2023)⁵

Grant Program	Applications Received	City Portion	Region Portion	Total Grant Approved
ESG	32	\$207,573.41	\$109,737.48	\$317,310.89
BTAP	11	\$617,952.12	\$136,306.79	\$754,258.91
BTIG	11	\$38,628,096.34	\$32,438,460.13	\$71,066,556.47
BFG	6	\$20,000.00	-	\$20,000.00
Total	60	\$39,473,621.87	\$32,684,504.40	\$72,158,126.27

Based on the uptake data, it appears that the Environmental Study Grant program is the most popular incentive over the past five years, both in the number of applications received and in the total amount of funding provided. This trend is true of all application years studied, from 2019 to 2023, as shown in Table 9.

Looking at the number of incentives applied per property over the five years since the Brownfield CIP was last updated, it appears that most applicants received one or two incentives per property under the Brownfield CIP, with only one applicant receiving five incentives for a single property, as shown in Table 9 and Table 10. From our review of the data, most applicants who apply for only one incentive, typically applied for the Environmental Study Grant program. Of the applicants who apply for two incentives, the Environmental Study Grant program continues to be the most popular, with applicants applying twice under this incentive to fund different studies.

⁵ Note: Two (2) applications in the provided database were recorded without any information regarding the program type applied for, accounting for the difference in totals between this table and the table above. Both applications were closed without any grant funding approved.

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Table 10 Applications Received for Each Incentive Program By Year (2019-2023)

Grant Program	2019	2020	2021	2022	2023	Total
Environmental Study Grant	5	4	9	11	3	32
Brownfields Tax Assistance Program	4	-	1	3	3	11
Brownfields Tax Increment Grant	4	-	1	3	2	11
Brownfields Fees Grant	3	-	1	1	1	6
Total	16	4	12	18	9	60

Table 11 Number of Incentives Applied Per Single Property for the Period 2019-2023

# Incentives Applied / Property	Applications Received	Percentage of Total Application Volume
1 incentive / property	11	37%
2 incentives / property	10	33%
3 incentives / property	6	20%
4 incentives / property	2	7%
5 incentives / property	1	3%

Figure 16 examines the size of the properties where applications under the Brownfield CIP have been funded – i.e., properties where environmental contamination has been or is planned to be remediated to support their development or redevelopment. The data shows that, when considering all applications funded between 2019 and 2023 under the Brownfield CIP, the majority were for smaller properties, with 52% being for properties sized between 0.1 ha (1,000 m²) and 1 ha, inclusive, and a further 16% being for properties less than 0.1 ha (1,000 m²). For frame of reference, the City's Zoning By-law prescribes a minimum lot area of 0.1 ha (1,000 m²) for apartment dwellings in the residential zones, a minimum lot area of 0.06 ha (600 m²) for permitted commercial uses in the Community Commercial Node Zone, and a minimum lot area of 2 ha for permitted commercial uses in the Regional Shopping Node Zone.

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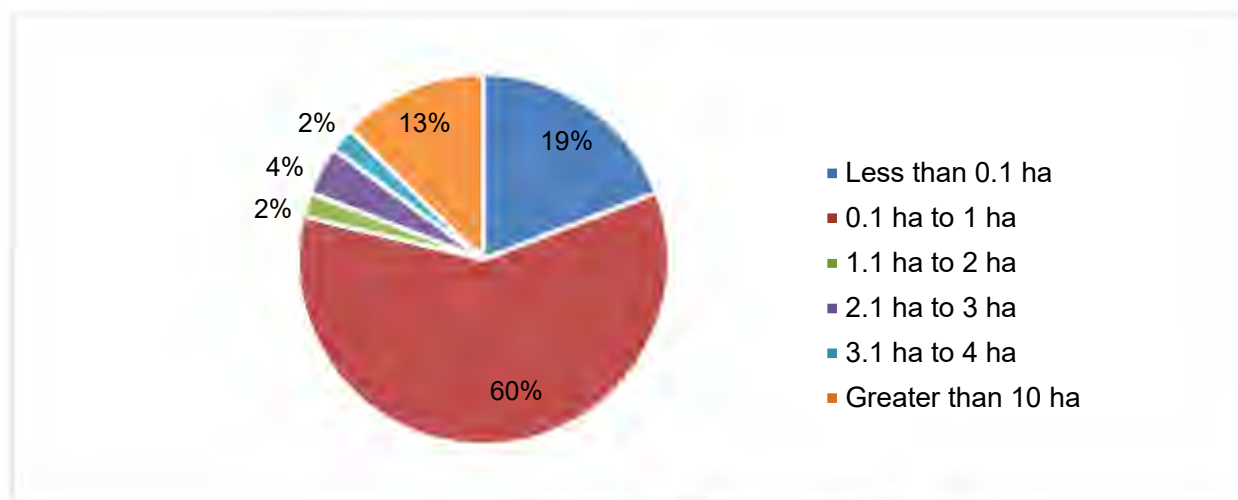


Figure 16 Size of properties with funded applications under the Brownfield CIP (2019-2023)

Breaking this down further by application year between 2019 and 2023, this pattern remains true for the most part - that smaller properties make up the greatest proportion of those funded under the Brownfield CIP - with the exception of 2019, where very large properties (i.e., greater than 10 ha) receiving incentives under the Brownfield CIP made up two thirds of all funded applications under the Brownfield CIP that year, as shown in Table 12.

Table 12 Funded applications under the Brownfield CIP by property size and application year

	2019	2020	2021	2022	2023	Total
Less than 0.1 ha	1	1	1	1		4
0.1 ha to 1 ha	1	1	4	5	2	13
1.1 ha to 2 ha			1			1
2.1 ha to 3 ha				1	1	2
3.1 ha to 4 ha					1	1
Greater than 10 ha	4					4
Total	6	2	6	7	4	25

3.2.5.1 Outcomes of Approved Incentive Funding

With respect to the outcomes of the approved grants, the City collects data on the improvements that are approved, including the number of new housing units and the size of new commercial space created, as well as the size of properties in the Brownfield CIP where incentives have been granted. Table 13 shows the number of housing units and/or commercial space created by application year in the Brownfield CIP. **Between 2019 and 2023 the Brownfield CIP facilitated the creation of 986 new housing units and 10,143.8 m² of new commercial space.**

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Table 13 Number of housing units and/or commercial space created by application year

Application Year	# Housing Units	New Commercial Space (m ²)
2019	0	0
2020	0	0
2021	30	0
2022	301	0
2023	655	10,143.8
Total	986	10,143.8

Although the Brownfield CIP leveraged no new housing units or new commercial space in 2019 or 2020, this improved from 2021 onwards with respect to new housing units and in 2023 with respect to new commercial space. The total number of new housing units created through the Brownfield CIP rose dramatically between 2021 and 2022 and again between 2022 and 2023, as shown in Table 13.

Looking more closely at the scale of residential development leveraged through the Brownfield CIP in this time period, as shown in Figure 17, we see that the large number of new housing units created through the Brownfield CIP in 2022 and 2023 can be explained by a greater proportion of applications putting forward large-scale residential development through the Brownfield CIP.

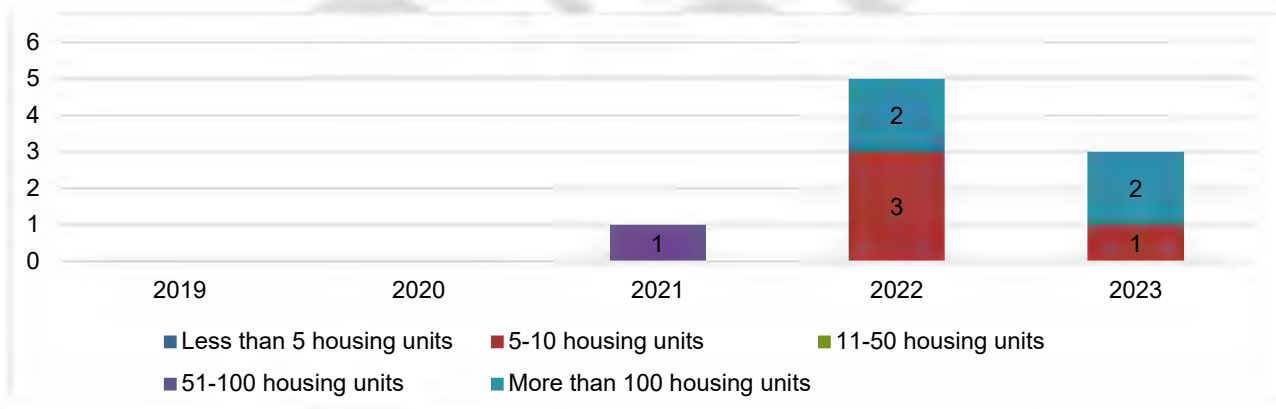


Figure 17 Number of Funded Incentive Applications Creating New Housing by Number of Dwelling Units and Application Year (2019-2023) in the Brownfield CIP

This data shows that in 2022 and in 2023, many of the new housing units created by the Brownfield CIP can be attributed to two applications in 2022 which each created more than 100 housing units on a single property and two applications in 2023 which also each created more than 100 housing units on a single property through the Brownfield CIP. However, this data also shows that the Brownfield CIP supported smaller scale residential development as well, with three funded applications in 2022 and one funded application in 2023 each supporting the creation of between five and ten new housing units through the Brownfield CIP. Although the data pool is limited in terms of the total number of applications between 2019 and 2023 which

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supported the creation of new housing units through the Brownfield CIP, it appears that it has been successful in supporting a variety of housing types.

3.2.5.2 Property Locations with Funding Awarded

In looking at the geographic distribution of properties with incentives awarded since the Brownfield CIP was last updated, we see that most brownfield incentives were allocated to properties in the central portion of the City, with a mostly even distribution of properties on the east and west side of the Welland Recreational Waterway, as shown in Figure 18. There appears to be a geographic clustering of funded Environmental Study Grants in the central portion of the municipality where the City may see further redevelopment or reuse of these brownfield properties once environmental remediation is complete.

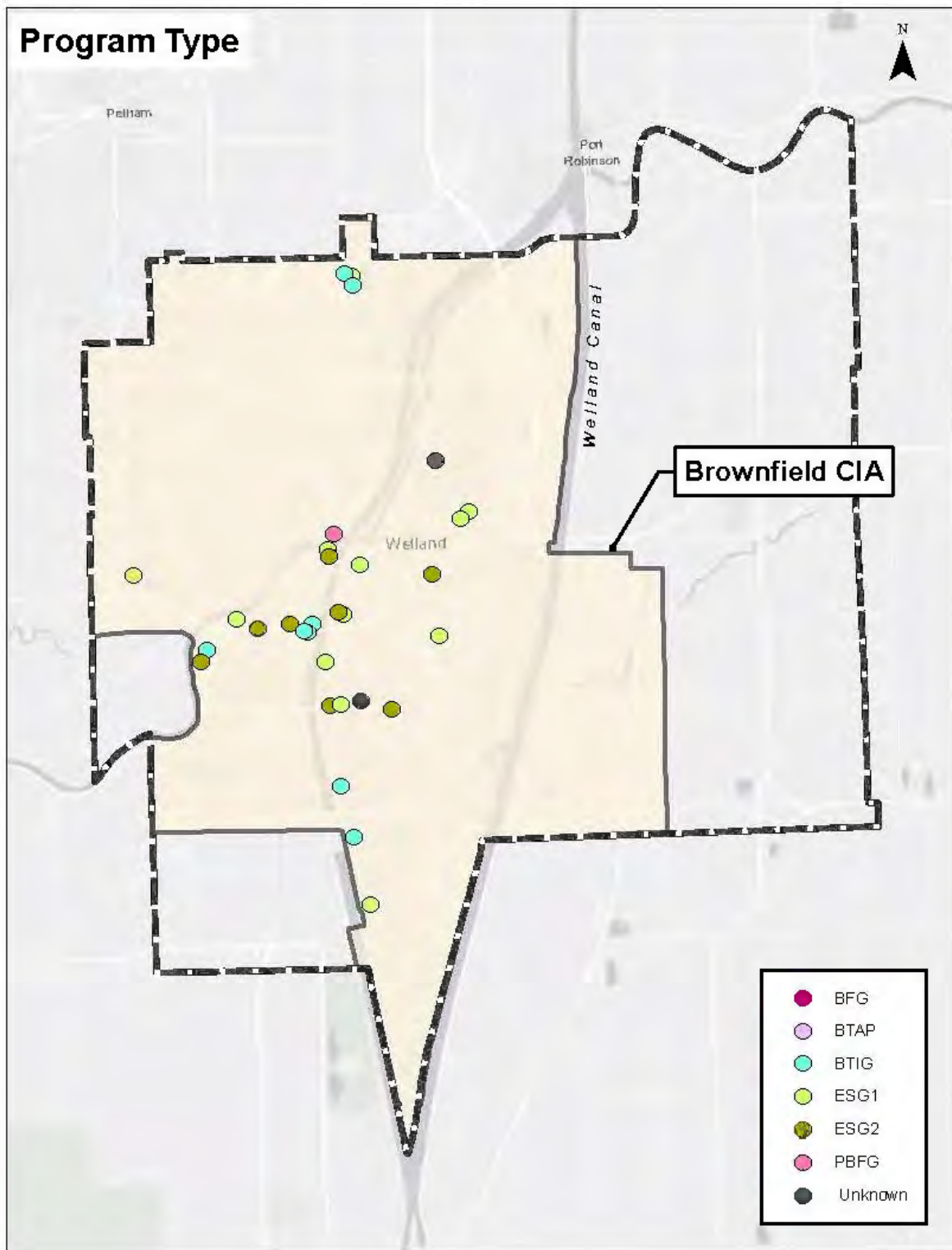


Figure 18 Geographic distribution of funded incentives under the Brownfield CIP (2019-2023)

Section 4

Public & Stakeholder Consultation

- 4.1 Downtown and Health and Wellness Cluster CIP
- 4.2 Brownfield CIP



4.0 Engagement with City Staff and Community Stakeholders

JLR completed a total of five one-on-one semi-structured interviews with key internal stakeholders within the City of Welland in a variety of roles and departments, including Planning and Building, Economic Development, Infrastructure Services, Community Services, and Administration. Each of the interviews was about an hour in length and facilitated over a virtual meeting.

Each of the interviews focused on discussions of:

- the local context for each of the CIPs to be updated (e.g., recent development trends, current conditions of the CIPA, etc.);
- the application process (e.g., the workflow from a landowner initiating an application to receiving funding if approved, typical timeline for decisions, what is working well, barriers to a smooth application process, common reasons for applications being withdrawn or refused);
- new ideas to address gaps in the existing CIPs; and,
- new ideas from other municipalities that could be implemented in the updated CIPs.

In addition to the interviews held with internal stakeholders within the City of Welland, JLR also completed three focus groups, two focused on the Downtown and Health and Wellness Cluster CIP and one focused on the Brownfield CIP, with representatives of community groups, local developers, and allied professionals in the land development industry. Each of the focus groups was held virtually over approximately one hour and addressed similar topics to the interviews with City staff, with additional questions to gain an understanding of applicant's experience with each CIP where they had applied to the City for funding on a project.

Additional time was allocated to allow stakeholders to provide their input on any topic related to the CIPs which hadn't specifically been addressed through the above prompts. The subsections to follow present a summary of the key themes which were common in each interview, organized thematically based on the prompts outlined above and divided into subsections discussing the DHWC CIP and the Brownfield CIP.

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4.1 Downtown and Health and Wellness Cluster CIP

4.1.1 Local Context: From the ‘Now’ to a Vision for a Vibrant Downtown

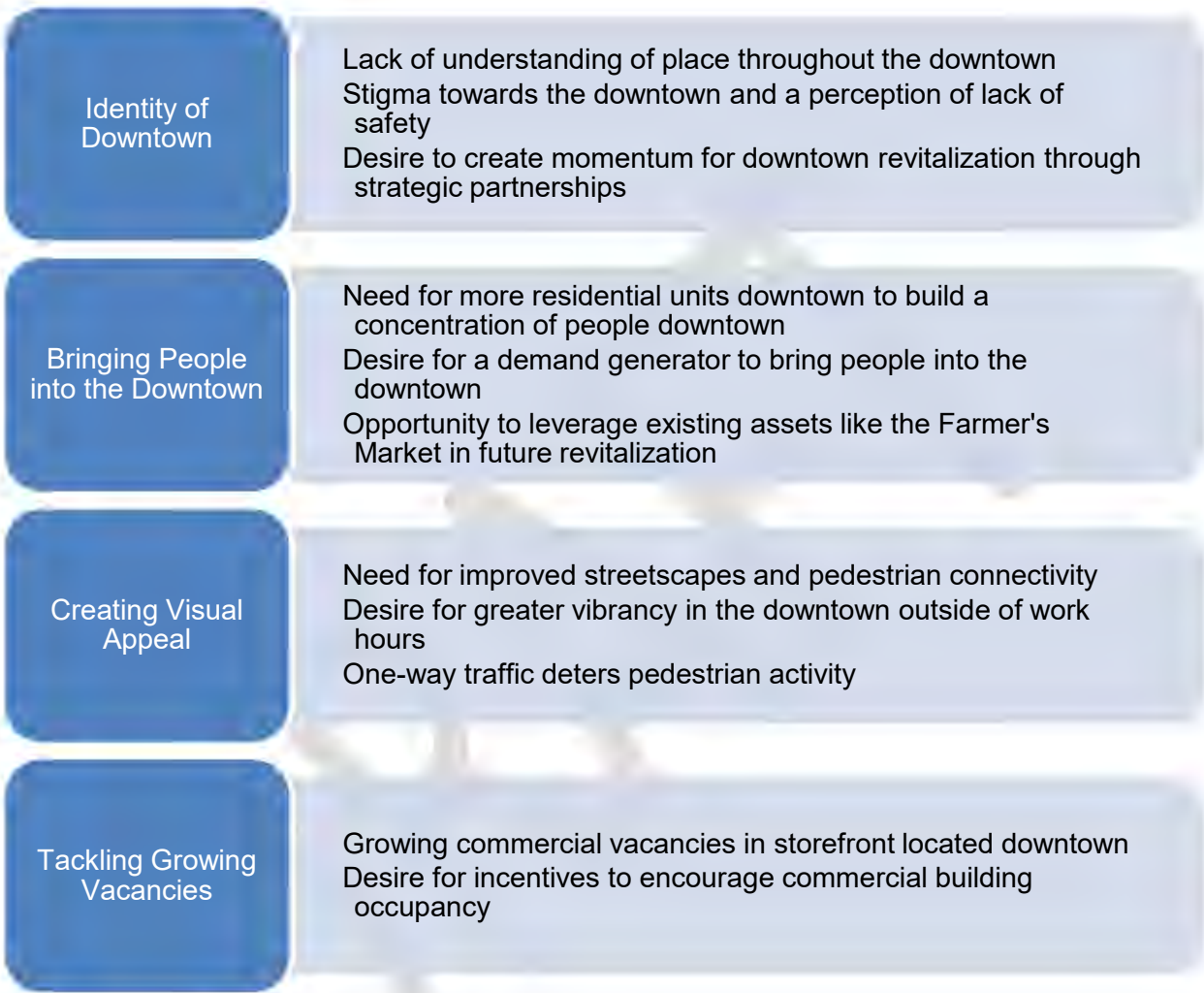


Figure 19 Summary of key themes from participants regarding the local context of downtown Welland. Each theme is discussed in greater detail following this summary figure

Discussion of the local context of downtown Welland acknowledged the growth that it is experiencing, including its growing diversity, noting, however, that this growth has not translated into vibrancy of the downtown. Stakeholders, both internal and external, note that the vacancy of storefronts, high turnover of downtown businesses and restaurants, and lack of downtown residents make up the key challenges that the downtown faces, noting, however, that these challenges also offer opportunities for the City to leverage in revitalizing the downtown.

Some stakeholders also commented on a perception of stigma towards the downtown, noting their perception of a lack of safety in areas of the downtown with poor lighting or no “eyes on the street” due to the lack of foot traffic. These stakeholders also commented on the growing

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encampments of unhoused people in downtown Welland in and around the concentration of social services which are centrally located. Some stakeholders also commented on how the City, in collaboration with its partners, could support people in their transition out of homelessness, noting that work is underway to provide an emergency shelter to accommodate those people who are living in downtown encampments.

On envisioning the future for the downtown, many stakeholders repeatedly talked about vibrancy and change, though some stakeholders commented that achieving this is complicated by a lack of specificity in the vision for the downtown. That is the desire for a clear and compelling objective for the City to work towards in its revitalization of the downtown, with a cohesive identity amongst its built form and public realm. This theme is carried through other stakeholders' commentary on a lack of "understanding of place" in the downtown – that is, despite the strong community identity shared by residents of Welland, that the downtown is characterized by destinations in isolation which are not integrated through an overarching vision or compelling story to attract residents or tourists to patronize the downtown.

Many stakeholders echoed this theme of needing a "demand generator" to give people a reason to visit and patronize the downtown, with ideas around the assets that the City could leverage to promote its vibrancy. Stakeholders stated these assets as being the heritage value of downtown buildings, the trail system and recreational amenities along the Welland Recreational Canal, and the potential for growing activation of the downtown through grassroots community events, public art, commercial storefronts, restaurants, and cafes. In particular, stakeholders commented on the farmers market located north of Young Street as being a major pull to bring residents into the downtown, noting that the City could further leverage the farmers market as a cultural hub and connection point for the community, bringing together and showcasing Welland's local arts and culture community.

Many stakeholders echoed the sentiment that they want to see greater vibrancy in the downtown, commenting on the lack of walkability and pedestrian connectivity, and expressing their desire for a more welcoming and more aesthetically pleasing streetscape and public realm. Ideas generated through the interviews and focus groups included promoting the arts, culture, and heritage of downtown Welland in its revitalization, with a desire for more public art, wayfinding, streetscaping, and signage or celebration of Welland's heritage elements and the community's history. These sentiments repeated the adage of "build it and they will come" – that is, encouraging the City to invest in creating a welcoming environment first to then build momentum for continued investment from the private sector. Many stakeholders commented on the growing vacancy of commercial storefronts in the downtown as being a major detraction to a welcoming public realm, with discussion of how the City could encourage land owners to attract and retain tenants in the downtown, including the idea of a tax credit to building owners that have their building fully rented or occupied. On the theme of vacancy, many stakeholders echoed the desire to see this vibrancy and activity through downtown outside of work hours in the evenings and on weekends as well.

On this theme of building momentum for investment in the downtown, some stakeholders talked about improving upon partnerships between and amongst the City and community groups – a "champions of downtown" group of committed stakeholders to help generate and spur momentum towards realizing a vibrant downtown. Some stakeholders commented on the prominence of large institutions such as Niagara College in Welland's local economy, with ideas put forward for the college to play a role in bringing vibrancy to the downtown through a greater presence. Ideas generated through discussion amongst stakeholders envisioned the location of

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student residences or purpose-built student accommodation in the downtown, bringing young people to live in the downtown as a way of introducing greater vibrancy. A student housing stream under the existing housing grant/loan program may be a mechanism to encourage student housing providers to locate downtown.

Many of these themes in conversation continued to lead back to commentary encouraging greater residential development in the downtown – that is, bringing people into the downtown by increasing the proportion of people who live there. Stakeholders commented on the predominantly lower density residential character of the downtown and its outskirts, noting, however, a shift that is occurring towards the development of the “missing middle” and a growing appetite for higher density residential development in the downtown as is envisioned in the City’s Official Plan. Challenges associated with higher density residential development in the downtown, as expressed by internal and external stakeholders, included the requirements for parking, with some ideas generated on how the City could address this, including a cash-in-lieu of parking option for the downtown or leveraging existing underutilized parking to satisfy the requirements of new residential development (e.g., through partnership between the private and public sectors). Many stakeholders also stressed the importance of promoting residential development in the downtown that is affordable, noting that low and moderate income households cannot afford the rents asked of properties in the downtown now.

On the theme of transportation, many stakeholders commented on the one-way traffic through the downtown which they perceive to be a deterrent to bringing people into the downtown. This theme was echoed by both internal and external stakeholders, with some noting that one-way traffic through the downtown makes it difficult to close roads for pedestrian use only when hosting events. Others noted that the one-way streets bring people *through* the downtown rather than encouraging them to stay and patronize the amenities that the downtown has to offer, and encouraged traffic calming measures to promote walkability.

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4.1.2 CIP Application Process

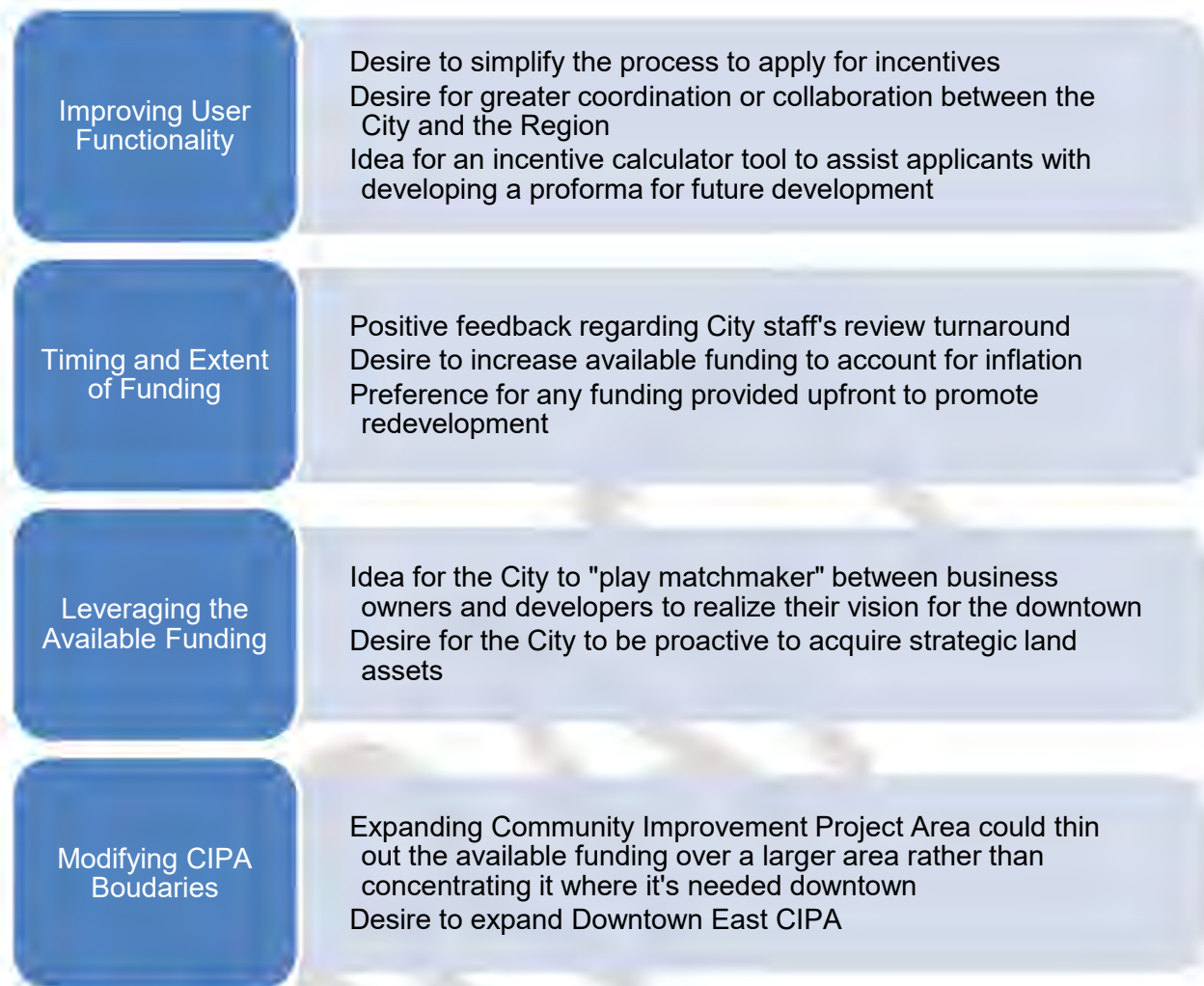


Figure 20 Summary of key themes from participants regarding the application process. Each theme is discussed in greater detail following this summary figure.

Discussion of the application process amongst internal and external stakeholders focused on the processing time and review process for applications, the value of incentives awarded, marketing and awareness of the incentive programs, the timing of funding awarded relative to the costs of development or redevelopment, and the desire for a simple process that encourages collaboration between the City and the Region.

With respect to processing times for the review of applications, many stakeholders expressed their satisfaction with the quick turnaround times for a decision on the funding, noting also their appreciation for the support from City staff in navigating the application process. Some stakeholders commented on the misconception of a long timeline and difficult process as being an initial deterrent to seeking incentive funds, with these stakeholders encouraging the City to market the incentive programs as being simple and straightforward to apply for and receive as a way of encouraging greater uptake and overcoming this misconception.

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On the theme of simplifying the process, many stakeholders expressed their desire for infographics or other tools to help explain the incentives that are offered under the CIP in plain language and to make it easier to understand which incentives they might be eligible for. One stakeholder put forward the idea of an incentive calculator tool that landowners could use when developing their pro forma to generate an estimate of the funding they could expect to receive through the incentive programs before deciding on whether to apply. Considering the range of incentives offered under the DHWC CIP, many stakeholders also commented on their desire for a single application form that covers each of the incentive programs as a way of further simplifying the process and promoting greater awareness of all of the incentives an applicant may be eligible to apply for. In the same vein, stakeholders' commentary on simplification also included comments on the collaboration or coordination between the City's incentive programs and application process and that of the Region, noting their frustrations when the requirements of the City don't align with those of the Region, or vice versa.

Regarding the value of the incentives offered through the CIP, many stakeholders expressed their desire to raise the maximum value of the grants that could be awarded to meet inflation as of 2024/2025, or otherwise include provisions in the CIP that would allow these maximum values to be indexed to inflation on an annual basis moving forward. Some stakeholders commented on the perception that there's not enough money being offered to make the incentives worth applying for, with others noting, however, that where these incentives used to be a "cherry on top" of their financial planning for development, more often these incentives are "make or break" parts of the development's proforma. In this same vein, many stakeholders expressed their preference for any incentives that could be provided in the earlier stages of development or redevelopment to offset upfront costs, noting especially their preference for fees to be waived rather than provided as a grant or rebate after the fact (e.g., development charges, planning or building application fees). Some stakeholders also commented on whether the incentives should be applied only as a one-time grant to a particular building or property or whether the incentive should reset upon new ownership with a different vision for the building's improvement.

On the theme of marketing and awareness, many stakeholders stressed that this component is essential to the success of the CIP in realizing meaningful improvements to the downtown. Some stakeholders put forward the idea of encouraging City staff and the City's political leadership to market the CIP incentives when new businesses open in the downtown (i.e., at the time of securing a business license), while others raised the idea of the City "playing matchmaker" or being proactive in outreach towards businesses that could locate downtown in their marketing of the CIP incentives.

As to the area to which incentives should apply in the downtown, feedback from stakeholders was mixed – some raised their concern that expanding the CIPA beyond its current boundaries could "thin out" investment at the expense of centralized revitalization in the downtown, while others encouraged expanding the CIPA further down East Main Street to encourage infill and new development of residential units to support businesses in the downtown core. The latter of these stakeholders pointed out that the arterial roads are visitors' first impression of the City, noting that existing conditions along East Main Street from Highway 406 do not make a positive impression. Other stakeholders also noted the clustering of designated and listed heritage properties and buildings on the outskirts of the downtown where incentives could be useful to offset property owners' costs in maintaining or improving the City's built heritage resources in and around the downtown.

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The last theme arising out of discussions amongst internal and external stakeholders focused on the strategy of getting the downtown from where it is now to achieving the vision of a vibrant downtown. In the same vein as the commentary about the growing vacancy of commercial storefronts, stakeholders commented about the high price tag on downtown properties with vacant and derelict buildings which have sat on the market for extended periods of time. Some stakeholders discussed the option for the City to take a more proactive approach to strategic land acquisitions within its authority as a way of building momentum for the downtown's revitalization, or otherwise incentivizing landowners in other ways to ensure their buildings remain occupied and well maintained.

4.1.3 New Ideas from Other Municipalities

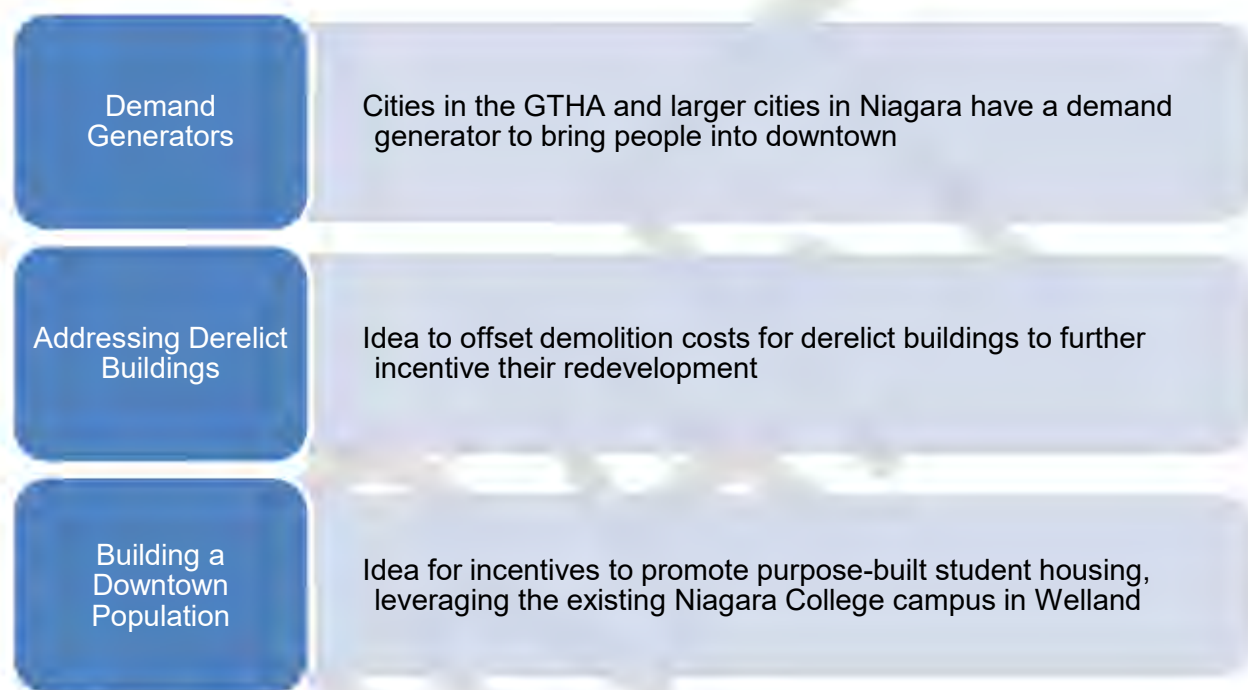


Figure 21 Summary of key themes from participants regarding new ideas from other municipalities. Each theme is discussed in greater detail following this summary figure.

When prompted to share ideas of success stories from other municipalities that the City could incorporate in its DHWC CIP, stakeholders commented on a variety of approaches from jurisdictions namely in the Niagara Region, with some examples shared from jurisdictions further afield or larger than the City of Welland, including the City of Mississauga, City of Burlington, City of Hamilton, Town of Oakville, City of Brantford, and the City of St. Catharines, as key examples to consider. The key theme in each of these examples was the “demand generator” factor – that is, the businesses, restaurants, events, public spaces, and recreational facilities drawing people into the downtown from within and beyond the City, and the general positive attitude of residents towards the downtown.

The timing of consultation also coincided with a group of City staff attending the Internal Downtown Association's annual conference in Seattle and returning with success stories to share from beyond Ontario, including targeted incentives to offset property owners' costs in the

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demolition of derelict buildings to prepare for redevelopment, as well as targeted incentives to promote the development of purpose-built student accommodation by the private sector.

4.2 Brownfield CIP

4.2.1 Local Context

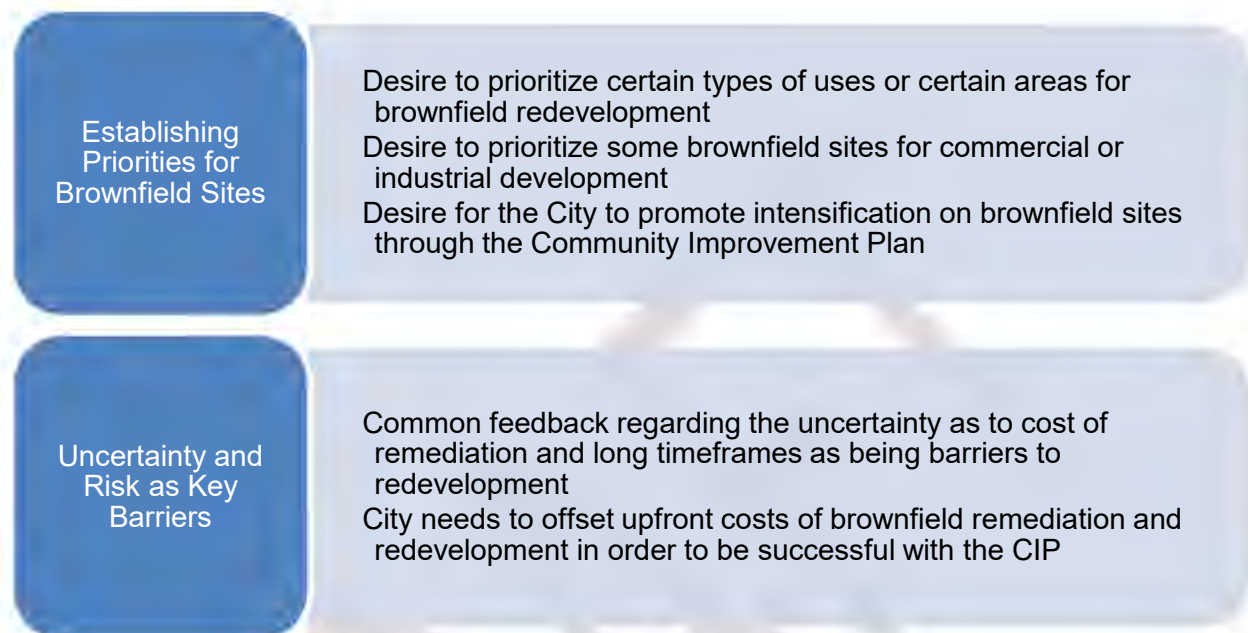


Figure 22 Summary of key themes from participants regarding local context for brownfield redevelopment. Each theme is discussed in greater detail following this summary figure.

The discussions of the City's Brownfield CIP included discussion on how the City could prioritize certain types of redevelopment on brownfield properties, or prioritize areas of the City for brownfield remediation and redevelopment, as well as some of the key barriers to brownfield redevelopment in terms of the level of uncertainty and risk that developers take on at the outset of a project and the long timeframes from project initiation to completion with various approval processes along the way.

On the theme of prioritizing certain types of redevelopment on former brownfield lands, some stakeholders raised concerns over their use for residential redevelopment following remediation, encouraging the City to instead prioritize former brownfield sites for industrial or commercial development. However, converting a brownfield site to a less sensitive use like industrial does not require remediation, which is not the objective of the Brownfield CIP. As to specific areas where the City could target or prioritize investment, stakeholders commented on the pockets of the City where there is known contamination and where there is a concentration of derelict buildings where improvement is needed. Stakeholders echoed that the existing Brownfield CIP makes a compelling case to promote intensification on brownfield sites as way of avoiding urban sprawl, noting that the City has a role to play in helping to offset the upfront costs associated with brownfield redevelopment in order to realize the CIP's vision.

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4.2.2 CIP Application Process

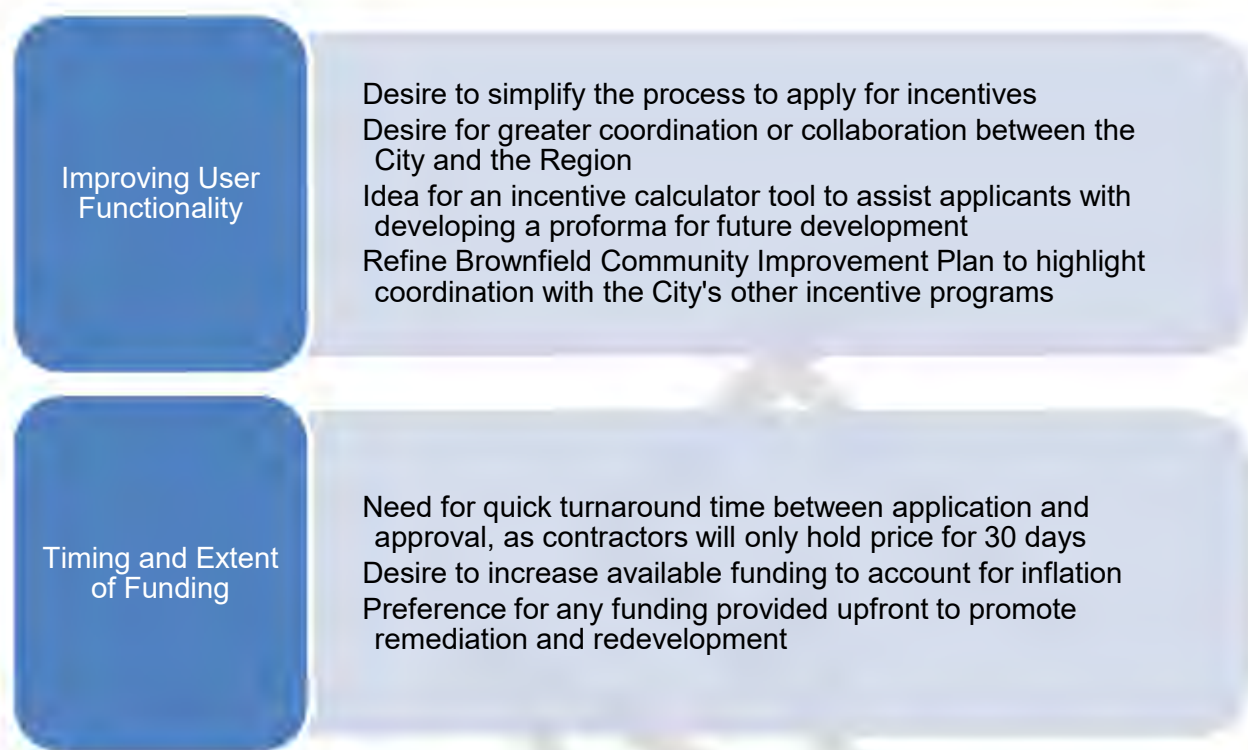


Figure 23 Summary of key themes from participants regarding the application process. Each theme is discussed in greater detail following this summary figure.

As for the stakeholders' experience of the Brownfield CIP's incentive programs, the discussion centered around the value of incentives, the timing of incentives relative to the costs of development, and the coordination of the incentives offered under the Brownfield CIP and the City's other CIPs, echoing the underlying theme of uncertainty and risk associated with brownfield redevelopment projects.

Stakeholders emphasized the importance of quick turnaround times for a CIP application to be reviewed and decided on, noting that in most instances, contractors will only hold their quotations of pricing for 30 days once an estimate is given, and there is not an allowance for deviation in the estimations of the project's cost once the application is submitted and approved if the contractors' pricing changes.

Stakeholders also commented on their desire for "reducing red tape" – that is, removing administrative barriers to redevelopment that delay projects from the planning to construction phase, and encouraging collaboration between levels of government to achieve this objective. Some stakeholders expressed their frustration for dealing with two separate processes – that of the City and that of the Region – which may have different requirements, and encouraged alignment between the programs of the City and the Region. In this same vein, these stakeholders encouraged coordination between the incentives offered under the Brownfield CIP and the City's other incentive programs, ensuring that the programs work well together and

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clearly outlining for prospective applicants which incentives can or cannot be applied together on a single property.

4.2.3 New Ideas to Address Gaps in CIPs

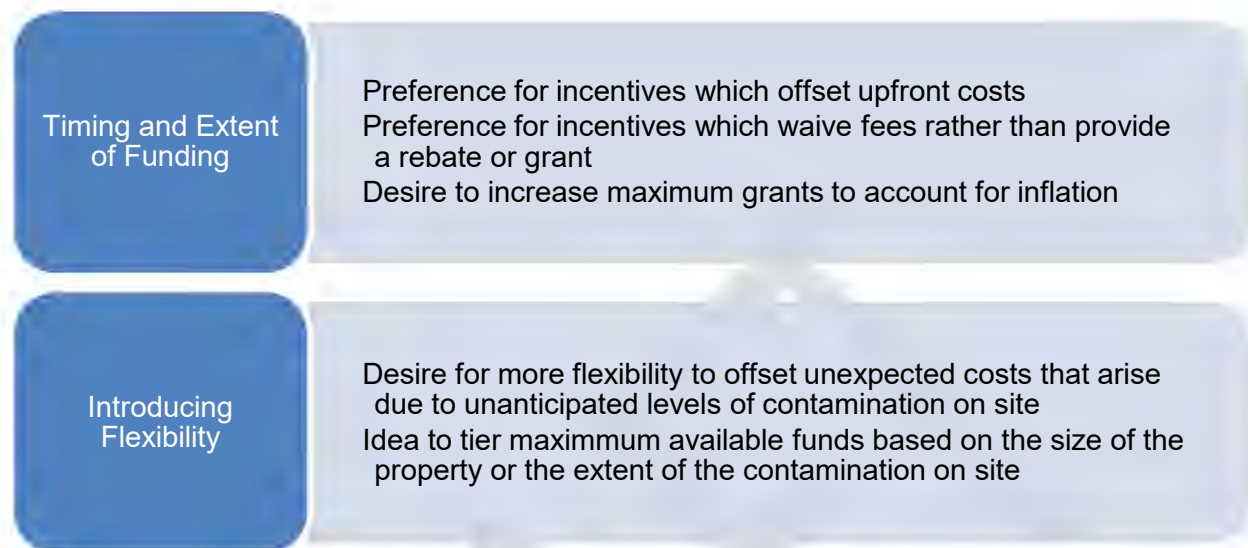


Figure 24 Summary of new ideas from participants to address in updated Brownfield CIP. Each theme is discussed in greater detail following this summary figure.

Much of the conversation centered around the uncertainty in estimating the financial commitment required to redevelop a brownfield site. At the outset of a project when completing initial site investigations, stakeholders commented about the “unknowns” regarding the extent of environmental contamination and the degree of remediation work that will be required to realize the site’s redevelopment. Amid this uncertainty as the financial commitment required, many stakeholders commented on the difficulty they face with securing financing from lending institutions to complete initial pre-development work. These stakeholders emphasized their preference for any incentives which could offset the upfront costs associated with remediating and redeveloping a brownfield site over grant or rebate incentives that are available only once construction is complete. Many stakeholders also expressed their preference for any planning or building application fees or development charges to be waived rather than rebated or reimbursed through a grant offered following construction, such that developers wouldn’t need to carry these costs until project completion.

On this same theme of uncertainty, many stakeholders discussed the difficulty of navigating the “unknowns” even once initial site investigations are complete, where unforeseen circumstances arise during construction activities that result in unexpected remediation work beyond what is anticipated based on results of initial site investigations. These stakeholders expressed their preference for some degree of flexibility or latitude in offsetting the unexpected additional costs that arise once construction begins.

Regarding the value of incentives, stakeholders also expressed their desire for the maximum allowable grants offered under the Brownfield CIP to be raised in accordance with inflation since

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the CIP was last updated. Other stakeholders put forward the idea of tiering the funds available based on the size of the property to be remediated and redeveloped, offering larger incentives to larger properties, or to tier the funds available based on the scale of known contamination (i.e., based on the volume of contaminated material to be remediated).

4.3 Infrastructure and Services

As part of the stakeholder engagement, interviews with City Staff and Utility companies were conducted to better understand opportunities and constraints as it relates to infrastructure and servicing in both CIPAs.

4.3.1 Water and Sanitary Servicing

From a water servicing perspective, staff identified there are no constraints to growth from a capacity perspective. From a sanitary servicing perspective, there are capacity issues in certain areas of the City (i.e. Dean City, Broadway and David Street) due to older infrastructure and high inflow and infiltration. Within the DHWC, there are no sanitary capacity issues in the Health and Wellness Cluster, Downtown West and Downtown East areas. Sanitary servicing capacity issues within the King Street Area are currently being addressed and will not inhibit improvements and development. Staff did not foresee any issues from an infrastructure perspective for the Brownfield CIP as infrastructure is rebuilt once these sites are cleaned up.

Staff noted that consideration of the infrastructure that is planned/maintained by the Region is needed.

4.3.2 Transportation

Based on the recent models, there are no road capacity constraints that would inhibit downtown redevelopment. As previously mentioned, while there is public desire to convert Main Street from a one-way to a two-way road, a study recently completed for the Region identified feasibility issues for converting Main Street to two-way traffic from a road width perspective.

Improvements to the existing Downtown streetscapes are required to encourage revitalization within the Downtown. There is support for a “build it and they will come” approach, where the City provides the upfront capital and recoups the costs through development charges, fees and taxes. While there is the desire for increased tree canopies, there are concerns as the location of infrastructure and services coupled with the proximity of buildings to the street, does not leave much room for healthy tree growth. This is an important consideration for any streetscape plan.

4.3.3 Utilities

From an electric utility perspective, infrastructure within the downtown area is historic where improvements are required to accommodate higher demand uses. It is Welland Hydro’s preference to bury overhead lines in certain areas of the downtown; however, the current business model requires upfront capital from developers looking to develop higher intensity uses, which is used fund the improvements. This requires a certain level of interest from landowners looking to redevelop their properties as there is a tipping point in terms of funding for when the improvements can commence. It should be noted that even if infrastructure is located underground, there is still the requirement for some above ground infrastructure such as

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switching cubicles and transformers. However, this infrastructure can be creatively incorporated into the streetscape.

Fragmented redevelopment poses constraints to hydro infrastructure improvements as older buildings often have outdated connections, which cannot connect into new utility infrastructure. From a Brownfield perspective, the developers will construct the required utility infrastructure and therefore there are fewer limitations from a hydro-electricity perspective. Although there are capacity constraints across the City, improvements are planned and should not inhibit future growth.

Stakeholders identified the desire to understand the City's long-term vision for the downtown to better understand and coordinate infrastructure improvements. Coordination with the City is essential to ensure that infrastructure improvements are coordinated with any planned road improvements. Any streetscape plans need to consider the required widths for hydro-electric infrastructure and required building setbacks. Where road improvements occur, there is the opportunity for utility companies to insert their required infrastructure into the right-of-way, which will allow future developers to connect directly into the new system.

Higher densities within the downtown will support the relocation of overhead electrical lines underground.

4.4 Future Opportunities for Public Engagement

The stakeholder interviews and focus groups represent only the first step in engaging the general public, the City, and the development community in the process of updating the City's DHWC CIP and Brownfield CIP. Future opportunities for public and stakeholder engagement following the first phase of the project include two public information sessions to present the results of the background research and gather the public's feedback and direction for the updated CIPs. Separate public information sessions will be held for the DHWC CIP and the Brownfield CIP, and will also include a discussion on directions for urban design guidelines. The public information sessions will include poster board displays and handouts summarizing key information and will also feature a brief presentation and question and answer period.

In addition to the public information sessions, public feedback will also be collected through an online public survey to capture public feedback on the options and recommendations for the updated CIPs and urban design guidelines yet to be drafted in the second phase of the project. These recommendations for the updated CIPs will be conveyed in a Policy Options, Recommendations, and Directions Report, which will be made available to the public in advance of any future opportunities for public engagement.

In the final phase of the project, where the project team will draft the updated CIPs, there will be further opportunities for engagement with the public, including an additional public information session to present the draft updated CIPs and draft urban design guidelines and gather public feedback, as well as a statutory public meeting where the final draft updated CIPs and final draft urban design guidelines will be presented to City Council for their decision on adoption.

Section 5

Community Improvement Plan Precedents

- 5.1 Downtown CIP Precedents
- 5.2 Brownfield CIP Precedents



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5.0 Community Improvement Plan Precedents

5.1 Downtown Community Improvement Plan Precedents

The project team has reviewed the Downtown or Area Specific CIPs for the following municipalities in southwestern Ontario which are similar in size or context to the City:

- City of Brantford Downtown CIP (2023 Amendment)⁶
- City of Cambridge Core Areas CIP (2022 Amendment)⁷
- County of Brant Downtown Paris CIP (2022 Amendment)⁸
- City of Port Colborne Comprehensive CIP (2023 Amendment)⁹

5.1.1 Community Improvement Project Areas

As stated previously, the precedent CIPs reviewed were selected as they targeted improvement in specific areas of a community. In general, the community improvement project areas (CIPAs) for each precedent reviewed were limited to the downtown or core area of the municipality as designated in their respective official plans, with some identifying multiple targeted areas for community improvement. For example:

- the City of Port Colborne identifies a CIPA for the Downtown, but also establishes a Main Street CIPA and an East Waterfront CIPA in proximity to the Downtown and the Welland Canal.
- the City of Brantford prescribes a singular CIPA that generally matches the boundaries of their downtown; however, their CIP speaks to modifications to the CIPA that may occur should Council desire to focus the CIP on a smaller area to concentrate revitalization activities and their benefits and/or to focus limited implementation resources.
- the City of Cambridge Core Areas CIPA is consistent with the City of Cambridge's three 'Community Core Areas' as designated in their Official Plan, being Galt City Centre, Preston Towne Centre, and Hespeler Village.
- the Downtown Paris CIPA generally coincides with the 'Core Area' designation of the County of Brant Official Plan.

⁶ City of Brantford. (2023). City of Brantford Downtown Community Improvement Plan. Retrieved from <https://www.buildbrantford.ca/media/ni3o0exr/brantford-downtown-community-improvement-plan.pdf>

⁷ City of Cambridge. (2022). City of Cambridge Core Areas Community Improvement Plan. Retrieved from <https://www.investcambridge.ca/en/incentives-and-programs/resources/Core-Areas-CIP-Sept-28-2022.pdf>

⁸ County of Brant & WSP. (2022). Downtown Paris Community Improvement Plan. Retrieved from <https://www.brant.ca/en/business-in-brant/resources/Documents/Downtown-Paris-CIP-updates---Final-DRAFT.pdf>

⁹ City of Port Colborne & RCI Consulting. (2023). Retrieved from <https://www.portcolborne.ca/City%20of%20Port%20Colborne%20Comprehensive%20CIP%20-%20November%202023.pdf>

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5.1.2 CIP Objectives and Priorities

All CIPs reviewed establish goals of the program to further define the intended form of community improvement. The majority of the CIPs reviewed establish 5-10 goals across a wide range of potential outcomes or land use types for which to prioritize projects (e.g., built heritage preservation, increasing the population of downtown residents, increasing options for active transportation, replacing vacant or underutilized sites and buildings, etc.). In some cases, these goals are high-level statements, while in others, the goals and objectives are much more prescriptive.

For example, the City of Brantford Downtown CIP outlines a general vision for the Downtown Urban Growth Centre as a “primary destination for residents, students, tourists, and businesses” which is intended to include a “broad range of built forms and land uses that contribute to a sustainable and complete community ... [with] a balanced mix of government and social services, post-secondary institutions, shopping, offices, housing options, entertainment, and cultural activities ... [and which] accommodate[s] significant growth through an intensified built form” (Section B.2.1). This vision is further supported by a number of high-level goals, as stated below:

To support this long-term vision for the Downtown Urban Growth Centre, the primary goal of the Downtown CIP is to facilitate the transformation of properties in the Downtown into intensified residential and mixed use developments. These transformative projects will replace vacant and underutilized sites and buildings in the Downtown with large scale residential and mixed use developments that will provide for a variety of types and tenures of residential units, including affordable housing. These sites will play a new role in the Downtown, supporting existing or new commercial and institutional uses with new residents and employees, and contributing to a complete community in the heart of the City that includes easy access to a range of amenities in a walkable and transit supportive environment.

Other CIPs reviewed include prescriptive goals and objectives which can be used to determine priorities for the incentives, their value, and their applicability throughout the term of a CIP. For example, the City of Cambridge Core Areas CIP outlines goals which speak to the efficient use of infrastructure, the preservation and enhancement of cultural heritage resources, supporting a viable population of residents, jobs, and visitors, increasing the value of land and buildings, and encouraging the development of affordable and attainable housing choices, among others. These goal statements are followed by a number of prescriptive objectives meant to achieve each of these goals, including, among others:

- To increase and improve the supply of residential units and commercial businesses in the project areas;
- To address and facilitate opportunity for affordable and attainable housing choices;
- To facilitate the redevelopment of underutilized buildings, vacant sites, brownfield and surface parking lots;
- To promote the intensification and infill of appropriate and compatible development and redevelopment within the project areas;
- To improve the accessibility, functionality and marketability of the built environment, including the rehabilitation, maintenance and adaptive re-use of built heritage resources;

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- To improve the aesthetics and design of streetscapes and public and private building façades;
- To support streetscape improvements and pedestrian amenities that encourage walking, cycling and transit use.

5.1.3 Incentives

Most CIPs make use of similar incentives across a range of potential community improvement outcomes. Common incentives include those which provide funds in support of all stages of an improvement project. Incentives most common to the CIPs reviewed include the following, where the blue highlight indicates that the municipality includes this incentive in their CIP:

Table 14 Similar CIP Incentives per Municipality

	City of Brantford	City of Cambridge	County of Brant (Downtown Paris)	City of Port Colborne
Façade or exterior building improvements	(1)	(1), (2)	(2)	
Landscaping, parking, or property improvements	(1)	(1), (2)		
Heritage building or structure preservation or restoration		(1), (2)		
Signage and wayfinding improvements		(1), (2)	(1)	
Limited rehabilitation of interior space		(1), (2)		
Residential conversion, construction, or renovation (standalone or in mixed use bldg.)		(3)	(2), (3)	
Retail, service commercial, or office space conversion of underutilized space				
Provision of affordable housing				
Accessibility improvements		(1), (2)	(2)	
Completion of urban design studies, architectural drawings, heritage assessments			(2)	
Any improvements resulting in increased assessment value (i.e., tax increment grant or development charges grant)				
Waiver of <i>Planning Act</i> application fees		(4)		

(1) Applies only to commercial uses (standalone or in a mixed-use building with at-grade commercial use).

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- (2) Enhanced incentives provided where a property has frontage along a river.
- (3) Applies only to projects which convert non-residential vacant or underutilized upper storey space to residential units in mixed-use buildings with commercial use at grade.
- (4) Applies only to mixed-use, commercial, and mid-to-high density housing, excluding single detached or duplex homes.

5.2 Brownfield Community Improvement Plan Precedents

The project team has reviewed brownfield specific CIPs or CIPs with brownfield remediation or rehabilitation incentives in the following municipalities in southern Ontario:

- City of Hamilton Environmental Remediation and Site Enhancement (ERASE) CIP (2023)
- City of St. Catharines CIP (2020)
 - Brownfield Tax Increment Finance Program
 - Brownfield Tax Assistance Program
- City of Port Colborne CIP (2023)
 - Brownfield Tax Assistance Program

The City of Hamilton ERASE CIP was selected as it is specific to brownfields and the City of Hamilton contains many brownfield sites, similar to the City of Welland, due to its industrial past. The City of St. Catharines and City of Port Colborne CIPs were selected due to their location in Niagara Region and shared industrial pasts.

5.2.1 CIP Project Areas

In the case of the City of St. Catharines, the Brownfield CIP applies to the entire municipality, whereas the City of Hamilton Environmental Remediation and Site Enhancement (ERASE) CIP applies to historically developed areas which have been geographically delineated within the CIPA on the basis of past and current city-wide analysis of current and historical land uses, potential for environmental contamination, physical site characteristics, potential for redevelopment, land use designations and policies, applicable zoning, and visual site inspections.

The City of Hamilton further delineates two sub-areas within the CIPA where additional programs or parameters apply, and the City of St. Catharines also defines six priority neighbourhoods within the CIPA with greater emphasis for community renewal initiatives. In addition to the priority neighbourhoods, the City of St. Catharines' CIP also provides greater emphasis for community renewal initiatives within the designated Intensification Area, as defined in their Official Plan, which are intended to support future redevelopment opportunities for medium and higher density housing, together with a mix of neighbourhood-oriented, smaller-scale commercial, institutional, recreational, and employment uses.

5.2.2 CIP Objectives and Priorities

The City of Hamilton's ERASE CIP is a standalone CIP that is specific to brownfield redevelopment, whereas the CIPs of the City of St. Catharines and the City of Port Colborne contain brownfield remediation and redevelopment incentives in addition to other CIPA-wide incentives applicable to non-brownfield sites. As such, the goals and objectives of the CIPs of

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the City of St. Catharines and the City of Port Colborne address more than just the intended outcomes of remediating and redeveloping historically contaminated sites, whereas the goals and objectives of the City of Hamilton's ERASE CIP are brownfield specific. The goals of the City of Hamilton ERASE CIP speak to improving environmental conditions, increasing assessment value and property tax generation, reducing the need for greenfield or agricultural lands to accommodate future population and employment growth, and enabling new economic development opportunities, among others. To achieve these goals, the City of Hamilton ERASE CIP outlines specific objectives respecting brownfields, which include:

- Obtain new information respecting the environmental condition of properties to support potential investment and redevelopment;
- Provide programs that reduce financial barriers and risk to property owners, developers and not-for-profit housing providers as a result of historic contamination;
- Engage and work with other municipalities to share knowledge and best practices to support remediation and redevelopment of brownfields;
- Engage with the Provincial and Federal governments and related agencies to prioritize brownfields as an area of focus and investment;
- Explore means to further identify sites with the potential for contamination and to develop strategies and programs to address as required; and
- Consistently monitor for new and emerging regulatory or economic barriers respecting brownfield remediation and redevelopment.

5.2.3 CIP Incentives

Both of the CIPs reviewed make use of similar incentives across a range of potential community improvement outcomes. Common incentives include those which provide funds in support of all stages of an improvement project, such as:

- Costs related to technical studies, designs, and business planning to determine feasibility or need for a particular improvement.
- Fees related to planning applications, building and related development permits, or development charges.
- Tax increases associated with increased property value assessment as a result of improvement activities.
- Costs to repair, rehabilitate, upgrade, or replace features of an existing property for the purposes of improvement.
- Costs to construct new buildings or improvements to vacant or underutilized properties for the purposes of improvement.

The table below offers a side-by-side comparison of the incentives offered by each of the CIPs reviewed:

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Table 15 Similar Brownfield CIP Incentives per Municipality

	City of Hamilton	City of St. Catharines	City of Port Colborne
Environmental studies on known or suspected brownfield sites			
Remediation of historical environmental contamination in support of site redevelopment or reuse			
Transportation and disposal of contaminated soil at licensed landfill facility			
Transportation and treatment of contaminated soils to enable their reuse			
Commercial or industrial redevelopment on former brownfield site (i.e., intensification or infill development)			
Residential development on former brownfield site (including mixed-use residential)			
Any improvements on brownfield site resulting in increased assessment value (i.e., tax increment grant or development charges grant)			

Both the City of St. Catharines and City of Hamilton's respective tax increment grant (TIG) programs set a maximum annual grant at 80% of the increase in property taxes generated by project completion (i.e., the difference between pre- and post-development property tax assessment); whereas the City of Port Colborne offers an annual TIG equal to 100% of the City property tax increase generated by the project for up to 10 years. However, the City of St. Catharines offers enhanced incentives under the TIG program where projects include a minimum of 30% of affordable rental dwelling units (i.e., maximum annual grant is 95% of the tax increment). The City of Hamilton similarly provides enhanced incentives under their tax increment finance program – in this case up to 100% of the tax increment – to projects who meet one of the following criteria:

- Successfully obtains a certification for the achievement of environmental sustainability standards from an eligible organization/program.
- Will connect to (or be designed to allow for future connection to) a district energy system where a current or future connection is deemed feasible by the City.
- Is approved for financial assistance under a Canada Mortgage and Housing Corporation (CMHC), Federal, Provincial or City program for the purposes of incorporating new residential rental housing that supports housing affordability within the city.

The City of Hamilton further specifies that the remaining 20% of the tax increment collected from brownfield development that is not provided to the applicant is to be directed to a City fund for

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use in the provision of grants and other initiatives under the ERASE Municipal Acquisition and Partnership program and/or the ERASE Affordable Housing Grant for the duration of the applicant's grant term under the tax increment finance program or the tax assistance program.

In addition to the Brownfield TIG, the City of St. Catharines also offers a brownfields tax assistance program which provides a rebate of 100% of the municipal property tax paid over a maximum period of three years to help offset project costs incurred on the property specific to soil remediation or other remediation management. This program differs from that of the City of Hamilton and the City of Port Colborne in that it provides full cancellation of the municipal property tax over the three year period, rather than rebate only of the tax increment.

Another incentive program unique to the City of Hamilton is the ERASE Commercial Districts Remediation Loan, which offers low-interest loans to overcome barriers owners may face in obtaining traditional financing for costs required to remediate historical environmental contamination on brownfield sites to support their redevelopment or reuse, targeted to specific sub-areas of the CIPA. This incentive is intended to be applied in conjunction with the various grant programs available under the ERASE CIP to act as a 'bridge' to cover upfront financial investments before grant payments are available.

The City of Hamilton also offers a dedicated Affordable Housing grant program under the ERASE CIP which specifically targets non-profit housing providers not otherwise able to participate in the ERASE redevelopment grant program and offers grant funding towards costs required to remediate historical contamination on brownfield sites in support of their redevelopment or reuse for affordable housing.

5.3 Financial Mechanisms

Each CIP reviewed clearly outlines the method of payment and terms applicable to each incentive within the CIP document. Most CIPs use some combination of grants, loans, or rebates and fee reductions. Grants and rebates are typically provided upon successful completion and inspection of a project. Loans may be administered prior to construction or commencement of a project, per the specifications of the incentive and CIP. In the case of rebates or reduction to fees, the timing of payment may be determined at the convenience of the municipality.

5.4 Eligibility, Application, and Administration

Within all CIPs reviewed, municipalities outline eligibility and requirements for application to each incentive program. As the CIP acts as the document for which the program is administered and communicated, it is important that such details are clearly delineated.

In addition, most of the CIPs reviewed outline the procedures for administration, reporting, and monitoring of the plan over time. In most cases, the CIPs reviewed include specified performance measures that are based on the desired end results and key activities set out in alignment with the municipality's strategic plan and/or official plan.

For example, the City of Cambridge Core Areas CIP outlines the following performance measures to be monitored over the plan's implementation:

- Improve non-residential assessment ratio;

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- Increase the number of brownfield sites redeveloped;
- Increase the number of housing units for affordable, and low to moderate income households;
- Increase the number of new businesses;
- Increase taxable assessment growth;
- Increase the value of non-residential building permits (to improve the non-residential assessment ratio);
- Increase the number of visitors and celebratory events;
- Meet legislated growth targets (population and employment);
- Decrease commercial and office vacancy rates in the Core Areas;
- Newly created or revitalized employment sites (to increase the employment rate);
Increase the number of residential units within the core areas; and,
- Increase alternative transportation usage in areas such as transit, walking and cycling.

Where specified in the CIPs reviewed, the performance measures are specific, actionable, and linked to data that is either already being collected or that would be reasonably within the municipality's ability to collect.

Each of the CIPs reviewed also include details specific to the approval and amendment process of the CIP itself, outlining the process by which formal amendments to the plan will occur and the expected timelines for comprehensive review and updates.

Section 6

Preliminary SWOT Analysis

- 6.1 Downtown and Health and Wellness CIP SWOT Analysis**
- 6.2 Brownfield CIP SWOT Analysis**



6.0 Preliminary SWOT Analyses

This section pulls together the review of the existing CIPs, the themes arising from stakeholder consultation, and the approaches taken by other municipalities similar in size and context to the City into a SWOT analysis – that is, looking at the strengths, weaknesses, opportunities, and threats that can be addressed through the updated CIPs.

In general, a SWOT analysis considers both internal and external forces that influence the success of a given project, with ‘strengths’ and ‘weaknesses’ considering those internal forces affecting success and include such considerations as available resources, assets (physical and ideological), aspects of a process that are working well, as well as what may be lacking or missing from existing conditions to achieve success. Opportunities and threats, on the other hand, focus on external factors outside of our immediate control and include such considerations as emerging trends or changes in political or public which could either benefit or hinder success.

This section qualifies the existing conditions of the Downtown and Health and Wellness Cluster CIPA and the Brownfield CIPA and categorizes them as strengths, weaknesses, opportunities, and threats to inform the updated CIPs. The SWOT analysis also incorporates an assessment of the current content and structure of each CIP in order to form recommendations for the updated CIPs. This analysis is preliminary at this time and will be further refined following future public engagement activities and as additional public input is received.

6.1 Downtown and Health and Wellness Cluster CIP

The SWOT analyses to follow build on those provided in the existing DHWC CIP, incorporating new themes emerging from engagement with internal and external stakeholders and based on the project team’s site visit and review of the monitoring and uptake data of the existing DHWC CIP. Text included in **blue font** shows new observations added to the SWOT analysis, ~~strike through text~~ shows observations from the existing SWOT analysis which are no longer relevant, and text in black font shows the observations from the existing SWOT analysis which continue to be relevant.

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6.1.1 Downtown East CIPA



Figure 25 View of Downtown East CIPA, captured in the City's current DHWC CIP

6.1.1.1 Land Use

Land Use	
Strengths	• Diverse collection of uses, including some relatively high density residential and institutional uses. • The large institutional activities which help to anchor the area and draw people to the core. • Land use conditions are relatively stable. • The area is home to the City's major transit hub, which is also one of the Region's main transit hubs. • There is ample open space which allows the City to host recreational events and activities. • Available water and sewer infrastructure can accommodate the scale of development and redevelopment that is envisioned for the downtown in the City's Official Plan. • Low off-street parking rate for Downtown Zone helps to maximize development potential

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Land Use	
Weaknesses	- Commercial activities within the Downtown East area are somewhat limited. - Apart from the institutional anchors, the Farmer's Market and Waterway, the area does not have any major city-wide destination-type uses. - Sites in and around the transit hub are under-utilized. - There are few vacant lots in the Downtown East Area, meaning that further intensification would involve redevelopment of existing blocks. - The current height/density regime appears to be insufficient to attract the critical mass of people to activate the downtown.
Opportunities	- There is an opportunity for medium and higher density residential infilling which may help to provide a population base for increased commercial diversity (e.g. food stores and restaurants), especially along the Welland Recreational Canal. - There may also be opportunities to redevelop and intensify lands in close proximity to the City's transit hub as a focal point for higher density development. - The City's vision for medium and higher density residential development in the Downtown could be realized through incentives which promote the development of purpose-built student accommodation to build a critical mass of residents in the Downtown who will patronize local businesses and capitalizes on the Niagara College campus located further north of the Downtown. - There are former industrial properties adjacent to residential areas where redevelopment could be leveraged. - Areas along waterway are not regulated by the Conservation Authority offering more opportunities for innovative design and massing that take advantage of their proximity to the water. - There is an opportunity to leverage underutilized parking facilities for shared use. - There is an opportunity to leverage cash-in-lieu of parking to further incentivize development.
Threats	- Loss of any of the existing institutional anchors would be a significant threat to the Downtown. - An overall lack of sufficient critical mass of residential development in the downtown threatens the City's ability to realize its desired vision for the Downtown East Area. - Another economic corridor in the north end of the City (near the Seaway Mall and the Niagara College campus), may further encourage investment away from downtown to an area with more amenities and things to do. - Requirements for off-street parking in the City's Zoning By-law may discourage higher density residential infilling or intensification in the downtown.

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Land Use	
	Overhead hydro lines pose a barrier to redeveloping sites for high density uses.

6.1.1.2 Building Conditions

Building Conditions	
Strengths	- Generally, most buildings in the Downtown East Area appear to be in relatively good condition. - There are several recent examples of façade improvement and upgrades, especially along East Main Street. - The area includes a number of iconic, well-maintained heritage buildings and structures. - The City continues to offer incentives for façade and building improvements to further improve building conditions in this area. - There is a strong policy basis for urban design from Niagara Region to be tailored to the City's unique conditions.
Weaknesses	- While some blocks are in good condition, e.g., King Street between East Main Street and Division Street, there are other buildings that are not in good condition, e.g., sections of East Main Street and sections of Hellem Avenue. - There is not yet a large enough concentration of well-maintained, attractive buildings that would help to significantly improve the overall image of the downtown.
Opportunities	- There are opportunities to pair streetscape/public realm improvements in strategic locations which may help to promote reinvestment on individual properties. There are also opportunities to provide incentives for façade and building improvements. - There are a few opportunities for infilling on vacant lots and redevelopment of buildings in poor condition. - There are opportunities to provide incentives which offset the upfront cost of demolition activities for redevelopment proposed where properties have unsafe or poorly maintained buildings in derelict condition which do not have cultural heritage value.
Threats	Some heritage properties may be at risk due to ownership issues.

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6.1.1.3 Streetscape and Public Realm

Streetscape and Public Realm	
Strengths	- The recent streetscape improvements provide a good foundation for future improvement. - The area has a critical mass of existing urban design characteristics, such as public art displays, views/vistas of the Welland Recreational Waterway and iconic buildings, which also provide a good foundation for future improvement. - The Downtown West Area also includes the Merritt Island Park Amphitheatre, which is an important summer-time destination for outdoor music shows (Illuminaqua). - The Welland Recreational Waterway, Merritt Island, and Merrit Island Park and Welland Farmers Market is a are major draws to the area. - There is significant policy basis to promote high design standards for all land uses and a visually inviting and dynamic streetscape in downtown Welland. - There are good north-south active transportation connections for pedestrians and cyclists. - The recreation trail along the Welland Recreational Waterway provides a main pedestrian connection to the Downtown East Area and Downtown West Area.
Weaknesses	- The main gateways/entranceways into the area are not well defined. - There is an inconsistent approach to streetscaping throughout the area, with only a few streets exhibiting enhanced streetscaping. - A number of sidewalks in the area are in poor condition and some are too narrow. - While there are some desirable pedestrian experiences within the Downtown East Area, overall, the area lacks pedestrian permeability that can be enhanced through targeted community improvement initiatives and public investment. - There is also a lack of pedestrian connections between the Downtown East Area, the Downtown West Area, the King St. Area, and the Health and Wellness Cluster. - One-way vehicle traffic along Division Street and East Main Street limits the City's ability to close side streets in the Downtown East Area for pedestrian use only when community events or activities are in the Downtown East Area. - One-way traffic for vehicles along Division Street and East Main Street is a key concern of stakeholders as a barrier to encouraging greater flow of people into, rather than through, the Downtown East Area.
Opportunities	There is an opportunity to realize the Official Plan's direction for the Welland Recreational Waterway as the focal point of the downtown in

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Streetscape and Public Realm	
	which the streetscape leads pedestrians to the Welland Recreational Waterway with minimal barriers. • There are opportunities to extend existing complete streetscape treatments further along East Main Street, King Street and Division Street to safely and comfortably accommodate people of all abilities and all modes of travel, including walking, cycling, and driving. • Safeguards can be applied for trail connections which allow for pedestrian access to the park network in the Downtown East Area. • There are opportunities to increase awareness and identity through strategic planning of gateways/entranceways into the Downtown. • The Welland Farmers Market is an opportunity to provide a gateway into the downtown, as well as to provide modern recreational amenities to residents of all ages. This is also an area where higher densities could create an enclosed public style square, which could work in tandem with the Civic Centre. • There is an opportunity for the City to create a more inviting public realm through the use of wayfinding signage to mark key destinations in the Downtown East Area (e.g., Farmers' Market, Welland Recreational Waterway, City Hall, etc.) and for interpretative signage which shares storytelling about Welland's historic roots. • Incorporating tree canopies or other natural elements to the streetscaping treatment of the Downtown East area can serve a dual purpose in promoting an aesthetic improvement while also building resiliency to the impacts of a changing climate (e.g., reducing the "heat island effect" and managing stormwater, for example). • There are opportunities to improve amenities such as benches and seating areas in existing parks and open spaces, e.g., Market Square, around the Transit Terminal and in smaller parkettes. • Space and block patterns exist for linear parks that can interconnect the Welland Recreational Waterway to outer parts of the City. • There are opportunities to provide incentives to revitalize existing and create new murals to generate pedestrian activity, investment and redevelopment.
Threats	• Future intensification and infilling will need to be carefully planned and balanced with the need for heritage preservation and the protection of important views/vistas. • Any "greening" streetscape improvements in the Downtown East area which incorporate street trees will need to carefully consider any potential impacts to subsurface and above-ground infrastructure, especially considering the more compact built form of the Downtown East Area as compared to other parts of the City.

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6.1.1.4 Economic Considerations

Economic Considerations	
Strengths	- The area has a large number of businesses and a wide range and diversity of businesses. - The Waterway and institutional anchors in the area act to draw people, i.e., potential business customers, to the area. - The City has seen a growing number of cultural events and activities hosted in the Downtown East area which activate open spaces in and around the Welland Recreational Waterway and generate demand for residents and tourists to visit Downtown Welland.
Weaknesses	- Lack of businesses selling retail goods and specialty goods to bring people downtown who would not normally go there. - Lack of a large supermarket. - Lack of businesses which are open outside of Monday to Friday, 9am to 5pm, working hours (i.e., on weekends and in the evenings).
Opportunities	- Vacant business units could house specialty goods retailers. - The City can capitalize on the ample open space available in the Downtown East Area to support a growing community of grassroots organizations hosting arts and cultural events. - There may be an opportunity for the City to incentivize activation of the Downtown East Area by reducing the fees that organizations pay to the City to host community events in the Downtown (i.e., through waiver of the fees or a grant or rebate program). - The City may consider establishing a standing “champions of downtown” advisory group which includes a diverse array of stakeholders tasked with generating momentum for downtown revitalization and reporting back to the City on key priorities for redevelopment in the downtown from the perspectives of downtown residents, business owners, and developers. - Encouraging large institutional anchors to have a greater presence in the Downtown offers an opportunity to build a critical mass of residents or visitors to the Downtown to patronize local businesses. - The City may consider refining its strategic approach to land acquisition in the Downtown to enable the redevelopment of sites with chronic vacancy or poor building condition. - The City may consider offering incentives which encourage building owners in the Downtown East Area to have their spaces fully leased to commercial tenants to combat the trend of chronic vacancy.
Threats	- Business vacancy rate is a growing cause for concern. - Vacant business units in high profile locations threaten the ability of the area to draw new businesses. - The rise of online shopping threatens the brick-and-mortar storefronts

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Economic Considerations

of local businesses in the Downtown.

- Another economic corridor in the north end of the City (near the Seaway Mall and the Niagara College campus), may further encourage investment away from downtown to an area with more amenities and things to do.
- The City's current processes for land acquisition limit its ability to act quickly when land in the Downtown is available on the market, resulting in the City's plans for strategic land acquisition being thwarted when other parties can make an offer and finalize their real estate transaction well before the City and Council can authorize such a proposal.
- A perception of stigma towards the Downtown may discourage new business owners or residents from locating in the Downtown.
- Continued political will to support and invest in redevelopment and revitalization of the Downtown East Area will be vital to its success.

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6.1.2 Downtown West CIPA



Figure 26 View of Downtown West CIPA, captured in the City’s current DHWC CIP

6.1.2.1 Land Use

Land Use	
Strengths	• Area is adjacent to the Downtown East Area and is surrounded by a collection of attractive, stable residential neighbourhoods. • Area includes one high-density residential use and a small collection of commercial uses. • Available water and sewer infrastructure can accommodate the scale of development and redevelopment that is envisioned for the downtown in the City’s Official Plan.
Weaknesses	• There are no major destinations or commercial anchors in the area.
Opportunities	• Area features a number of potential intensification and redevelopment sites as well as opportunities for conversion to commercial use and mixed residential/commercial use.

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Land Use	
	Some of the sites are located in unique settings, with potential to offer attractive views and vistas of the Welland River, the Recreational Waterway and the Downtown.
Threats	High vacancy rates within the existing established commercial buildings may discourage new development, including residential intensification.

6.1.2.2 Building Conditions

Building Conditions	
Strengths	- Area features several prominent heritage buildings and blocks. - Most buildings along the western portion of area are in fair to good condition.
Weaknesses	- The area includes several boarded up and abandoned buildings, especially along Niagara Street. - The condition of many buildings along Niagara Street is poor. - Some of the buildings with active businesses are not well maintained. - Some buildings fronting onto West Main Street have bland facades and dated signage.
Opportunities	- Abandoned buildings and blank façades present opportunities for public art and green walls. - Active businesses may benefit from façade improvement grants and signage upgrades. - There is potential to build upon some of the established historic Italianate-style detailing, which might help to establish a stronger sense of place for the area. - Many of the buildings, even those that are vacant, have interesting architectural character. - Existing two-storey street-related commercial buildings in Downtown Smithville (particularly along Division Street and Hwy 27/East Main Street) serve as a good precedent for commercial redevelopment in the Downtown West Area. - The City may consider incentive programs which offset the upfront cost of demolition activities where redevelopment is proposed where properties have unsafe or poorly maintained buildings in derelict condition which do not have cultural heritage value.

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Building Conditions	
Threats	- Continued deterioration of buildings on Niagara Street and other buildings may threaten the viability of the building stock in the area. - Increased vacancies along Main Street West may lead to building deterioration. - The overall lack of recent investment into the private realm may continue to spread and vacancies could increase, risking further decline.

6.1.2.3 Streetscape and Public Realm

Streetscape and Public Realm	
Strengths	- The area has a number of attractive views and vistas, including views of the Downtown, Main Street Bridge, Welland Recreational Waterway and the Welland River. - The entranceway at Niagara Street and the Welland River provides a scenic entranceway into the area, featuring views of the natural vegetation along the Welland River.
Weaknesses	- A number of roads and sidewalks are in a state of disrepair. - There are no street trees or streetscaping. - The area generally lacks a strong positive sense of place. - There is a lack of pedestrian connections across the Welland Recreational Waterway, with only two places to cross. - Traffic flow between the Downtown East and Downtown West Areas are sectioned off with no efficient means of crossing the Welland Recreational Waterway. - Lack of public open spaces along Welland River.
Opportunities	- Streetscaping improvements might help to attract reinvestment into the area and create a stronger sense of place. - The Area's historical function offers a rich resource for public art and gateway themes. - There are a number of opportunities for gateways at the major entrances to the community and the downtown to provide a sense of arrival for residents and visitors. Gateway design elements could include markers that display a unique brand for Welland and particularly the downtown, as well as other design features. - Incorporating tree canopies or other natural elements to the streetscaping treatment of the Downtown East area can serve a dual purpose in promoting an aesthetic improvement while also building resiliency to the impacts of a changing climate (e.g., reducing the "heat island effect" and managing stormwater, for example).
Threats	There is a risk that the area may continue to decline without public reinvestment in streetscaping and the public realm.

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Streetscape and Public Realm	
	Any “greening” streetscape improvements in the Downtown West area which incorporate street trees will need to carefully consider any potential impacts to subsurface and above-ground infrastructure.

6.1.2.4 Economic Considerations

Economic Considerations	
Strengths	- The area contains some specialty and niche retailers not found in the Downtown East Area. - The area also contains a number of medical offices and service commercial uses that appear to be busy.
Weaknesses	- Business vacancies on Niagara Street. - Lack of a major business anchor, especially toward the western end of the area. - Lack of businesses which are open outside of Monday to Friday, 9am to 5pm, working hours (i.e., on weekends and in the evenings).
Opportunities	- Opportunity to attract new businesses to vacant buildings and redevelopment on vacant sites. - The City may consider establishing a “champions of downtown” advisory group which includes a diverse array of stakeholders tasked with generating momentum for downtown revitalization and reporting back to the City on key priorities for redevelopment in the Downtown from the perspectives of downtown residents, business owners, and developers. - The City may consider refining its strategic approach to land acquisition in the Downtown to enable the redevelopment of sites in the Downtown with chronic vacancy or poor building condition. - The City may consider offering incentives which encourage building owners in the Downtown East Area to have their spaces fully leased to commercial tenants to combat the trend of chronic vacancy.
Threats	- Physical condition of the sidewalks, roads, parking areas and streetscaping may impact attractiveness of the Area for current and new businesses and economic viability of current businesses. - Business vacancies, especially along Niagara Street, threaten the ability to draw new businesses to the area and is a major threat. - The rise of online shopping threatens the brick-and-mortar storefronts of local businesses in the Downtown. - Another economic corridor in the north end of the City (near the Seaway Mall and the Niagara College campus), may further encourage investment away from downtown to an area with more amenities and things to do.

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Economic Considerations

- The City's current processes for land acquisition limit its ability to act quickly when land in the Downtown is available on the market, resulting in the City's plans for strategic land acquisition being thwarted when other parties can make an offer and finalize their real estate transaction well before the City and Council can authorize such a proposal.
- A perception of stigma towards the Downtown may discourage new business owners or residents from locating in the Downtown.
- Continued political will to support and invest in redevelopment and revitalization of the Downtown West Area will be vital to its success.

6.1.3 King Street CIPA



Figure 27 View of King Street CIPA, captured in the City's current DHWC CIP

6.1.3.1 Land Use

Land Use

Strengths

- The Area corridor features clusters of mixed-use development which is pedestrian oriented.
- The area includes a large residential apartment and is surrounded by residential uses.
- The King Street Area features a growing concentration of medium and higher density residential development.
- Available water and sewer infrastructure can accommodate the scale of

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Land Use	
	development and redevelopment that is envisioned in the City's Official Plan.
Weaknesses	- The vacant sites within the King Street Area corridor may take some time to develop as a result of prior uses. - The lack of recent development in the area suggests some stagnation.
Opportunities	- The area includes several vacant sites with high profile views and vistas of the Waterway, which would provide excellent opportunities for mixed use intensification. - With increasing residential infill and intensification of the King Street Area, there is an opportunity to bring more people into the Downtown to patronize and support local businesses.
Threats	Introduction of redevelopment into the area may raise concerns over traffic and density from nearby stable residential neighbourhoods.

6.1.3.2 Building Conditions

Building Conditions	
Strengths	There are several older buildings with heritage characteristics.
Weaknesses	- None of the older buildings with heritage characteristics have formal designation/ protection. - Some older buildings have used inconsistent materials for upgrades (corrugated steel) to cover the original facades, e.g. brick. - Some business signage is worn and dated.
Opportunities	- There is an opportunity to identify in more detail the heritage elements and characteristics of the existing buildings along King Street and develop a flexible framework for preservation and enhancement. - The City may consider incentive programs which offset the upfront cost of demolition activities where redevelopment is proposed where properties have unsafe or poorly maintained buildings in derelict condition which do not have cultural heritage value.
Threats	The lack of a formal protection and preservation strategy may result in the loss of buildings with potential heritage value.

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6.1.3.3 Streetscape and Public Realm

Streetscape and Public Realm	
Strengths	- The entire length of King Street has a high level of pedestrian connectivity with surrounding and adjacent neighbourhoods (sidewalks on both sides of the street). - The area does include transit stops and several transit shelters and seating. - The Welland Recreational Waterway trail system runs along the western edge of the Area, providing a second pedestrian linkage with attractive views and vistas.
Weaknesses	- Some portions of the sidewalks are in a state of disrepair. - There are no street trees and minimal landscaping along the entire length of the corridor. - The transit shelters could benefit from improvements/ upgrades. - The flow of traffic in the King Street Area encourages people to go <i>through</i> the downtown and funnels traffic towards Highway 406, as a majority of arterial roads are northbound and southbound and don't connect well with the rest of the City.
Opportunities	- There are opportunities to improve the streetscape environment along King Street by introducing a formal program of streetscaping (street trees, landscaping, gateway themes, lighting, etc.). - There are opportunities to improve east-west linkages from the adjacent neighbourhoods towards the Recreational Waterway.
Threats	- Improving the overall streetscape environment would rely heavily on public investments to upgrade the entire length of the corridor. - Vacant buildings and properties discourage pedestrian activity.

6.1.3.4 Economic Considerations

Economic Considerations	
Strengths	The area contains some interesting specialty and niche retail uses.
Weaknesses	- Business vacancies are high, especially toward the southern end of the area. - Some businesses are not open during normal business hours. - The area lacks a business theme or identity.
Opportunities	- Some of the vacant business units present an opportunity to introduce new businesses and business types to the area. - Opportunity for new businesses to tap into surrounding residential area.

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Community Improvement Plan Update

Economic Considerations	
Threats	As a transitional linkage area, this could be forgotten if too much focus is placed on the Downtown West and East Area and the Health and Wellness Cluster.

6.1.4

Health & Wellness Cluster CIPA



Figure 28 View of Health & Wellness Cluster CIPA, captured in the City’s current DHWC CIP

6.1.4.1

Land Use

Land Use	
Strengths	- The presence of public recreational uses and public spaces located adjacent to the Waterway provide an attractive environment for leisure activities. - The Welland Hospital provides a strong employment anchor for the area. - Available water and sewer infrastructure can accommodate the scale of development and redevelopment that is envisioned in the City’s Official Plan. - Welland Arena is a strong activity generator.

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Land Use	
Weaknesses	• With the exception of a few specialty retail uses, the area is dominated by medical offices and service commercial uses. • The Health and Wellness Cluster designation may require reconsideration.
Opportunities	• Where land is available for development and redevelopment, the location offers potential for the attraction of a range of uses – including residential, institutional, commercial and hospital/health related uses. • The City's arenas in the Health & Wellness Cluster are reaching the end of their lifecycle and pose an opportunity for the City to invest in their redevelopment for the community's use as a recreational hub.
Threats	• The hospital anchors the area, and the long-term future of the site is unknown. The loss or reduction of services at the hospital would undermine the area's role as a health and wellness cluster and could lead to relocation of the medical related uses.

6.1.4.2 Building Conditions

Building Conditions	
Strengths	• The majority of the residential dwellings are in good condition, with the exception of some of the residential dwellings in the southern most block of residential (Seventh/King/Ontario/Canal Bank). • There are some very unique buildings within the residential areas, which may have heritage value (such as the Plymouth Cordage worker housing). • A number of the dwellings and structures which may have heritage merit, appear to be in good condition, and appear to be well maintained.
Weaknesses	• A number of the older one- and two-storey commercial and mixed-use buildings along King Street within the Cluster are in very poor condition and would benefit from physical repairs and façade improvements or demolition and redevelopment. • A few buildings in the area appear to be abandoned. • Similar to the King Street area, none of the older buildings with heritage characteristics have formal designation/protection.
Opportunities	• Similar to the King Street Area, there is an opportunity to identify, in more detail, the heritage elements and characteristics of the existing buildings along King Street within the Cluster and develop a flexible framework for preservation and enhancement.
Threats	• If building conditions in the area continue to deteriorate, long-term blight could set in and make revitalization of the area very difficult.

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Community Improvement Plan Update

Building Conditions

- The lack of a formal protection and preservation strategy may result in the loss of buildings with potential heritage value.

6.1.4.3 Streetscape and Public Realm

Streetscape and Public Realm

Strengths	• The entire length of King Street in the Health and Wellness Cluster has a high level of pedestrian connectivity with surrounding and adjacent neighbourhoods (sidewalks on both sides of the street). • The area does include transit stops and several transit shelters and seating. • The pedestrian environment along the Welland Recreational Waterway is attractive and has a defined sense of place featuring public art, shade trees, leisure areas and interesting views and vistas.
Weaknesses	• Some portions of the sidewalks are in a state of disrepair. • There are no street trees and minimal landscaping along the sidewalk and publicly maintained portions of King Street within the Cluster. • The transit shelters could benefit from improvements/ upgrades.
Opportunities	• There are opportunities to improve the streetscape environment along King Street within the Cluster by introducing a formal program of streetscaping (street trees, landscaping, theming of gateways, lighting etc.). • Incorporating tree canopies or other natural elements to the streetscaping treatment of the Health and Wellness Cluster can serve a dual purpose in promoting an aesthetic improvement while also building resiliency to the impacts of a changing climate (e.g., reducing the “heat island effect” and managing stormwater, for example). • There are opportunities to improve east-west linkages from the adjacent neighbourhoods towards the Recreational Waterway.
Threats	• Similar to the King Street Area, improving the overall streetscape environment would rely heavily on public investments to upgrade the entire length of King Street within the Cluster.

Background Report

Community Improvement Plan Update

6.1.4.4 Economic Considerations

Economic Considerations	
Strengths	The hospital and associated medical uses provide a strong business base for the area and bring people from all over Welland and beyond to the area.
Weaknesses	- The business vacancy rate is very high. - With a few exceptions, business uses are limited to service commercial uses. - Many Some of the businesses in the area have tired and dated facades and poor signage.
Opportunities	There is an opportunity to attract new businesses to the vacant buildings, but these buildings must be refurbished or redeveloped in order to improve the attractiveness of business to the area.
Threats	Current building conditions and business vacancies present a serious threat to attracting new business to the area.

6.2 Brownfield CIP

Brownfield CIP	
Strengths	- Existing Community Improvement Project Area (CIPA) encompasses an extensive geographical area covering the urbanized portion of the City. - A variety of financial incentive programs are offered under the Brownfield CIP which provide significant financial support to incentivize brownfield redevelopment. - The Brownfield CIP incentives can be mixed with incentives under the City's other CIPs, enabling developers to utilize available brownfield redevelopment incentives without jeopardizing their eligibility for other incentive programs. - The Brownfield CIP includes clear information regarding application requirements, procedures, and eligible activities, providing overall transparency to prospective applicants. - The Municipal Leadership Strategy (Section 7) outlines practical public sector actions to leverage private sector investments in brownfield redevelopment and identifies priority sites. The Marketing Strategy (Section 8) provides a clear and actionable approach to increasing public awareness and uptake of the incentive programs. - The Monitoring Program (Section 9) outlines tangible key performance indicators to evaluate the success of the Brownfield CIP at each comprehensive update.

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Community Improvement Plan Update

Brownfield CIP	
Weaknesses	• The brownfields rationale could be more aspirational, discussing past successful projects in Welland and the role of the municipality in transforming brownfields as part of its revitalization strategy. • The brownfield needs analysis could provide a more profound sense of the rationale, objectives, and desires of stakeholders as they relate to brownfield redevelopment and the City's vision for the CIP's impact. • There is little available data which provides insight into the redevelopment outcomes resulting from past incentives (i.e., matching the key performance indicators outlined in Section 9 - type of new use, size, units, assessed/redeveloped value, employment, etc.). • The CIPA appears to exclude locations of potential employment revitalization. • The CIP provides little sense of how the CIP and its incentives align with the development approvals process.
Opportunities	• The definition of brownfields could be expanded to include greyfields – formerly viable retail and commercial uses that have become obsolete, outdated, or underutilized. • Geographic clusters of brownfield sites within the CIPA could be targeted through priority districts with location-specific visions, goals, plans, and incentives to encourage or prioritize their redevelopment. • Redevelopment of brownfield sites can be encouraged through other non-financial incentives by the City (e.g., streamlined approvals, density bonusing, parking requirements, etc.). • Interim uses to beautify and animate brownfield spaces could trigger their future redevelopment and could be supported through the Brownfield CIP. • Expansion of tax increment grants to support other municipal and developer costs. • Growing emphasis on employment and creating sustainable and modern industrial campuses (e.g., Thorold Multi-Modal hub, Niagara Gateway).
Threats	• Changing public, political, and funding support for brownfield redevelopment may threaten the success of the Brownfield CIP. • Low market awareness of available incentive programs under the Brownfield CIP may hinder the City's success in realizing the goals and objectives of the Brownfield CIP. • It is challenging to keep pace between the value of the incentives offered and the rising costs of brownfield redevelopment as the CIP ages.

Section 7

Federal and Provincial Funding Opportunities

7.1 Downtown Revitalization Funding Opportunities

7.2 Brownfield Remediation and Redevelopment Funding Opportunities



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Community Improvement Plan Update

7.0 Federal and Provincial Funding Opportunities

7.1 Downtown Revitalization Funding Opportunities

7.1.1 Rural Economic Development (RED) Program

The Province of Ontario funds the Rural Economic Development (RED) program which provides cost-share funding to support activities that create strong rural communities in Ontario, defined as communities with a population of less than 100,000 people or with a population density of 100 people per square kilometre or less. Despite Welland's urban character, its population is 55,750 as of the 2021 Census,¹⁰ meaning that it is eligible for the RED program. The program aims to promote rural economic development by funding projects that address barrier to economic development, better position rural communities to attract or retain investment, address labour force development challenges, build rural community capacity to attract, retain, and expand businesses, renew community assets to drive economic development, and support economic growth through regional partnerships.

As of 2024, funding through the RED program is available through two streams – the Economic Diversification and Competitiveness stream which supports rural communities in attracting and retaining jobs and investment and the Strategic Economic Infrastructure stream which focuses on economic infrastructure projects that improve physical community assets that have been identified as strategically important to the community. Each stream prescribes several project types which may be considered for funding, including the following which may be of relevance to the City of Welland to advance downtown revitalization in concert with the CIP update:

Table 16 Summary of program streams, project types, and descriptions provided under the Rural Economic Development program offered by the Province

Program Stream	Project Type	Description
Economic Diversification and Competitiveness Stream	Downtown revitalization	Projects that focus on identifying and implementing actions that improve and promote traditional downtowns
Strategic Economic Infrastructure Stream	Rehabilitation of cultural, heritage or tourism attractions	Minor capital costs projects that rehabilitate an existing cultural, heritage, or tourism attraction, as defined through previously completed strategies and projects that establish its significance for economic development
	Redevelopment of vacant and/or underutilized buildings	Minor capital costs projects to redevelop interior of vacant and or underutilized buildings to achieve an economic development outcome

¹⁰ Statistics Canada. (2022). Focus on Geography Series, 2021 Census of Population: City of Welland. Retrieved from <https://www12.statcan.gc.ca/census-recensement/2021/as-sa/fogs-spg/Page.cfm?lang=E&topic=1&dguid=2021A00053526032>

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Program Stream	Project Type	Description
	Streetscaping and landscaping	Minor capital costs projects defined through previously completed strategies that improve the design quality of public areas

The maximum provincial project support for eligible costs for approved projects in the Economic Diversification and Competitiveness Stream is 50%, up to a maximum of \$150,000 per project. The maximum provincial project support for eligible costs for approved projects in the Strategic Economic Infrastructure Stream is 30%, up to a maximum of \$250,000 per project.¹¹

Application intake has closed for the 2024 funding cycle, though may be available again in future years to support the City in its efforts to revitalize downtown Welland.

7.1.2 Downtown Revitalization Program

The Ontario Ministry of Agriculture, Food and Agribusiness and Ministry of Rural Affairs also offers a Downtown Revitalization program¹² with the goal of improving rural communities' downtown cores and boosting overall economic well-being. Eligible communities are those with at least 50 commercial enterprises or 70 structures in the downtown area, with a population of under 100,000 people, and who have completed at least one of the Province's programs (e.g., the First Impressions Community Exchange program or the Business Retention and Expansion-program). As previously noted, despite Welland's urban character, its population is 55,750 as of the 2021 Census,¹³ meaning that it is eligible for the Province's Downtown Revitalization program.

The Downtown Revitalization program pairs City staff with a regional economic development advisor who helps to tailor the program to the community, train a team of City staff to successfully run the project, and provides information sessions and guidance to plan the project, engage with your community, research and analyze findings, outline performance measures, and monitor the progress of your project's implementation. Resources include both in-person training and a coordinator's manual with instructions, worksheets, and templates for completing the downtown revitalization project.

7.1.3 Community Sport and Recreation Infrastructure Fund

The Ministry of Sport is providing capital funding under the Community Sport and Recreation Infrastructure Fund (CSRIF) of up to \$200 million, designed to revitalize existing community sport and recreation infrastructure and support the construction of new facilities across the province. The CSRIF provides funding under two streams – Stream 1: Repair and Rehabilitation and Stream 2: New Builds/Signature New Builds.¹⁴ The Repair and Rehabilitation stream offers

¹¹ See [Rural Economic Development \(RED\) Program Guidelines](https://www.ontario.ca/page/rural-economic-development-red-program-guidelines) for more information on eligibility requirements: <https://www.ontario.ca/page/rural-economic-development-red-program-guidelines>

¹² See [Downtown Revitalization Program](https://www.ontario.ca/page/downtown-revitalization-program) for more information: <https://www.ontario.ca/page/downtown-revitalization-program>

¹³ Statistics Canada. (2022). Focus on Geography Series, 2021 Census of Population: City of Welland. Retrieved from <https://www12.statcan.gc.ca/census-recensement/2021/as-sa/fogs-spg/Page.cfm?lang=E&topic=1&dguid=2021A00053526032>

¹⁴ See [Community Sport and Recreation Infrastructure Fund](https://forms.mgcs.gov.on.ca/en/dataset/on00724) for more information on eligibility requirements: <https://forms.mgcs.gov.on.ca/en/dataset/on00724>

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funding between \$150,000 and \$1 million to extend the lifespan of existing community sport and recreation facilities/spaces and improve local programming and accessibility features to meet community need. The New Builds/Signature New Builds stream provides funding up to \$10 million to invest in new, transformative community sport and recreation infrastructure, including assets that do not currently exist in a community or the replacement of existing assets that have reached the end of their lifespan. Although application intake under the Repair and Rehabilitation stream closed on October 29, 2024, application intake is ongoing under the New Builds/Signature New Builds stream until all funding has been allocated.

7.2 Brownfield Remediation & Redevelopment Funding Opportunities

7.2.1 Ontario Brownfields Financial Tax Incentive Program

The Brownfields financial tax incentive program is a financing tool from the Government of Ontario that helps municipalities give tax assistance to redevelop brownfield properties. Under the program, municipalities can get provincial education property tax assistance to match municipal property tax to help offset the remediation costs a property owner incurs when remediating and redeveloping an eligible brownfield property.

If a property is eligible for the program, the Province can cancel all or a portion of the property owner's education property taxes for up to six years for business development and up to ten years for residential development. The proportion of education property taxes is matched to the proportion of municipal property tax cancellation offered through a CIP. To demonstrate eligibility, property owners must have results from a Phase 2 ESA that shows that the property needs environmental remediation to meet the appropriate standards under the Environmental Protection Act.

7.2.2 Canada Community-Building Fund

The Canada Community Building Fund (CCBF) provides up-front, predictable long-term funding to provinces and territories who, in turn, flow this funding to their communities. These local communities select how best to invest the funds, having the flexibility to make strategic investments across numerous project categories, including brownfield redevelopment.

The City of Welland has previously received funding from this program, with \$1.7 million allocated in 2023-2024. Since 2005, the City has received nearly \$30 million from the Canada Community-Building Fund. Over the next five years, the CCBF will invest over \$4.7 billion in the province of Ontario, starting with \$895 million in 2024-2025.

Section 8

Conclusion and Next Steps



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Conclusion and Next Steps

The City of Welland is well-positioned to support future growth, revitalization and redevelopment within its Downtown and Brownfield areas. From the background review, it is clear that the City is making good progress in promoting revitalization, redevelopment, and growth within its DHWC and Brownfield CIPAs. Over the last five years, the City allocated over \$45 million in funding through both the DHWC and Brownfield CIPs leading to the **creation of over 1,300 new housing units and over 10,000 square feet of new commercial space.**

Over the long term, the City is projected to experience significant population and job growth to the year 2051, as stated in the Region's Official Plan, which provides an excellent opportunity for the City to promote revitalization and intensification within its CIPAs to accommodate this future growth. A number of studies have been completed or are underway to ensure that sufficient servicing capacity exists to support growth and development within the DHWC and Brownfield CIPAs. The City's existing Official Plan provides opportunities to develop new incentives to address other objectives, while at the same time, the City is preparing an updated Official Plan to ensure that it continues to meet the needs of the community in line with legislative and policy requirements. Given the timing of the City's efforts to update its Official Plan, this project is well poised to consider whether additional policies, regulations, or guidelines are required to support the community's vision for development and revitalization within the DHWC CIPA and Brownfield CIPA, while ensuring that future improvement projects remain economically viable.

Considering the DHWC CIPA in particular, the City has a number of valuable assets which can be leveraged to build momentum for future development and revitalization in the downtown, including the Welland Recreational Waterway, Merritt Park, the Welland Farmer's Market, public art and community murals, and the Welland Hospital. These assets can provide inspiration to further promote community improvement and act as a demand generator to drive greater patronage of businesses and people within the downtown.

As with many other communities across southwestern Ontario, the City is experiencing challenges with realizing the vibrancy that the community desires for its downtown, due in part to high turnover and vacancy of businesses in the downtown, a general lack of residential density in the area, a rising number of people living in absolute homelessness in the downtown, and perceptions of stigma and lack of safety towards the downtown generally. The challenges are not unique to Welland and are faced by downtowns across Ontario. Many of these challenges are further exacerbated due to rise of online shopping and the societal shifts seen following the COVID-19 pandemic. Generally speaking, the roles and identities of downtowns across Ontario are evolving and innovative solutions are required to address these issues. Due to their complexity, these issues cannot be addressed solely through a CIP and will require an integrated approach involving various stakeholders through concerted and coordinated efforts. Some of these efforts are already underway, including those envisioned in the Region's Housing and Homelessness Action Plan.

In terms of the current programs in place to support development and revitalization, the existing DHWC CIP has been successful in encouraging building improvements and residential development. Of the stakeholders interviewed, many were satisfied with the quick turnaround times for approval of incentive applications under the DHWC CIP. Participants also suggested improvements to the City's current incentive programs, such as a single application form for all available incentives and new incentives which target building vacancies. One of the main

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challenges to promoting improvements and redevelopment within DHWC CIP is the need for increased residential densities and pedestrian foot traffic to support existing and future businesses. There are potential areas of improvement in this regard from a policy and incentive program perspective. Additionally, there are opportunities to improve the effectiveness of the City's DHWC CIP, including removing underutilized incentives and replacing them with new incentives which better address the needs of the community (e.g., incentives which promote student housing, promote building occupancy, or incentives to address off-street parking requirements for higher density residential development, among others).

As for the existing Brownfield CIP, the City has seen success in promoting brownfield remediation and redevelopment within the City's central area by assisting landowners with costs associated with environmental studies and the associated increase in property taxes upon redeveloping a former brownfield site. Increased costs for studies and remediation work, coupled with the financial risk associated with uncertainty regarding the level of contamination of brownfield sites, were noted by stakeholders as being major barriers to brownfield redevelopment. Through the Brownfield CIP update, there are many opportunities to improve the suite of incentives which are offered to further encourage brownfield remediation and redevelopment and address these barriers (e.g., introducing additional flexibility with the costs that are offset through incentive programs, waiving rather than reimbursing eligible fees, and prioritizing specific areas for redevelopment to better achieve the objectives of the Plan).

This report represents the culmination of the initial background research and initial stakeholder engagement to inform the future update to the City's CIPs for the Downtown and Health and Wellness Cluster and Brownfield CIPAs. Next steps in the project include presenting the results of this background research to Council and the public through a promotional video, which will be available on the City's website, and a formal presentation at a regularly scheduled meeting of Council.

Subsequently, the project will proceed to Phase 2, the Policy Options and Directions Phase, where the background data will be utilized to formulate options and recommendations for the updated Community Improvement Plans, develop streetscape plans and public realm plans, and expand upon the infrastructure assessment completed through this first phase.

A summary of next steps for the project is below:

- Phase 1: Project Initiation and Background Review
 - o Promotional Video and Webpage Kick-Off
 - o Council Presentation and Background Report
- Phase 2: Policy Options, Recommendations, and Directions Report
 - o Developing streetscape and public realm concept plans
 - o Proposing modifications to existing Community Improvement Project Areas
 - o Conducting an infrastructure assessment
 - o Drafting the Policy Options, Recommendations, and Directions Report
 - o Hosting ongoing public and stakeholder engagement activities
- Phase 3: Updated Community Improvement Plans

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- o Drafting the updated Community Improvement Plans (CIPs)
- o Drafting the Urban Design Guidelines
- o Hosting a Public Information Session to present the draft updated CIPs
- o Presenting the draft updated CIPs at a Council meeting
- o Hosting a statutory Public Meeting to present the final draft updated CIPs for Council's consideration on adoption

For more information regarding the information presented in this report, please contact the undersigned.

Background Report

Community Improvement Plan Update

J.L. RICHARDS & ASSOCIATES LIMITED

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Reviewed by:

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Background Report

Community Improvement Plan Update

This report has been prepared by J.L. Richards & Associates Limited for City of Welland's exclusive use. Its discussions and conclusions are summary in nature and cannot properly be used, interpreted, or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report is based on information, drawings, data, or reports provided by the named client, its agents, and certain other suppliers or third parties, as applicable, and relies upon the accuracy and completeness of such information. Any inaccuracy or omissions in information provided, or changes to applications, designs, or materials may have a significant impact on the accuracy, reliability, findings, or conclusions of this report.

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Office of the City Clerk

December 5, 2024

Via email

All Ontario Municipalities

**Re: Kingston City Council Meeting, December 3, 2024 – New Motion 1 –
Request the Redistribution of the Provincial Land Transfer Tax and GST to
Municipalities for Sustainable Infrastructure Funding**

At the regular Council meeting on December 3, 2024, Council approved New Motion 1 with respect to Request the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding as follows:

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

The Corporation of the City of Kingston

216 Ontario Street, Kingston, ON K7L 2Z3

Phone: (613) 546-4291 extension 1207

cityclerk@cityofkingston.ca

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

Therefore Be It Resolved That Kingston City Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

That Kingston City Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and

That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

That copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and

That copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Derek Ochej', with a stylized, flowing script.

Derek Ochej
Acting City Clerk
/nb

Reporting Out
City of Kingston
Meeting Number 2025-01
City Council Meeting

Resolution Number 2025-18

Title: Request the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding

Date: Tuesday, December 3, 2024

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

Therefore Be It Resolved That Kingston City Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

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That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

That copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and

That copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

CARRIED



PORT COLBORNE

Legislative Services

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E charlotte.madden@portcolborne.ca

December 5, 2024

Via Email: justin.trudeau@parl.gc.ca

The Honourable Justin Trudeau
Prime Minister of Canada
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

Via Email: premier@ontario.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Dear Hon. Justin Trudeau, Prime Minister of Canada and Hon. Doug Ford, Premier of Ontario

Re: City of Port Colborne Support the Township of McGarry Redistribution of Land Transfer Tax

Please be advised that, at its meeting of November 26, 2024 the Council of The Corporation of the City of Port Colborne supported the resolution from the Township of McGarry regarding Redistribution of Land Transfer Tax.

Please find attached the Township of McGarry correspondence for your consideration.

Sincerely,

Charlotte Madden
City Clerk

ec: Peter Bethlenfalvy, Ontario Minister of Finance
Paul Calandra, Minister of Municipal Affairs and Housing
Vance Badawey, Member of Parliament, Niagara Centre
Dean Allison, Niagara West MP
Chris Bittle, St. Catharines MP
Tony Baldinelli, Niagara Falls MP
Jeff Burch, Niagara Centre MPP
Wayne Gates, Niagara Falls MPP
Sam Oosterhoff, Niagara West MPP
Jennifer Stevens, St. Catharines MPP
Federation of Canadian Municipalities
Association of Municipalities of Ontario
Ontario Municipalities



November 12, 2024

Resolution No. 333/2024

**THE CORPORATION OF THE TOWNSHIP OF MCGARRY
P.O. BOX 99,
VIRGINIATOWN, ON. P0K 1X0**

MOVED BY *Elaine Fric*

SECONDED BY *Francine Plante*

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and;

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

1. **Now Therefore Be It Hereby Resolved That** The Council of the Corporation of the Township of McGarry formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and
2. **Be It Further Resolved That** The Council of the Corporation of the Township of McGarry calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and
3. **Be It Further Resolved That** this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive their share of the revenue to address critical infrastructure needs; and

4. **Be It Further Resolved That** copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and
5. **Be It Further Resolved That** copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Defeated

Mayor

/ Carried Bonita Culhane
Mayor

Recorded Vote

Requested by

YES

NO

Mayor Bonita Culhane

Councillor Louanne Caza

Councillor Elaine Fic

Councillor Annie Keft

Councillor Francine Plante



Infrastructure & Development Services Division

789 Broadway Street, Box 3000
Wyoming, ON N0N 1T0

Telephone: 519-845-0801

Toll-free: 1-866-324-6912

Fax: 519-845-3872

Sent Via Email

December 5, 2024

Good Roads
Scott Butler
Executive Director
1525 Cornwall Road, Unit 22
Oakville, ON L6J 0B2

Attention: Scott Butler

Scott Butler:

Re: Establishment of an Ontario Rural Road Safety Program

Please be informed that at its regular meeting of November 27, 2024, Lambton County Council supported correspondence # PW 11-11-24 dated October 29, 2024. For your information, the following resolution was passed:

#1: White/Case: That County Council adopt the resolution in correspondence PW 11-11-24 as follows:

WHEREAS official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads;

AND WHEREAS, despite only having 17% of the population, 55% of the road fatalities occur on rural roads;

AND WHEREAS, rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

AND WHEREAS, preventing crashes reduces the burden on Ontario's already strained rural health care system;

AND WHEREAS, roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

THEREFORE, BE IT RESOLVED THAT the County of Lambton requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads; and

FURTHER THAT a copy of this resolution be forwarded to Premier Doug Ford, Hon. Prabmeet Sarkaria, Minister of Transportation, Hon. Kinga Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Hon. Lisa Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, and Good Roads; and

FURTHER THAT this resolution be circulated to all municipalities in Ontario requesting their support.

Carried.

Sincerely,



Jason Cole, P.Eng.

General Manager, Infrastructure & Development Services

Encl # PW 11-11-24

cc: Lianne Rood, M.P. Lambton-Kent-Middlesex Riding
Bob Bailey, M.P.P. Sarnia-Lambton Riding
Marilyn Gladu, M.P. Sarnia-Lambton Riding
The Honourable Doug Ford, Premier of Ontario
Prabmeet Sarkaria, Minister of Transportation
Kinga Surma, Minister of Infrastructure
Rob Flack, Minister of Agriculture
Lisa Thompson, Minister of Rural Affairs
Trevor Jones, Associate Minister of Emergency Preparedness and Response
Sylvia Jones, Minister of Health
All municipalities in Ontario

From: Scott Butler <scott@goodroads.ca>
Sent: Tuesday, October 29, 2024 6:28 PM
To: Stephane Thiffeault <Stephane.Thiffeault@county-lambton.on.ca>
Subject: establishment of an Ontario Rural Road Safety Program

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Wednesday, October 09, 2024

To: County of Lambton Head of Council and Council Members

Sent via email to: stephane.thiffeault@county-lambton.on.ca

Subject: Establishment of an Ontario Rural Road Safety Program

Too many Ontarians are being seriously injured or killed on our roads.

In 2023, there were 616 people killed and 36,090 people injured. The number of fatalities is up nearly 20% in the last ten years.

In 2021, the most recent year of complete data from MTO's *Ontario Road Safety Annual Report* (ORSAR), there were 561 fatalities – 426 of which occurred on municipal roads. While rural Ontario only represents 17% of the province's population, 55% of these deaths occurred on rural roads. By any measure, Ontario's rural roads are disproportionately more dangerous.

At the same time, municipal insurance premiums continue to increase. With no plausible reform being considered for joint and several liability, municipalities need to find innovative means for managing risk, particularly on their roadways,

To deal with this crisis, Good Roads has designed a multifaceted rural road safety program and have been in discussions with the Ministry of Transportation to fund it. The program would target a municipality's most dangerous roads, perform road safety audits, and install modern safety infrastructure that prevents serious injuries and save lives. This program is designed to be cost effective while also providing rural municipalities with a direct means for addressing risk associated with their roadways.

Good Roads has proposed leading a five-year \$183 million program that leverages our 131 years of municipal road expertise and our industry partnerships to quickly put in place the solutions that will address some of Ontario's most dangerous roads.

Good Roads is seeking support to address these preventable tragedies.

If the County of Lambton would be interested in pursuing this, a Council resolution similar to the example below should be adopted and sent to the Premier and the Minister of Transportation:

WHEREAS official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other

roads;

AND WHEREAS, despite only having 17% of the population, 55% of the road fatalities occur on rural roads;

AND WHEREAS, rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

AND WHEREAS, preventing crashes reduces the burden on Ontario's already strained rural health care system;

AND WHEREAS, roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

THEREFORE, BE IT RESOLVED THAT the County of Lambton requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads; and

FURTHER THAT a copy of this resolution be forwarded to Premier Doug Ford, Hon. Prabmeet Sarkaria, Minister of Transportation, Hon. Kinga Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Hon. Lisa Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, and Good Roads; and

FURTHER THAT this resolution be circulated to all municipalities in Ontario requesting their support.

If you have any questions regarding this initiative please contact Thomas Barakat, Good Roads' Manager of Public Policy & Government Relations, at thomas@goodroads.ca at your convenience.

Sincerely,



Scott R. Butler
Executive Director



Antoine Boucher
President
Good Roads Board of Directors



Town of South Bruce Peninsula

PO Box 310, 315 George St.
Wiarton ON N0H 2T0

Tel: (519) 534-1400 Fax: (519) 534-4976
Toll Free (in 519 area only): 1-877-534-1400

December 4, 2024

Hon. Doug Ford, Premier of Ontario
Premier's Office
Room 281
Legislative Building, Queen's Park
Toronto, Ontario
M7A 1A1
Premier@ontario.ca

Hon. Prabmeet Singh Sarkaria, Minister of Transportation
Ministry of Transportation
777 Bay Street, 5th Floor
Toronto, Ontario
M7A 1Z8
Prabmeet.Sarkaria@pc.ola.org

Dear Premier Ford and the Honourable Prabmeet Singh Sarkaria,

At the December 3, 2024, Town of South Bruce Peninsula Council meeting, the following resolution was passed:

Whereas rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

And whereas preventing crashes reduces the burden on Ontario's already strained rural health care system;

And whereas roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums; preventing car crashes can have a significant impact in improving municipal risk profiles;

Therefore, be it resolved that the Town of South Bruce Peninsula requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead;

And further that this resolution be circulated to all municipalities in Ontario requesting their support, as well as the Honourable Doug Ford, Premier of Ontario and the Honourable Prabmeet Singh Sarkaria, Minister of Transportation.

I trust you find this satisfactory; however, should you have any questions or require further information please do not hesitate to contact the undersigned.

Yours truly, 

Brianna Collins, P.Eng.
Director of Public Works

Cc: Ontario Municipalities
Scott R. Butler, Executive Director, Good Roads
Antoine Boucher, President, Good Roads Board of Directors



THE CORPORATION OF THE **TOWN OF COBALT**

December 11, 2024

Hon. Doug Ford
Premier of Ontario
Legislative Building, Room 28, Queen's Park
Toronto, Ontario
M7A 1A1

Sent Via Email: Premier@ontario.ca

Please be advised that at the Regular Meeting of Council on December 10, 2024, the Town of Cobalt adopted the following resolution:

RESOLUTION No. 2024-217

MOVED BY: Councillor Starchuk

SECONDED BY: Councillor Lafleur

WHEREAS the assessment cycle is an essential process for maintaining the fairness and predictability of property taxes in our province;

AND WHEREAS the pause in the reassessment cycle has created uncertainty and instability in the property taxation, impacting both residential and commercial property owners;

AND WHEREAS the government has delayed an assessment update again in 2024, resulting in Ontario's municipalities continuing to calculate property taxes using 2016 property values;

AND WHEREAS both current and outdated assessments are inaccurate, increase volatility, and are not transparent;

AND WHEREAS frequent and accurate reassessments are necessary to stabilize property taxes and provide predictability for property owners, residents, and businesses alike;

AND WHEREAS the staff at the Municipal Property Assessment Corporation would benefit from further skill enhancement and training in assessments, recognizing the importance of ensuring accurate evaluations for 100% of our municipality;

AND WHEREAS the pause in the reassessment cycle has created uncertainty and instability in the property taxation, impacting both residential and commercial property owners;

AND WHEREAS the Government has announced a review of the property assessment and taxation system with a focus on fairness, equity, and economic competitiveness, and therefore further deferring new property assessment;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Town of Cobalt hereby calls upon the Premier to promptly resume the assessment cycle to ensure the stability and predictability of property taxes while the Government conducts its review of the property assessment and taxation system, or respond with an alternative method for every municipality in Ontario to achieve fair taxation;

AND FURTHER THAT all Municipalities in Ontario and their constituents are encouraged to apply pressure to the Premier, daily, weekly, and monthly, to resolve the situation before it causes undo stress to everyone in the Municipality;

AND FINALLY THAT a copy of this resolution be forwarded to the Premier, the relevant provincial authorities, the Association of Municipality in Ontario, the Rural Ontario Municipalities Association, the Federation of Northern Ontario Municipalities, the Municipal Property Assessment Corporation, and all the municipalities in Ontario for their consideration, to make proper changes as quickly and efficiently as possible.

CARRIED

Kind Regards,



Steven Dalley
Town Manager, Clerk/Treasurer
Tel: (705) 679-8877
Email: sdalley@cobalt.ca

cc: Association of Municipalities in Ontario
Rural Ontario Municipalities Association
Federation of Northern Ontario Municipalities
Municipalities Property Assessment Corporation
All Ontario Municipalities



CORPORATION OF THE MUNICIPALITY OF SOUTH HURON

322 Main Street South P.O. Box 759

Exeter Ontario

N0M 1S6

Phone: 519-235-0310 Fax: 519-235-3304

Toll Free: 1-877-204-0747

www.southhuron.ca

December 11, 2024

Via email: justin.trudeau@parl.gc.ca

Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

Dear Prime Minister Trudeau

Re: Redistribution of Land Transfer Tax and GST

Please be advised that South Huron Council passed the following resolution at their December 9, 2024, Regular Council Meeting:

518-2024

Moved By: Marissa Vaughan

Seconded by: Aaron Neeb

Result: Carried

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax

burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

Now therefore be it hereby resolved that the Municipality of South Huron Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

Be it further resolved that the Municipality of South Huron Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and

Be it further resolved that this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

Be it further resolved that copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and

Be it further resolved that copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy

Respectfully,

Kendra Webster, Legislative & Licensing Co-ordinator
Municipality of South Huron
kwebster@southhuron.ca
519-235-0310 x. 232

Encl.

cc: Premier of Ontario, Hon. Doug Ford, doug.fordco@pc.ola.org
Ontario Minister of Finance, Hon. Peter Bethlenfalvy,
Peter.Bethlenfalvy@pc.ola.org



CORPORATION OF THE MUNICIPALITY OF SOUTH HURON

322 Main Street South P.O. Box 759

Exeter Ontario

N0M 1S6

Phone: 519-235-0310 Fax: 519-235-3304

Toll Free: 1-877-204-0747

www.southhuron.ca

Minister of Municipal Affairs and Housing, Hon. Paul Calandra,

Paul.Calandra@pc.ola.org

MP Huron-Bruce, Hon. Ben Lobb, ben.lobb@parl.gc.ca

MPP Huron-Bruce, Hon. Lisa Thompson, Lisa.Thompsonco@pc.ola.org

FCM, resolutions@fcm.ca

AMO, resolutions@amo.on.ca

444 Ontario Municipalities.

To: The Honourable Andrea Khanjin, Minister of the Environment, Conservation and Parks.

The Honourable John Yakabuski, MPP Renfrew-Nipissing-Pembroke.

Please see the following resolution of the Council of the Town of Deep River regarding Ontario Regulation 391/21: Blue Box, passed at the November 20, 2024 Meeting, and respectfully submitted for your consideration.

4.3 Notices of Motion

4.3.1 Request to Province to Amend the Blue Box Regulation

Glenn Doncaster, Reeve, Town of Deep River

RESOLUTION 2024 319

MOVED BY: Reeve Doncaster

SECONDED BY: Councillor Hughes

WHEREAS under Ontario Regulation 391/21: Blue Box, producers are fully accountable and financially responsible for their products and packaging once they reach their end of life and are disposed of, for 'eligible' sources only;

AND WHEREAS 'ineligible' sources which producers are not responsible for including businesses, places of worship, daycares, campgrounds, public-facing and internal areas of municipal-owned buildings and not-for-profit organizations, such as shelters and food banks;

AND WHEREAS should a municipality continue to provide services to the 'ineligible' sources, the municipality will be required to oversee the collection, transportation, and processing of the recycling, assuming 100% of the costs;

AND WHEREAS these costs this will further burden the municipalities' finances and potentially take resources away from vital infrastructure projects;

THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Town of Deep River hereby request that the province amend Ontario Regulation 391/21: Blue Box so that producers are responsible for the end-of-life management of recycling products from all sources;

AND FURTHER THAT Council hereby request the support of all Ontario Municipalities;

AND FURTHER THAT this resolution be forwarded the Honourable Andrea Khanjin, Minister of the Environment, Conservation, and Parks, the Honourable John Yakabuski, MPP Renfrew, Nipissing Pembroke, and to all Ontario Municipalities.

CARRIED

Your attention to this matter is greatly appreciated.

Kind Regards,

Jackie Mellon

Clerk

Town of Deep River

cc: All Ontario Municipalities



Jackie Mellon

Clerk

Email: jmellon@deeperiver.ca

Phone: 613-584-2000 ext. 128

100 Deep River Rd, P.O. Box 400, Deep River, ON, K0J 1P0

deeperiver.ca |  

Resolution from Northern Ontario Women's Caucus (NOW Caucus)

WHEREAS an arbitrator's investigation into claims of sexual harassment against MPP Michael Mantha concluded during the investigation that the claims were substantiated;

AND WHEREAS in August 2023, MPP Michael Mantha was removed from the NDP caucus after allegations of workplace misconduct were substantiated by multiple witness interviews and video evidence;

AND WHEREAS Ontario residents have requested that the NOW Caucus request that Michael Mantha resign from his position as M.P.P. as they believe that based on the investigation that substantiated the sexual harassment allegations that he does not have the integrity and trust required of the office to effectively represent the Algoma-Manitoulin, particularly the women living in the riding;

AND WHEREAS elected officials at all levels should be held to the same standards as every working Ontarian, operating under workplace violence and harassment policies.

THEREFORE BE IT RESOLVED that NOW Caucus call on Michael Mantha to resign from his position as M.P.P. of the Algoma-Manitoulin Riding immediately.

AND FURTHER that this Resolution be circulated to the 444 municipalities, the office of Michael Mantha, Premier Ford, Marit Stiles, Leader of the Ontario NDP, Bonnie Crombie, Leader of the Ontario Liberal Party, Mike Shreiner, Ontario Green Party, AMO, ROMA, FONOM, and NOMA.

Moved – Melanie Baril, Regional Vice Chair (FONOM Region) ;

Seconded: Lindsay Koch, Regional Vice Chair (NOMA Region)

CARRIED

Via email: Rob.Flack@pc.ola.org

November 29, 2024

To: Hon. Rob Flack, Ministry of Agriculture, Food & Rural Affairs

Re: Request for Support – Increase Tile Drain Loan Limit

Please be advised at its meeting held on November 13, 2024, Council of the Township of Oro-Medonte passed the following resolution supporting the Township of Adelaide Metcalfe's request that the Province consider increasing the maximum annual Tile Drain Loan Limit:

Be it resolved that the staff recommendations with respect to the items listed under "Consent Agenda Correspondence" be adopted as printed:

d) Correspondence dated October 22, 2024, from the Township of Clearview and Correspondence dated March 22, 2024 from the Township of Adelaide Metcalfe re: Request for Support - Increase Tile Drain Loan Limit.

Staff Recommendation: Receive, Support, Advise Under the Mayor's Signature.

Yours sincerely,



Randy Greenlaw

Mayor
/vc

Cc:
Association of Municipalities of Ontario (AMO)
Rural Ontario Municipal Association (ROMA)
All Ontario Municipalities



The Corporation of the Town of Cobourg

Resolution

Justin Trudeau, Prime Minister of Canada
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

Town of Cobourg
55 King Street West,
Cobourg, ON, K9A 2M2
clerk@cobourg.ca

Delivered via email

Justin.Trudeau@parl.gc.ca

December 6, 2024

RE: Request the Redistribution of the Provincial Land Transfer Tax and GST to Municipalities for Sustainable Infrastructure Funding

Please be advised that the Town of Cobourg Council, at its meeting held on November 20, 2024, passed the following resolution:

WHEREAS municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

WHEREAS the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

WHEREAS the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

WHEREAS the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

WHEREAS redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

WHEREAS a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents.

NOW THEREFORE BE IT RESOLVED THAT the Town of Cobourg Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and



The Corporation of the Town of Cobourg

Resolution

FURTHER THAT the Town of Cobourg Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and

FURTHER THAT this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

FURTHER THAT copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and

FURTHER THAT copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Sincerely,

Kristina Lepik
Deputy Clerk/Manager, Legislative Services

cc. Honourable, Doug Ford Premier of Ontario;
Honourable Peter Bethlenfalvy, Minister of Finance;
Honourable Paul Calandra, Minister of Municipal Affairs and Housing;
Honourable Philip Lawrence, Northumberland – Peterborough South MP;
Honourable David Piccini, Minister of Labour, Immigration, Training and Skills
Development and Northumberland – Peterborough South MPP; and
All Ontario Municipalities

NEWS RELEASE

Ontario Restoring Safety to Parks and Public Spaces

Province taking action to end encampments and crack down on public use of illegal drugs while investing \$75.5 million in homelessness prevention

December 12, 2024

[Premier's Office](#)

TORONTO — The Ontario government will introduce legislation today that will, if passed, better protect community safety by providing municipalities and police with new resources and enforcement tools to address the growing problem of homeless encampments and crack down on illegal drug use in parks and public spaces. Ontario is also investing \$75.5 million to further support homelessness prevention and provide people living in encampments with access to reasonable alternative accommodation. This is in addition to the province's ongoing \$700 million investment in homelessness prevention programs each year, as well as the \$378 million the province is investing in 19 Homelessness and Addiction Recovery Treatment (HART) Hubs.

"Mayors and residents from communities across Ontario have been clear that enough is enough when it comes to encampments and illegal drug use in our parks and public spaces," said Premier Doug Ford. "Families deserve to enjoy their local parks and playgrounds without fearing for their kids. People facing homelessness or addiction and mental health challenges should be supported in the right settings. The federal government's approach of legalizing dangerous drugs for use in our communities has failed and it needs to end."

The province is dedicating \$75.5 million for programs that provide more long-term stable housing and temporary accommodations for those living in encampments, including:

- \$5.5 million to top up the Canada-Ontario Housing Benefit (COHB) to immediately free-up emergency shelter spaces for people living in encampments by helping people living in shelters move into longer-term housing, building on the nearly \$400 million Ontario and the federal government invested in COHB between 2023 and 2024.
- \$20 million to expand shelter capacity and create additional temporary accommodation spaces, like tiny modular units and climate-controlled semi-

permanent structures, to provide people living in encampments with accessible alternative living options.

- \$50 million in funding designated for ready-to-build affordable housing projects across the province. This funding will be allocated based on how close a project is to completion, as well as its value for money, to help projects near completion but in need of targeted additional funding to open their doors faster.

This investment includes \$44.5 million in new provincial funding and \$31 million from the Canada-Ontario Community Housing Initiative.

Service managers who receive funding will be required to report back to the province on the number of individuals moved from encampments into new accommodations. They will also be required to submit spending plans to the Ministry of Municipal Affairs and Housing for review and approval, to ensure the province's \$654 million yearly investment in the Homelessness Prevention Program is being used effectively and in line with the shared provincial and municipal goal of ending encampments by providing safe and stable housing for people at risk of homelessness.

To help clear parks and public spaces of encampments, the *Safer Municipalities Act, 2024* includes amendments to the *Trespass to Property Act*, which applies to private business, offices, stores, hotels, parks and vacant land. These amendments, if passed, will enhance penalties for people who deliberately and continually break the law by adding the new aggravating factors of continuous trespassing and the likelihood to reoffend. In cases where these factors are present, these new tools will be applied by the court during sentencing.

The government is further protecting communities by introducing the *Restricting Public Consumption of Illegal Substances Act, 2024* that will, if passed, allow police officers and other provincial offences officers to direct individuals to stop using illegal substances or to leave the public space. This will allow them to issue a ticket or arrest someone who does not comply, providing an important additional tool to stop the consumption of illegal drugs in public spaces. People found guilty of violating this legislation, including those doing so in encampments, could face fines of up to \$10,000 or up to six months in prison.

As part of the province's focus on long-term treatment and recovery, the government is exploring new judicial approaches that provide the option of rehabilitation as an alternative to incarceration in the event of minor or non-violent drug crimes.

Quick Facts

- The [*Trespass to Property Act*](#) provides property owners and occupiers with tools to deal with trespassing on their property.

- As of October 2024, service managers report approximately 3,300 people in about 1,000 encampment locations across Ontario.

Quotes

"We have heard from the people of Ontario that they want their communities to be safe and clean. Encampments are a public safety concern and not a solution to homelessness. Mayors have asked us for help in managing this complex issue and we are ready to provide more funding for those municipalities that show results in winding down these sites so they can address the specific needs of people in encampments and quickly move them from crisis into safer accommodation and ultimately stable, long-term housing."

- Paul Calandra
Minister of Municipal Affairs and Housing

"Using illegal drugs in public is unacceptable. Everyone should feel safe when going to a park, riding transit, or walking through their neighbourhoods. Public safety is our top priority and that is why we are providing police with the tools they need to confidently keep our communities safe, knowing we stand with them every day."

- Michael Kerzner
Solicitor General

"Encampments are a serious issue in communities across the province. Our government's proposed changes to the Trespass to Property Act will provide additional tools to support restoring public order. These amendments are one facet of a balanced broader strategy to address this difficult issue and support both communities and those currently living in encampments."

- Doug Downey
Attorney General of Ontario

"Illicit drugs and particularly opioids such as fentanyl used in public spaces in encampments are a serious community safety threat. There is a clear risk to families and children that live around the growing number of encampments in Ontario. I am very pleased Premier Ford is taking bold action to address this."

- Patrick Brown
Mayor of Brampton

"Today's announcement represents an important step in addressing the interconnected challenges of health, homelessness and public safety. By investing in pathways to stable housing and expanding the supports available to those in need, we can ensure people receive the care they require while respecting the use of

public spaces for everyone, which includes new tools to restrict the prevalence of open drug use."

- Josh Morgan
Mayor of London

"I am encouraged once again by the provincial investments and commitment to address the most complex health care issue our nation has faced. Today's announcement will provide vulnerable individuals who are living in encampments with safe, stable accommodations as well as ensure that our public spaces are safe for everyone to enjoy. All levels of government need to continue to work together as partners to find innovative solutions to address this national humanitarian crisis."

- Dan Carter
Mayor, City of Oshawa

"Premier Ford has found a sensible balance to deal with a complex issue. Adding resources to support more housing solutions while providing municipalities tools to enhance public safety will help make a positive difference in communities across Ontario."

- Drew Dilkens
Mayor of Windsor

"The actions in this legislation are what we asked for. It feels great to work with a government that listens. We are united to support our most vulnerable and create safer environments for everyone."

- Rob Burton
Mayor, Town of Oakville

"Premier Ford's announcement of additional funding for more shelter spaces, temporary housing and affordable housing units is welcome news. This approach prioritizes the dignity and well-being of individuals in need, while balancing other residents' right to feel safe in public spaces."

- Paul Lefebvre
Mayor of Greater Sudbury

"The legislation being brought forward today by Premier Ford is going to help municipalities maintain safety for residents while providing supports for those who are seeking help. We can't thank the Ford government enough for supporting municipalities in these very difficult times."

- Alex Nuttall
Mayor of Barrie

"This much needed funding to help transition those in encampments to safer shelter or housing is key and I applaud the Premier for this focus. Guelph is ready to partner with our Social Services Manager and with the government to ensure we have positive outcomes for those struggling with addictions, mental health and housing needs in our community. A top complaint I receive as mayor from citizens and businesses alike is about the open illegal drug use in our parks, downtown cores and other public spaces. This legislation looks to tackle these challenges head on and are most welcome."

- Cam Guthrie
Mayor, City of Guelph

"This issue affects the families, community and professionals who have been struggling for a long time without enough financial resources and legislative tools. The proposed legislation will curb the loss of lives and destruction of families, keep the peace and provide supports to those in need. Almost two decades ago, the Select Committee on Mental Health and Addictions made recommendations, that all parties could get on board with, to solve our ever-escalating mental health and addictions crisis. After successive governments, I am pleased that the Premier is introducing legislation that will make a difference in the lives of many."

- Jan Liggett
Mayor of Cambridge

"I am happy that Premier Ford and the provincial government have taken action that prioritizes the health and well-being of the residents of St. Catharines. The additional funding and focus will help provide the services the most vulnerable members of our community desperately need and the new legislation around open drug use protects the members of our community who know this illegal activity can't continue in public. The issues our cities face are complicated and all levels of government must work together to build more supportive housing units, expand shelter capacity and clean up encampments."

- Mat Siscoe
Mayor of St. Catharines

"The health and safety of our residents is critical and its no secret municipalities across the province are grappling with large unsafe encampments and increasing drug use in public spaces. All levels of government need to continue to come together to help those suffering with mental health and addictions challenges, while also ensuring our parks and public spaces are safe for everyone to enjoy. Today's announcement is an important step in addressing a very complex and challenging issue for municipalities."

- Bryan Paterson
Mayor of Kingston

"I am glad to see the Premier responded to our group's plea for help by providing enhanced funding for shelter and housing diversion programs and strengthening trespass and open drug use laws. This is a good first step in helping municipalities deal with the issues of homelessness and public disorder on our streets and in our parks."

- Kevin Davis
Mayor of Brantford

"Vulnerable people need help to navigate drug addiction, mental health and social supports. It's time for tough love and definitive action to help them achieve that and to restore dignity and safety to public spaces."

- Jim Diodati
Mayor of Niagara Falls

"We thank the Government of Ontario for its decisive actions and meaningful investments in addressing the complex and pressing issue of homelessness and encampments. This significant funding will provide much-needed support for those experiencing hardship - enabling us to create safer and more vibrant communities for the benefit of all residents, visitors and businesses. We are committed to working with the province to ensure these vital resources are used effectively to help people transition into stable housing and access the essential support services they need."

- Kevin Ashe
Mayor, City of Pickering

"Orillia Council's top priorities are looking at ways to help support our most vulnerable and ensuring public safety. We would like to thank the province for listening to us and taking action to provide further support to service providers as we all work together to address homelessness in our communities. The initiatives announced today by Premier Ford go a long way to support us as we partner together to navigate these difficult issues."

- Don McIsaac
Mayor of Orillia

"As a growing small urban municipality with hundreds of people experiencing homelessness, addiction and mental health issues, this new funding for shelters, supportive and transitional housing aligns with the housing first principles that will help us safely transition people out of encampments and connect them to the social and health services they need while also ensuring greater accountability. Today's announcement provides meaningful funding, actionable tools, compassion and a commitment to helping us keep our communities and public spaces safe for everyone."

- Bill Gordon
Mayor of Midland

"Emergency shelters are a critical part of the housing spectrum. Outreach and shelter are the first points of contact where we build trust and spark hope for individuals experiencing homelessness. Additional funding enhances The Salvation Army's capacity to connect with individuals and welcome them into a dignified spaces with comprehensive wrap around support services that meet their unique needs. Together, we can help more Ontarians start their journey towards home."

- Lt. Col. Brian Armstrong
Ontario Divisional Commander of The Salvation Army

"Drug paraphernalia and encampment health and fire issues are among the top community safety concerns for Ontario's small business owners. Many have told us about having to clean used needles and other garbage off their property, often on a daily basis. This is unsafe and unsustainable for small business owners, their employees and their customers. Our members across Ontario overwhelmingly agree that all levels of government should work together to address these multi-faceted challenges."

- Julie Kwiecinski
Director of Provincial Affairs for Ontario, Canadian Federation of Independent Business (CFIB)

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