



COUNCIL MEETING AGENDA

Tuesday, August 4, 2020

7:00 P.M.

Due to COVID-19 and the closure of the Civic Square

All Electronic Meetings can be viewed at:

City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>

YourTV: The meeting will be aired on channel 700 on August 7, 2020 at 9:00 a.m.

**1. COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (5:45 p.m.)
(See yellow tab)**

- Personal matters about an identifiable individual, including municipal or local board employees;
- *Identifiable individual.*
- Labour relations or employee negotiations;
- *Chief Administrative Officer recruitment.*
- Proposed or pending acquisition or disposition of land by the municipality or local board;
- *Expropriation update.*
- Personal matters about an identifiable individual, including municipal or local board employees;
- *Interim CAO.*

2. ARISE FROM COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (6:55 p.m.)

3. OPEN COUNCIL MEETING (7:00 p.m.)

3.1 NATIONAL ANTHEM

3.2 OPENING REMARKS

3.3 ADDITIONS/DELETIONS TO AGENDA

3.4 ADOPTION OF MINUTES

Special Council Meetings of June 30 and July 21, 2020 and Regular Council Meeting of July 7, 2020 (*Previously Distributed*).

3.5 CALL UPON THE CITY CLERK TO REVIEW COMMITTEE-OF-THE-WHOLE ITEMS (IN-CAMERA) TO BE ADDED TO BLOCK

3.6 DISCLOSURES OF INTEREST

3.7 COUNCILLORS TO DETERMINE AGENDA ITEMS AND BY-LAWS TO BE REMOVED FROM BLOCK FOR DISCUSSION IN COMMITTEE-OF-THE-WHOLE (OPEN) (See pink tab)



COUNCIL MEETING AGENDA – Page 2

Tuesday, August 4, 2020

7:00 P.M.

Due to COVID-19 and the closure of the Civic Square

All Electronic Meetings can be viewed at:

City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>

YourTV: The meeting will be aired on channel 700 on August 7, 2020 at 9:00 a.m.

4. ORAL REPORTS AND DELEGATIONS

4.1 PRESENTATION(S)

20-14 Marianne Love, ML Consulting re: Council Remuneration.

(Background information included in Council members' package).

4.2 DELEGATION(S) (maximum 5/10/5 policy) - Nil

4.3 AGENCIES, BOARDS, COMMISSIONS AND COMMITTEES REPORT

09-104 Councillor Chiocchio, Chair, Audit Review Committee - meeting of July 21, 2020.

4.4 LEGISLATED PUBLIC HEARINGS PURSUANT TO THE *PLANNING ACT*

20-89 Complete applications have been made by UPPER CANADA CONSULTANTS on behalf of PETER & MARIA NIEUWESTEEG AND 1970047 ONTARIO INC. for Draft Plan of Subdivision Approval and to rezone for lands at Part Lot 258, former Township of Thorold, Part 1 on Plan 59R-16195, Part 1 on Plan 59R-7834 and Part 1 on 59R-7994 save and except 59M-472, City of Welland, municipally known as 320 South Pelham Road from the existing RESIDENTIAL LOW DENSITY 2 – RL2 and ENVIRONMENTAL PROTECTION OVERLAY to SITE SPECIFIC RESIDENTIAL LOW DENSITY 2 - RL2 and ENVIRONMENTAL PROTECTION OVERLAY in Zoning By-law 2017-117. The purpose of the amendment is to allow uncovered or covered decks encroach into the rear yard a maximum of 3.75 metres, whereas 3 metres is permitted. The Official Plan designation of the property is LOW DENSITY RESIDENTIAL and CORE NATURAL HERITAGE.
(See Report P&B-2020-33 pages 91 - 95)

20-85 A complete application has been made by QUARTEK GROUP on behalf of 5017105 ONTARIO LTD to rezone PT TWP LT 230, Former City of Thorold, now in the for lands at 858-862 Niagara Street from the existing REGIONAL SHOPPING NODE - RS ZONE and ENVIRONMENTAL CONSERVATION OVERLY to SITE SPECIFIC REGIONAL SHOPPING NODE and ENVIRONMENTAL CONSERVATION OVERLAY in Zoning By-law 2017-117. The purpose of the amendment is to allow for residential uses above the permitted commercial uses; to recognize a deficient lot size of 0.98 hectares, whereas 2 hectares is the minimum lot size. The Official Plan designation is REGIONAL SHOPPING NODE.
(See Report P&B-2020-30 pages 19 - 53)



COUNCIL MEETING AGENDA – Page 3

Tuesday, August 4, 2020

7:00 P.M.

Due to COVID-19 and the closure of the Civic Square

All Electronic Meetings can be viewed at:

City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>

YourTV: The meeting will be aired on channel 700 on August 7, 2020 at 9:00 a.m.

20-86 A complete application has been made by JOSEPH TOMAINO on behalf of 2694686 ONTARIO INC. to rezone PARTS 17 & 18, PLAN 649, City of Welland for lands at 12 Patricia Avenue from the existing RESIDENTIAL LOW DENSITY 1 - RL1 to SITE SPECIFIC COMMUNITY COMMERCIAL CORRIDOR - CC2 in Zoning By-law 2017-117. The purpose of the amendment is to allow the property to be used as a warehousing facility only, require a northerly side yard setback of 10 metres and to allow for a reduced rear yard setback of 2.5 metres, whereas 3 metres is required. The 10 metre side yard setback is to provide a buffer between the residential uses to the north and the proposed warehouse building. The Official Plan designation is LOW DENSITY RESIDENTIAL.

(See Report P&B-2020-31 pages 54 - 73)

20-87 A complete application has been made by UPPER CANADA CONSULTANTS on behalf of CENTENNIAL DEVELOPMENTS (NIAGARA) INC. to rezone Lots 188, 189, 190, 196, 201-218 (inclusive), 221-239 (inclusive), Plan 946; Lot 195, Plan 946, except BB81037; and Part Lot 191, Plan 946, as in BB811036; Lots 292, 293, 294, Plan 946; Lots 295-315 (inclusive) Plan 946, s/t BB75069; Lots 316, 317, Plan 946, subject to an easement as in BB75069; Lots 218-3 (inclusive), Plan 946, s/t BB75069 for lands at 167, 173, 176-325 Louise Street (inclusive) and 183, 187, 193 and 223 Iva Street from the existing RESIDENTIAL LOW DENSITY 1 - RL 1 and RESIDENTIAL LOW DENSITY 2 - RL2 to SITE SPECIFIC RESIDENTIAL LOW DENSITY 2 - RL 1 in Zoning By-law 2017-117. The purpose of the amendment is to allow for a side yard setback of 0.9 metres, whereas 1 metre is required and to allow for the required parking space to be 0 metres from the street line, whereas 5.5 metres is required. This is to allow the required parking space to be provided in the driveway rather than the garage. The Official Plan designation is LOW DENSITY RESIDENTIAL.

(See Report P&B-2020-32 pages 74 - 90)

20-90 A complete application has been made by UPPER CANADA CONSULTANTS on behalf of CENTENNIAL DEVELOPMENTS (NIAGARA) INC. for Draft Plan of Subdivision Approval for Lots 245 - 252 (inclusive) 279-288 (inclusive), 359-377 (inclusive), 386-395 (inclusive) and 466-480 (inclusive), Part of Lots 485-488 (inclusive), Part of Block Q, all of Awrie Avenue (closed), all of Caroline Avenue (formerly Orchard Avenue, closed), all on Plan 946, City of Welland, with no municipal address. The subject lands are designated Urban Area in the Regional Official Plan, as Low Density Residential in the City of Welland Official Plan, and zoned Residential Low Density 2 - RL2 by By-law 2017-117.

(See Report P&B-2020-34 pages 96 - 273)



COUNCIL MEETING AGENDA – Page 4

Tuesday, August 4, 2020

7:00 P.M.

Due to COVID-19 and the closure of the Civic Square

All Electronic Meetings can be viewed at:

City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>

YourTV: The meeting will be aired on channel 700 on August 7, 2020 at 9:00 a.m.

-
- 5. COMMITTEE-OF-THE-WHOLE (OPEN)**
(to discuss items removed from Agenda Block)
 - 6. BY-LAWS (SEE AGENDA INDEX)**
 - 7. NOTICES OF MOTION**
 - 7.1 Councillor matters discussed with staff for reporting purposes**
 - 7.2 Notices of Motion (previously submitted for discussion) - Nil**
 - 7.3 Call for Notices of Motion (for introduction at the next scheduled Council meeting)**
 - 8. CORPORATION REPORTS**
 - 8.1 Mayor's Report**
 - 9. CONFIRMATORY BY-LAW**

A By-law to adopt, ratify and confirm proceedings of the Council of the Corporation of the City of Welland at its meeting held on the 4th day of August, 2020. Ref. No. 20-1
 - 10. ADJOURNMENT**



COUNCIL MEETING AGENDA INDEX

**Tuesday, August 4, 2020
7:00 P.M.**

**Due to COVID-19 and the closure of the Civic Square
All Electronic Meetings can be viewed at:**

City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>

YourTV: The meeting will be aired on channel 700 on August 7, 2020 at 9:00 a.m.

Page No.

AGENDA BLOCK

1. **BUSINESS ARISING FROM MINUTES, PREVIOUS MEETINGS AND OTHER ITEMS REFERRED FROM COUNCIL FOR DISCUSSION - Nil**
2. **COMMITTEE AND STAFF REPORTS**
 1. **Business Arising from Committee-of-the-Whole (closed)**
 2. **General Committee Report to Council - Nil**
 3. **Budget Review Committee Report to Council - Nil**
 - 1 4. **Audit Review Committee Report to Council - meeting of July 21, 2020.**
 5. **Staff Reports**
- 2 - 4 **CLK-2020-16** Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer,
Remove From S. Zorbas - Remuneration of Council. Ref. No. 20-14
Block
- 5 - 6 **CLK-2020-17** Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer,
S. Zorbas - Amendment to the Procedural By-law 2017-6.
Ref. No. 02-160 (See By-law 1)
- 7 - 9 **EDO-2020-06** Gen. Mgr., Economic Development, Recreation and Culture,
D. Degazio - Agreement of Purchase and Sale for 3.5 Acres of
Vacant City Owned Lands on Downs Drive in the New River Road
and Downs Drive Industrial Park. Ref. No. 18-36 (See By-law 2)
- 10 - 11 **TRAF-2020-04** Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick -
Update to Traffic and Parking By-law 89-2000. Ref. No. 20-22
(See By-law 3)



COUNCIL MEETING AGENDA INDEX – Page 2

Tuesday, August 4, 2020

7:00 P.M.

Due to COVID-19 and the closure of the Civic Square

All Electronic Meetings can be viewed at:

City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>

YourTV: The meeting will be aired on channel 700 on August 7, 2020 at 9:00 a.m.

Page No.

12 - 15	<u>ENG-2020-28</u>	Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - 2020 Sidewalk Missing Link Construction - Award of Tender. Ref. No. 20-26 (See By-law 4)
16 - 18	<u>ENG-2020-30</u>	Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Towpath Municipal Drain - One Year Extension. Ref. No. 18-52 (See By-law 5)
19 - 53 Remove From Block	<u>P&B-2020-30</u>	Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Application for Official Plan Amendment (OPA No. 26) and Zoning By-law Amendment (File No. 2020-02) - Quartek Group on behalf of 5017105 Ontario Ltd. for lands on the east side of Niagara Street, north of Lancaster Drive, and south of Quaker Road, municipally known as 858-862 Niagara Street. Ref. No. 20-85
54 - 73 Remove From Block	<u>P&B-2020-31</u>	Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Application for Official Plan Amendment (OPA No. 27) and Zoning By-law Amendment (File No. 2020-04) submitted by Joseph Tomaino on behalf of 2694686 Ontario Inc. for lands on the east side of Patricia Avenue, north of Thorold road and west of Aqueduct Street, municipally known as 12 Patricia Avenue. Ref. No. 20-86
74 - 90 Remove From Block	<u>P&B-2020-32</u>	Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Application for Zoning By-law Amendment (File No. 2020-05) - Upper Canada Consultants on behalf of Centennial Developments (Niagara) Inc. for lands on the east and west side of Louise Street and the east side of Iva Street, north of McCabe Avenue and south of Sauer Avenue, municipally known as 167, 173, 176-325 Louise Street (inclusive) and 183, 187, 193 and 225 Iva Street. Ref. No. 20-87 (See By-law 6)
91 - 95 Remove From Block	<u>P&B-2020-33</u>	Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Application for Zoning By-law Amendment (File No. 2020-03) and Draft Plan of Subdivision (File No. 26T-14-20003) submitted by Upper Canada Consultants for lands Part Lot 258, former Township of Thorold, Part 1 on Plan 59R-16195, Part 1 on Plan 59R-7834 and Part 1 on Plan 59R-7994, except 59M-472, City of Welland, municipally known as 320 South Pelham Road. Ref. No. 20-89



COUNCIL MEETING AGENDA INDEX – Page 3

Tuesday, August 4, 2020

7:00 P.M.

Due to COVID-19 and the closure of the Civic Square

All Electronic Meetings can be viewed at:

City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>

YourTV: The meeting will be aired on channel 700 on August 7, 2020 at 9:00 a.m.

Page No.

96 - 273

**Remove From
Block**

P&B-2020-34

Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Application for Draft Plan of Subdivision (File No. 26T-14-20002) - Upper Canada Consultants - for lands described as Lots 245-252 (inclusive), Lots 279-288 (inclusive), Lots 3590377 (inclusive), Lots 386-395 (inclusive) and 466-480 (inclusive), Part of Lots 485-488 (inclusive), Part of Block Q, all of Awrie Avenue (closed), all of Caroline Avenue (formerly Orchard Avenue, closed), all on Plan 946, City of Welland, with no municipal address. Ref. No. 20-90

274 - 276

F&ES-2020-01

Deputy Fire Chief, A. Eckhart - Amended 2020 Fees for Vulnerable Occupancies. Ref. No. 20-15

3. NEW BUSINESS

277 - 281

1. Ann-Marie Norio, Regional Clerk, Niagara Region: Signing of the AMO-Ontario Federation of Indigenous Friendship Centres - Declaration of Mutual Commitment and Friendship with Niagara Region and Friendship Centre Support. Minute Item 11.2 CL 12-2020, July 23, 2020. Ref. No. 20-88

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information and supports the request from the Region of Niagara dated July 23, 2020 regarding Minute Item 11.2 CL 12-2020: Signing of the AMO-Ontario Federation of Indigenous Friendship Centres - Declaration of Mutual Commitment and Friendship with Niagara Region and Friendship Centre Support.

282 - 293

2. Marilyn Barton, EA to the CEO, Niagara Regional Housing re: NRH 2020 2nd Quarter Report to Board of Directors. Ref. No. 10-130

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the correspondence from Niagara Regional Housing (NRH) dated July 24, 2020 regarding the NRH 2020 2nd Quarter Report.



COUNCIL MEETING AGENDA INDEX – Page 4

Tuesday, August 4, 2020

7:00 P.M.

Due to COVID-19 and the closure of the Civic Square

All Electronic Meetings can be viewed at:

City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>

YourTV: The meeting will be aired on channel 700 on August 7, 2020 at 9:00 a.m.

Page No.

4. BY-LAWS

MAY BE VIEWED IN THE CLERK'S DIVISION PRIOR TO THE MEETING IF DESIRED.

1. A By-law to amend Procedural By-law 2017-6. Ref. No. 02-160
(See Report CLK-2020-17)
2. A By-law to authorize acceptance of an offer from 2420465 Ontario Inc. for sale of vacant land on Downs Drive (River Road and Downs Drive Industrial Park).
Ref. No. 18-36
(See Report EDO-2020-06)
3. A By-law to amend By-law 89-2000, being a By-law Regulating Traffic and Parking within The City of Welland (Schedule "V" - Parking Prohibitions Specified Places, with Signs). Ref. No. 20-22
(See Report TRAF-2020-04)
4. A By-law to enter into contract with 1526957 Ontario Limited O/A CTC Contracting for the 2020 Sidewalk Missing Link Construction. Ref. No. 20-26
(See Report ENG-2020-28)
5. A By-law to authorize extension of contract with GM Blueplan Engineering Limited for the Towpath Municipal Drain. Ref. No. 18-52
(See Report ENG-2020-30)
6. A By-law to amend City of Welland Zoning By-law 2017-117) (Centennial Developments (Niagara) Inc. - File 2020-05). Ref. No. 20-87
(See Report P&B-2020-32)
7. A By-law to enter into contract with Alfred Beam Excavating Limited for Watermain Replacement Program 2020 (Part 2). Ref. No. 20-48
(See Report ENG-2020-24 from the June 7, 2020 Council Meeting).



AUDIT REVIEW COMMITTEE MEETING MOTIONS REQUIRING COUNCIL APPROVAL

Tuesday, July 21, 2020
5:20 p.m.
Council Chambers / Virtual Meeting

Councillor Chiocchio in the Chair

Members in Attendance: Mayor F. Campion, Councillors D. McLeod, T. DiMarco, and L. Van Vliet

The following is a Summary of Motions and Recommendations from the Audit Review Committee requiring Council approval:

1) Audit Results & Consolidated Financial Statements of the Corporation of the City of Welland for the year ended December 31, 2019

THAT THE AUDIT REVIEW COMMITTEE forward to Council for acceptance and approval, the 2019 Audit Results and Consolidated Financial Statements of the Corporation of the City of Welland for the year ending December 31, 2019.

2) FIN-2020-15 – Capital Progress Report and 2020 Capital Closeout

THAT THE AUDIT REVIEW COMMITTEE forward to Council for acceptance and approval the Capital Progress Report and 2020 Capital Close-Out Report FIN-2020-15.

As recommended by the Audit Review Committee at its meeting of July 21, 2020.

Date Submitted: August 4, 2020

Submitted by Steve Zorbas, General Manager, Corporate Services, Chief Financial Officer/Treasurer, on behalf of the Audit Review Committee.


(Signature)

COUNCILCORPORATE SERVICES – CLERKS DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT CLK-2020-16
AUGUST 4, 2020

20-14

SUBJECT: REMUNERATION OF COUNCIL

AUTHOR: TARA STEPHENS, CITY CLERK

APPROVING G.M.: STEVE ZORBAS, GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL OFFICER/TREASURER

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves the concept and principle of remuneration for Mayor and Councillors of the comparator group established in 2020 as part of the council remuneration review; and

THAT Welland City Council approves the amendment to the council remuneration to be retroactive to July 1, 2020; and

THAT Welland City Council approves extending health benefits to all members of council; and further

THAT the adjustment in council remuneration adjustment be funded through the 2020 Corporate Contingency budget.

ORIGIN AND BACKGROUND:

On November 5, 2019, Welland City Council approved the retention of Marianne Love of ML Consulting to complete a compensation review of the current remuneration of council.

The primary objective of the 2020 Council Remuneration study is to conduct a review of the base pay for the Mayor and Councillor positions. ML Consulting reviewing municipal comparator information collected by staff and prepared a market summary of base pay using percentile targets.

A custom market study was completed using 13 comparator municipal organizations and using various market percentile targets. The comparator Municipalities being:

Niagara on the Lake
Port Colborne
Grimsby
Fort Erie
Woodstock
County of Brant
Brantford

Niagara Falls
County of Norfolk
Waterloo
Cambridge
Guelph
St. Catharines

The comparators were chosen based on their historic comparators, geographic location, similar service alignment and size. Welland is low within the comparator group having regard to size indicators. In the report that a subset of the comparator group was used (8 of the 13 comparators).

COMMENTS AND ANALYSIS:

The results of the remuneration review indicate that the Mayor and Councillors are compensated below the median.

FINANCIAL CONSIDERATION:

Approximately \$53,000 from the 2020 Corporate Contingency.

OTHER DEPARTMENT IMPLICATIONS:

Salary of Mayor and Councillors will be affected by the proposed recommendation.

SUMMARY AND CONCLUSION:

It is common practice to increase the annual base pay for elected official positions annually by the amount used to adjust the employee salary grid. This allows for a year over year increase to align with cost of living increases.

It is best practice to review compensation once during the term of council using a survey of comparator municipalities.

ATTACHMENTS:

Appendix I - Welland Council 2020 Base Pay Comparison

APPENDIX I

Welland Council 2020 Base Pay Comparison

Welland 2020 Council Remuneration – Base Pay (Fort Erie, Grimsby, Niagara on the Lake, Niagara Falls, Woodstock, Norfolk County, Port Colborne, Brant County)				
2020 Market Summary – Annual Base Pay (_ %) = above market + _ % = below market				
Job Title	2020 Base Pay Rate Annual	No. of Obs.	Market Annual	% Diff.
Mayor	\$ 72,995	8	\$76,208	+4.4%
Councillor	\$ 18,951	8	\$27,357	+44.4%

COUNCIL
CORPORATE SERVICES – CLERKS DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT CLK-2020-17
AUGUST 4, 2020

SUBJECT: AMENDMENT TO THE PROCEDURAL BY-LAW 2017-6

AUTHOR: TARA STEPHENS, CITY CLERK

APPROVING G.M.: STEVE ZORBAS, GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL OFFICER/TREASURER

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the staff report CLK-2020-17: Amendment to the Procedural By-law 2017-6; and
 THAT Welland City Council approves the amendment regarding Electronic Participation; and further;
 THAT Welland City Council authorizes the Mayor and Clerk to execute the necessary by-law amendments.

ORIGIN AND BACKGROUND:

On March 19, 2020 Welland City Council approved an amendment to the procedural by-law to include electronic participation at meetings during the COVID-19 Pandemic.

On July 21, 2020, Bill 197, COVID Economic Recovery Act, 2020 received Royal Assent. Bill 197 amends the Municipal Act, 2001, to allow municipal procedural by-laws to include electronic participation in meetings. These new provisions to the Act will allow electronic participation in open and closed council meetings and count towards quorum outside a declared emergency.

COMMENTS AND ANALYSIS:

Extending the ability for council to participate in electronic meetings has been beneficial to continuing the important work that the municipality has in the community.

The current amendment to the procedural by-law, from March 2020, to allow electronic meetings, will no longer be valid once the declared State of Emergency is lifted in the City of Welland.

Therefore, staff are recommending the following amendment to the procedural by-law:

- Allow the use of electronic participation at a meeting;
- Members can participate in both open meetings and closed meetings; and
- Members participating electronically count towards quorum.

With the ongoing changes due to COVID-19, this amendment would ensure members of council may participate electronically regardless if an emergency is declared.

Currently the council chambers does not allow for all councillors and staff to adhere to physical distancing while attending meetings. Staff will be considering options in the future to allow members of council to return to the council chamber.

The recommended amendment to the procedural by-law will ensure that council and general committee meetings may proceed to ensure municipal business continues to move forward.

FINANCIAL CONSIDERATION:

No financial implications.

OTHER DEPARTMENT IMPLICATIONS:

No other department implications.

SUMMARY AND CONCLUSION:

The Corporate Leadership Team has reviewed the amendments to the Procedural By-law and support the update being proposed.

ATTACHMENTS

N/A

COUNCIL
ECONOMIC DEVELOPMENT OFFICE

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

18-36
REPORT EDO-2020-06
August 4, 2020

SUBJECT: AGREEMENT OF PURCHASE AND SALE FOR 3.5 ACRES OF VACANT CITY OWNED LANDS ON DOWNS DRIVE IN THE NEW RIVER ROAD AND DOWNS DRIVE INDUSTRIAL PARK

AUTHOR: LINA DECHELLIS, ECONOMIC DEVELOPMENT OFFICER

APPROVING G.M.: DAN DEGAZIO, GENERAL MANAGER, ECONOMIC DEVELOPMENT, RECREATION AND CULTURE

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND accepts the offer to purchase 3.5 acres of land on Downs Drive in our new River Road and Downs Drive Industrial Park.

THAT Welland City Council directs staff to prepare all the necessary documentation and by-laws relative to the transfer; and further

THAT the Mayor and City Clerk be authorized to execute all the necessary documents relative to the transfer; and further

THAT Welland City Council directs staff to deposit the revenues from the sale of these lands into the Economic Development Reserve Fund.

COMMENTS AND ANALYSIS:

At its meeting of March 6, 2018 Council approved the creation of a new industrial park located on River Road and Downs Drive to ensure the City has an inventory of serviced industrial land.

At its meeting of April 24, 2018 Council declared surplus to the City's needs lands located north of Ross Street and Downs Drive, east of River Road and south of the Young's Sportsplex soccer fields.

The City has received an offer from 2420465 Ontario Inc. to purchase 3.5 acres of these lands located on Downs Drive.

OTHER DEPARTMENT IMPLICATIONS:

Clerks and Legal Divisions are involved to complete the sale of the property.

FINANCIAL CONSIDERATION:

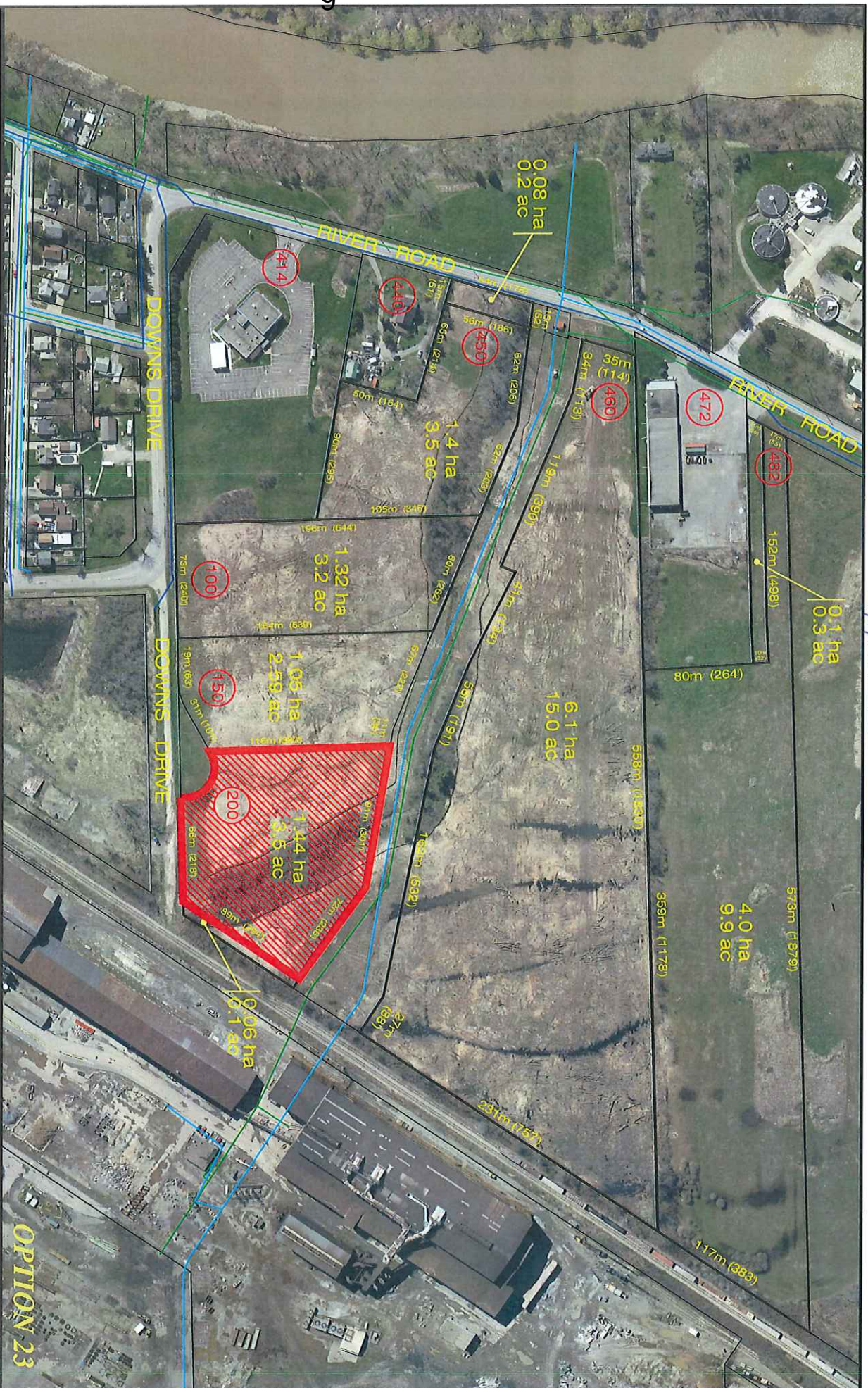
2420465 Ontario Inc. has made an offer to purchase 3.5 acres on Downs Drive in the new industrial park, which is scheduled to close on August 17, 2020.

SUMMARY AND CONCLUSION:

At their June 16, 2020 Committee of the Whole meeting Council directed staff to proceed with the Offer to Purchase from 2420465 Ontario Inc. for 3.5 acres of city-owned lands on Downs Drive in our new industrial park.

ATTACHMENT:

Appendix 1 – Key Map



Infrastructure and Development Services Planning Division



Subject Property



COUNCIL
INFRASTRUCTURE AND DEVELOPMENT SERVICES
TRAFFIC DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT TRAF-2020-04
AUGUST 4, 2020

20-22

SUBJECT: UPDATE TO TRAFFIC AND PARKING BY-LAW 89-2000

AUTHOR: MUHAMMAD ALI KHAN, M.A.Sc., P. ENG.
SUPERVISOR, TRAFFIC, PARKING & BY-LAWS

APPROVING MANAGER: SHERRI-MARIE MILLAR, P.ENG.
MANAGER, ENGINEERING SERVICES

APPROVING G.M.: TRAVERS FITZPATRICK, GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES

RECOMMENDATIONS:

1. THAT THE COUNCIL OF THE CITY OF WELLAND approves **REPORT TRAF-2020-04** Update to Traffic and Parking By-law 89-2000 ; and further
2. THAT Welland City Council directs the City Clerk to amend Traffic and Parking By-law 89-2000 as follows:

ADD the following to Schedule "V" – PARKING PROHIBITIONS (SPECIFIED PLACES, WITH SIGNS):

COLUMN 1 STREET	COLUMN 2 SIDE	COLUMN 3		COLUMN 4 PERIOD (TIMES/DAY)
		FROM	TO	
Denistoun Street	East Side	30m north of West Main St.	83m north of West Main St.	AT NO TIME

ORIGIN AND BACKGROUND:

On this occasion, SCHEDULE "V", of the Traffic and Parking By-law will be affected:

SCHEDULE "V" – PARKING PROHIBITIONS (SPECIFIED PLACES, WITH SIGNS)

An amendment is required to restrict parking on the East Side of Denistoun Street. Due to a number of closely spaced driveways between house number 14 and 28 there is not adequate space to designate a legal parking spot space. Residents are complaining about vehicles parking too close to their driveways.

In 2016, parking stalls were painted on the ground to help resolve the issue of vehicles parking too close to driveways. The ground markings have helped, however, vehicles continue to park in non-designated areas.

The residents of Denistoun Street North are not losing any parking spaces.

Installation of no parking signs with clearly show where a vehicle cannot park and will help mitigate residents concerns.

COMMENTS AND ANALYSIS:

The proposed amendment to the Traffic and Parking By-law 89-2000 is necessary to define the traffic and parking regulations on the City's roadways.

FINANCIAL CONSIDERATION:

Sign installation will be absorbed by the operating budget.

OTHER DEPARTMENT IMPLICATIONS:

Legal Services and the Clerks Department would be required to update the By-laws with the changes noted in this report.

SUMMARY AND CONCLUSION:

To ensure the appropriate regulations and wording of By-law 89-2000, Staff recommends the modifications as outlined in this report.

The additional no parking signs will help mitigate residents concerns by clearly defining where vehicles can and cannot park.

ATTACHMENTS:

None.

12
COUNCIL
INFRASTRUCTURE AND DEVELOPMENT SERVICES
ENGINEERING DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT ENG-2020-28
AUGUST 4, 2020

SUBJECT: 2020 SIDEWALK MISSING LINK CONSTRUCTION –
AWARD OF TENDER

AUTHOR: MATTHEW MAIN, A.Sc.T., E.I.T.
ENGINEERING DESIGN SUPERVISOR

**APPROVING
MANAGER:** SHERRI-MARIE MILLAR, P.ENG.
MANAGER OF ENGINEERING

APPROVING G.M.: TRAVERS FITZPATRICK, GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES

RECOMMENDATIONS:

1. THAT COUNCIL accepts the tender of **CTC Contracting** in the amount of **\$289,375.00** (plus HST) being the lowest of four (4) tenders received for the 2020 Sidewalk Missing Link Construction tender;
2. THAT Council directs staff to prepare the necessary by-law and documents to execute the project; and
3. THAT Council authorizes the Mayor and Clerk to execute all necessary documents to execute the project.

ORIGIN AND BACKGROUND:

Sidewalks are important municipal assets that promote active transportation, pedestrian safety and connectivity. New sidewalk installations are prioritized within road allowances where links are missing at bus stops, schools, community facilities and institutions. Using the tools available within the City's GIS system, an assessment of the City's sidewalk network was completed identified missing link sections.

The 2020 missing sidewalk links include:

- Quaker Road (First Avenue - Goodwillie Drive);
- St. Augustine Avenue (St. George Street - St. Augustine Catholic Elementary School);
- First Avenue (College Park Drive - Woodlawn Road); and
- Centennial Drive (Cola Street - Thorold Road).

COMMENTS AND ANALYSIS:

The tender for the works was released on Monday July 6, 2020 and was publicly advertised and listed with the Niagara Construction Association, and as well, posted with a major Canadian tendering website for two (2) weeks.

Four (4) tenders were received on closing day, Monday July 20, 2020. Submissions have been reviewed for accuracy and all have been found to be in compliance with City of Welland tender requirements and the provisions of the current Purchasing Policy.

The summary of all the tenders received, excluding taxes, is as shown in the following table:

CONTRACTOR NAME & ADDRESS	TENDER PRICE (excl. HST)
1526957 Ontario Limited (O/A CTC Contracting) 272 Vigar Drive, Welland, ON L3B 0E2	\$289,375.00
Steed and Evans Limited 300 Ament Line, St Jacobs, ON N0B 2N0	\$320,000.00
Signature Contractors Windsor Inc. 5255 Brendan Lane, Oldcastle, ON N0R 1L0	\$697,600.00
Neptune Security Services Inc. 6-2400 Dundas St. W., Mississauga, ON L5K 2R8	\$414,628.00

CTC Contracting, the low tenderer, is an established company having successfully completed past projects within the City and across the Niagara Region. Staff considers the firm's performance to be satisfactory in accordance with our specifications and standards and therefore recommends that CTC Contracting be awarded the contract.

FINANCIAL CONSIDERATION:

A breakdown of both the cost and funding structures for this project is summarized in the following tables.

2020 Sidewalks Missing Link Construction – Project Costs	Amount
2020 Sidewalk Missing Link Construction	\$289,375.00
Material Testing and Quality Control (2%)	\$5,787.50
Subtotal:	\$295,162.50
City's Portion of HST (1.76%)	\$5,194.86
Total Anticipated Costs:	\$300,357.36

Project Funding Breakdown	Amount
2020 Missing Sidewalk Links (10-316-20615)	\$250,000
2019 Missing Sidewalk Links (10-316-19615)	\$51,000
Total Approved Funding:	\$301,000.00

The tender price from the low bidder plus 2% for material testing and 1.76% for the City's portion of the HST is approximately **\$301,000.00**. There is sufficient funding approved for this project.

OTHER DEPARTMENT IMPLICATIONS:

Contract administration for tendering, agreement, and contract payments have been and will be kept in compliance with the agreed practices of the Finance, Clerks and Legal departments.

SUMMARY AND CONCLUSION:

Sidewalks are important infrastructure that can be enjoyed by all residents throughout the City. Prioritizing the addition of missing sidewalk links along highly travelled routes provides accessible, safe pedestrian connectivity.

Staff recommends awarding CTC Contracting the 2020 Sidewalk Missing Links Construction contract.

ATTACHMENTS:

Appendix I – 2020 Sidewalk Missing Links Construction – Location Plan

LOCATION PLAN



16
COUNCIL
INFRASTRUCTURE AND DEVELOPMENT SERVICES
ENGINEERING DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

18-52
REPORT ENG-2020-30
AUGUST 4, 2020

SUBJECT: TOWPATH MUNICIPAL DRAIN – ONE YEAR EXTENSION

AUTHOR: MARVIN INGEBRIGTSEN, P. ENG.
INFRASTRUCTURE PLANNING & DEVELOPMENT
SUPERVISOR

APPROVING MANAGER: SHERRI-MARIE MILLAR, P.ENG.
MANAGER OF ENGINEERING

APPROVING G.M.: TRAVERS FITZPATRICK, GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES

RECOMMENDATIONS:

1. THAT THE COUNCIL OF THE CITY OF WELLAND approves the extension of GM BluePlan Engineering Limited as Appointed Engineer for an additional twelve months; and
2. THAT THE COUNCIL OF THE CITY OF WELLAND place the Towpath Municipal Drain petition on hold for an additional twelve months as requested by the Petitioner.

ORIGIN AND BACKGROUND:

On December 11, 2017, the City Clerk received a Petition for Drainage Works for the lands known as 1110 Hansler Road within the City of Welland. Welland City Council accepted this petition on December 19, 2017 and appointed GM BluePlan Engineering Limited (GMBP) as the Drainage Engineer on March 5, 2018.

As part of the engineering works, GMBP developed six preliminary design alternatives and a hydraulic model based on a model supplied by the Niagara Peninsula Conservation Authority (NPCA). The designs were tested through the model and four of the six were deemed technically feasible. In early April 2019, the design alternatives were presented to the Petitioner and his consultants, Upper Canada Consultants (UCC) and K. Smart Associates Limited, as well as the NPCA and the City of Thorold.

Further to the 2019 design review meeting, the Petitioner requested to pause the project in order to discuss alternatives with the Ministry of Transportation Ontario (MTO) and NPCA to address the drainage issues outside of the Drainage Act.

The Petitioner has since asked for the petition to remain on-hold for another year to continue discussions with the MTO and NPCA. This request will necessitate a twelve-month extension to the GMBP assignment as Drainage Engineer. There is no cost to the City, as the Petitioner has paid for the engineering expenses incurred to date, approximately \$70,000.00.

At the end of the requested twelve-month extension, the Petitioner will be asked to either proceed with the Towpath Municipal Drain or repeal the petition altogether.

FINANCIAL CONSIDERATION:

No immediate financial considerations are expected at this time. All costs to date have been paid by the Petitioner, approximately \$70,000.00.

Initial cost estimates for the project if it were to proceed to construction were between \$1.8M and \$3.8M, depending on the design parameters that are used.

OTHER DEPARTMENT IMPLICATIONS:

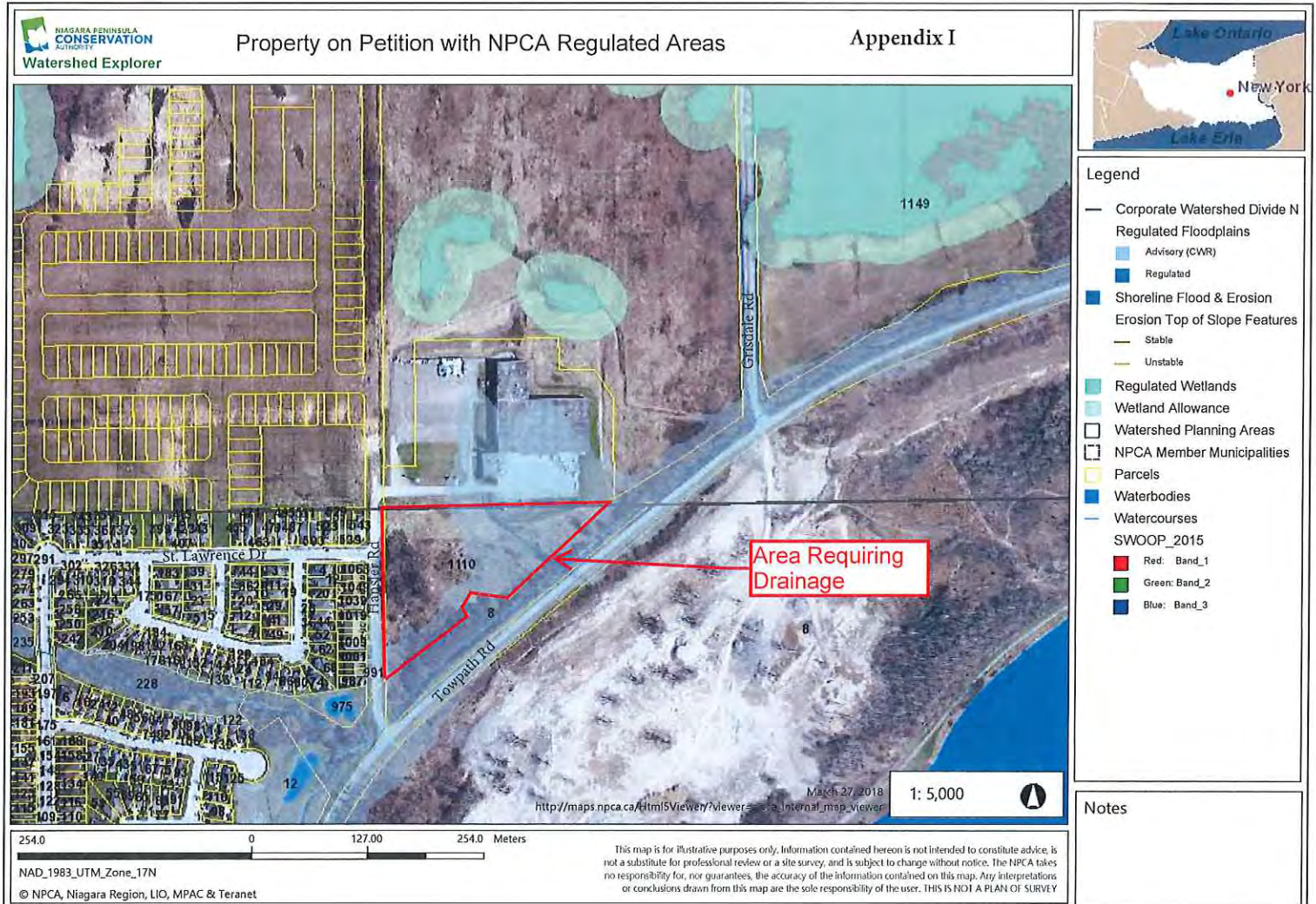
The Clerks Department will remain involved with this municipal drainage petition process and ensure that required steps are followed in accordance with the Municipal Drainage Act R.S.O. 1990.

SUMMARY AND CONCLUSION:

Staff recommends that Council approve the extension of GMBP as the Appointed Engineer and place the Towpath Municipal Drain petition on hold for an additional twelve months as requested by the Petitioner, at no cost to the City. At the end of the extension the Petitioner may proceed with the Towpath Municipal Drain or repeal his petition.

ATTACHMENTS:

Appendix I – Towpath Drain Drainage Area



APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

COUNCIL**INFRASTRUCTURE AND DEVELOPMENT SERVICES**

**REPORT P&B-2020-30
AUGUST 4, 2020**

SUBJECT: APPLICATION FOR OFFICIAL PLAN AMENDMENT (OPA NO. 26) AND ZONING BY-LAW AMENDMENT (FILE NO. 2020-02) – QUARTEK GROUP ON BEHALF OF 5017105 ONTARIO LTD. FOR LANDS ON THE EAST SIDE OF NIAGARA STREET, NORTH OF LANCASTER DRIVE, AND SOUTH OF QUAKER ROAD, MUNICIPALLY KNOWN AS 858-862 NIAGARA STREET

**AUTHOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
PLANNING SUPERVISOR**

**APPROVING SUPERVISOR: GRANT MUNDAY, B.A.A., MCIP, RPP
MANAGER OF DEVELOPMENT APPROVALS**

**APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND adopts Official Plan Amendment No. 26 to designate a portion of the lands on the east side of Niagara Street, north of Lancaster Drive, and south of Quaker Road, more specifically described as Part Township Lot 230, former City of Thorold, now in the City of Welland, municipally known as 858-862 Niagara Street from Regional Shopping Node and Core Natural Heritage to Site Specific Regional Shopping Node and Core Natural Heritage; and further,

THAT Welland City Council Approves Zoning By-law Amendment to Zoning By-law 2017-117 for the lands on the east side of Niagara Street, north of Lancaster Drive, and south of Quaker Road, more specifically described as Part Township Lot 230, former City of Thorold, now in the City of Welland, municipally known as 858-862 Niagara Street from Regional Shopping (RS) and Environmental Conservation Overlay (EC) to Site Specific Regional Shopping and Environmental Conservation Overlay (EC).

THAT no further notice under the Planning Act are required as the proposed changes to the proposed Zoning By-law Amendment are minor, as per Section 34(17) of the Planning Act.

ORIGIN AND BACKGROUND:

Applications for Official Plan Amendment and Zoning By-law Amendment were submitted on March 18, 2020. The applications were deemed complete on March 20, 2020.

COMMENTS AND ANALYSIS:

The Proposal

The application for Official Plan Amendment has been made to re-designate the lands from Regional Shopping Node to site specific Regional Shopping Node to permit residential uses above permitted commercial uses. Modifications to the Core Natural Heritage Area have also been requested to allow for the development of the property.

The application for Zoning By-law Amendment has been made to rezone the lands from Regional Shopping (RS) and Environmental Conservation Overlay (EC) to Site Specific Regional Shopping and Environmental Conservation Overlay to allow for residential uses above permitted commercial uses and to recognize an existing undersized lot area of 0.93 hectares, whereas 4 hectares is required. Modifications to the Environmental Conservation Overlay have also been requested as a result of this application.

The applications have been made to allow for the construction of a five-storey mixed use building on the property.

The Site

The lands are located on the east side of Niagara Street, north of Lancaster Drive, south of Quaker Road, and west of Lancaster Park. The lands are currently undeveloped with a wooded area at the rear of the property and an open and cleared area at the front .

Surrounding Land Uses

The lands to the north are developed with a hotel, and further north a car dealership. To the east is Lancaster Park, which is City owned and maintained. The lands to the south is a 10-storey residential apartment building and a commercial plaza. To the west is Niagara Street and a commercial plaza

Development and Agency Comments Received

City of Welland • No comments or objections to the Official Plan
Infrastructure & Amendment and Zoning By-law Amendment.
Development Services
– Engineering Division
(June 8, 2020)

- | | |
|---|---|
| <p>City of Welland
Infrastructure &
Development Services
– Traffic, Parking & By-
law Division
(April 12, 2020)</p> | <ul style="list-style-type: none"> • No comments. • Niagara Street is a Regional Road, and as such, Regional Staff will comment. |
| <p>Welland Hydro
Electrical System
Corp.
(April 14, 2020)</p> | <ul style="list-style-type: none"> • Welland Hydro Electrical System Corp (WHESC) does not object to the proposed applications. • The applicant shall contact WHESC's Engineering Department to determine servicing details and requirements. • If existing WHESC infrastructure is required to be relocated or temporary hydro service is required, all costs are the responsibility of the applicant. • If easement(s) are required by WHESC to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements. • The proposed development must meet the clearance requirements of section 3.1.19.1 "Clearance to Buildings" of the Ontario Building Code. |
| <p>Enbridge Gas Inc.
(April 9, 2020)</p> | <ul style="list-style-type: none"> • Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions. |
| <p>Region of Niagara
Planning &
Development Services</p> | <ul style="list-style-type: none"> • At the time of writing this report, comments had not been received regarding this application. |

A Virtual Public Meeting was held on July 16, 2020. No members of the public participated in the meeting. No letters from members of the public were submitted regarding the application.

Provincial Policy

The Provincial Policy Statement (PPS) encourages municipalities to create land use and development patterns which sustain the long-term financial well-being of the Province and municipalities. It promotes a mix of residential (including mix to types and tenures), commercial, industrial, institutional, recreation, parks and open space uses to provide options for all residents. Developments which are transit

supportive and represent infilling and intensification opportunities and take advantage of existing infrastructure are encouraged.

The proposed Official Plan Amendment and Zoning By-law have been made to allow for residential uses to be located above permitted commercial uses on the main floor. The proposal will allow for a mix of uses on site and will allow for a more efficient use of the property. The lands are located within an area with existing municipal services to which the property can. The proposal is an infilling and intensification opportunity as the lands are currently undeveloped. The lands are within walking distance to the Seaway Mall Transit Hub, which has connections to Downtown Welland, as well as connections to the Regional and Port Colborne transit links. There is also a bus stop (Route 508) at the Zehrs Grocery Store (821 Niagara Street) and Welland Transit Route 509 runs past this property with a bus stop immediately north of the subject lands. The lands are also within walking distance to restaurants, retail stores, a grocery store, institutional uses, and parks. The proposal to allow for residential uses in addition to the permitted commercial uses on the site is appropriate as the lands are within an area of mixed commercial and residential. The proposal meets the intent of the PPS to encourage infilling and intensification, and to wisely use lands and infrastructure.

Part of the subject lands have been identified as a Significant Woodland by the Region and the City Official Plans. The PPS does not permit development within significant woodlands and on lands adjacent to significant woodlands unless no negative impact can be proven. An Environmental Impact Study has been completed for the property and examined the woodlands on the subject lands, as well as on adjacent properties. The proposal would remove approximately 0.2 hectares (0.5 acres) of woodland on this property, but the larger woodland area that is 3 hectares and encompasses the wood lands on this property as well as adjacent lands will remain undisturbed. The area that is proposed to be cleared did not contain any species (plants or animals) of special interest. The proposal will not have a negative impact on the remaining woodlands, and specific buffer planting and compensation plans will be implemented through the Site Plan Approval process for this property.

Based on the above review, the proposal meets the intent of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The A Place to Grow: Growth Plan for the Greater Golden Horseshoe (P2G) directs that the majority of new growth will be directed to settlement areas that have a delineated built boundary, have existing or planned infrastructure, and can support the development of complete communities. Within settlement areas, growth should be focused to lands within the delineated built-up area, strategic growth locations, locations with existing or planned transit, and areas with existing or planned public service facilities. The lands are within the Built-Up Area of the City of Welland, have access to municipal infrastructure (water, sanitary, storm), and are within walking distance to existing transit routes and the Seaway Mall transit hub. The P2G currently requires that 40% of all new growth each year to be

located within the identified Built-Up Area. The proposal will help the City achieve these targets.

The P2G promotes the creation of “complete communities” which are intended to be areas that feature a mix of land uses, including residential, employment, and convenient access to local stores, services, and public service facilities. They provide a diverse range and mix of housing, as well as improve social equity for all residents at all stages of life. Complete communities will provide a range of transportation options, including public transit and active transportation, and ensure that there is an appropriate supply of public parks and trails. The proposal has been made to include residential uses above permitted commercial uses on the property. The lands are within an area that has a mix of land uses within walking distance, including local stores, services, and public service facilities. The lands are also within walking distance to Lancaster Park, and further east is the Welland Recreational Canal and associated trails. The property owner has indicated that the intent is to include a certain number of affordable housing units within the building, and is currently working with the Canadian Mortgage and Housing Corporation (CMHC) to secure funding for these affordable units. The proposal implements the policies in the P2G as it: represents an infilling opportunity within the City’s Built-Up Area; promotes a range and mix of housing types in the area; the inclusion of affordable units will improve the social equity for future residents; is within walking distance to local businesses and services; and, is within walking distance to community facilities, parks and transit.

The P2G includes policies similar to those in the PPS with respect to the preservation of natural heritage features, including significant woodlands. As previously identified, the applicant had an Environmental Impact Study (EIS) completed to identify the impacts on the woodland if a portion were removed, and impacts of the development on lands adjacent to the woodlands. The EIS identified that there would be no negative impacts as a result of the proposed development, and that a compensation and buffer plan would be implemented at the time of Site Plan Approval.

Region of Niagara Official Plan

The lands are identified as being within the Urban Area of Welland in the Region’s Official Plan (ROP). The lands are also identified as being impacted by a Significant Woodland. The policies in the Region’s Official Plan are similar to those in both the PPS and the P2G, encouraging infilling and intensification within the built-up areas and using services that are already existing. The policies encourage a range and mix of residential and commercial uses within these areas, and support uses that encourage transit ridership and support active transportation. This proposal to include residential uses above the commercial uses will support these policies in the ROP.

The rear half of the property has also been identified as Core Natural Heritage by the ROP, more specifically being part of significant woodland that extends onto City lands to the north and east. The ROP requires that an EIS be completed to

further investigate the features on the property, and that any development must show that there will be no negative impact on the natural features as a result of the development. As previously identified in this report, the applicant has had an EIS completed for the proposed development and has identified that there will be no negative impact on the natural feature as a result of the proposed development. As a result of the development, the applicant will be required to submit a landscaping/buffer plan as part of the Site Plan Process, as well as prepare a compensation plan for any trees that are removed as result of the construction.

At the time of writing this report, Regional comments have not been received regarding the application due to request for additional details on planting plans and buffers associated with the EIS. City staff are of the opinion that these issues should be dealt with at the Site Plan stage when the requirements can be implemented. There is no implementation tool through the Official Plan Amendment or Zoning By-law Amendment to ensure that any tree compensation or land scape plans are implemented. In addition to this, within the urban area the City is the sign-off authority for EIS review and the Region is a commenting agency. The Region will be included as part of Site Plan review process, and any requirements for landscaping and replanting can be implemented at that time.

City of Welland Official Plan

The City of Welland Official Plan designates the subject lands as Regional Shopping Node and Core Natural Heritage. The purpose of the Regional Shopping Node designation is to provide retail commercial, office, and entertainment uses for residents within the regional trade area. The permitted uses include retail uses, business and professional services, personal services, entertainment uses, food stores, and restaurant uses. Residential uses are not permitted.

The Regional Shopping Node policies encourage that the area be developed as a transit-friendly area, there should be ample parking available for customers, and building facades and landscaping should be completed in an aesthetically pleasing manner. The proposal to include residential uses above the permitted commercial uses is appropriate given the location of the property and the surrounding uses. The lands are within an area that has both commercial and high density residential, which is compatible with the proposal for this property. The proposed residential uses will not create land use compatibility issues with neighbouring commercial businesses. The proposed residential uses will increase the population base to support neighbouring businesses and has the potential to increase transit ridership in the area. The draft site plan that was submitted as part of the application positions the building close to the street line and locates the required parking to the side and rear of the building, in accordance with the City's Urban Design Guidelines. Landscaping plans will be required as part of the formal Site Plan Approval process, which will commence if these applications are approved.

The lands are also impacted by Core Natural Heritage features, specifically significant woodlands. As previously identified in this report, the applicant has completed an EIS which has identified that there will be no negative impact on the

woodland as a whole if a portion is removed to allow this development. The required compensation and landscape plan(s) will be implemented through the Site Plan Approval process.

City of Welland Zoning By-law 2017-117

The property is currently zoned Regional Shopping (RS) and Environmental Conservation Overlay (EC) in the City of Welland Zoning By-law 2017-117. The request for amendment has been made to allow for residential uses to be located above permitted commercial uses on the ground floor, as well as to recognize an existing, undersized lot of 0.93 hectares whereas 2 hectares is required. Amendments are also required to the Environmental Conservation overlay. The applicant has indicated that they are proposing a five-storey building with 48 apartment units with ground floor commercial. The draft site plan has shown that the building can meet all required minimum setbacks, and meets and exceeds parking requirements for the proposed commercial and residential uses.

City staff are of the opinion that the proposed application for Zoning By-law Amendment meets the intent of the City's Zoning By-law, and can meet and exceed all other minimum requirements for the Regional Shopping Zone.

FINANCIAL CONSIDERATION:

All costs associated with the development of this property will be at the sole cost of the developer.

OTHER DEPARTMENT IMPLICATIONS:

All other departments and agencies have been circulated as part of this application. All comments that have been received at the time of writing this report have been included.

SUMMARY AND CONCLUSION:

The proposed application for Official Plan Amendment and Zoning By-law Amendment to allow residential uses above permitted commercial uses and to modify the natural environment area on the property, represents good planning because:

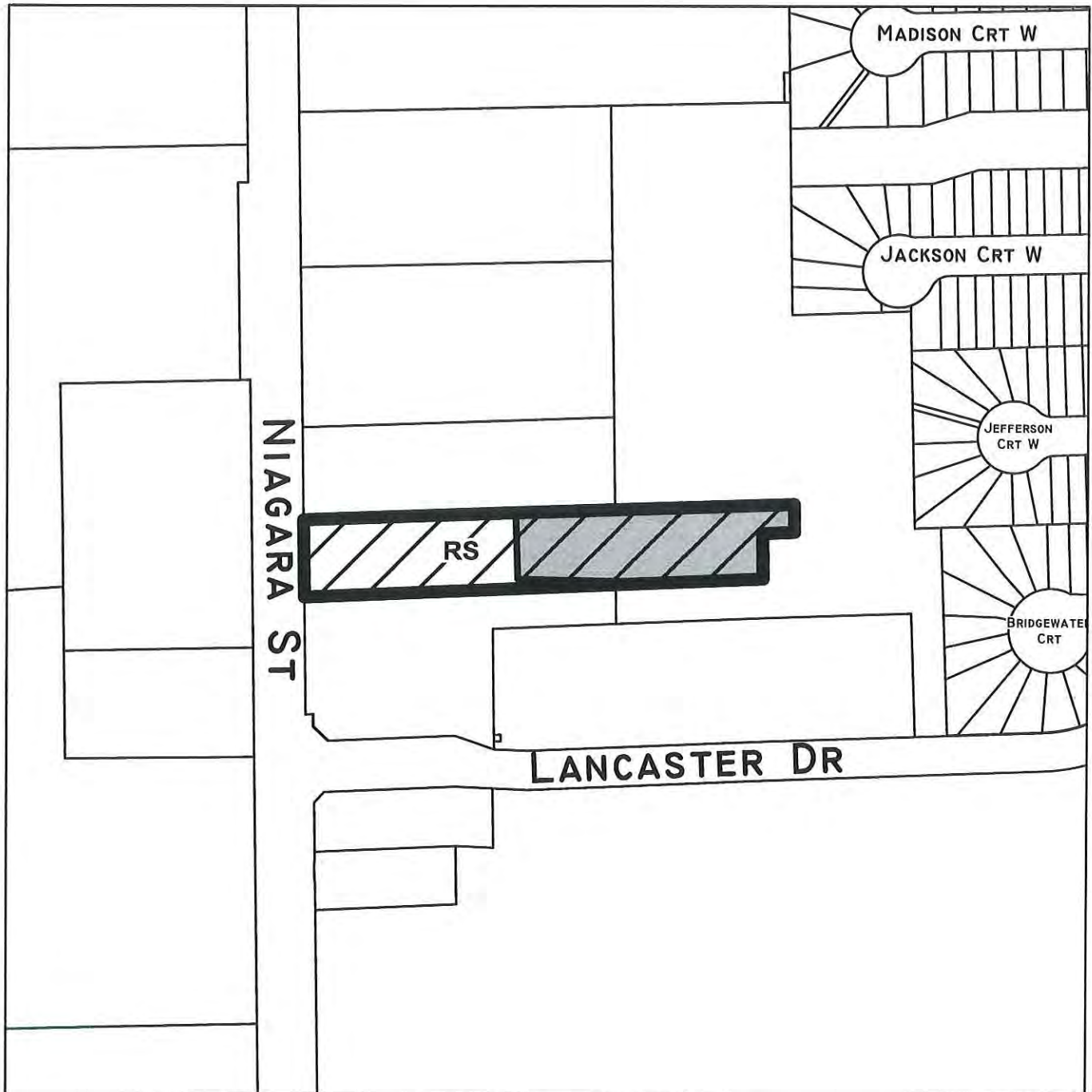
1. Is consistent with Provincial, Regional and City policies which encourage infill and intensification within the identified Built-Up Area;
2. Uses existing municipal infrastructure and does not require the expansion of these services;
3. Supports the creation of a complete community;
4. Is consistent in character and form of surrounding buildings and uses;
5. Will assist the City in achieving the yearly intensification target.

ATTACHMENTS:

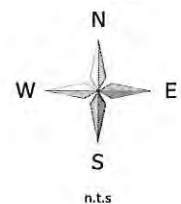
Appendix I - Key Map

- Appendix II - Aerial Photo of Subject Lands
- Appendix III - Draft Site Plan
- Appendix IV - Official Plan Amendment
- Appendix V - Correspondence

2020-02 & OPA 26



KEY MAP



EC

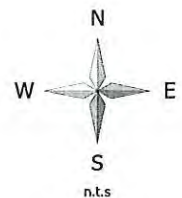
SUBJECT LANDS



Infrastructure and
Development Services
Planning Division



AERIAL PHOTO OF THE SUBJECT LANDS 2020-02 & OPA 26



EC

SUBJECT LANDS



*Infrastructure and
Development Services
Planning Division*

Z:\MAPPING\ZONING KEYMAP & SCHEDULES\2020\2020-02 & OPA 26.

June 26, 2020

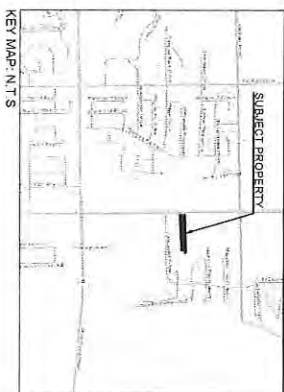
08 Jun 2020
PRELIMINARY

[illegible]

Quartek is a leading provider of storage solutions for the financial services industry. Our products and services are designed to help financial institutions manage their data more effectively and efficiently. We offer a wide range of storage solutions, including tape, disk, and optical storage, as well as data backup and recovery services. Our solutions are designed to meet the unique needs of financial institutions, ensuring that their data is secure, reliable, and easy to access. For more information, please contact us at 1-800-451-7424 or visit our website at www.quartek.com.


858-862 Niagara Street
Mixed Use Apartment
CITY OF WELLAND
CONCEPT PLAN
Option 2


19133-CP-2

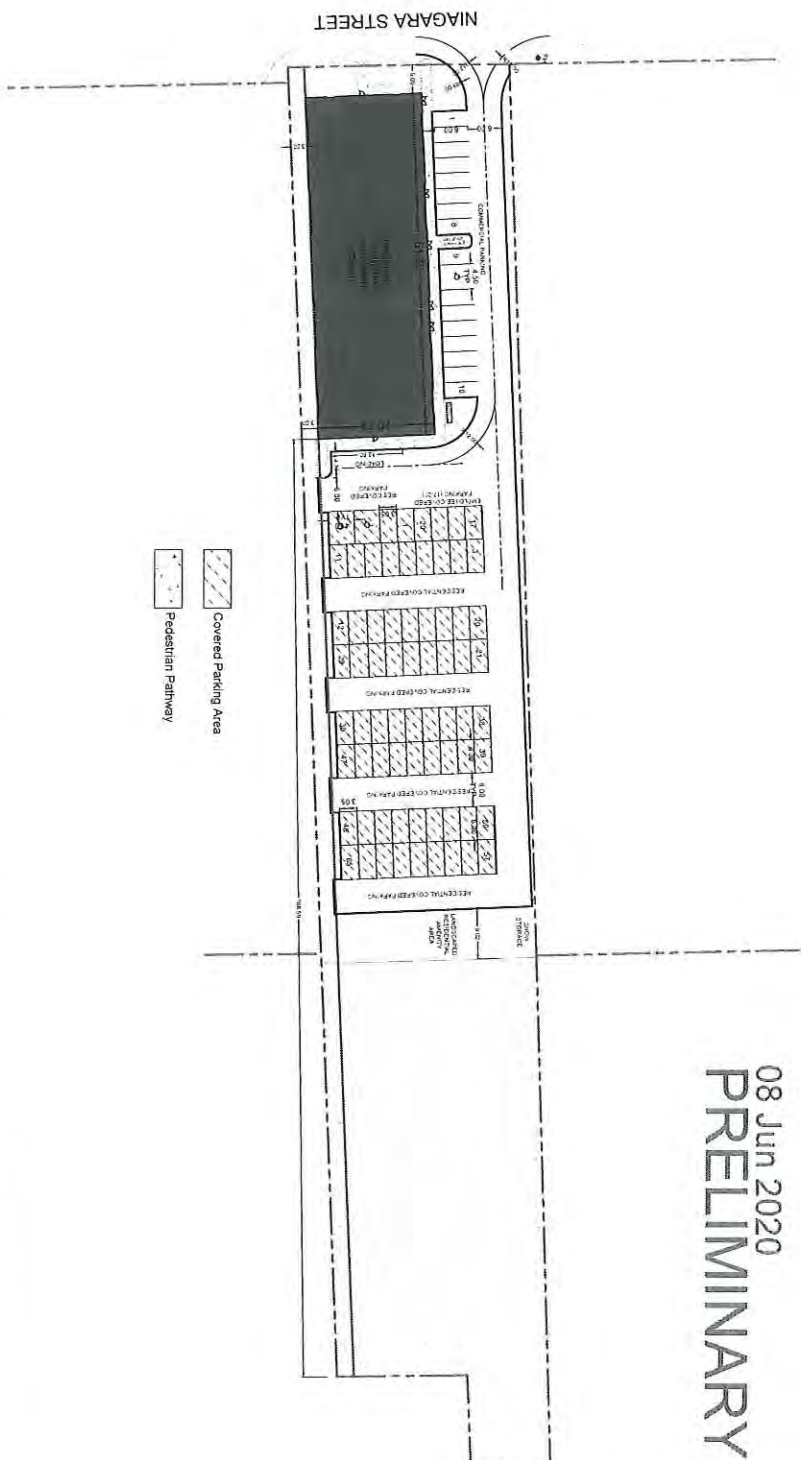


Lot Area (m ²)	Regulation 2.0 ha	Proposed 0.62ha
Lot Frontage (m)	N/A	39.56m
Front Yard (m and max)	3.0m and 17.5m	5.00m
Side Yard Exterior (m)	0m	3.00m
Side Yard Interior (m and max)	0m and 17.5m	N/A
Rear Yard (m)	7.5m	169.53m
Building Height (max)	24.0m	5 storeys
Commercial Gross Floor Area (max)	17,167 dm ²	568m ²
Landscape Area (m ²)	10%	30%
Lot Coverage (max)	40%	29%

Use	Ratio	Provided
Apartment	1 space per unit Barrier Free 50-100 spaces; requires 2 spaces	48 spaces Barrier Free 2 spaces 17 Additional Spaces
Commercial	1 space per 30m ² Barrier Free: 1 space	20 spaces Barrier Free: 1 space

 Covered Parking Area

 Pedestrian Pathway



Regional Shopping Node (RS) Zone

Parking Requirements

KEY MAP: N.T.S

Appendix IV

AMENDMENT NO. 26
to the
OFFICIAL PLAN
of the
CORPORATION OF THE CITY OF WELLAND

AUGUST 4, 2020

**THE CORPORATION OF THE CITY OF WELLAND
BY-LAW NUMBER 2020-**

**A BY-LAW TO AUTHORIZE THE ADOPTION
OF OFFICIAL PLAN AMENDMENT NO. 26**

WHEREAS the Official Plan of the Corporation of the City of Welland was adopted by the City of Welland on May 4, 2010.

AND WHEREAS the Regional Municipality of Niagara gave partial approval to the Official Plan on October 21, 2011.

AND WHEREAS the Ontario Municipal Board gave partial approval to the Official Plan on June 24, 2014.

AND WHEREAS the Council of the Corporation of the City of Welland deems it expedient to amend the Official Plan.

AND WHEREAS the Regional Municipality of Niagara is the approval authority for Amendments to the Official Plan of the Corporation of the City of Welland.

AND WHEREAS the Regional Municipality of Niagara has exempted Official Plan Amendment No. 26 to the Official Plan of the Corporation of the City of Welland from approval in accordance with the Memorandum of Understanding between the Regional Municipality of Niagara and the Corporation of the City of Welland.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF WELLAND ENACTS AS FOLLOWS:

1. That the Corporation of the City of Welland hereby adopts and approves Official Plan Amendment No. 26 for the Corporation of the City of Welland.
2. That Staff is hereby authorized and directed to give Notice of Council's adoption of Amendment No. 26 to the Official Plan of the Corporation of the City of Welland in accordance with Section 17(23) of the Planning Act.

**READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL THIS
4TH DAY OF AUGUST, 2020.**

MAYOR

CLERK

Amendment No. 26
to the
Official Plan
of the
Corporation of the City of Welland

This Amendment to the Official Plan for the City of Welland, which was adopted by the Council of the Corporation of the City of Welland on MONTH DAY, 2020 and to which no appeal was filed, came into effect on pursuant to Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended.

Date:

GRANT MUNDAY, B.A.A.
MANAGER OF DEVELOPMENT APPROVALS
- INFRASTRUCTURE AND DEVELOPMENT SERVICES
THE CORPORATION OF THE CITY OF WELLAND

**AMENDMENT NO. 26 TO THE OFFICIAL PLAN OF THE
CORPORATION OF THE CITY OF WELLAND**

PART A - THE PREAMBLE (This does not constitute part of the Amendment)	1
TITLE AND COMPONENTS.....	1
PART B - THE AMENDMENT	2
SCHEDULE "A" LAND USE PLAN.....	3
PART C - THE APPENDICES	4
APPENDIX I - AFFIDAVIT	5
SCHEDULE "A" TO APPENDIX 1 - AFFIDAVIT.....	6
APPENDIX II - NOTICE OF ADOPTION.....	7
APPENDIX III - MINUTES OF PUBLIC MEETING -.....	9
APPENDIX IV - STAFF REPORT	10
APPENDIX V - COUNCIL RESOLUTION.....	106

PART A - THE PREAMBLE (This does not constitute part of the Amendment)

TITLE AND COMPONENTS

This document, when approved in accordance with the Planning Act, shall be known as Amendment No. 26 to the Official Plan of the Corporation of the City of Welland.

Part "A", the Preamble, does not constitute part of this Amendment.

Part "B", the Amendment, consists of the map and text changes.

Part "C", the Appendices, which does not constitute part of this Amendment, contains the background data, planning considerations and public involvement associated with this Amendment.

PURPOSE OF THE AMENDMENT

The purpose of Official Plan Amendment No. 26 is to redesignate the lands shown on attached Schedule "A" from Regional Shopping Node to Special Exception Regional Shopping Node and to move the Core Natural Heritage line to the east. The purpose of the amendment is to permit residential uses above the permitted commercial uses. The lands are also the subject of an application for Zoning By-law Amendment (2020-01).

LOCATION

The lands are located on the east side of Niagara Street, north of Lancaster Drive, south of Quaker Road, and west of Lancaster Park, and are municipally known as 858-862 Niagara Street. The subject lands have an approximate land area of 0.93 hectares.

BASIS

The subject lands are within the urban area boundary for the City of Welland and currently designated Regional Shopping Node. A proposal has been put forth to develop the property with a five-storey mixed use building, with commercial on the main floor and four storeys of residential units above.

PART B - THE AMENDMENT

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the following Policies and the map referred to as Schedule "A" - Land Use Plan and Policies, constitutes Amendment No. 26 to the Official Plan of the Corporation of the City of Welland.

MAP CHANGES

1. Schedule B, Land Use Map, is hereby amended by identifying the special exception on the property.
2. Schedule B2, Commercial Hierarchy Land Use Map, is hereby amended by identifying the special exemption on the property.

TEXT CHANGES

1. The Official Plan of the City of Welland is hereby amended by adding the following:

4.4.3.13 Exceptions

4.4.3.13 A iii) 858-862 Niagara Street, described as PT TWP LT 230, THOROLD, AS IN RO694901; S/T RO728232, WELLAND

SCHEDULE "A" LAND USE PLAN

DRAFT

PART C - THE APPENDICES

The following appendices do not constitute part of Amendment No. 26 to the Official Plan of the Corporation of the City of Welland, but are included only as information supporting the amendment.

- | | | |
|--------------|---|--------------------------------|
| APPENDIX I | - | Affidavit |
| APPENDIX II | - | Notice of Adoption |
| APPENDIX III | - | Minutes of Public Meeting |
| APPENDIX IV | - | Staff Report |
| APPENDIX V | - | Council Resolution (Certified) |

APPENDIX I - AFFIDAVIT

IN THE MATTER OF SECTION 7, ONTARIO
REGULATION 543/06

AND

IN THE MATTER OF THE ADOPTION OF
OFFICIAL PLAN AMENDMENT NO. 22 BY BY-
LAW 2020- PASSED BY COUNCIL OF THE
CORPORATION OF THE CITY OF WELLAND
ON MONTH DATE, 2020

I, Grant Munday of the City of Welland in the Regional Municipality of Niagara, make oath and say as follows:

1. I am the Manager of Development Approvals, Infrastructure and Development Services of the Corporation of the City of Welland.
2. That in accordance with Section 17(15) of The Planning Act, as amended and Section 3 of Ontario Regulation 543/06, Notice of the Public Meeting was published in the Niagara This Week Newspaper on Thursday, July 2, 2020. I hereby certify that the required Public Meeting was held virtually on Tuesday, August 4, 2020 by the Council of the Corporation of the City of Welland.
3. A list of all persons or public bodies which made oral submissions at the Public Meeting is attached as Schedule "A" to this Affidavit.
4. That in accordance with Section 17(23) of The Planning Act, as amended, and Ontario Regulation 543/06, the requirements for the giving of Notice of Adoption of the Amendment have been complied with.
5. That in accordance with Section 7(7) of Ontario Regulation 543/06, the decision of Council is consistent with the Policy Statements issued under sub-Section 3(1) of the Act and conforms to any applicable Provincial Plan or Plans.

Sworn before me at the City of Welland
in the Regional Municipality of Niagara,
this DATE day of MONTH, 2020.

SCHEDULE "A" TO APPENDIX 1 - AFFIDAVIT

List of individuals who made oral submission at the Statutory Public Meeting conducted August 4, 2020 concerning Amendment No. 26 to the Official Plan of the Corporation of the City of Welland .

DRAFT

APPENDIX II - NOTICE OF ADOPTION

**CITY OF WELLAND
NOTICE OF ADOPTION OF
AMENDMENT NO. 26 TO THE
OFFICIAL PLAN OF THE CORPORATION OF THE CITY OF WELLAND**

Take notice that the Council of the Corporation of the City of Welland passed By-law 2020-, being a By-law to adopt Amendment No. 26 to the Official Plan on August 4, 2020 under Section 17(23) of The Planning Act, as amended.

The Purpose of Amendment No. 26 is to redesignate the property from Regional Shopping Node to Special Exemption Regional Shopping Node and to modify the Core Natural Heritage Area by moving the designation further east on the property.

The Effect of the redesignation is to allow for the future development the property with a five-storey mixed use building with commercial uses on the main floor and residential uses above.

Pursuant to Section 17(23.1)(a) of the Planning Act, as amended, City Council took into consideration all written and oral presentations made to it before rendering a decision.

Any person or agency may appeal, to the Local Planning Appeal Tribunal, in respect to the Amendment to the Official Plan by filing with the Clerk of the City of Welland, no later than **DATE MONTH, 2020**, a notice of appeal setting out the specific part of the proposed Amendment to the Official Plan to which the appeal applies, set out the reasons for the appeal and be accompanied by the fee prescribed under the Local Planning Appeal Tribunal Act in the amount of \$300.00 payable by certified cheque to the Minister of Finance, Province of Ontario.

The proposed Amendment to the Official Plan is exempt from approval by the Regional Municipality of Niagara and the Decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Only individuals, Corporations or public bodies may appeal a Decision of the municipality to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated Association or Group. However, a notice of appeal may be filed in the

name of an individual who is a member of the Association or the Group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the Plan was adopted, the person or public body made oral submissions at a Public Meeting or written submissions to the Council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

The land to which this proposed Amendment to the Official Plan applies is also the subject of a Zoning By-law Amendment (File No. 2020-02).

A copy of the Amendment and Staff Report are available for inspection by the public as of August 4, 2020 on the City of Welland website www.welland.ca/council/AgendasMinutes.asp.

Dated at the City of Welland this DATE day of MONTH, 2020.

GRANT MUNDAY, B.A.A., MCIP, RPP
MANAGER OF DEVELOPMENT APPROVALS
INFRASTRUCTURE AND DEVELOPMENT SERVICES
OF THE CORPORATION OF THE CITY OF WELLAND

APPENDIX III

- MINUTES OF PUBLIC MEETING -

DRAFT

APPENDIX IV - STAFF REPORT

DRAFT

APPENDIX V - COUNCIL RESOLUTION

DRAFT

Rachelle Larocque

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: April 9, 2020 4:05 PM
To: Rachelle Larocque
Subject: RE: Notice of Applications for Official Plan Amendment & Zoning By-law Amendment - 858-862 Niagara Street

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!

Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning

ENBRIDGE GAS INC.
TEL: 416-495-5386
500 Consumers Road, North York, Ontario M2J 1P8

Enbridge.com
Safety. Integrity. Respect.

From: Rachelle Larocque <rachelle.larocque@welland.ca>
Sent: Thursday, April 9, 2020 3:01 PM
To: Jack Tosta <jack.tosta@welland.ca>; CARRIGAN, Andrew <andrew.carrigan@canadapost.postescanada.ca>; randy.leppert@cogeco.com; planification@cscmonavenir.ca; hunter-perreaultg@csviamonde.ca; Amanda Degazio <amanda.degazio@welland.ca>; Dave Stuart <dave.stuart@welland.ca>; Sue Mabree <Sue.Mabree@dsbn.org>; McPhee, Michelle <Michelle.McPhee@dsbn.org>; Municipal Planning <MunicipalPlanning@enbridge.com>; Brian Kennedy <brian.kennedy@welland.ca>; Tanya Lamb <tanya.lamb@welland.ca>; Scott Richardson <scott.richardson@welland.ca>; Sherri-Marie Millar <sherri-marie.millar@welland.ca>; Ali Khan <ali.khan@welland.ca>; mmm@mmm.ca; scott.whitwell@ncdsb.com; info@niagarahomebuilders.ca; plan@niagararegion.ca; Lindsay Earl <lindsay.earl@niagararegion.ca>; dpresley@mhbcplan.com; Dan Degazio <dan.degazio@welland.ca>; eng@wellandhydro.com

Subject: [External] Notice of Applications for Official Plan Amendment & Zoning By-law Amendment - 858-862 Niagara Street

EXTERNAL: PLEASE PROCEED WITH CAUTION.

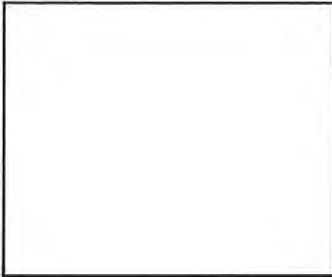
This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Good afternoon,

Attached is information regarding proposed applications for Zoning By-law Amendment and Official Plan Amendment.

Please let me know if you have any questions.

Take care,



Rachelle Larocque, BES, M.Sc., MCIP, RPP

Planning Supervisor

Planning Division

Infrastructure and Development Services

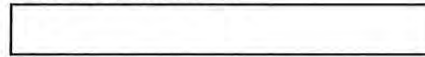
Corporation of the City of Welland

60 East Main Street, Welland, Ontario L3B 3X4

Hours: 8:30am-4:30PM

Phone: (905)735-1700 Ext. 2310 **Fax:** (905)735-8772

www.welland.ca



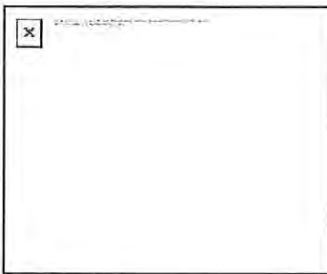
This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

Rachelle Larocque

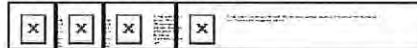
From: Scott Richardson <scott.richardson@welland.ca>
Sent: June 8, 2020 10:32 AM
To: Rachelle Larocque
Cc: Julie VanLeur
Subject: RE: 858-862 Niagara Street

Rachelle,

We have no comments or objections for the OPA and zoning.



C. Scott Richardson, C.E.T.
 Development Supervisor
 Engineering Division
 Infrastructures and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2222 **Fax:** (905)735-7184
www.welland.ca



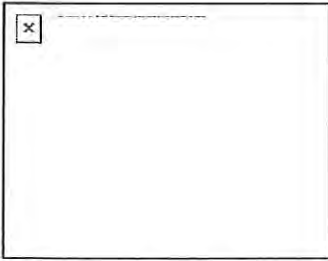
This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

From: Rachelle Larocque
Sent: June-08-20 10:31 AM
To: Scott Richardson <scott.richardson@welland.ca>
Subject: 858-862 Niagara Street

Hi Scott,

Does Engineering have any preliminary comments regarding the proposed Zoning & OPA? They're looking at submitting their SPA soon, and they want to know if there are any engineering issues that might arise that they'll need to address in their full engineering submission.

Thanks,

**Rachelle Larocque, BES, M.Sc., MCIP, RPP**

Planning Supervisor

Planning Division

Infrastructure and Development Services

Corporation of the City of Welland

60 East Main Street, Welland, Ontario L3B 3X4

Hours: 8:30am-4:30PM**Phone:** (905)735-1700 Ext. 2310 **Fax:** (905)735-8772**www.welland.ca**

This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

MEMORANDUM

File No. OPA-20-0006/ZA-20-0019

Subject: EIS Review for 858-862 Niagara Street, City of Welland
Draft Plan of Subdivision

Date: July 22, 2020

To: Lindsay Earl, Development Planner

From: Cara Lampman, Manager, Environmental Planning

Core Natural Heritage System

The properties located at 858-862 Niagara Street, City of Welland, contain and are adjacent to portions of the Region's Core Natural Heritage System (CNHS). Specifically, the CNHS on and adjacent to the properties consists of an Environmental Conservation Area (ECA) associated with Significant Woodland. The EIS submitted in support of the development application confirms this assessment.

Regional Environmental Planning staff have reviewed the EIS prepared by Colville Consulting, dated March 2020, as well as the EIS Addendum prepared by Colville consulting, dated July 2020 to verify that the findings, proposed mitigation measures, and recommendations are sufficient to satisfy Regional and Provincial environmental policies.

In summary, staff are not opposed to the development in principle, however additional information is still required to confirm that the proposal will not have negative impacts on the CNHS. Given the concerns further described below, clarifications and additional information is requested in the form of a second Environmental Impact Study (EIS) Addendum.

EIS Addendum Requirements

A Landscape Plan is identified as a mitigation measure in Section 7.0 to help maintain tree cover in the area. Previous Environmental Planning comments requested additional detail including, for example, a compensation planting ratio, species, location of additional plantings, etc. It was also requested that the EIS should also consider whether an Edge Management Plan would be appropriate to mitigate impacts to the adjacent Significant Woodland.

The EIS Addendum did not fulfill this requirement. Please provide details of the Landscape Planting plan and Edge Management Plan, as described above. One plan

that addresses both requirements is acceptable. Staff require this information to ensure that there will be no negative impact to the CNHS.

Upon receipt of an EIS Addendum which addresses the concerns summarized above, staff anticipate being able to provide revised comments in support of the application.

If you have any questions or wish to discuss these comments, please feel free to contact Cara Lampman, Manager, Environmental Planning at 905-980-6000 ext. 3430 or cara.lampman@niagararegion.ca.

Rachelle Larocque

From: Ali Khan
Sent: April 12, 2020 12:12 PM
To: Rachelle Larocque
Subject: RE: Notice of Applications for Official Plan Amendment & Zoning By-law Amendment - 858-862 Niagara Street

Hi Rachelle,

I have no comments on this application. Niagara Street is a Regional Road, as such, will leave it up to regional staff for their comments,

Regards,



Muhammad Ali Khan, M.A.Sc; P.Eng.
 Supervisor Traffic, Parking & Bylaws
 Infrastructure and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2202 **Fax:** (905)735-7184
www.welland.ca



This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

From: Rachelle Larocque
Sent: April 9, 2020 3:01 PM
To: Jack Tosta <jack.tosta@welland.ca>; CARRIGAN, Andrew <andrew.carrigan@canadapost.postescanada.ca>; randy.leppert@cogeco.com; planification@cscmonavenir.ca; hunter-perreaultg@csviamonde.ca; Amanda Degazio <amanda.degazio@welland.ca>; Dave Stuart <dave.stuart@welland.ca>; Sue Mabee <Sue.Mabee@dsbn.org>; McPhee, Michelle <Michelle.McPhee@dsbn.org>; Municipal Planning <MunicipalPlanning@enbridge.com>; Brian Kennedy <brian.kennedy@welland.ca>; Tanya Lamb <tanya.lamb@welland.ca>; Scott Richardson <scott.richardson@welland.ca>; Sherri-Marie Millar <sherri-marie.millar@welland.ca>; Ali Khan <ali.khan@welland.ca>; mmm@mmm.ca; scott.whitwell@ncdsb.com; info@niagarahomebuilders.ca; plan@niagararegion.ca; Lindsay Earl <lindsay.earl@niagararegion.ca>; dpresley@mhbcplan.com; Dan Degazio <dan.degazio@welland.ca>; eng@wellandhydro.com
Subject: Notice of Applications for Official Plan Amendment & Zoning By-law Amendment - 858-862 Niagara Street

Good afternoon,

Attached is information regarding proposed applications for Zoning By-law Amendment and Official Plan Amendment.

Please let me know if you have any questions.

Take care,



Rachelle Larocque, BES, M.Sc., MCIP, RPP

Planning Supervisor

Planning Division

Infrastructure and Development Services

Corporation of the City of Welland

60 East Main Street, Welland, Ontario L3B 3X4

Hours: 8:30am-4:30PM

Phone: (905)735-1700 Ext. 2310 **Fax:** (905)735-8772

www.welland.ca



This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.



April 14, 2020

Grant Munday, B.A.A, MCIP, RPP
Manager of Development Approvals
City of Welland
60 East Main Street
Welland, ON L3B 3X4

Dear Mr. Munday,

RE: Application for Official Plan Amendment (OPA 26), Zoning By-law Amendment (2020-02)

Welland Hydro Electric System Corp. (WHESC) does not object to the proposed applications(s).

The applicant shall contact WHESC's Engineering Department to determine servicing details and requirements by emailing Engineering@wellandhydro.com.

If existing WHESC's infrastructure is required to be relocated or temporary Hydro service is required, all costs are the responsibility of the applicant.

If easement(s) are required by WHESC to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements.

The proposed development must meet the clearance requirements of section 3.1.19.1 "Clearance to Buildings" of the Ontario Building Code.

WHESC reserves the right to amend or remove development conditions.

If you require further information, please contact our Engineering Department.

Sincerely,

Kevin Carver, P. Eng., ME
Director of Engineering & Operations
WELLAND HYDRO-ELECTRIC SYSTEM CORP.

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

COUNCIL**INFRASTRUCTURE AND DEVELOPMENT SERVICES**

**REPORT P&B-2020-31
AUGUST 4, 2020**

SUBJECT: APPLICATION FOR OFFICIAL PLAN AMENDMENT (OPA NO. 27) AND ZONING BY-LAW AMENDMENT (FILE NO. 2020-04) SUBMITTED BY JOSEPH TOMAINO ON BEHALF OF 2694686 ONTARIO INC. FOR LANDS ON THE EAST SIDE OF PATRICIA AVENUE, NORTH OF THOROLD ROAD AND WEST OF AQUEDUCT STREET, MUNICIPALLY KNOWN AS 12 PATRICIA AVENUE

**AUTHOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
PLANNING SUPERVISOR**

**APPROVING SUPERVISOR: GRANT MUNDAY, B.A.A., MCIP, RPP
MANAGER OF DEVELOPMENT APPROVALS**

**APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information purposes Report No. P&B-2020-31 regarding applications for Official Plan Amendment (OPA 27) and Zoning By-law Amendment (File No. 2020-04), for lands on the east side Patricia Avenue, north of Thorold Road and west of Aqueduct Street, municipally known as 12 Patricia Avenue.

ORIGIN AND BACKGROUND:

Applications for Official Plan Amendment (OPA No. 27) and Zoning By-law Amendment (File No. 2020-04) were submitted by Joseph Tomaino on behalf of 2694686 Ontario Inc. on April 6, 2020 and was deemed complete on April 21, 2020.

The purpose of the Official Plan Amendment is to redesignate the property from Low Density Residential to Community Commercial Corridor with a special exemption to allow for only warehousing uses. The application for Zoning By-law Amendment is to rezone the property from Residential Low Density 1 – RL1 to site specific Community Commercial Corridor – CC2 to allow for only warehousing uses on the property. The purpose of the applications for Official Plan Amendment and Zoning By-law Amendment are to allow the property to be

used for a warehouse facility. This is currently an auto parts retailer and the proposed warehouse will be used to store auto parts. 12 Patricia Avenue is currently being used for parking and loading related to 26 Thorold Road. The existing house is currently being used for warehousing. The use of the subject lands for this purpose has existed prior to October 17, 2017 and therefore has a legal non-conforming status.

COMMENTS AND ANALYSIS:

A virtual Public Open House was held on July 15, 2020 to gain public input regarding the proposed applications. One (1) member of the public participated in the Information Meeting, in addition to agent for the applicant. The following comments and concerns were raised at the Public Information Meeting:

- Location of loading doors;
- Fencing and screening from the warehouse;
- What would be located within the buffer area;
- Drainage on the site and storm water.

At the time of writing this report, one (1) letter has been submitted from a member of the public regarding the applications. The comments in the letter were the same as those that were raised at the Public Information Meeting.

The Statutory Public Meeting under the Planning Act is being held virtually on August 4, 2020. The Public Meeting provides an opportunity for the Applicant to make a presentation regarding the Applications and proposal, for interested parties to make comment and/or raise concerns, and for Council Members to inquire about the Applications.

The report is intended to provide Council with background information on the Applications. Staff will bring a Recommendation Report for Council's consideration at a future meeting.

FINANCIAL CONSIDERATION:

All costs associated with the development of this property will be the responsibility of the developer.

OTHER DEPARTMENT IMPLICATIONS:

Other City Departments have been circulated the application for review and comment. Any comments, requirements, and/or recommendations received will be incorporated into the final Recommendation Report.

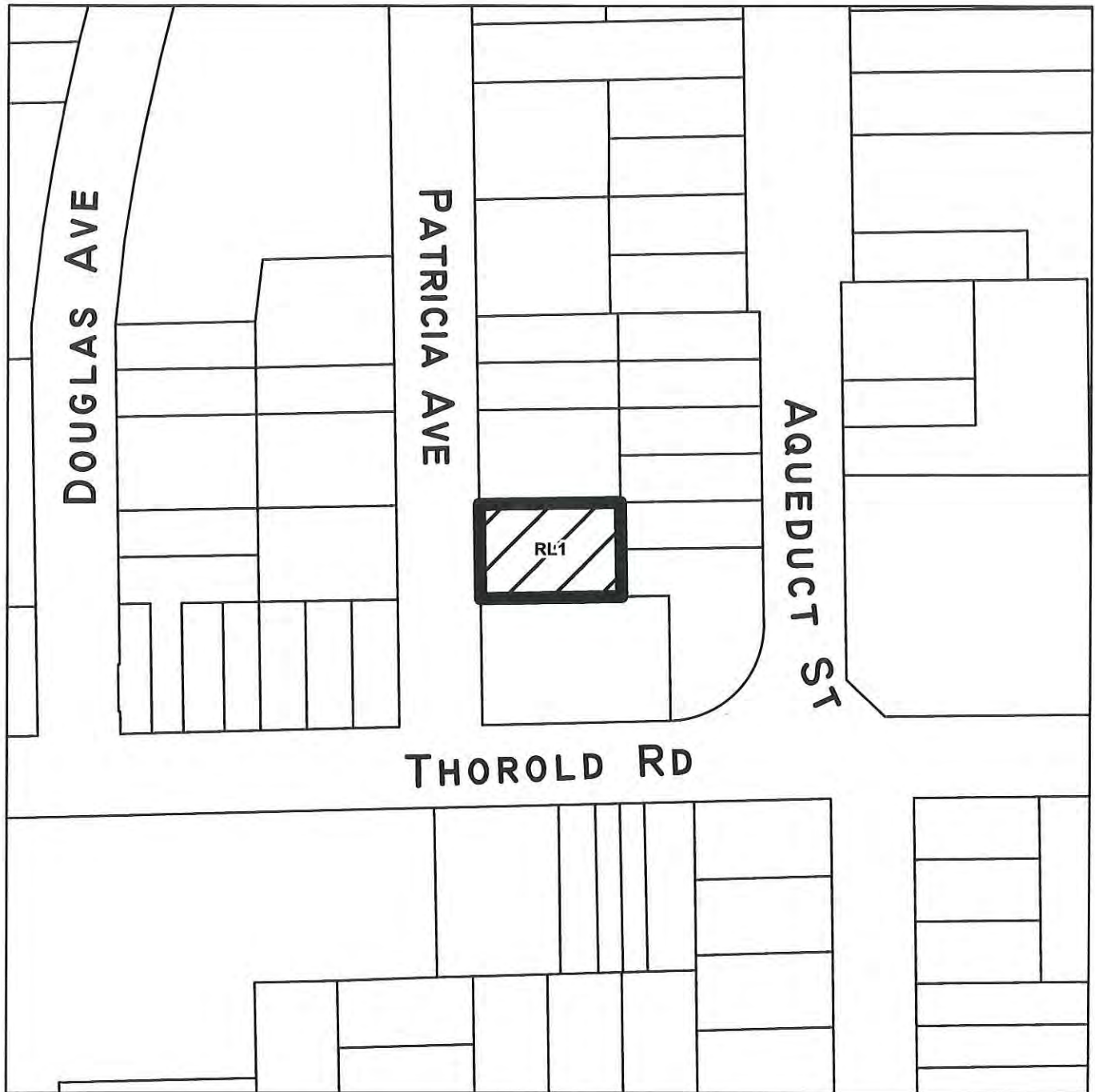
SUMMARY AND CONCLUSION:

The Planning Act requires a Statutory Public Meeting to be held to provide an opportunity for public input and discussion regarding the Applications. This report is intended to provide background information for the Public Meeting.

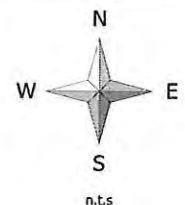
ATTACHMENTS:

- Appendix I - Key Map
- Appendix II - Aerial Photo of Subject Lands
- Appendix III - Draft Official Plan Amendment

2020-04 & OPA 27



KEY MAP



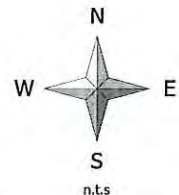
SUBJECT LANDS



*Infrastructure and
Development Services
Planning Division*



**AERIAL PHOTO OF
THE SUBJECT LANDS**
2020-04 & OPA 27



SUBJECT LANDS



*Infrastructure and
Development Services*
Planning Division

AMENDMENT NO. 27
to the
OFFICIAL PLAN
of the
CORPORATION OF THE CITY OF WELLAND

MONTH, DATE, 2020

**THE CORPORATION OF THE CITY OF WELLAND
BY-LAW NUMBER 2020-**

**A BY-LAW TO AUTHORIZE THE ADOPTION
OF OFFICIAL PLAN AMENDMENT NO. 27**

WHEREAS the Official Plan of the Corporation of the City of Welland was adopted by the City of Welland on May 4, 2010.

AND WHEREAS the Regional Municipality of Niagara gave partial approval to the Official Plan on October 21, 2011.

AND WHEREAS the Ontario Municipal Board gave partial approval to the Official Plan on June 24, 2014.

AND WHEREAS the Council of the Corporation of the City of Welland deems it expedient to amend the Official Plan.

AND WHEREAS the Regional Municipality of Niagara is the approval authority for Amendments to the Official Plan of the Corporation of the City of Welland.

AND WHEREAS the Regional Municipality of Niagara has exempted Official Plan Amendment No. 27 to the Official Plan of the Corporation of the City of Welland from approval in accordance with the Memorandum of Understanding between the Regional Municipality of Niagara and the Corporation of the City of Welland.

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF WELLAND ENACTS AS FOLLOWS:

1. That the Corporation of the City of Welland hereby adopts and approves Official Plan Amendment No. 27 for the Corporation of the City of Welland.
2. That Staff is hereby authorized and directed to give Notice of Council's adoption of Amendment No. 27 to the Official Plan of the Corporation of the City of Welland in accordance with Section 17(23) of the Planning Act.

**READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL THIS
DATE DAY OF MONTH, 2020.**

_____ MAYOR

_____ CLERK

ii

Amendment No. 27
to the
Official Plan
of the
Corporation of the City of Welland

This Amendment to the Official Plan for the City of Welland, which was adopted by the Council of the Corporation of the City of Welland on MONTH DAY, 2020 and to which no appeal was filed, came into effect on pursuant to Section 17 and 21 of the Planning Act, R.S.O. 1990, Chapter P.13, as amended.

Date:

GRANT MUNDAY, B.A.A.
MANAGER OF DEVELOPMENT APPROVALS
INFRASTRUCTURE AND DEVELOPMENT SERVICES
THE CORPORATION OF THE CITY OF WELLAND

**AMENDMENT NO. 27 TO THE OFFICIAL PLAN OF THE
CORPORATION OF THE CITY OF WELLAND**

PART A - THE PREAMBLE (This does not constitute part of the Amendment)	1
TITLE AND COMPONENTS.....	1
PART B - THE AMENDMENT	2
SCHEDULE "A" LAND USE PLAN.....	3
PART C - THE APPENDICES	4
APPENDIX I - AFFIDAVIT	5
SCHEDULE "A" TO APPENDIX 1 - AFFIDAVIT	6
APPENDIX II - NOTICE OF ADOPTION	7
APPENDIX III - MINUTES OF PUBLIC MEETING -	9
APPENDIX IV - STAFF REPORT	10
APPENDIX V - COUNCIL RESOLUTION.....	106

PART A - THE PREAMBLE (This does not constitute part of the Amendment)

TITLE AND COMPONENTS

This document, when approved in accordance with the Planning Act, shall be known as Amendment No. 27 to the Official Plan of the Corporation of the City of Welland.

Part "A", the Preamble, does not constitute part of this Amendment.

Part "B", the Amendment, consists of the map and text changes.

Part "C", the Appendices, which does not constitute part of this Amendment, contains the background data, planning considerations and public involvement associated with this Amendment.

PURPOSE OF THE AMENDMENT

The purpose of Official Plan Amendment No. 27 is to redesignate the lands shown on attached Schedule "A" from Low Density Residential to Community Commercial Corridor. The purpose of the Amendment is to allow for the property to be used for warehousing uses only. The lands are also subject to an application for Zoning By-law Amendment (File No. 2020-04).

LOCATION

The lands are located north of Thorold Road, on the east side of Patricia Avenue and are known municipally as 12 Patricia Avenue. The subject lands have an approximate area of 803 square metres.

BASIS

The subject lands are within the urban area boundary for the City of Welland and currently designated Low Density Residential. A proposal has been put forth to construct a warehouse facility on the property that will be used in conjunction with the adjacent commercial business fronting onto Thorold Road.

PART B - THE AMENDMENT

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the following Policies and the map referred to as Schedule "A" - Land Use Plan and Policies, constitutes Amendment No. 27 to the Official Plan of the Corporation of the City of Welland.

MAP CHANGES

1. Schedule B, Land Use Map, is hereby amended by re-designating the subject lands from 'Residential' to 'Commercial' and identifying the special exemption on the property.
2. Schedule B1, Residential Hierarchy Land Use Map, is hereby amended by removing the Low Density Residential Designation on the subject property.
3. Schedule B2, Commercial Hierarchy Land Use Map, is hereby amended by adding the subject lands, as shown on Schedule "A" attached hereto, as Community Commercial Corridor with a special exemption.

TEXT CHANGES

1. The Official Plan of the City of Welland is hereby amended by adding the following:

4.4.3.13. Exceptions

- 4.4.3.13 G Notwithstanding 4.4.2.6.B, a warehousing facility only may be permitted on lands known municipally as 12 Patricia Avenue.

SCHEDULE "A" LAND USE PLAN

DRAFT

PART C - THE APPENDICES

The following appendices do not constitute part of Amendment No. 27 to the Official Plan of the Corporation of the City of Welland, but are included only as information supporting the amendment.

- | | | |
|--------------|---|--------------------------------|
| APPENDIX I | - | Affidavit |
| APPENDIX II | - | Notice of Adoption |
| APPENDIX III | - | Minutes of Public Meeting |
| APPENDIX IV | - | Staff Report |
| APPENDIX V | - | Council Resolution (Certified) |

APPENDIX I - AFFIDAVIT

IN THE MATTER OF SECTION 7, ONTARIO
REGULATION 543/06

AND

IN THE MATTER OF THE ADOPTION OF
OFFICIAL PLAN AMENDMENT NO. 27 BY BY-
LAW 2020- PASSED BY COUNCIL OF THE
CORPORATION OF THE CITY OF WELLAND
ON MONTH DAY, 2020

I, Grant Munday of the City of Welland in the Regional Municipality of Niagara, make oath and say as follows:

1. I am the Manager of Development Approvals, Infrastructure and Development Services of the Corporation of the City of Welland.
2. That in accordance with Section 17(15) of The Planning Act, as amended and Section 3 of Ontario Regulation 543/06, Notice of the Public Meeting was published in the Niagara This Week Newspaper on Thursday, July 2, 2020. I hereby certify that the required Public Meeting was virtually held on Tuesday, August 4, 2020 by the Council of the Corporation of the City of Welland.
3. A list of all persons or public bodies which made oral submissions at the Public Meeting is attached as Schedule "A" to this Affidavit.
4. That in accordance with Section 17(23) of The Planning Act, as amended, and Ontario Regulation 543/06, the requirements for the giving of Notice of Adoption of the Amendment have been complied with.
5. That in accordance with Section 7(7) of Ontario Regulation 543/06, the decision of Council is consistent with the Policy Statements issued under sub-Section 3(1) of the Act and conforms to any applicable Provincial Plan or Plans.

Sworn before me at the City of Welland
in the Regional Municipality of Niagara,
this DATEth day of MONTH, 2020.

SCHEDULE "A" TO APPENDIX 1 - AFFIDAVIT

List of individuals who made oral submission at the Statutory Public Meeting conducted August 4, 2020 concerning Amendment No. 27 to the Official Plan of the Corporation of the City of Welland .

DRAFT

APPENDIX II - NOTICE OF ADOPTION

CITY OF WELLAND
NOTICE OF ADOPTION OF
AMENDMENT NO. 27 TO THE
OFFICIAL PLAN OF THE CORPORATION OF THE CITY OF WELLAND

Take notice that the Council of the Corporation of the City of Welland passed By-law 2020-, being a By-law to adopt Amendment No. 27 to the Official Plan on MONTH DAY 2020 under Section 17(23) of The Planning Act, as amended.

The Purpose of Amendment No. 27 is to redesignate the property from Low Density Residential to Community Commercial Corridor to permit a warehousing facility only.

The Effect of the redesignation is to allow for the development the for warehousing purposes in conjunction with the adjacent commercial property fronting onto Thorold Road.

Pursuant to Section 17(23.1)(a) of the Planning Act, as amended, City Council took into consideration all written and oral presentations made to it before rendering a decision.

Any person or agency may appeal, to the Local Planning Appeal Tribunal, in respect to the Amendment to the Official Plan by filing with the Clerk of the City of Welland, no later than **MONTH DAY, 2020**, a notice of appeal setting out the specific part of the proposed Amendment to the Official Plan to which the appeal applies, set out the reasons for the appeal and be accompanied by the fee prescribed under the Local Planning Appeal Tribunal Act in the amount of \$300.00 payable by certified cheque to the Minister of Finance, Province of Ontario.

The proposed Amendment to the Official Plan is exempt from approval by the Regional Municipality of Niagara and the Decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Only individuals, Corporations or public bodies may appeal a Decision of the municipality to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated Association or Group. However, a notice of appeal may be filed in the name of an individual who is a member of the Association or the Group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the Plan was adopted, the person or public body made oral submissions at a Public Meeting or written submissions to the Council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

The land to which this proposed Amendment to the Official Plan applies is also the subject of a Zoning By-law Amendment (File No. 2020-04).

A copy of the Amendment and Staff Report are available for inspection by the public as of MONTH DAY, 2020 at Infrastructure and Development Services - Planning Division, 60 East Main Street, Welland during regular office hours.

Dated at the City of Welland this Xth day of MONTH, ,2020.

GRANT MUNDAY, B.A.A., MCIP, RPP
MANAGER OF DEVELOPMENT APPROVALS
INFRASTRUCTURE AND DEVELOPMENT SERVICES
OF THE CORPORATION OF THE CITY OF WELLAND

APPENDIX III

- MINUTES OF PUBLIC MEETING -


DRAFT

APPENDIX IV - STAFF REPORT

DRAFT

APPENDIX V - COUNCIL RESOLUTION

DRAFT

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

COUNCIL**INFRASTRUCTURE AND DEVELOPMENT SERVICES**

**REPORT P&B-2020-32
AUGUST 4, 2020**

**SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT
(FILE NO. 2020-05) – UPPER CANADA CONSULTANTS
ON BEHALF OF CENTENNIAL DEVELOPMENTS
(NIAGARA) INC. FOR LANDS ON THE EAST AND WEST
SIDE OF LOUSIE STREET AND THE EAST SIDE OF IVA
STREET, NORTH OF MCCABE AVENUE AND SOUTH OF
SAUER AVENUE, MUNICIPALLY KNOWN AS 167, 173,
176-325 LOUISE STREET (INCLUSIVE) AND 183, 187,
193, AND 223 IVA STREET**

**AUTHOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
PLANNING SUPERVISOR**

**APPROVING GRANT MUNDAY, B.A.A., MCIP, RPP
SUPERVISOR: MANAGER OF DEVELOPMENT APPROVALS**

**APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES**

RECOMMENDATION:

1. THAT THE COUNCIL OF THE CITY OF WELLAND approves application for Zoning By-law Amendment for lands on the east and west sides of Louise Street, east side of Iva Street, south of Sauer Avenue, and north of McCabe Avenue, more specifically described as Lots 188, 189, 190, 196, 210-218 (inclusive), 221-239 (inclusive), Plan 946; Lot 195, Plan 946, except BB81037; and Part Lot 191, Plan 946, as in BB81036; Lots 292, 293, 294, Plan 946; Lots 295-315 (inclusive), Plan 946, s/t BB75069; Lots 316, 317, Plan 946, subject to an easement as in BB75069; Lots 318-3 23 (inclusive), Plan 946, s/t BB75069, City of Welland, municipally known as 167, 173, 176-325 Louise Street (inclusive) and 183, 187, 193 and 223 Iva Street from Residential Low Density 1 – RL1 and Residential Low Density 2 – RL1 to site specific Residential Low Density 2 – RL2.

ORIGIN AND BACKGROUND:

Application for Zoning Bylaw Amendment was submitted for the subject lands on April 17, 2020 and was deemed complete on April 21, 2020.

COMMENTS AND ANALYSIS:**The Proposal**

The City received complete application for Zoning By-law Amendment on April 17, 2020. The request for Zoning By-law Amendment has been submitted to allow:

- A side yard setback of 0.9 metres, whereas 1 metre is required; and,
- To allow for the required parking space to be setback 0 metres from the front lot line, whereas 5.5 metres is required. This is to allow for the driveway to be recognized as the required parking space, and not the attached garage.

The Site

The lands are located on the east and west sides of Louise Street and the east side of Iva Street, south of Sauer Avenue and north of McCabe Avenue. The lands are part of a historic plan of subdivision that is currently under construction. The lands are being developed with single-detached dwellings, and road and infrastructure works are currently being undertaken in the area.

Surrounding Land Uses

Land uses to the north are a mix of residentially developed and undeveloped lands. To the east, is an existing residential area, to the south existing and new residential development, and to the west a mix of residentially developed and undeveloped lands which are part of the same historic plan of subdivision NP946.

Development and Agency Comments Received

City of Welland
Infrastructure &
Development Services –
Building Division
(July 20, 2020)

- Staff has reviewed the information submitted and while a final decision on issuance of building permit will be based on the information submitted with the building permit application to this office, we wish to offer the following comments:
- The purpose of the amendment is to allow for side yard setback of 0.9 meters which will restrict the maximum area of glazed openings on the affected exposed building face to 0%. The construction of an exposed building face having a limiting distance of less than 1.2 m will be subject to the requirements of article 9.10.15.5

Div. B of 2012 Ontario Building Code.

- A subsurface Geotechnical Report will be required at the time of building permit application submission.
- The proposed dwelling units will be subject to water meter fees in accordance with City of Welland Fees and Charges bylaw.
- The proposed residential units will be required to be served by backwater valve devices in accordance with the Protection from Backflow requirements of the Ontario Building Code.

City of Welland
Infrastructure &
Development Services –
Engineering Division
(July 13, 2020)

- No objection.

City of Welland
Infrastructure &
Development Services –
Traffic, Parking & By-laws
Division
(July 24, 2020)

- No comments.

Welland Hydro Electrical
System Corp.
(April 21, 2020)

- No objection to the application.
- The applicant should contact WHESC Engineering Department to determine servicing details and requirements.
- If existing WHESC infrastructure is required to be relocated or temporary hydro service is required, all costs are the responsibility of the applicant.
- If easements are required by WHESC to service this development or any future adjacent developments, the applicant will provide at their expense any necessary registered easements.
- The proposed development must meet clearance requirements of section 3.1.19.1 "Clearance to Buildings" of the Ontario Building

Code.

Enbridge Gas Inc.
(April 21, 2020)

- Enbridge Gas Inc. does not object to the proposed application, however, we reserve the right to amend our development conditions.

A virtual Public Information Meeting was held on July 23, 2020. No members of the public participated in the meeting.

A total of one letter from the public was received. The comments in the letters included:

- Questions on the number of parking spots each house would have;
- As parking is at a premium, accessory units should not be allowed in these homes, now or in the future.

Provincial Policy

The lands are within the urban area of the City of Welland, which is to be the focus of growth and development as identified in the Provincial Policy Statement (PPS). The PPS promotes developments that support a range of housing types and wisely use resources that are available. The lands are within an area that has existing infrastructure and from both Sauer Avenue to the north and McCabe Avenue to the south. As part of the development of this subdivision, this section of Louise Street and Iva Street will be opened, and primary service installation is now complete. The purpose of the subject application for rezoning will allow for reduced side yard setbacks for the dwellings, as well as allow for the required parking space to be located in the driveway rather than the attached garage. The requested amendments will allow for the development of the lands based on the historic plan of subdivision. The lands are within a developed, predominantly residential area, will not require the uneconomical expansion of municipal services, and meets the intent of the PPS.

The lands are within the identified 'Built Up Area' by the A Place to Grow Plan for the Greater Golden Horseshoe. The Built Up Area should be the focus of growth and development for communities. A minimum of 50% of all new residential growth by the year 2041 should occur within the designated Built Up Area. The requested rezoning will allow for the development of these lands as they are already the subject of a historic plan of subdivision. The construction of houses will contribute to the City's intensification target of 50% of all new growth being in the Built-up Area. This project also meets the requirements of the P2G that new development not require the costly expansion of municipal servicing. The lands have servicing available from both Sauer Avenue and McCabe Avenue, and will be constructed down Louise Street and Iva Street to support this development. The proposed Zoning By-law Amendment meets the intent of the P2G policies.

Region of Niagara Official Plan

The subject lands are within the Urban Area of Welland as identified in the Region's Official Plan. The Region's OP encourages making efficient use of land, resources, and infrastructure and supporting intensification. The application for Zoning By-law Amendment will enable these lands to be developed more efficiently and, based on the original registered plan of subdivision. The development can be serviced from existing infrastructure and will support intensification in the City. The proposed Zoning By-law Amendment meets the intent of the Region's Official Plan as it will allow for undeveloped lands to be developed with residential uses.

City of Welland Official Plan

The lands are currently designated as Low Density Residential in the City of Welland's Official Plan. The City's OP permits single-detached, semi-detached, triplex, townhouse, and duplex dwellings. The proposed application for Zoning By-law Amendment is to reduce side yard setbacks for single detached dwellings, as well as to allow for the required parking space to be located in the driveway, which is a permitted use in the Low Density Residential designation. The development of these lands is will represent an intensification project within the City, and will take advantage of existing infrastructure within the City. The proposed application for Rezoning is consistent with the purpose and intent of the City's Official Plan.

City of Welland Zoning By-law 2017-117

The lands are zoned Residential Low Density 1 – RL1 and Residential Low Density 2 – RL2 in the City of Welland Zoning By-law 2017-117. The requested amendments are to:

- Rezone all of the lands to Residential Low Density 2 – RL2 with a site specific exemption to the following:
 - o Allow for a reduced side yard setback of 0.9 metres, whereas 1.2 metres is required in the RL1 Zone and 1 metre is required in the RL2 Zone. The reduction is required to accommodate brick exteriors on the proposed dwellings; and,
 - o To allow for a parking space to be located 0 metres from the property line, whereas 5.5 metres is required. This is to allow for the required parking space to be located in the driveway, rather than in the garage. The garages proposed do not meet the minimum interior widths that are required when there is a surface (wall, pillar, etc.) that obstructs the opening of the doors of a parked vehicle. The Zoning By-law requires that an additional 0.3 metres of width be provided for each side obstructed. As such, the required parking space will be located in the driveway, and an additional parking space will be located in the attached garage.

The proposed development meets all other minimum requirements in the Zoning By-law. There will be no impact on existing dwellings in the surrounding area. The requested reduction in the side yard setback is very minor. Only two lots in the subject development abut existing houses. The remainder of the proposed dwellings abut existing and proposed roads, or vacant lots. The proposed reduction in the setback for a required parking space can be supported in this location as there will be sufficient room in front of the garage to park a car on private property, and a space will be provided in the attached garage without the additional width. As such, City staff can support the application for Zoning By-law Amendment.

FINANCIAL CONSIDERATION:

All costs associated with the development of these lands will be the responsibility of the applicant. The applicant has also entered into a Development Agreement with the City to ensure that the development complies with City Standards, and financial securities have been put in place.

OTHER DEPARTMENT IMPLICATIONS:

Where appropriate, comments from other departments have been included as part of this report.

SUMMARY AND CONCLUSION:

The application for Zoning By-law Amendment to rezone the lands from Residential Low Density 1 – RL1 and Residential Low Density 2 – RL2 to a site specific RL2 zone to allow for reduced side yard setbacks of 0.9 metres, and to allow the required parking space to be 0 metres from the front property line, is appropriate as:

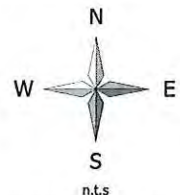
- Allows for an infilling development within an urban serviced area of the City;
- The proposed development is compatible with the surrounding neighbourhood;
- Is consistent with Provincial, Regional, and City policies; and,
- The lands are designed for low density residential development and within a registered plan of subdivision and the subject rezoning will allow for this development to proceed.

ATTACHMENTS:

- | | | |
|--------------|---|--------------------------------|
| Appendix I | - | Aerial Photo |
| Appendix II | - | Location Sketch |
| Appendix III | - | Registered Plan of Subdivision |
| Appendix IV | - | Correspondence |



AERIAL PHOTO OF THE SUBJECT LANDS 2020-05



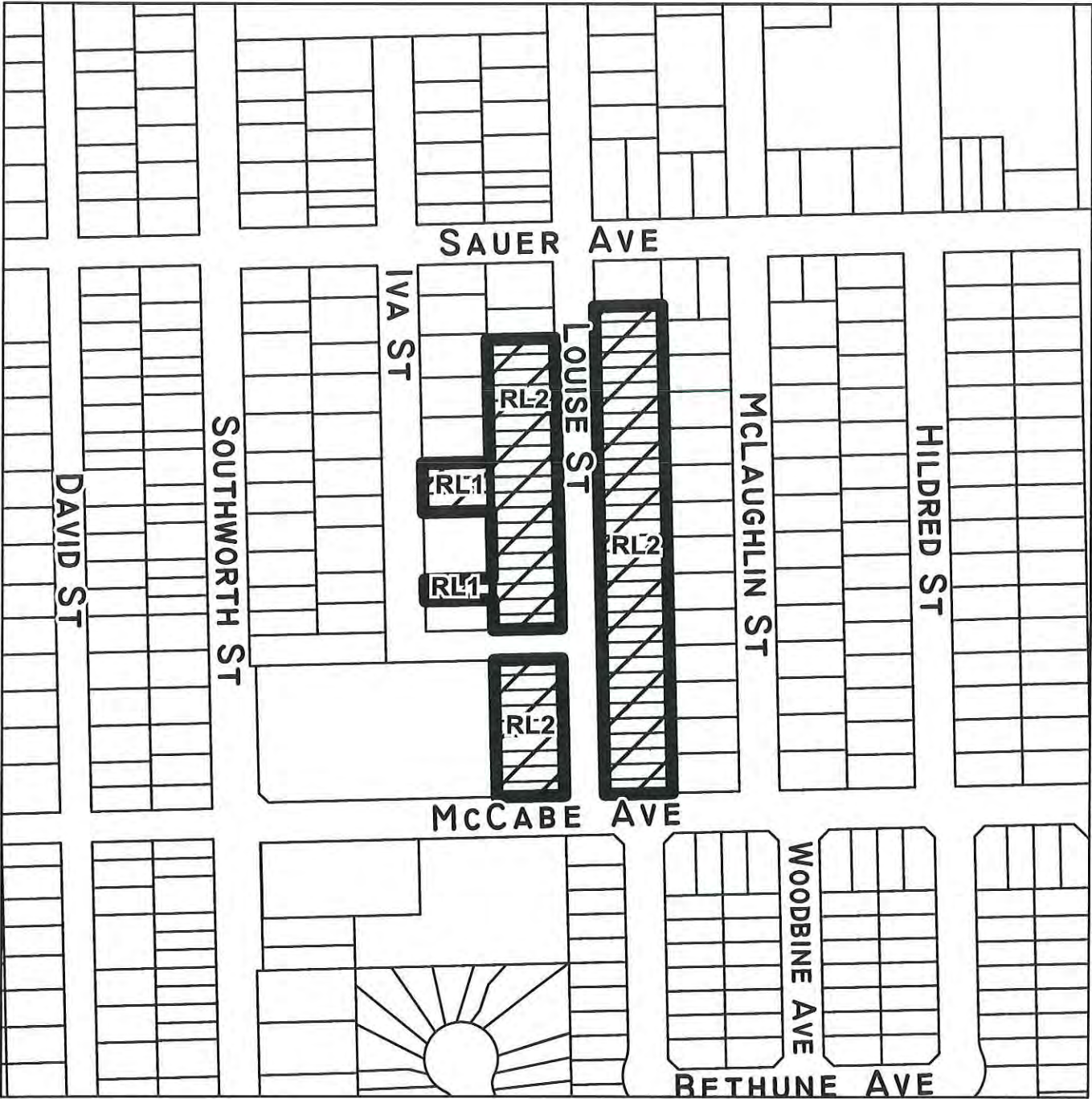
SUBJECT LANDS



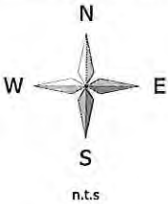
*Infrastructure and
Development Services*
Planning Division

Z:\MAPPING\ZONING KEYMAP & SCHEDULES\2020\2020-05.map

July 2, 2020



KEY MAP



SUBJECT LANDS



Infrastructure and
Development Services
Planning Division

335 30	148 30
337 32	150 32

151 149	148 152
110 100	17 151

21 20	23 20	25 24	27 26
----------	----------	----------	----------

29 28	31 30	N W
----------	----------	--------

Sauer Avenue

Sauer Avenue

Sauer Avenue

Sauer Avenue

379	10
39	24
419	160
61	122
427	166
10	120
445	170
60	110
67	116
457	174
69	114
467	118
71	112
475	186
72	111
73	110
74	109
75	108
493	107
77	106
499	105
79	104
505	103
81	102
509	101
83	100
84	99
85	98
86	97
87	96
88	95
89	94
90	93
91	92

Iva Street

VAI

CLOSED BY BY-LAW 1260 (CORROVED)

14	218
116	242
117	241
163	240
50	239
167	238
100	237
171	236
184	235
185	234
175	233
187	232
188	231
189	230
190	229
191	228
192	227
193	226
194	225
195	224
196	223
197	222
198	221
199	220
200	219
201	218
202	217
203	216
204	215
205	214
206	213
207	212
208	211
209	210

LOUISE

157	30
291	32
292	355
293	354
294	170
295	353
296	174
297	351
298	350
299	349
300	178
301	348
302	182
303	346
304	186
305	345
306	190
307	341
308	340
309	194
310	339
311	198
312	336
313	202
314	335
315	206
316	334
317	333
318	210
319	332
320	214
321	331
322	216
323	330
324	218
325	329
326	220

NITHON McLaughlin Street

34	36
308	40
309	40
173	40
401	40
175	40
177	40
179	40
181	40
183	40
185	40
187	40
410	40
191	40
412	40
413	40
195	40
197	40
199	40
418	40
203	40
420	40
207	40
422	40
423	40
211	40
425	40
215	40
217	40
428	40
219	40
429	40
221	40
431	40

McCabe Avenue

AVENUE

McCabe Avenue

CLOSED BY 81-LAW # 5967										CLOSED BY 81-LAW 6364																																																																																																																																																																																																																																																																																																																																																																																																																															
III' 575	III' 576	III' 577	III' 578	III' 579	III' 580	III' 581	III' 582	III' 583	III' 584	III' 585	III' 586	III' 587	III' 588	III' 589	III' 590	III' 591	III' 592	III' 593	III' 594	III' 595	III' 596	III' 597	III' 598	III' 599	III' 600	III' 601	III' 602	III' 603	III' 604	III' 605	III' 606	III' 607	III' 608	III' 609	III' 610	III' 611	III' 612	III' 613	III' 614	III' 615	III' 616	III' 617	III' 618	III' 619	III' 620	III' 621	III' 622	III' 623	III' 624	III' 625	III' 626	III' 627	III' 628	III' 629	III' 630	III' 631	III' 632	III' 633	III' 634	III' 635	III' 636	III' 637	III' 638	III' 639	III' 640	III' 641	III' 642	III' 643	III' 644	III' 645	III' 646	III' 647	III' 648	III' 649	III' 650	III' 651	III' 652	III' 653	III' 654	III' 655	III' 656	III' 657	III' 658	III' 659	III' 660	III' 661	III' 662	III' 663	III' 664	III' 665	III' 666	III' 667	III' 668	III' 669	III' 670	III' 671	III' 672	III' 673	III' 674	III' 675	III' 676	III' 677	III' 678	III' 679	III' 680	III' 681	III' 682	III' 683	III' 684	III' 685	III' 686	III' 687	III' 688	III' 689	III' 690	III' 691	III' 692	III' 693	III' 694	III' 695	III' 696	III' 697	III' 698	III' 699	III' 700	III' 701	III' 702	III' 703	III' 704	III' 705	III' 706	III' 707	III' 708	III' 709	III' 710	III' 711	III' 712	III' 713	III' 714	III' 715	III' 716	III' 717	III' 718	III' 719	III' 720	III' 721	III' 722	III' 723	III' 724	III' 725	III' 726	III' 727	III' 728	III' 729	III' 730	III' 731	III' 732	III' 733	III' 734	III' 735	III' 736	III' 737	III' 738	III' 739	III' 740	III' 741	III' 742	III' 743	III' 744	III' 745	III' 746	III' 747	III' 748	III' 749	III' 750	III' 751	III' 752	III' 753	III' 754	III' 755	III' 756	III' 757	III' 758	III' 759	III' 760	III' 761	III' 762	III' 763	III' 764	III' 765	III' 766	III' 767	III' 768	III' 769	III' 770	III' 771	III' 772	III' 773	III' 774	III' 775	III' 776	III' 777	III' 778	III' 779	III' 780	III' 781	III' 782	III' 783	III' 784	III' 785	III' 786	III' 787	III' 788	III' 789	III' 790	III' 791	III' 792	III' 793	III' 794	III' 795	III' 796	III' 797	III' 798	III' 799	III' 800	III' 801	III' 802	III' 803	III' 804	III' 805	III' 806	III' 807	III' 808	III' 809	III' 810	III' 811	III' 812	III' 813	III' 814	III' 815	III' 816	III' 817	III' 818	III' 819	III' 820	III' 821	III' 822	III' 823	III' 824	III' 825	III' 826	III' 827	III' 828	III' 829	III' 830	III' 831	III' 832	III' 833	III' 834	III' 835	III' 836	III' 837	III' 838	III' 839	III' 840	III' 841	III' 842	III' 843	III' 844	III' 845	III' 846	III' 847	III' 848	III' 849	III' 850	III' 851	III' 852	III' 853	III' 854	III' 855	III' 856	III' 857	III' 858	III' 859	III' 860	III' 861	III' 862	III' 863	III' 864	III' 865	III' 866	III' 867	III' 868	III' 869	III' 870	III' 871	III' 872	III' 873	III' 874	III' 875	III' 876	III' 877	III' 878	III' 879	III' 880	III' 881	III' 882	III' 883	III' 884	III' 885	III' 886	III' 887	III' 888	III' 889	III' 890	III' 891	III' 892	III' 893	III' 894	III' 895	III' 896	III' 897	III' 898	III' 899	III' 900	III' 901	III' 902	III' 903	III' 904	III' 905	III' 906	III' 907	III' 908	III' 909	III' 910	III' 911	III' 912	III' 913	III' 914	III' 915	III' 916	III' 917	III' 918	III' 919	III' 920	III' 921	III' 922	III' 923	III' 924	III' 925	III' 926	III' 927	III' 928	III' 929	III' 930	III' 931	III' 932	III' 933	III' 934	III' 935	III' 936	III' 937	III' 938	III' 939	III' 940	III' 941	III' 942	III' 943	III' 944	III' 945	III' 946	III' 947	III' 948	III' 949	III' 950	III' 951	III' 952	III' 953	III' 954	III' 955	III' 956	III' 957	III' 958	III' 959	III' 960	III' 961	III' 962	III' 963	III' 964	III' 965	III' 966	III' 967	III' 968	III' 969	III' 970	III' 971	III' 972	III' 973	III' 974	III' 975	III' 976	III' 977	III' 978	III' 979	III' 980	III' 981	III' 982	III' 983	III' 984	III' 985	III' 986	III' 987	III' 988	III' 989	III' 990	III' 991	III' 992	III' 993	III' 994	III' 995	III' 996	III' 997	III' 998	III' 999	III' 1000
601										26										5 unit of 50 R. included are 603-9 to City																																																																																																																																																																																																																																																																																																																																																																																																																					

LOCATION MAP

Louise Street Area

NP 946

Total Area: 17,499.90m2

Aerial Photography flown April 2018.

Infrastructure and
Development Services
Planning Division

The information contained in this map may represent unlicensed
survey or other data and the City of Welland (the City) makes
no representation or warranty, express or implied, as to the
accuracy or completeness of the data and all information should
be verified independently. No part of these drawings, or
information, or hard copies made from them may be reproduced
without the written permission of the City.
Includes Material © 2018 of the Queen's Printer for Ontario
© 2018 - The Regional Municipality of Welland and its Suppliers.
All Rights Reserved.

RESZIMAPPINGPROJECTS/Louise Street/Louise Street - NP946.mxd
Date:07/09/2018





City of Welland
Infrastructure and Development Services
Planning and Building Division
60 East Main Street, Welland, ON L3B 3X4
Phone: 905-735-1700 Ext. 2251 | **Fax:** 905-735-8772
Email: devserv@welland.ca | www.welland.ca

TO: Grant Munday, B.A.A., MCIP, RPP
Manager of Development Approvals

FROM: J. Tosta, CBCO, CPSO
Chief Building Official

DATE: July 20, 2020

SUBJECT: Application for Draft Plan of Subdivision Approval (File Number 2020-05)
Waterways Common Phase 2

Staff has reviewed the information submitted and while a final decision on issuance of building permit will be based on the information submitted with the building permit application to this office, we wish to offer the following comments:

1. The purpose of the amendment is to allow for side yard setback of 0.9 meters which will restrict the maximum area of glazed openings on the affected exposed building face to 0%. The construction of an exposed building face having a limiting distance of less than 1.2 m will be subject to the requirements of article 9.10.15.5 Div. B of 2012 Ontario Building Code.
2. A subsurface Geotechnical Report will be required at the time of building permit application submission.
3. The proposed dwelling units will be subject to water meter fees in accordance with City of Welland Fees and Charges bylaw.
4. The proposed residential units will be required to be served by backwater valve devices in accordance with the Protection from Backflow requirements of the Ontario Building Code.

If you have any questions regarding the above comments, please do not hesitate to contact me.

Rachelle Larocque

From: Municipal Planning <MunicipalPlanning@enbridge.com>
Sent: April 21, 2020 7:54 AM
To: Rachelle Larocque
Subject: RE: Notice of Application - Waterways Common Phase 2 Zoning By-law Amendment

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!

Thank you for your circulation.

Enbridge Gas Inc. does not object to the proposed application however, we reserve the right to amend our development conditions.

Please continue to forward all municipal circulations and clearance letter requests electronically to MunicipalPlanning@Enbridge.com.

Regards,

Alice Coleman
 Municipal Planning Analyst
 Long Range Distribution Planning

ENBRIDGE GAS INC.
 TEL: 416-495-5386
 500 Consumers Road, North York, Ontario M2J 1P8

Enbridge.com
Safety. Integrity. Respect.

From: Rachelle Larocque <rachelle.larocque@welland.ca>
Sent: Monday, April 20, 2020 2:45 PM
To: Jack Tosta <jack.tosta@welland.ca>; CARRIGAN, Andrew <andrew.carrigan@canadapost.postescanada.ca>; randy.leppert@cogeco.com; planification@cscmonavenir.ca; hunter-perreaultg@csvgamonde.ca; Amanda Degazio <amanda.degazio@welland.ca>; Dave Stuart <dave.stuart@welland.ca>; Sue Mabee <Sue.Mabee@dsbn.org>; McPhee, Michelle <Michelle.McPhee@dsbn.org>; Municipal Planning <MunicipalPlanning@enbridge.com>; Brian Kennedy <brian.kennedy@welland.ca>; Tanya Lamb <tanya.lamb@welland.ca>; Scott Richardson <scott.richardson@welland.ca>; Sherri-Marie Millar <sherri-marie.millar@welland.ca>; Ali Khan <ali.khan@welland.ca>; mmm@mmm.ca; scott.whitwell@ncdsb.com; info@niagarahomebuilders.ca; dpresley@mhbcpplan.com; Dan Degazio <dan.degazio@welland.ca>; eng@wellandhydro.com; Matt Richardson <matt.richardson@welland.ca>; Paula Albano <paula.albano@welland.ca>; Sherri-Marie Millar <sherri-marie.millar@welland.ca>
Subject: [External] Notice of Application - Waterways Common Phase 2 Zoning By-law Amendment

EXTERNAL: PLEASE PROCEED WITH CAUTION.

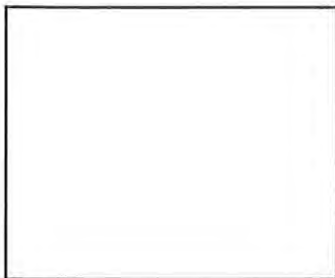
This e-mail has originated from outside of the organization. Do not respond, click on links or open attachments unless you recognize the sender or know the content is safe.

Good afternoon,

Please find attached notice for Zoning By-law Amendment for Waterways Common Phase 2 (Louise and Iva Streets).

Please let me know if you have any questions.

Sincerely,



Rachelle Larocque, BES, M.Sc., MCIP, RPP

Planning Supervisor

Planning Division

Infrastructure and Development Services

Corporation of the City of Welland

60 East Main Street, Welland, Ontario L3B 3X4

Hours: 8:30am-4:30PM

Phone: (905)735-1700 Ext. 2310 **Fax:** (905)735-8772

www.welland.ca



This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

Rachelle Larocque

From: Scott Richardson
Sent: July 13, 2020 9:24 AM
To: Rachelle Larocque
Subject: RE: Notice of Public Meeting - Waterways Common Phase 2 Rezoning (File No. 2020-05)

Rachelle,

Engineering has no objection.

Regards,



C. Scott Richardson, C.E.T.
 Development Supervisor
 Engineering Division
 Infrastructures and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2222 **Fax:** (905)735-7184
www.welland.ca



This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

From: Rachelle Larocque <rachelle.larocque@welland.ca>
Sent: July 9, 2020 2:52 PM
To: Rachelle Larocque <rachelle.larocque@welland.ca>
Cc: CARRIGAN, Andrew <andrew.carrigan@canadapost.postescanada.ca>; Jack Tosta <jack.tosta@welland.ca>; randy.leppert@cogeco.com; planification@cscmonavenir.ca; hunter-perreaultg@csvgamonde.ca; Richard Dalton <richard.dalton@welland.ca>; Dave Stuart <dave.stuart@welland.ca>; Mabee, Sue <Sue.Mabee@dsbn.org>; Municipal Planning <MunicipalPlanning@enbridge.com>; Matt Richardson <matt.richardson@welland.ca>; Paula Albano <paula.albano@welland.ca>; Brian Kennedy <brian.kennedy@welland.ca>; Tanya Lamb <tanya.lamb@welland.ca>; dennis.derango@hydroone.com; Scott Richardson <scott.richardson@welland.ca>; Sherri-Marie Millar <sherri-marie.millar@welland.ca>; Peter Boyce <peter.boyce@welland.ca>; Vince Beaudoin <vince.beaudoin@welland.ca>; Ali Khan <ali.khan@welland.ca>; mmm@mmm.ca; scott.whitwell@ncdsb.com; Lynda Busch (info@niagarahomebuilders.ca) <info@niagarahomebuilders.ca>; dpresley@mhbcplan.com; Kevin Carver <kcarver@wellandhydro.com>; Tara Stephens <tara.stephens@welland.ca>; Margaret Corbett <margaret.corbett@welland.ca>; Cindy Viger <cindy.viger@welland.ca>; Joseph Candeloro <jcandeloro@centennialconstruction.ca>; William Heikoop <WHeikoop@ucc.com>
Subject: Notice of Public Meeting - Waterways Common Phase 2 Rezoning (File No. 2020-05)

Good afternoon,

Please find attached the Notice of Public Meeting for Zoning By-law Amendment for Waterways Common Phase 2.

Notice of this application was previously sent out on April 20, 2020. If you have provided comment on this applications previously, there is no need to provide comments again.

Sincerely,



Rachelle Larocque, BES, M.Sc., MCIP, RPP

Planning Supervisor

Planning Division

Infrastructure and Development Services

Corporation of the City of Welland

60 East Main Street, Welland, Ontario L3B 3X4

Hours: 8:30am-4:30PM

Phone: (905)735-1700 Ext. 2310 Fax: (905)735-8772

www.welland.ca



YourChannel

This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

Rachelle Larocque

From: Ali Khan <ali.khan@welland.ca>
Sent: July 24, 2020 11:18 AM
To: Rachelle Larocque
Subject: RE: Waterways Common Phase 2 - Rezoning

I have no comments.

Sent from my Bell Samsung device over Canada's largest network.

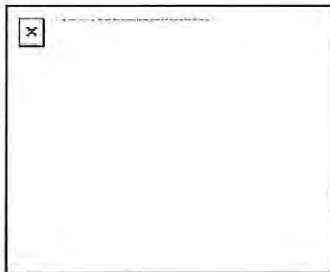
----- Original message -----

From: Rachelle Larocque <rachelle.larocque@welland.ca>
Date: 2020-07-24 11:07 a.m. (GMT-05:00)
To: Matt Richardson <matt.richardson@welland.ca>, Ali Khan <ali.khan@welland.ca>
Subject: Waterways Common Phase 2 - Rezoning

Good morning,

This is just a reminder for comments on the application attached.

Thanks!



Rachelle Larocque, BES, M.Sc., MCIP, RPP
 Planning Supervisor
 Planning Division
 Infrastructure and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Hours: 8:30am-4:30PM
Phone: (905)735-1700 Ext. 2310 **Fax:** (905)735-8772
www.welland.ca



This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.



April 21, 2020

Grant Munday, B.A.A, MCIP, RPP
Manager of Development Approvals
City of Welland
60 East Main Street
Welland, ON L3B 3X4

Dear Mr. Munday,

RE: Application for Zoning By-Law Amendment (2020-05) – 183, 187, 193 & 223 Iva Street and 167, 173, 176-325 (inclusive) Louise Street – Upper Canada Consultants

Welland Hydro Electric System Corp. (WHESC) does not object to the proposed applications(s).

The applicant shall contact WHESC's Engineering Department to determine servicing details and requirements by emailing Engineering@wellandhydro.com.

If existing WHESC's infrastructure is required to be relocated or temporary Hydro service is required, all costs are the responsibility of the applicant.

If easement(s) are required by WHESC to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements.

The proposed development must meet the clearance requirements of section 3.1.19.1 "Clearance to Buildings" of the Ontario Building Code.

WHESC reserves the right to amend or remove development conditions.

If you require further information, please contact our Engineering Department.

Sincerely,

Kevin Carver, P. Eng., ME
Director of Engineering & Operations
WELLAND HYDRO-ELECTRIC SYSTEM CORP.

Rachelle Larocque

From: Dr. Adrina Patterson <dr.akpatterson@gmail.com>
Sent: July 22, 2020 1:22 PM
To: Rachelle Larocque
Subject: Public information meeting participation and questions regarding file # 2020-05

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 Rachelle,

I'd like to have access to the meeting scheduled for Friday regarding file # 2020-05.

I'd also like clarification on how many parking spots each home will actually have?

There won't be any way to park in front of a home in Waterway Commons without blocking the driveway due to the 25 foot lot width.

Why can the allotted parking space not be designated to be in the garage as the by-law currently indicates? Each home built appears to have a garage in the artistic renderings.

If parking is at a premium it would be important that due to the narrow lot widths that secondary suites not be permitted in such a narrow home, now or in the future should the City allow such narrow homes with limited parking.

Thanks,

Adrina Patterson

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

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

COUNCIL**INFRASTRUCTURE AND DEVELOPMENT SERVICES**

**REPORT P&B-2020-33
AUGUST 4, 2020**

SUBJECT: APPLICATION FOR ZONING BY-LAW AMENDMENT (FILE NO. 2020-03) AND DRAFT PLAN OF SUBDIVISION (FILE NO. 26T-14-20003) SUBMITTED BY UPPER CANADA CONSULTANTS FOR LANDS PART LOT 258, FORMER TOWNSHIP OF THOROLD, PART 1 ON PLAN 59R-16195, PART 1 ON PLAN 59R-7834 AND PART 1 ON PLAN 59R-7994, EXCEPT 59M-472, CITY OF WELLAND, MUNICIPALLY KNOWN AS 320 SOUTH PELHAM ROAD

**AUTHOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
PLANNING SUPERVISOR**

**APPROVING SUPERVISOR: GRANT MUNDAY, B.A.A., MCIP, RPP
MANAGER OF DEVELOPMENT APPROVALS**

**APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information purposes Report P&B-2020-33 for regarding applications for Zoning By-law Amendment and Draft Plan of Subdivision for lands described as Part Lot 258, former Township of Thorold, Part 1 on Plan 59R-16195, Part 1 on Plan 59R-7834 and Part 1 on Plan 59R-7994, except 59M-472, City of Welland, municipally known as 320 South Pelham Road

ORIGIN AND BACKGROUND:

Applications for Zoning By-law Amendment and Draft Plan of Subdivision were submitted for the subject lands on April 2, 2020 and were deemed complete on April 21, 2020.

The purpose of the application for Zoning By-law Amendment is to amend the Residential Multiple 2 – RM2 Zone on the property to allow covered and uncovered porches to extend 3.75 metres into the required rear yard setback, whereas 3

metres is the maximum permitted encroachment for covered and uncovered rear yard porches. The purpose of this request is to allow for larger rear yard porches.

The application for Draft Plan of Subdivision is to develop the property with 54 single detached dwelling lots, ten blocks for townhouse dwellings, and three (3) blocks for environmental purposes that will be dedicated to the City.

The applications were circulated to City Departments, as well as outside agencies and members of the public in accordance with the requirements of the Planning Act. A virtual Public Information Meeting was held on July 23, 2020. No members of the public participated in the meeting.

At the time of writing this report, no letters from members of the public have been received.

The Statutory Public Meeting under the Planning Act is being held on August 4, 2020. The Public Meeting provides an opportunity for the Applicant to make a presentation regarding the Applications and proposal, for interested parties to make comment and/or raise concerns, and for Council Members to inquire about the Applications.

This report is intended to give Council background information regarding the subject Applications. Staff will bring a Recommendation Report for Council's consideration at a future meeting.

FINANCIAL CONSIDERATION:

Any costs associated with the development of the property will be the responsibility of the developer.

OTHER DEPARTMENT IMPLICATIONS:

Other City Departments have been circulated the applications for review and comment. Any comments, requirements, and/or recommendations received will be incorporated into the final Recommendation Report.

SUMMARY AND CONCLUSION:

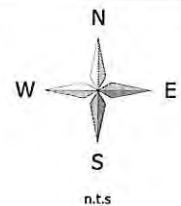
The Planning Act requires a Statutory Public Meeting to be held to provide opportunity for public input and discussion regarding the Applications. This Report is intended to provide background information for the Public Meeting.

ATTACHMENTS:

- Appendix I - Key Map
- Appendix II - Aerial Photo of Subject Lands
- Appendix III - Draft Plan of Subdivision



KEY MAP



EP

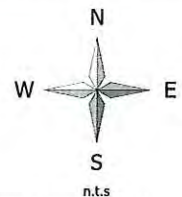
SUBJECT LANDS



Infrastructure and
Development Services
Planning Division



AERIAL PHOTO OF THE SUBJECT LANDS 2020-03



EP

SUBJECT LANDS



Infrastructure and
Development Services
Planning Division



APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

COUNCIL**INFRASTRUCTURE AND DEVELOPMENT SERVICES**

**REPORT P&B-2020-34
AUGUST 4, 2020**

SUBJECT: APPLICATION FOR DRAFT PLAN OF SUBDIVISION (FILE NO. 26T-14-20002) – UPPER CANADA CONSULTANTS – FOR LANDS DESCRIBED AS LOTS 245-252 (INCLUSIVE), LOTS 279-288 (INCLUSIVE), LOTS 359-377 (INCLUSIVE), LOTS 386-395 (INCLUSIVE) AND 466-480 (INCLUSIVE), PART OF LOTS 485-488 (INCLUSIVE), PART OF BLOCK Q, ALL OF AWRIE AVENUE (CLOSED), ALL OF CAROLINE AVENUE (FORMERLY ORCHARD AVENUE, CLOSED), ALL ON PLAN 946, CITY OF WELLAND, WITH NO MUNICIPAL ADDRESS

**AUTHOR: RACHELLE LAROCQUE, BES, M.Sc., MCIP, RPP
PLANNING SUPERVISOR**

**APPROVING SUPERVISOR: GRANT MUNDAY, B.A.A., MCIP, RPP
MANAGER OF DEVELOPMENT APPROVALS**

**APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES**

RECOMMENDATION:

1. THAT THE COUNCIL OF THE CITY OF WELLAND approves a Draft Plan of Subdivision for lands described as Lots 245-252 (inclusive), Lots 279-288 (inclusive), Lots 359-377 (inclusive), Lots 386-395 (inclusive), and Lots 466-480 (inclusive), Part of Lots 485-488 (inclusive), Part of Block Q, all of Awrie Avenue (closed), all of Caroline Avenue (formerly Orchard Avenue, closed), all on Plan 946, City of Welland, without any municipal addresses, for the creation of 98 lots for single detached residential purposes and one block, subject to the following conditions:

1. That the Owner enter into a Subdivision Agreement with the City of Welland.
2. That no grading or onsite works commence prior to the registration of a subdivision agreement on the property.

3. That all necessary easements required for utility purposes be granted to the appropriate Authority free and clear of all encumbrances.
4. That a subsurface geotechnical investigation be submitted prior to the issuance of Building Permits.
5. That the owner shall be subject to cash-in-lieu of parkland dedication requirements at the time of Building Permit, or alternate policy, at the time of Building Permit.
6. That the development comply with the City of Welland Municipal Standards.
7. All works related to the development of the property that do not exist as of the Draft Plan Approval of this subdivision, including: water, sewer (storm and sanitary), roads, electrical, gas, etc. shall be at the sole cost of the developer.
8. Bradley Avenue shall be constructed north of Sauer Avenue to an urban cross section to standard width. This road shall continue to the northerly property line of the development property. The City will pay its' fair share of the storm sewer, roadway, and electrical lighting services. A cost estimate shall be submitted to the Engineering Division for review and approval.
9. A temporary turning circle shall be installed north of Caroline Avenue, north of the development area.
10. The Developer shall contribute a future services payment for half of Bradley Avenue north of Caroline Avenue, for future connection to Morwood Avenue.
11. A comprehensive engineering design, including stormwater management and lot grading, shall be submitted to the City of Welland Engineering Division for review and approval.
12. Temporary dead-end barricades shall be installed at the northerly extent of Bradley Avenue north of Caroline Avenue. This shall be in accordance with the appropriate OPSS and OPSD for dead end barricades.
13. Block 99 shall be regraded and hydro-seeded to suit design grades of the properties backing onto it.
14. The developer shall construct Hildred, McLaughlin, and Louise Streets (from existing ends) to an urban standard, at their cost.
15. All servicing will be peer reviewed at the cost of the developer.
16. Sidewalks will be required, at a minimum, on one side of all new streets, except for Caroline Avenue, where sidewalks will be required on both sides of the street.
17. That the owner/developer ensure, throughout all phases of development, that all streets and development blocks can provide access in accordance with

Niagara Region's Corporate Policy and By-law relating to the curbside collection of waste and recycling. Where a through street is not maintained, the owner/developer shall provide a revised draft plan to show an appropriate temporary turnaround to permit Regional waste collection services.

18. That the owner/developer shall comply with the Niagara Region Corporate Policy for Waste Collection and complete the Application for Commencement of Collection prior to Regional curbside waste collection services commencing.
19. That the owner provides a written acknowledgement to Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by Niagara Region as servicing will be allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner.
20. That the owner provide a written undertaking to the Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be included in the subdivision agreement between the owner and the City.
21. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings (with calculations) for the new sanitary and storm sewers required to service this development and obtain the necessary Ministry of Environment, Conservation and Parks Compliance Approval under the Transfer of Review Program.
22. That a clause be included in the Subdivision Agreement to be registered on title, advising the future owner(s) of Lot 98 that the existing fence shall not be removed, altered, nor any openings be added to the existing fence.
23. Include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - a. That the home/business mail delivery will be from a designated Centralized Mail Box.
 - b. That the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
24. The owner further agrees to:

- a. Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - b. Install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes.
 - c. Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - d. Determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
25. That prior to granting approval for the Final Plan of Subdivision, City of Welland Planning Division will require written notice from the following upon their respective Conditions of Draft Plan Approval have been met satisfactorily:
- Region of Niagara Conditions: 17, 18, 19, 20, 21
- Canada Post Conditions: 23, 24
26. That if Final Approval is not given to this Plan within three (3) years of the approval date, and no extensions have been granted, Draft Approval shall lapse. If the Owner wishes to request extension of Draft Plan Approval, a written request with reasons why the extension is required and the applicable application fee, must be received by the City prior to the lapsing date; and

THAT Welland City Council authorizes the Mayor and Clerk to sign the Draft Approval and Final Approval Plans and agreements once all conditions have been satisfied.

ORIGIN AND BACKGROUND:

A complete application for Draft Plan of Subdivision were submitted on March 6, 2020 and was deemed complete on March 9, 2020.

COMMENTS AND ANALYSIS:

The Proposal

The City received a Complete Application for Draft Plan of Subdivision on March 6, 2020. The application for Draft Plan of Subdivision was made for the creation of 98 lots for single detached residential dwellings and one block to be given to the City for drainage purposes. The application was deemed complete on March 9, 2020.

The Site

The lands are located on the north side of Sauer Avenue, east of Diamond Trail Public School, and south of the former railway line. The lands are located along the unopened portions of Louise, McLaughlin, and Hildred Streets and the unopened portion of Bradley Avenue.

Surrounding Land Uses

The lands to the north and south are both developed with residential uses. A former railway line also runs to the north of the subject lands. To the east are Hydro One lands, and further east the Welland Shipping Canal. To the west are residential uses, as well as Diamond Trail Public School.

Agency Comments

City of Welland
Infrastructure &
Development Services
– Traffic, Parking & By-
laws Division
(April 13, 2020)

- Please have the Developer contact this department for street light specifications.

City of Welland
Infrastructure &
Development Services
– Building Division
(July 20, 2020)

- Staff has reviewed the information, and while a final decision on issuance of Building Permit will be based on the information submitted with the Building Permit Application, we wish to provide the following comments:
 - Portion of the subject development is located with the Niagara Peninsula Conservation Authority regulated area which is defined as applicable law in article 1.4.1.3 Division A of the Ontario Building Code. Therefore a permit issued by the authority will be required prior to issuance any building permits.
 - A subsurface Geotechnical Report will be required at the time of building permit application submission.

- Parkland dedication shall be established in accordance with By-law 2014-101. If a 5% Cash-in-Lieu of Parkland method is utilized, the Developer shall establish the value of land for each lot, to the satisfaction of the City, prior to execution of the Subdivision Agreement. The values shall be determined by an Appraiser in accordance with City Policy as of the day before the day the first building permit is issued for the development. The values shall be referenced in the Special Conditions and Building Restrictions of the Subdivision Agreement.
- The proposed dwelling units will be subject to water meter fees in accordance with City of Welland Fees and Charges bylaw.
- The proposed residential units will be required to be served by backwater valve devices in accordance with the Protection from Backflow requirements of the Ontario Building Code.
- The comments for the subdivision approval are as follows:
 - All works shall comply with the City of Welland Municipal Standards.
 - All works related to the development of the property that does not exist as of the approval of this plan of subdivision, including sewers (storm and sanitary), water, roads, electrical, etc. shall be at the expense of the developer.
 - Bradley Avenue shall be constructed north of Sauer Avenue to an urban cross section to standard width. This road shall continue to the northerly property line of the development property. The City will pay its' fair share of the storm sewer, roadway, and electrical lighting services. A cost estimate shall be submitted to the Engineering Division for review and approval.

City of Welland
Infrastructure and
Development Services
– Engineering Division
(July 22, 2020)

- A temporary turning circle shall be installed north of Caroline Avenue, north of the development area.
- The Developer shall contribute a future services payment for half of Bradley Avenue north of Caroline Avenue, for future connection to Morwood Avenue.
- A comprehensive engineering design, including stormwater management and lot grading, shall be submitted to the City of Welland Engineering Division for review and approval.
- A temporary dead-end barricade shall be installed at the northerly extent of Bradley Avenue north of Caroline Avenue. This shall be in accordance with the appropriate OPSS and OPSD for dead end barricades.
- Block 99 shall be regraded and hydro-seeded to suit design grades of the properties backing onto it.
- The developer shall construct Hildred, McLaughlin, and Louise Streets (from existing ends) to an urban standard, at their cost.
- All servicing will be peer reviewed at the cost of the developer.

City of Welland Fire and
Emergency Services
(July 24, 2020)

- The development will be constructed to City Standards, so water supply should not be an issue.
- Turning radii onto Caroline Avenue must meet City Standards (12 metres).

Region of Niagara –
Planning &
Development Services
(April 23, 2020)

- Regional staff is generally supportive of the proposed development and provides the following comments.
- The lands are located within the Welland Urban Area as identified in the Regional Official Plan (ROP), and within a settlement area as identified in the Provincial Policy Statement and A Place To Grow Growth Plan for the Greater Golden

Horseshoe. These policy documents all direct new development to be directed to urban serviced area, as well as focus on infilling and intensification.

- The residential growth of these lands will contribute to the City's annual intensification goal of 40%. Regional staff encourage the owner/applicant to consider providing a mix of housing types and forms (not just single detached dwellings) in alignment with Regional and Provincial policies.
- Phase 1 and 2 Environmental Assessments were completed as part of the submission of the Draft Plan of Subdivision due to the proximity to the former railway line and a fire/explosion on 150 Bradley Avenue that resulted in 140L of biodiesel being released onto the lands. The studies found that there were no exceedances in the soil samples of pesticides, petroleum hydrocarbons, polyaromatic hydrocarbons, and heavy metals and inorganic parameters. As such, the lands do not exhibit any site contamination that would deem it unsuitable for residential development, and therefore environmental concerns with respect to soil quality have been addressed.
- The subject lands are eligible for Regional Waste Collection services. In order for Regional Waste Collection services to be provided, the owner/developer shall comply with the Regional Waste Collection Policy. Prior to final approval, Regional Staff will required detailed drawings, including road radii of the proposed road network and curbs.
- Site servicing will be under the jurisdiction of the City of Welland, and will need Ministry of Environment, Conservation and Parks Environmental Certificates of Approval (ECA) for any new/extended municipal sanitary and storm sewers. The Region can review and approve ECA's through the Transfer of Review Program.

- Regional staff offer no objection to the proposed Draft Plan of Subdivision, subject to the conditions requested below:
 1. That the owner/developer ensure, throughout all phases of development, that all streets and development blocks can provide access in accordance with Niagara Region's Corporate Policy and By-law relating to the curbside collection of waste and recycling. Where a through street is not maintained, the owner/developer shall provide a revised draft plan to show an appropriate temporary turnaround to permit Regional waste collection services.
 2. That the owner/developer shall comply with the Niagara Region Corporate Policy for Waste Collection and complete the Application for Commencement of Collection prior to Regional curbside waste collection services commencing.
 3. That the owner provides a written acknowledgement to Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by Niagara Region as servicing will be allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner.
 4. That the owner provide a written undertaking to the Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision shall contain a clause indicating that servicing allocation for the subdivision

will not be assigned until the plan is registered, and a similar clause be included in the subdivision agreement between the owner and the City.

5. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings (with calculations) for the new sanitary and storm sewers required to service this development and obtain the necessary Ministry of Environment, Conservation and Parks Compliance Approval under the Transfer of Review Program.

Enbridge Gas Inc.
(May 5, 2020)

- No objections to the application, however, we reserve the right to amend or remove development conditions.
- The applicant shall contact Enbridge Gas Inc.'s Customer Connections department to determine gas availability, service and meter installation details, and to ensure gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
- In the event that easement(s) are required to service this development, and any future adjacent development(s), the applicant will provide easement(s) to Enbridge Inc. at no cost.

Hydro One Networks Inc.
(July 10, 2020)

- We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time.

District School Board of Niagara
(June 9, 2020)

- The subject land is located east of the Diamond Trail Public School (PS). Future students in the subdivision will attend Diamond Trail PS and Eastdale Secondary School.
- Louise Street currently runs part way along the east boundary of the school site and is proposed to

be fully opened and extended to connect to a future street within the subdivision. There is a pedestrian opening the fence that runs along the rear property line of Diamond Trail School. DSBN staff request that the subdivision include sidewalks designed to this fence opening to allow future students within the residential area to walk to the school site and access it from the east rather than walking around to Southworth Street.

- In addition, we note that the existing school fence will be shared with the future Lot 98. We request that a clause be included in the Subdivision Agreement to be registered on title, advising the future owner(s) of Lot 98 that the existing fence shall not be removed, altered, nor any openings be added to the existing fence.

- DSBN staff has completed its review and has no objections to the application subject to the conditions requested.

Canada
Corporation
(May 4, 2020)

Post • This development will receive mail service to centralized mail facilities provided through our Community Mailbox program.

- The following conditions are requested to be included as part of the Draft Plan Approval, to the satisfaction of Canada Post and the General Manager of Engineering:

1. Include on all offers of purchase and sale, a statement that advises the prospective purchaser:

- a. That the home/business mail delivery will be from a designated Centralized Mail Box

- b. That the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.

2. The owner further agrees to:

- a. Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
- b. Install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes.
- c. Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
- d. Determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

3. Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

- Should the description of the proposal change, I would appreciate an update to assess the impact of the changes on mail services.

Welland
Corporation
(April 14, 2020)

Hydro • Welland Hydro Electrical System Corp. (WHESC)
does not object to the proposed application.

- The applicant shall contact WHESC's Engineering Department to determine servicing details and requirements.
- If existing WHESC infrastructure is required to be relocated or temporary hydro service is required, all costs are the responsibility of the applicant.
- If easement(s) are required by WHESC to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements.
- The proposed development must meet the clearance requirements of section 3.1.19.1 "Clearance to Buildings" of the Ontario Building Code.

A virtual Public Information Meeting was held on July 23, 2020. Six (6) members of the public participated. The following comments were raised:

- Concerns with drainage and stormwater flow and impact on neighbouring properties;
- Concerns regarding the connection between Morwood Avenue and Bradley Avenue;
- Questions regarding sidewalks and location of future sidewalks;
- Concerns with dust from construction;
- Questions regarding the types of dwellings that will be constructed.

A total of 56 form letters from the public were received, and three additional letters. A petition with 56 names was also submitted. The comments in the letters included:

- Opposition to the connection of Morwood Avenue and Bradley Avenue;
- Traffic concerns if Bradley Avenue and Morwood Avenue are connected; and,
- Loss of privacy for existing houses.

Provincial Policy

Section 51(24) of the *Planning Act* requires that all proposals for Plans of Subdivision regard must be had for to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- (a) The protection of ecological systems, including natural areas, features, and functions; - The property is not impacted by any natural heritage features.
- (b) the protection of agricultural resources of the Province; - The subject lands are not part of the City's Agricultural lands.
- (c) the conservation and management of natural resources and the mineral resource base; - There are no natural resources on this property.
- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest; - The property is no impacted by any features of architectural, cultural, historical, archaeological, or scientific interest.
- (e) the supply, efficient use and conservation of energy and water; - The proposal does not include any information regarding energy and water conservation methods that will be implemented at the time of construction. The Ontario Building Code includes requirements for energy efficiency must be incorporated into all new home construction.
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; - The property is within the City's Urban Area and can be supplied with municipal infrastructure. There are no capacity issues that will be created as a result of this development.
- The developer will be responsible for extending the water, sanitary, and storm sewers to service the new development, in addition to constructing the municipal road network. There is available capacity within the municipal

system to accommodate the proposed development.

- The road network will open Louise, McLaughlin, and Hildred Streets, which are currently unopened roads owned by the City. The City sold Caroline Avenue to the developer, but it will be constructed at a point further north within the development. All roads will be constructed to Municipal Standards. The Developer will be responsible for paying the City 50% of the costs of their frontage along Bradley Avenue north of Caroline Avenue for the future construction of this portion of the road.
- (g) the minimization of waste;
- The property will be serviced by regional waste collection.
- (h) the orderly development of safe and healthy communities;
- The property is within the urban boundary and will not require an expansion to the urban area, has connections to roads, and will be provided with sidewalks.
 - The Developer, as has previously been identified, is required to pay for 50% of the costs of Bradley Avenue for the future construction of the roadway along their frontage. There are no current plans to connect Bradley Avenue to Morwood Avenue as the former railway lands are still in private ownership, however, the connection of these roads will allow for better vehicular and pedestrian movement through the neighbourhood. It will also provide alternate routes for emergency

vehicles to access the neighbourhood.

- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

 - The development is not designed to accessibility standards, but it will be the responsibility of the individual property owners to incorporate any accessibility measures into the house designs.
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

 - Diamond Trail Public School is located directly west of the subject site, which also includes a branch of the City of Welland Public Library.
 - The District School Board of Niagara has commented that there is capacity within Diamond Trail Public School to accommodate the students in this neighbourhood, as well as within the closest high school, Eastdale.
 - The closest municipal park is Triangle Park to the north-west. Memorial Park is located to the north-east is also within walking distance of the subject lands.
- (j) the adequate provision of a full range of housing, including affordable housing;

 - The proposed development does not include any affordable housing units, however, each dwelling could contain an accessory dwelling unit, which would provide additional affordable housing units in the City.
 - The development is comprised entirely of single detached dwellings. No other housing forms are proposed.
- (k) the adequate provision of employment opportunities;

 - As the development is entirely residential, there are no employment opportunities that will

be created. The City's Zoning By-law does permit home occupations, and therefore, there may be home based businesses that will be established in the neighbourhood.

- (l) the protection of the financial and economic well-being of the Province and its municipalities;

 - The development of these lands will lead to an increase in tax revenues to the City, which will contribute to the overall financial benefit of the City.
 - Any upgrades to infrastructure, such as the construction of the water, sanitary, and storm sewers, as well as the roads, will be at the cost of the developer and not the City.
- (m) the co-ordination of planning activities of public bodies;

 - All relevant agencies have been circulated the application and their comments have been included, where appropriate.
- (n) the resolution of planning conflicts involving public and private interests;

 - Concerns were raised regarding the potential extension of Bradley Avenue to connect with Morwood Avenue. The concerns raised are with respect to traffic along Empress Avenue. Both Bradley Avenue and Morwood are municipal streets, and the connection will allow for better movement and flow of traffic and pedestrians throughout the area. The connection of the two streets, however, will not occur unless there is access over the former railway line.

- (o) the protection of public health and safety;

 - There will be multiple access points for the subdivision to ensure that if one of the internal roads is blocked, there are other access routes.
 - The development will be constructed to Municipal Standards which will ensure that there is an adequate supply of water for fire fighting purposes.
- (p) the appropriate location of growth and development;

 - The property is within the City's serviced urban boundary. The development of these lands will utilize undeveloped lands within the City's urban boundary and built boundary, and represent an infilling opportunity.
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

 - The development is based on the original Plan of Subdivision that is registered on the lands, with the relocation of Caroline Avenue. The streets create a grid pattern and will include sidewalks on a minimum of one side of the street, and on both sides of some streets.
 - The District School Board of Niagara has requested that sidewalk connections be created to their school site to allow future students access through their rear gate, rather than having to access the school from Southworth Street. This will encourage students to walk to school.
- (r) the promotion of built form that,

 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - The City has incorporated elements from the Urban Design Guidelines into the Zoning By-law to ensure

(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

that developments are oriented to the street and pedestrian friendly.

Section 51(24) of the *Planning Act* sets out the following criteria to be considered when reviewing a draft plan of subdivision, as follows:

- | | |
|--|---|
| <p>Whether the proposed subdivision is premature or in the public interest;</p> | <ul style="list-style-type: none"> - The lands are within the City's identified Built-Up area, which is to be the focus of infill and intensification. The proposed development of these lands will help the City achieve the yearly intensification goals, as set by the Province. - There is infrastructure in the area which the subject development can be serviced from. As previously identified, the developer will be responsible for extending the system to the unopened road allowances to service the development. - The proposed development will not result in the uneconomical expansion of municipal services as they are already constructed in the area. |
| <p>Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</p> | <ul style="list-style-type: none"> - The proposal is based on the existing Registered Plan of Subdivision and will be consistent with the lots created in that plan. The proposal will be an extension of the existing residential neighbourhoods to the south. |

- The lands are designated as Low Density Residential which permits single detached, semi-detached, and townhouse dwellings. The proposed subdivision complies with the Official Plan.
- The suitability of the land for the purposes for which it is to be subdivided;
- The subject lands are accessible by the municipal road network and can connect to municipal infrastructure. The lands are within the urban boundary of the City of Welland, and are designated as Low Density Residential. The development of these lands is appropriate.
- If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- There are no affordable housing units proposed as part of this subdivision. The City of Welland's Official Plan and Zoning By-law do permit accessory dwelling units to be created, which will provide alternative housing options which may be deemed more affordable.
- The number, width, location and proposed grades and elevations of the highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and adequacy of them;
- The site accessed by Sauer Avenue, which is a municipally maintained road. The roads to be constructed as part of the plan of subdivision (Louise, Hildred, McLaughlin, and Bradley Avenue and Caroline Avenue) will all be constructed to Municipal Standards and will become municipally maintained roads.
- The dimensions and shapes of the proposed lots;
- The lots are identified as having a minimum lot frontage of 9 and 10 metres, which meets the minimum set in the Zoning By-law. The lots are all proposed as uniform in shape and size.

- The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- Conservation of natural resources and flood control;
- The adequacy of utilities and municipal services;
- The adequacy of school sites;
- The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and,
- There are no restrictions required to be placed on the subject lands.
 - There are no natural resources identified on the subject lands. All stormwater management proposals will be reviewed and approved by City staff and must be designed to City standards.
 - The property has access to municipal water, sanitary and storm sewers. As previously identified, the developer will be responsible for the cost of extending municipal water, sanitary, and storm sewers to these lands.
 - The District School Board of Niagara has provided comment that there is capacity within their school sites within the neighbourhood.
 - There is one block to be dedicated to the City that contains an existing ditch. The developer will be providing 5% of the value of the lands through a cash-in-lieu of parkland dedication.
 - Energy conservation measures have not been outlined in the plan that has been submitted. The Ontario Building Code includes requirements for energy conservation, which will be incorporated at the time of Building Permit.

The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act. - The development as currently proposed will not be subject to Site Plan control.

Section 3 of the Planning Act requires that all decisions affecting planning matters shall be consistent with policy statements issued under the Act and conforms with provincial plans. The relevant policy statement is the Provincial Policy Statement (PPS). The relevant provincial plan is A Place to Grow: Growth Plan for the Greater Golden Horseshoe (P2G).

Provincial Policy Statement (PPS) 2020

The PPS provides the guiding principles for the entire province. The PPS promotes the creation of healthy, livable and safe communities. In planning staff's opinion, the applications are consistent with the PPS.

The PPS promotes the creation of healthy, livable and safe communities. These are created and sustained by:

- the promotion of efficient development patterns;
- accommodating an appropriate range of housing, including affordable housing;
- avoiding development patterns which may cause environmental and public health and safety concerns;
- avoiding land use patterns which would prevent the efficient expansion of settlement areas;
- promoting land use patterns which support transit and intensification to create cost-effective developments;
- improving accessibility for persons with disabilities;
- ensuring that infrastructure and public service facilities are available to support the development;
- promoting development and land use patterns which support biodiversity; and,
- prepare for the regional and local impacts of climate change.

The lands are within the urban area of the City of Welland, and all of the lands are within a Registered Plan of Subdivision currently. The applicant is maintaining the existing lot fabric of the Registered Plan of Subdivision, but modifications have been made to move Caroline Avenue further north, and to create lots on the block of land at the north end of the subject lands. The proposed Plan of Subdivision

uses lands within the City which have access to municipal services, but are currently undeveloped.

The proposal includes only single-detached dwellings, no other housing forms have been proposed. The Zoning By-law does permit one accessory apartment per lot, which has the potential to add affordable housing units in the area. Although single detached dwellings are the only housing form proposed, the Zoning By-law does permit a larger range of housing types, should the lots meet the minimum zone requirements.

There are no public health and safety concerns that will be created through the development of these lands. The lands are not impacted by any environmental features that will create public health risks.

The lands are within the urban area of the City of Welland, and the Plan of Subdivision is within an existing built-up area. The development of these lands will not prevent any adjacent lands from developing in the future. The subject lands are the last part of an existing Registered Plan of Subdivision in the immediate area that have not been developed.

The subject Plan of Subdivision is considered an infilling and intensification project within the City as it's an undeveloped parcel in a predominantly developed area. The lands are also within the urban area of the City, and can access municipal water, sanitary, and storm sewers, as well as is accessed by existing municipal roads. The closest Welland Transit line runs along Sauer Avenue directly south of the subject lands. The proposed development has the potential to increase transit ridership in the area.

The development will require that a minimum of one side of each street will include sidewalks, which will improve accessibility for persons with disabilities throughout the neighbourhood. Any additional measures to include accessibility measures will be included through the building of the individual homes.

The public infrastructure is available in the immediate area with capacity to accommodate the proposed development. Municipal services will be extended along the proposed new roads, connecting to existing services on Sauer Avenue. The social services (schools, libraries, parks, etc.) can accommodate the increase in population created by the development of these lands.

There are no natural features on this property that would have encouraged biodiversity, however, the City does plant native tree species within the boulevard as part of the development of the subdivision. The City has also required that the applicant submit a stormwater management plan as part of the engineering submission for final approval of the subdivision. This will include storm calculations which take into account peak storm events and the impacts of climate change.

The subject lands are located within the identified Build Up area as identified in the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (P2G). The P2G encourages that the vast majority of new growth occur within the serviced built-up area of settlement areas, and within the identified built-up area. The P2G also requires that a minimum of 40% of all new residential development be within the built-up area through infilling and intensification, which will be increased to 50% at the time of the next municipal comprehensive review. The subject proposal is within the delineated Built Up area of the City, and will help achieve intensification goals and targets for the City. As previously identified, servicing is available in the immediate area, and has capacity to accommodate the proposed development. The Plan of Subdivision is considered an infilling opportunity and meets the intent of these policies in the P2G.

The P2G also encourages the creation of complete communities, where the day-to-day needs of residents can be met within walking or cycling distance for residents, reducing the need for car trips. The lands are within walking distance to a school, park, library, and commercial businesses. The lands are also within walking distance to a Welland Transit Route. The development of these lands is consistent with the policies of the P2G as it will contribute to a complete community being created.

Region of Niagara Official Plan

The lands are identified as being in the Urban Area of Welland in the Region's Official Plan. The policies in the Region's Official Plan (ROP) are similar to those found in both the PPS and the P2G. The policies encourage infilling and intensification, taking advantage of existing infrastructure and creating communities that provide for the needs of residents. The policies in the Regional Plan support developments that take advantage of existing infrastructure, are transit supportive, and provide a range of uses.

The proposed subdivision will develop currently vacant lands within the urban boundary that have access to municipal services and roads. The development has been designed to integrate with the existing neighbourhoods to the south. It will encourage active transportation through the development by creating linkages through road connections and sidewalks.

The development proposes only single detached dwellings, which does not represent a range of housing options as encouraged by the ROP. The lands are within a predominantly single-detached dwelling neighbourhood with a range of lot sizes. The Zoning on the property will allow for a greater range of housing types, should the builder wish to construct other forms of housing than single detached dwellings.

The development has been designed to be both pedestrian and transit friendly. Sidewalks will be provided on a minimum of one side of the street, both sides of the street where the street leads to the elementary school, to encourage active transportation. The roads have been designed to meet minimum municipal

standards. A transit route runs to the south along Sauer Avenue, and is within walking distance of the proposed dwellings.

The proposed development meets the intent of the Regional Official Plan.

City of Welland Official Plan

The lands are designated as Low Density Residential by the City of Welland Official Plan. This designation allows for single detached, semi-detached, duplex, triplex, and townhouse dwellings with a minimum density of 15 units per hectare and a maximum of 24 units per hectare. The proposed density of the development is 24 units per hectare, which falls within the minimum density requirements of the City's Official Plan.

The lands are within the Urban Area of the City of Welland, and within the identified Built Up Area. The City's policies identify that residential and employment intensification will be encouraged throughout the City as it provides an opportunity for economic growth, reduces the amount of greenfield land needed, takes advantage of serviced but underutilized lands, and helps improve the vibrancy of the City. Intensification is encouraged throughout the Built Up Area, with a number of focal areas identified, being the Downtown, brownfield sites, and along transit corridors. Although the subject lands have not been identified as an 'Intensification Area' it is within the Built Up Area, and intensification is still supported. The City has targeted 40% of all new residential growth to be within the Built Up Area, which will increase to 50% at the time of the next Municipal Comprehensive Review to be consistent with the P2G. The proposed development will assist the City in achieving this intensification target.

The City's OP also includes a list of criteria that should be examined when infilling and intensification applications are made to the City. The criteria are examined in the chart below:

- | | |
|---|---|
| <ul style="list-style-type: none"> - Land use and neighbourhood character compatibility; | <ul style="list-style-type: none"> - The existing land uses to the north are the former railway line, and further north residential uses fronting onto Ontario Road. The lands to the east are Hydro One Network lands, and further east of that the Welland Shipping Canal. To the south are residential lands, a mix of currently developed and under construction. These lands are predominantly developed with single detached residential dwellings. To the west are residential uses, as well as Diamond Trail Public School and a branch of the Welland Public Library. |
|---|---|

- The proposed development is compatible with the surrounding neighbourhood as it is proposing residential development in a primarily residential area.
- Lot pattern and configuration;
 - The proposed lots are uniform in size and shape, having a minimum lot frontage of between 9.2 and 10.5 metres and being rectangular in shape, and will meet minimum lot size requirements.
 - The lots will all front onto opened, maintained roads that will be dedicated to the City.
- Accessibility;
 - The proposed road will have sidewalks on a minimum of one side of the street, and on both sides where the street leads to Diamond Trail Public School.
 - Any other accessibility features incorporated into the individual dwellings will be at the discretion of the individual property owners.
- Parking requirements;
 - The City's minimum parking standards are one space per unit. All proposed dwelling units will be required to meet this minimum, through the provision of parking within a garage or on a driveway.
- Potential for additional traffic and traffic manoeuvrability;
 - Traffic will access the site from Sauer Avenue, or from Louise, Iva, Hildred, McLaughlin, or Bradley Avenue to the south. All streets are municipally maintained. The proposed streets will meet minimum municipal standards and will allow for pedestrian and vehicular traffic.
 - The City has included a condition of draft plan approval be that the owner pays a cash payment for 50% of the future cost of

the construction of Bradley Avenue north of Caroline Avenue. At this time, Bradley Avenue cannot be connected to Morwood Avenue because the former railway lands are not in City ownership to create the road connection. However, City staff support the future construction of this connection to improve traffic movement for pedestrians, as well as improve access for emergency vehicles. As this connection can not be made at this time, the City will hold the funds from the owner in reserve until construction of the connection is possible.

- The potential for transit ridership; - A Welland City Transit line runs to the south of the property along Sauer Avenue. The development of this site will increase the population in the area, and may increase transit ridership.
- Natural (including natural hazards) and built heritage conservation/protection; - There are no natural or built heritage features present on the site which would require conservation and/or protection.
- The availability capacity of municipal infrastructure; - There is capacity in the existing infrastructure to accommodate the proposed development.
- Residential intensification targets identified in this plan. - The proposed development will assist the City in achieving the target of 40% of all new residential development being within the Built-Up Area. That intensification goal will be increased to 50% at the time of the next Comprehensive Review, and the proposed development of this site will contribute to achieving that goal.

Section 7.6.6, the Implementation Section of the OP outlines the minimum criteria that should be used when reviewing new applications for plans of subdivision. They are:

Consistency with the Official Plan, Secondary Plan and any other applicable plans and policies;

Availability of services without undue financial commitment by the City;

Suitable provision of municipal services, including, but not limited to: public streets, water, storm and sanitary sewers, waste collection and disposal, public and/or private utilities, fire and police protection, parks, schools, and other community facilities;

- The lands are designated as Low Density Residential by the city's Official Plan. The proposed development meets the minimum density requirements.
- The requirement municipal services (water, sanitary, and storm) are available in the area. It will be the responsibility of the developer to extend the services to the property line to service this development.
- The proposed subdivision has access Sauer and Bradley Avenue, as well as Louise, Iva, McLaughlin, and Hildred Streets.
- The site will be developed in accordance with municipal standards, which will require that street widths and road patterns that will accommodate emergency service vehicles and waste collection vehicles.
- The lands can be provided with municipal services, which are located along Sauer Avenue.
- Parkland dedication will be provided through cash-in-lieu, but the lands are within walking distance to Memorial Park, as well as Diamond Trail School. The lands are also within walking distance to the Diamond Trail branch of the Welland Public Library.
- The District School Board of Niagara has provided comment that there is capacity within Diamond Trail School and Eastdale High School to accommodate any new students from this development. They have also provided comment that they will install a gate along Louise Street to allow

students to access the school from the rear of the property.

- Exposure to noise, air pollution and other negative impacts, along with suitable mitigation measures;

 - There are no adjacent uses that would create negative impacts from noise or air pollution.
- Integration with surrounding land uses;

 - The proposed subdivision is proposed for entirely residential uses, with home occupations being permitted through the Zoning By-law. The development is consistent with the surrounding neighbourhood.
- Integration with the transportation network;

 - The road network is consistent with the road layout in the Registered Plan of Subdivision, NP946. The proposed extensions of Louise, McLaughlin, and Hildred Streets and Bradley Avenue will connect to the open portion of these streets south of Sauer Avenue. All of the roads will be constructed to municipal standards and be City owned.
- Impacts to, and mitigation of, negative impacts on the natural environment;

 - The subject lands are not impacted by any natural environment features.
- Optimization of the supply, means of supplying, efficient use, and conservation of energy;

 - There are no energy efficient measures that have been identified or proposed as part of the redevelopment of this property. All buildings will need to comply with the Building Code requirements for energy efficiency.
- The provision of appropriate urban design and landscaping for the proposed development;

 - The houses will be required to comply with the City of Welland Zoning By-law, which includes components of the City's Urban Design Guidelines.
- Compliance with applicable City guidelines;

 - The proposed development will also be required to comply with the City's Municipal Standards to ensure that the infrastructure

and development of the site complies with the engineering requirements of the City.

- Exposure to nearby air pollution and mitigation of impacts. • There are no pollution causing industries within the area of influence, as outlined by the Ministry of Environment.

The proposed development meets the intent of the City's Official Plan.

City of Welland Zoning By-law 2017-117

The lands are currently zoned Residential Low Density 2 – RL2 which permits: single detached, semi-detached, townhouse, two-unit, and multiple, dwellings, as well as accessory uses and accessory dwelling units. The proposed lots meet the minimum frontage and area requirements, and all dwellings will be required to meet the minimum setbacks and coverage requirements.

Based on the information provided, the draft plan of subdivision meets the minimum requirements of the City's Zoning By-law.

Public Comments

There were a number of comments received in opposition to the future extension of Bradley Avenue to connect to Morwood Avenue. Bradley Avenue is an existing, municipally owned road that has not been opened and maintained by the City. As a result of this Plan of Subdivision, the developer will be responsible for the construction of Bradley Avenue to provide access and services to the proposed lots. The connection to Morwood Avenue cannot occur unless the City gains ownership or access over the former railway line lands which are still in the ownership of CP Railway. City staff have included a condition that will require the owner to provide a cash payment to the City for the future construction of Bradley Avenue north of Caroline Avenue as staff are of the opinion that the connection of the roadways is in the public interest. The connection of these roads will provide better access for emergency services, as well as for vehicles and pedestrians. It will provide a shorter roadway connection for residents to Memorial Park, as well as to Highway 406. It should also be noted that even without the proposed subdivision, Bradley Avenue is an unopened municipal roadway that has the potential to be opened and connected to Morwood Avenue in the future. It also should be noted that Morwood Avenue does not meet Municipal Standards as it dead-ends without a turning bulb. Staff are of the opinion that the connection between Morwood Avenue and Bradley Avenue in the future is in the best interest of the City, and the connection has been planned since the registration of Plan 946 in 1912.

The lot grading and drainage of the site will be reviewed and approved by the City of Welland Engineering Division, and will require that all the drainage from the site can be accommodated.

FINANCIAL CONSIDERATION:

All costs associated with the development of this property will be the responsibility of the developer.

OTHER DEPARTMENT IMPLICATIONS:

All other City Departments and outside agencies have been circulated for review and comment. Where appropriate, their comments have been included as part of this report.

SUMMARY AND CONCLUSION:

The proposed application for Draft Plan of Subdivision for the creation of 98 Residential lots and one block for drainage purposes to be dedicated to the City, represents good planning because:

1. Is consistent with Provincial, Regional and City policies which encourage infill and intensification within the identified Built-Up Area;
2. Uses existing municipal infrastructure and does not require the expansion of these services;
3. Is consistent in character and form with neighbouring developments;
4. Will assist the City in achieving the yearly intensification target.

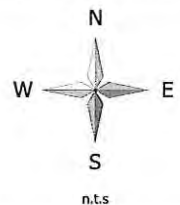
ATTACHMENTS:

Appendix I	-	Key Map
Appendix II	-	Aerial Photo
Appendix III	-	Draft Plan of Subdivision
Appendix IV	-	Correspondence

26T-14-20002



KEY MAP



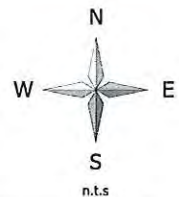
SUBJECT LANDS



*Infrastructure and
Development Services*
Planning Division



**AERIAL PHOTO OF
THE SUBJECT LANDS**
26T-14-20002



SUBJECT LANDS



*Infrastructure and
Development Services*
Planning Division

Z:\MAPPING\SUBDIVISION-KEYMAPS\26T-14-20002a.map

July 2, 2020

DRAFT SUBMISSION

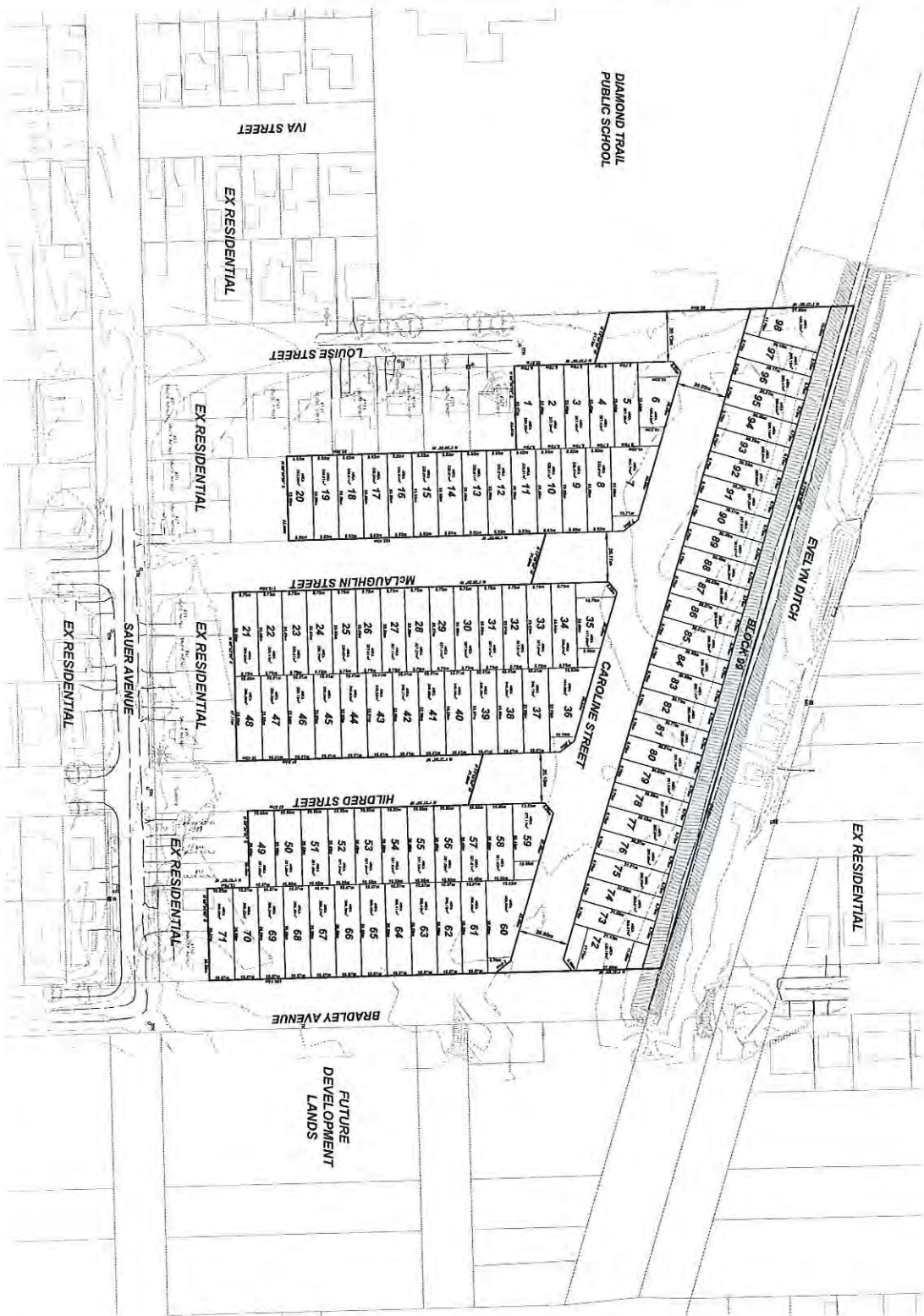
Subject to the conditions, if any, set forth in our letter dated _____, 20____, this plan is approved under _____ of the Planning Act.

This _____ day of _____, 20____.

Authorized Signature

THE CORPORATION OF THE CITY OF WELLAND

**WATERWAY COMMONS PHASE 3
CITY OF WELAND
DRAFT PLAN OF SUBDIVISION**



KEY PLAN

DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION

ALL OF LOTS 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857,

OWNER'S CERTIFICATE

BEING THE REGISTERED OWNER, I HEREBY
AUTHORIZE UPPER CANADA CONSULTANTS TO
PREPARE AND SUBMIT THIS DRAFT PLAN OF
SUBDIVISION TO THE CITY OF WELLAND
FOR APPROVAL.

SURVEYOR'S CERTIFICATE

REQUIREMENTS OF SECTION 51(17) OF THE PLANNING ACT

SITE PLAN

a) SEE PLAN
j) SILEY SAND

SEE PLAN

i) SEE PLAN

SEE PLAN

k) FULL SERV

SEE PLAN

j) SEE PLAN

LAND USE SCHEDULE

LAND USE	LOT/BLOCK	# OF UNITS	MO/NO	AREA/AC
SINGLE/FAMILY RESIDENTIAL	LOT 1-45	95	3.30	74.87
WATERCOURSE	BLOCK 99		0.22	51.13
ROADWAY			0.77	17.85
TOTAL		95	4.29	104.00

DRAINAGE AREA = 4.07ha
DESIGNABLE DENSITY = 24.05 units/ha

1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100
101	102	103	104
105	106	107	108
109	110	111	112
113	114	115	116
117	118	119	120
121	122	123	124
125	126	127	128
129	130	131	132
133	134	135	136
137	138	139	140
141	142	143	144
145	146	147	148
149	150	151	152
153	154	155	156
157	158	159	160
161	162	163	164
165	166	167	168
169	170	171	172
173	174	175	176
177	178	179	180
181	182	183	184
185	186	187	188
189	190	191	192
193	194	195	196
197	198	199	200
201	202	203	204
205	206	207	208
209	210	211	212
213	214	215	216
217	218	219	220
221	222	223	224
225	226	227	228
229	230	231	232
233	234	235	236
237	238	239	240
241	242	243	244
245	246	247	248
249	250	251	252
253	254	255	256
257	258	259	260
261	262	263	264
265	266	267	268
269	270	271	272
273	274	275	276
277	278	279	280
281	282	283	284
285	286	287	288
289	290	291	292
293	294	295	296
297	298	299	300
301	302	303	304
305	306	307	308
309	310	311	312
313	314	315	316
317	318	319	320
321	322	323	324
325	326	327	328
329	330	331	332
333	334	335	336
337	338	339	340
341	342	343	344
345	346	347	348
349	350	351	352
353	354	355	356
357	358	359	360
361	362	363	364
365	366	367	368
369	370	371	372
373	374	375	376
377	378	379	380
381	382	383	384
385	386	387	388
389	390	391	392
393	394	395	396
397	398	399	400
401	402	403	404
405	406	407	408
409	410	411	412
413	414	415	416
417	418	419	420
421	422	423	424
425	426	427	428
429	430	431	432
433	434	435	436
437	438	439	440
441	442	443	444
445	446	447	448
449	450	451	452
453	454	455	456
457	458	459	460
461	462	463	464
465	466	467	468
469	470	471	472
473	474	475	476
477	478	479	480
481	482	483	484
485	486	487	488
489	490	491	492
493	494	495	496
497	498	499	500
501	502	503	504
505	506	507	508
509	510	511	512
513	514	515	516
517	518	519	520
521	522	523	524
525	526	527	528
529	530	531	532
533	534	535	536
537	538	539	540
541	542	543	544
545	546	547	548
549	550	551	552
553	554	555	556
557	558	559	560
561	562	563	564
565	566	567	568
569	570	571	572
573	574	575	576
577	578	579	580
581	582	583	584
585	586	587	588
589	590	591	592
593	594	595	596
597	598	599	600
601	602	603	604
605	606	607	608
609	610	611	612
613	614	615	616
617	618	619	620
621	622	623	624
625	626	627	628
629	630	631	632
633	634	635	636
637	638	639	640
641	642	643	644
645	646	647	648
649	650	651	652
653	654	655	656
657	658	659	660
661	662	663	664
665	666	667	668
669	670	671	672
673	674	675	676
677	678	679	680
681	682	683	684
685	686	687	688
689	690	691	692
693	694	695	696
697	698	699	700
701	702	703	704
705	706	707	708
709	710	711	712
713	714	715	716
717	718	719	720
721	722	723	724
725	726	727	728
729	730	731	732
733	734	735	736
737	738	739	740
741	742	743	744
745	746	747	748
749	750	751	752
753	754	755	756
757	758	759	760
761	762	763	764
765	766	767	768
769	770	771	772
773	774	775	776
777	778	779	780
781	782	783	784
785	786	787	788
789	790	791	792
793	794	795	796
797	798	799	800
801	802	803	804
805	806	807	808
809	810	811	812
813	814	815	816
817	818	819	820
821	822	823	824
825	826	827	828
829	830	831	832
833	834	835	836
837	838	839	840
841	842	843	844
845	846	847	848
849	850	851	852
853	854	855	856
857	858	859	860
861	862	863	864
865	866	867	868
869	870	871	872
873	874	875	876
877	878	879	880
881	882	883	884
885	886	887	888
889	890	891	892
893	894	895	896
897	898	899	900
901	902	903	904
905	906	907	908
909	910	911	912
913	914	915	916
917	918	919	920
921	922	923	924
925	926	927	928
929	930	931	932
933	934	935	936
937	938	939	940
941	942	943	944
945	946	947	948
949	950	951	952
953	954	955	956
957	958	959	960
961	962	963	964
965	966	967	968
969	970	971	972
973	974	975	976
977	978	979	980
981	982	983	984
985	986	987	988
989	990	991	992
993	994	995	996
997	998	999	1000



**UPPER CANADA
CONSULTANTS**
ENGINEERS / PLANNERS

DRAFT PLAN OF SUBDIVISION		DRAFTING	WH/AM
		DATE	JULY 24, 2019
		PRINTED	MARCH 6, 2020
SCALE			1:750
DWG. No.			



City of Welland
Infrastructure and Development Services
Planning and Building Division
60 East Main Street, Welland, ON L3B 3X4
Phone: 905-735-1700 Ext. 2251 | **Fax:** 905-735-8772
Email: devserv@welland.ca | www.welland.ca

TO: Grant Munday, B.A.A., MCIP, RPP
Manager of Development Approvals

FROM: J. Tosta, CBCO, CPSO
Chief Building Official

DATE: July 20, 2020

SUBJECT: Application for Draft Plan of Subdivision Approval (File Number 26T-14-20002) Waterways Common Phase 3

Staff has reviewed the information submitted and while a final decision on issuance of building permit will be based on the information submitted with the building permit application to this office, we wish to offer the following comments:

1. Portion of the subject development is located within the Niagara Peninsula Conservation Authority regulated area which is defined as applicable law in article 1.4.1.3 Division A of the Ontario Building Code. Therefore a permit issued by the authority will be required prior to issuance any building permits.
2. A subsurface Geotechnical Report will be required at the time of building permit application submission.
3. Parkland dedication shall be established in accordance with By-law 2014-101. If a 5% Cash-in-Lieu of Parkland method is utilized, the Developer shall establish the value of land for each lot, to the satisfaction of the City, prior to execution of the Subdivision Agreement. The values shall be determined by an Appraiser in accordance with City Policy as of the day before the day the first building permit is issued for the development. The values shall be referenced in the Special Conditions and Building Restrictions of the Subdivision Agreement.
4. The proposed dwelling units will be subject to water meter fees in accordance with City of Welland Fees and Charges bylaw.
5. The proposed residential units will be required to be served by backwater valve devices in accordance with the Protection from Backflow requirements of the Ontario Building Code.

RE:

July 28, 2020

If you have any questions regarding the above comments, please do not hesitate to contact me.



CANADA POST
955 Highbury Ave N
London ON N5Y 1A3
CANADAPOST.CA

POSTES CANADA
955 Highbury Ave N
London ON N5Y 1A3
POSTESCANADA.CA

April 23, 2020

RACHELLE LAROCQUE
CITY OF WELLAND
60 EAST MAIN STREET
WELLAND, ON L3B 3X4

Re: **Waterways Commons Phase 3 Plan of Subdivision**

Dear Rachelle,

This development will receive mail service to centralized mail facilities provided through our Community Mailbox program.

I will specify the conditions which I request to be added for Canada Post Corporation's purposes.

The owner shall complete to the satisfaction of the Director of Engineering of the City of Welland and Canada Post:

- a) Include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - i) that the home/business mail delivery will be from a designated Centralized Mail Box.
 - ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
- b) The owner further agrees to:
 - i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.



- ii) install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes
 - iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
- a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding these conditions, please contact me.

I appreciate the opportunity to comment on this project.

Regards,

A. Carrigan

Andrew Carrigan
 Delivery Services Officer
Andrew.Carrigan@canadapost.ca



Enbridge Gas Inc.
500 Consumers Road
North York, Ontario M2J 1P8
Canada

May 5, 2020

Rachelle Larocque, BES, M.Sc., MCIP, RPP
Planning Supervisor
Infrastructure and Development Services
City of Welland
Planning Division
60 East Main Street
Welland, ON L3B 3X4

Dear Rachelle,

Re: Draft Plan of Subdivision – Waterways Common Phase 3
Centennial Developments (Niagara) Inc.
North of Sauer Avenue, west of Bradley Avenue
City of Welland
File No.: 26T-14-20002

Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing CustomerConnectionsContactCentre@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.

Sincerely,

Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning

ENBRIDGE GAS INC.

TEL: 416-495-5386

MunicipalPlanning@enbridge.com

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Safety. Integrity. Respect.

Rachelle Larocque

From: Scott Richardson
Sent: July 22, 2020 8:45 AM
To: Rachelle Larocque
Cc: Marvin Ingebrigtsen
Subject: Waterways Common PH 3 - Lands north of Sauer

Rachelle,

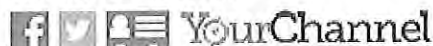
Comments for the SA are as follows;

1. All works shall comply with the City of Welland Municipal Standards.
2. All works related to the development of the property that does not exist as of the signing of this agreement including sewer (storm and sanitary), roads, electrical etc, shall be at the expense of the developer.
3. Bradley Avenue shall be constructed north of Sauer Ave to an urban cross section to the standard width. This road shall continue to the northerly property line of the developers property. The City will pay it's fair share of the storm sewer, roadway and electrical street lighting service. A cost estimate shall be submitted to the Engineering Department for review and approval.
4. A temporary turning circle shall be installed north of Caroline Street until such time the City extends Bradley avenue to connect with Morwood Avenue.
5. The Developer shall contribute a future services reserve payment for half of Bradley Avenue north of Caroline Street, north of the development area, to connect with Morwood Avenue.
6. A comprehensive engineering design, including storm water management and lot grading, shall be submitted for review and approval to the Engineering Department.
7. A temporary dead end barricade shall be installed at the northern extent of Bradley Ave just north of Caroline St. This shall be in accordance with the appropriate OPSS and OPSD for dead end barricades.
8. Block 99 shall be regraded and hydro seeded to suit the design grades of the properties backing onto it.
9. The developer shall construct Hildred Street, McLaughlin Street and Louise Street (from the existing end) to an urban standard at their cost.
10. All servicing will be peer reviewed at the cost of the developer.

Regards,



C. Scott Richardson, C.E.T.
 Development Supervisor
 Engineering Division
 Infrastructures and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2222 **Fax:** (905)735-7184
www.welland.ca



This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

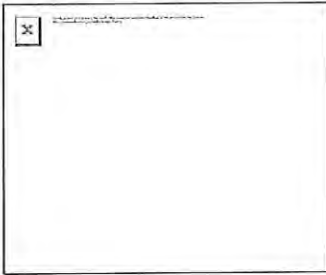
Rachelle Larocque

From: Matt Richardson <matt.richardson@welland.ca>
Sent: July 24, 2020 2:40 PM
To: Rachelle Larocque
Subject: RE: Waterways Common Phase 3 Subdivision

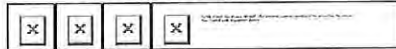
Rachelle,

If designed to municipal standards water supply shouldn't be an issue. I would just want to ensure the turn radii from "Caroline Street" to connecting streets are adequate to accommodate our equipment (i.e. min 12 metre centre-line, 14 metre centre-line preferred).

Thanks,



Matt Richardson, B.A., CFEI, CCFI-C, CMM I
 Director of Fire Prevention
 Welland Fire and Emergency Services
 Corporation of the City of Welland
 636 King Street, Welland, Ontario L3B 3L1
Phone: (905)735-1700 Ext. 2408 **Fax:** (905)732-2818
www.welland.ca



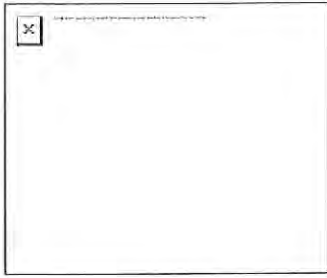
This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

From: Rachelle Larocque <rachelle.larocque@welland.ca>
Sent: July-24-20 2:35 PM
To: Matt Richardson <matt.richardson@welland.ca>
Subject: Waterways Common Phase 3 Subdivision

Hi Matt,

Just a reminder that I need comments for this development as well. All of the roads will be constructed to City standards.

Let me know if you have any questions.



Rachelle Larocque, BES, M.Sc., MCIP, RPP

Planning Supervisor

Planning Division

Infrastructure and Development Services

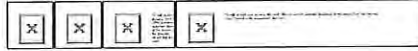
Corporation of the City of Welland

60 East Main Street, Welland, Ontario L3B 3X4

Hours: 8:30am-4:30PM

Phone: (905)735-1700 Ext. 2310 **Fax:** (905)735-8772

www.welland.ca



This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

Name:

Vera Terpak

Address:

19 Empress Ave Welland ON

Signature:

V. Terpak

July 20/2020

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Laura + Pascal Dube

Address: 61 Empress Ave

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: LORRAINE LABONTE

Address: 81 EMPRESS AVE - WELLAND L3B1K8

Signature:

Lorraine Labonte

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: EDDIE M PULAK

Address: 95 - EMPRESS - AVE - W

Signature: Eddie Pulak

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: RANDY MARTON

Address: 107 Empress Ave

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: MILKA REHAK

Address: 111 EMPRESS AVE

Signature: Milka Rehak

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: LAVERN + TONY GRAVIS

Address: 312 EMPRESS AVENUE

Signature:

LaGravis / T. Gravis

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

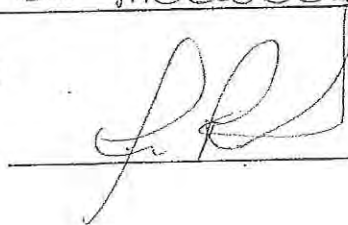
Name:

Tim Proctor

Address:

33 MORWOOD AVE

Signature:




To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Scott Van Driel

Address: 18 Morwood Ave, Welland, ON

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Anne McDougall

Address: 15 Morwood Ave

Signature: A. McDougall

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Jerry McDougall

Address: 15 Morwood Ave

Signature:

J. McDougall

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Samantha Robichaud

Address: 14 Morwood Ave Welland

Signature:



To Welland city council and staff,

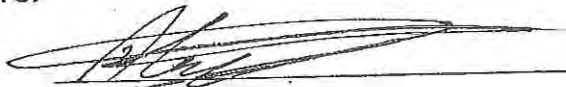
As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Alain Richaud

Address: 14 Morwood Ave Welland

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Ken & Mary Lotten

Address: 1040 Ontario Rd. Welland

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Chanty R. Lajoie

Address: 1076 Ontario Rd

Signature: Chanty R. Lajoie

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Lisa McKeough

Address: 1078 Ontario Rd

Signature:

Lisa McKeough

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Ashley Cormier & Kevin Lavalée

Address: 1089 Ontario Rd, Welland, ON, L3B 5E5

Signature:

Ashley Cormier & Kevin Lavalée

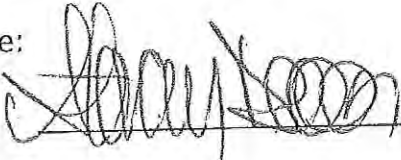
To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Stacey Doan

Address: 1096 Ontario Rd

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Dennis DURHAM

Address: 385 EMPRESS AVE

Signature:



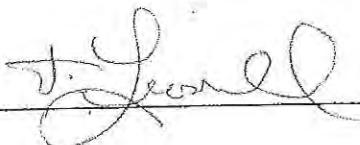
To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: IVIAN LEONARD

Address: 375 Empress Ave

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Normand Lagace B. Lagace

Address: 365 EMPRESS AVE

Signature:

Normand Lagace B. Lagace

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Doris Robichaud

Address: 355 EMPRESS

Signature:

Doris Robichaud

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Robert Boily ~~Laurette~~ Laurette Boily

Address: 354 Empress Ave

Signature: Robert Boily
Laurette Boily

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: A. T. McGUIRE

Address: 344 EMPRESS AVE

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

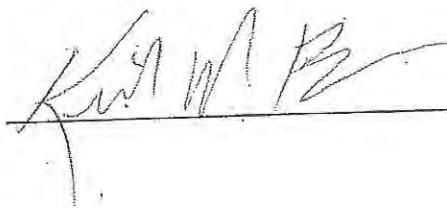
Name:

KEITH BASS

Address:

343 EMPRESS AVE

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Pauline & Rick Costea

Address: 336 Empress Ave. Welland L3B 0A6

Signature:

Pauline Costea

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Ida Ranalli

Address: 335 Empress Ave

Signature:

Ida Ranalli

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Melodie J Guy Melodie Guy

Address: 328 Empress Avenue

Signature:

Melodie J Guy

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Jon Toth

Address: 320 EMPRESS AVE

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: SUSAN & WILLIAM CONNERS

Address: 296 EMPRESS AVE.

Signature:

William K Connors, Susan Connors

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: PATRICK COBB

Address: 295 EMPRESS AVE.

Signature: Patrick Cobb

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Lorise Mazewell

Address: 288 Empress Ave, Welland

Signature:

Lorise Mazewell

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Geoff Phillips

Address: 280 EMPRESS AVE, L3B 0A6

Signature:



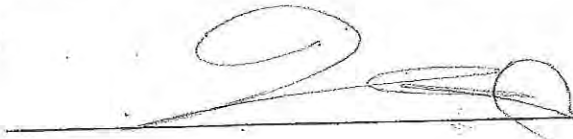
To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: JARAD CURRY

Address: 263 EMPRESS AVE, WELLAND

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Karyne Cox

Address: 255 Empress Ave

Signature: K Cox

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: ALAN & KAREN WOOD

Address: 254 - EMPRESS AVE

Signature:

[Handwritten Signature]

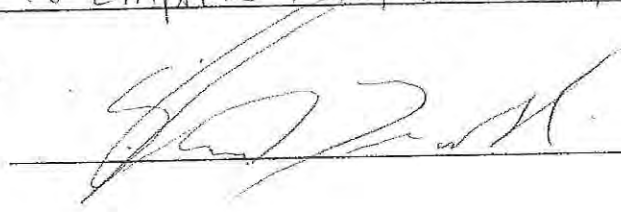
To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Shaun Berardi

Address: 98 Empress Ave, Welland, ON

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Joanne Demers

Address: 91 Empress Ave.

Signature: Joanne Demers.

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: J. Mancini

Address: 90 Empress Ave

Signature:

J. Mancini


To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: AL FOURNIER

Address: 87 EMPRESS AVE

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Dolores Wenzel

Address: 83 Empress Ave

Signature:

DOLORES WENZEL

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Heather Albano

Address: 77 Empress Ave.

Signature:

Heather Albano

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: William + Jeannette Clarke

Address: 73 Empress Ave.

Signature: Wm P Clarke Jeannette Clarke

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: JOAN SCOTT

Address: 69 EMPRESS AVE WELLAND ON L3B 1K8

Signature:

Joan E. Scott

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Frank Szabo, Denise Szabo

Address: 57 Empress Ave Welland ont L3B1K8

Signature:

Frank Szabo Denise Szabo

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Teronica Manger

Address: 45 Empress Ave

Signature:

Teronica Manger

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Charles Carter

Address: 41 Empress Ave.

Signature:

Charles Carter

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name:

R. Mahur R. Mahur

Address:

38 EMPRESS AVE

Signature:

R. Mahur

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Michael Anderson

Address: 33 Empress Ave

Signature:

Mike Anderson

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Andy Poulin

Address: 28 Empress ave Welland Ont

Signature:

Andy Poulin

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Vern Clark

Address: 22 EMPRESS AVE

Signature:

VERNA CLARK

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Colette Doucette - Scott Doucette - Mark Goupil

Address: 24 Empress Ave

Signature:

Colette Doucette - Scott Doucette - Mark Goupil

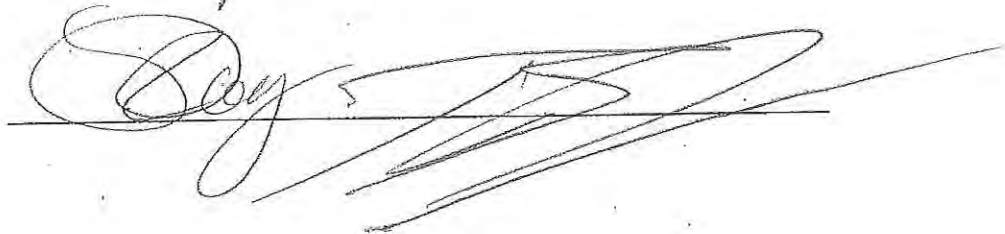
To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Mr. & Mrs. Lori & Bryan Roy

Address: 12 Empress Ave.

Signature: 

To Welland city council and staff,

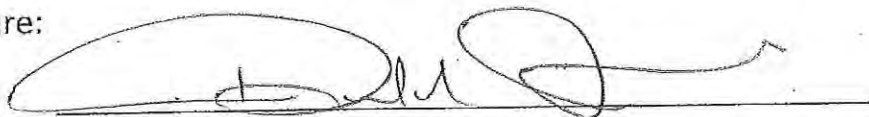
As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Raymond Parreault

Address: 548 SUTHERLAND AVE, WELLAND, ON L3B 5A5

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name:

MARK DZUGAN & GINA DZUGAN

Address:

15 Auburn Cr. Welland

Signature:

M. Dzugan

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Amanda Carpino-D'Ayves

Address: 6 Auburn crt Welland

Signature: A. Carpino-D'Ayves

Rachelle Larocque

From: LandUsePlanning@HydroOne.com
Sent: July 10, 2020 2:18 PM
To: Rachelle Larocque
Subject: Wellend - Caroline St and West of Bradley Ave - 26T-14-20002

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,

We are in receipt of your Plan of Subdivision application, 26T-14-20002 dated July 10, 2020. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.

For proposals affecting 'Low Voltage Distribution Facilities' the Owner/Applicant should consult their local area Distribution Supplier. Where Hydro One is the local supplier the Owner/Applicant must contact the Hydro subdivision group at subdivision@Hydroone.com or 1-866-272-3330.

To confirm if Hydro One is your local distributor please follow the following link:
<http://www.hydroone.com/StormCenter3/>

Please select "Search" and locate address in question by entering the address or by zooming in and out of the map



MENU

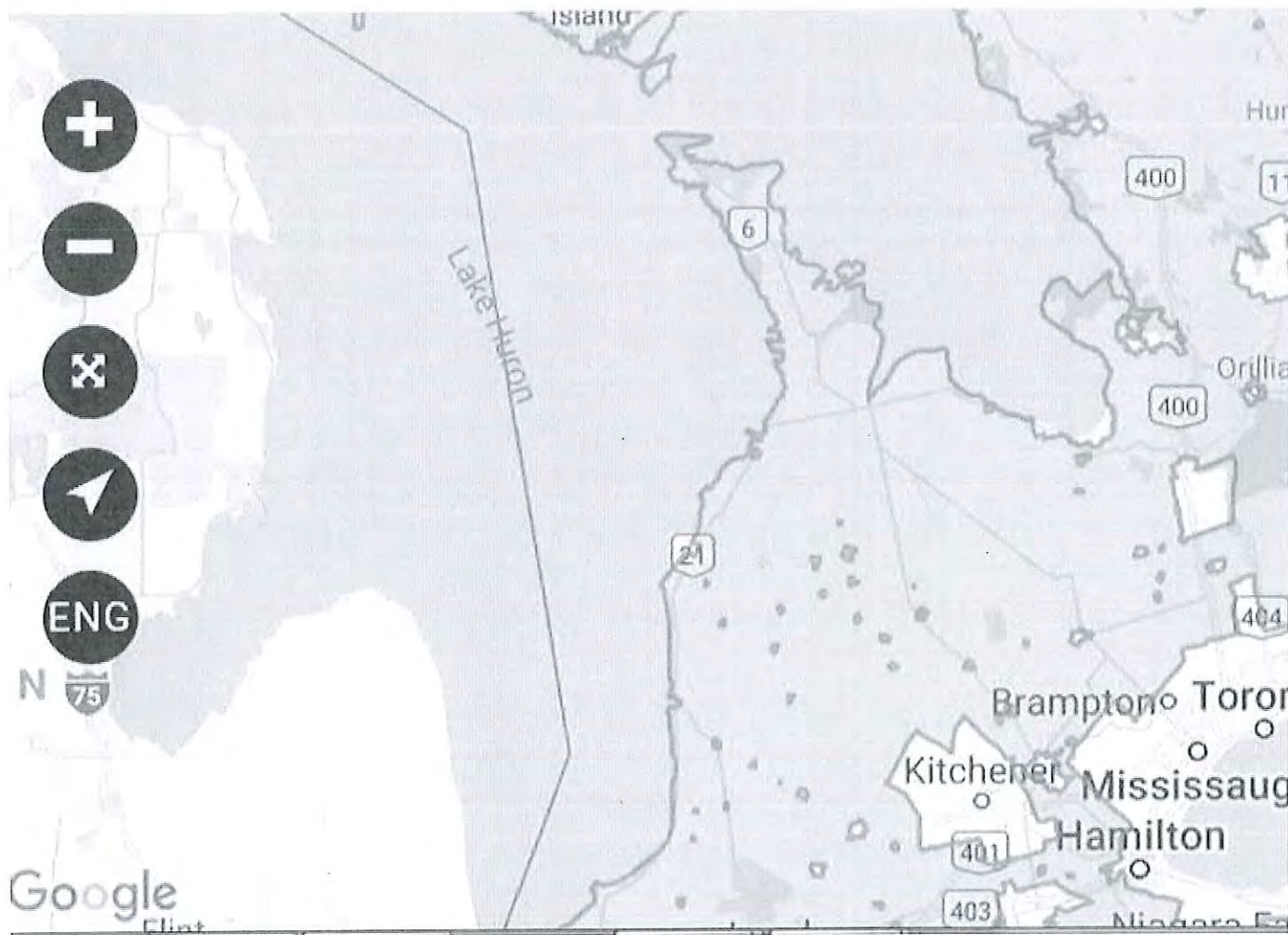


HELP



SEARCH

Customers Affected:  >5000  501-5000  51-50



If you have any further questions or inquiries, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

If you have any questions please feel free to contact myself.

Thank you,

Dennis De Rango

Specialized Services Team Lead, Real Estate Department
Hydro One Networks Inc.
Tel: (905)946-6237

Email: Dennis.DeRango@HydroOne.com
Re: initial email

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email

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

Rachelle Larocque

From: Mark Dzugan <mdzugan@cogeco.ca>
Sent: July 23, 2020 1:58 PM
To: Rachelle Larocque
Subject: opening of road to Morwood to connect to Ontario Rd.

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!

Hi Rachelle, thank you for sending me the link for today's meeting and also the information on how to ask a question. I am going to be out of town this afternoon and not sure when I will be returning. I will tell you now what is on my mind and also on the minds of all the neighborhood on Empress Ave.

I do not believe that the residents are concerned over the new development, rather the question of a road being opened onto Morwood. If this would occur, Empress Ave will be consumed with traffic to get to Lincoln St. I have lived here now for 10 years and have been complaining to the City and also the Regional Police regarding the speeding vehicles and also the volume of off road vehicles and trail bikes. These people have no consideration towards any of the home owners or the people walking, riding their bikes and the children playing. Myself and others contact the police and no one shows up. I myself was almost run over while I was in the park. I made the call and no response from the police.

The opening of the road would be the worst decision ever made towards the residents of that area. People moved onto that dead end for a reason. Peace and Quiet. Please let them and the rest of us enjoy our homes with no fear of crossing the street. The new traffic should be directed onto Southworth St and then to Crowland. These arteries were designed to accommodate heavy traffic volumes and loads. Please keep Morwood as a dead end for this development and any slated for the future. There is enough frustration for us to deal with currently, please do not add to it.

Thank you Rachelle for your time and if you need to contact me, please do not hesitate.

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

PRESCRIBED FORM OF PETITION

To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

With the impending approval of the Waterway Commons Phase 3 Development, we do not want the connection of Bradley Ave. to Morwood Ave. This would create a large amount of traffic from Phases 1 & 3 of these subdivisions to continue from Morwood Ave. down Empress Ave. to Lincoln St. This has already become a very fast and busy residential street as drivers discover the ease to get to Lincoln St. from Ontario Rd., and it was not built to handle large amounts of traffic. Thank you. Dated July 20, 2020.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Robert + Laurette Boily	354 Empress Ave.	
Austin McGuire	344 Empress Ave.	
Keith Bass	343 Empress Ave.	ALL SIGNATURES OF THE NAMES ON THIS FORM ARE ON SEPERATE LETTERS ATTACHED TO THIS PETITION FORM
Pauline + Rick Costea	336 Empress Ave.	
Ida Ranalli	335 Empress Ave.	
Melodie Guy	328 Empress Ave.	
Jon Toth	320 Empress Ave.	
Jusan + William Connors	296 Empress Ave.	
Patrick Cobb	295 Empress Ave.	
Louise Mazerolle	288 Empress Ave.	
Greg Phillips	280 Empress Ave.	
Jarad Currie	263 Empress Ave.	
Karyne Cox	255 Empress Ave.	
Milt + Karen Wood	254 Empress Ave.	
Shaun Berardi	98 Empress Ave.	

PRESCRIBED FORM OF PETITION

To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

With the impending approval of the Waterway Commons Phase 3 Development, we do not want the connection of Bradley Ave. to Morwood Ave. This would create a large amount of traffic from Phases 1 & 3 of these subdivisions to continue from Morwood Ave. down Empress Ave. to Lincoln St. This has already become a very fast and busy residential street as drivers discover the ease to get to Lincoln St. from Ontario Rd., and it was not built to handle large amounts of traffic. Thank you. Dated July 20, 2020.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Joanne Demers	91 Empress Ave	ALL SIGNATURES OF THE NAMES ON THIS FORM ARE ON SEPERATE LETTERS ATTACHED TO THIS PETITION FORM
J. Mancini	90 Empress Ave	
Al Fournier	87 Empress Ave	
Delores Wenzel	83 Empress Ave	
Heather Albano	77 Empress Ave	
William + Jeanette Clarke	73 Empress Ave	
Joan Scott	69 Empress Ave	
Frank + Denise Szabo	57 Empress Ave	
Veronica Monger	45 Empress Ave	
Charles Carter	41 Empress Ave	
R. Machulla	38 Empress Ave	
Michael Anderson	33 Empress Ave	
Andy Poulin	28 Empress Ave	
Verne Clarke	27 Empress Ave	
Collette + Scott Doucette mark Goupil	24 Empress Ave	

PRESCRIBED FORM OF PETITION

To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

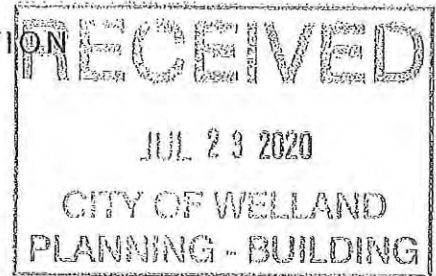
With the impending approval of the Waterway Commons Phase 3 Development, we do not want the connection of Bradley Ave. to Morwood Ave. This would create a large amount of traffic from Phases 1 & 3 of these subdivisions to continue from Morwood Ave. down Empress Ave. to Lincoln St. This has already become a very fast and busy residential street as drivers discover the ease to get to Lincoln St. from Ontario Rd., and it was not built to handle large amounts of traffic. Thank you. Dated July 20, 2020.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Tim Proctor	33 Morwood Ave	
Scott Van Driel	18 Morwood Ave	
Anne McDougall	15 Morwood Ave	ALL SIGNATURES OF THE NAMES ON THIS FORM ARE ON SEPERATE LETTERS ATTACHED TO THIS PETITION FORM
Jerry McDougall	15 Morwood Ave	
Samantha Robichaud	14 Morwood Ave	
Alain Robichaud	14 Morwood Ave	
Ken + Mary Totten	1070 Ontario Rd	
Charity Reljit??	1076 Ontario Rd	
Lisa McKeough	1078 Ontario Rd	
Ashley Cormier Kevin Lavallée	1089 Ontario Rd	
Stacey Doan	1096 Ontario Rd	
Dennis Durham	385 Empress Ave	
Vivian Leonard	375 Empress Ave	
Norm + Brenda Lagace	365 Empress Ave	
Doris Robichaud	355 Empress Ave	

[illegible]

PRESCRIBED FORM OF PETITION

To: The Council of the City of Welland
c/o City Clerk
60 East Main Street
Welland, ON L3B 3X4



I/We the undersigned, petition the Council of the City of Welland as follows:

With the impending approval of the Waterway Commons Phase 3 Development, we do not want the connection of Bradley Ave. to Morwood Ave. This would create a large amount of traffic from Phases 1 & 3 of these subdivisions to continue from Morwood Ave. down Empress Ave. to Lincoln St. This has already become a very fast and busy residential street as drivers discover the ease to get to Lincoln St. from Ontario Rd., and it was not built to handle large amounts of traffic. Thank you. Dated July 20, 2020.

[illegible]

July 20, 2020

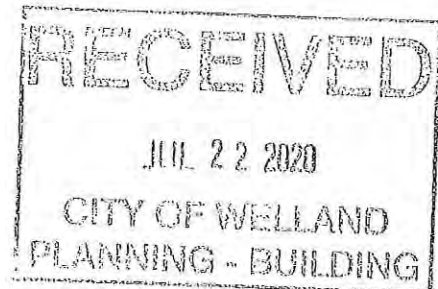
To Rachelle Larocque,

Please find enclosed, 49 signed letters from our neighbourhood, with the concern of the possible connection of Bradley Ave. to Morwood Ave., upon the approval of the Waterway Commons Phase 3 development. I have attached them to the Welland City Prescribed Form of Petition as someone suggested, even though I trust your directions to me that individual letters were acceptable. I hope they do not get tossed, as was suggested to me, as a lot of effort went into this. Thank you very much for all the time and help you have given me with this matter. It is very much appreciated.

Kindest Regards,



Vivian Leonard



June 21, 2020

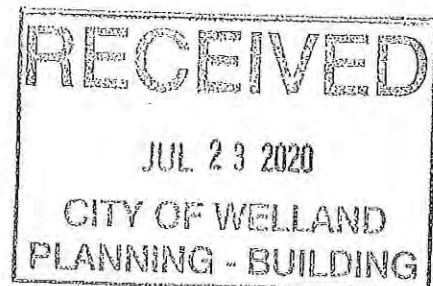
Rachelle Larocque,

Please find enclosed 7 more signed letters of concern of the possible opening of Bradley Ave. to Morwood Ave with the impending approval of Waterway Commons Phase 3 development. Thank you very much.

Kindest Regards,

A handwritten signature in cursive script, reading "Vivian Leonard".

Vivian Leonard



July 20, 2020

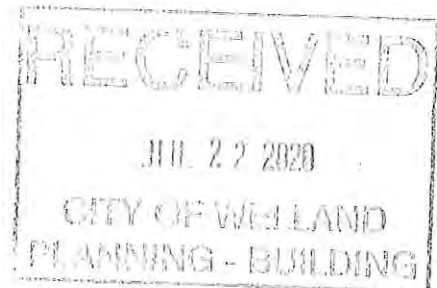
To Rachelle Larocque,

Please find enclosed, 49 signed letters from our neighbourhood, with the concern of the possible connection of Bradley Ave. to Morwood Ave., upon the approval of the Waterway Commons Phase 3 development. I have attached them to the Welland City Prescribed Form of Petition as someone suggested, even though I trust your directions to me that individual letters were acceptable. I hope they do not get tossed, as was suggested to me, as a lot of effort went into this. Thank you very much for all the time and help you have given me with this matter. It is very much appreciated.

Kindest Regards,



Vivian Leonard



PRESCRIBED FORM OF PETITION

To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

With the impending approval of the Waterway Commons Phase 3 Development, we do not want the connection of Bradley Ave. to Morwood Ave. This would create a large amount of traffic from Phases 1 & 3 of these subdivisions to continue from Morwood Ave. down Empress Ave. to Lincoln St. This has already become a very fast and busy residential street as drivers discover the ease to get to Lincoln St. from Ontario Rd., and it was not built to handle large amounts of traffic. Thank you. Dated July 20, 2020.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Tim Proctor	33 Morwood Ave	
Scott Van Driel	18 Morwood Ave	
Anne McDougall	15 Morwood Ave	ALL SIGNATURES OF THE NAMES ON THIS FORM ARE ON SEPERATE LETTERS ATTACHED TO THIS PETITION FORM
Jerry McDougall	15 Morwood Ave	
Samantha Robichaud	14 Morwood Ave	
Alain Robichaud	14 Morwood Ave	
Ken + Mary Totten	1070 Ontario Rd	
Charity Reljit??	1076 Ontario Rd	
Lisa McKeough	1078 Ontario Rd	
Ashley Cormier Kevin Lavalée	1089 Ontario Rd	
Stacey Doan	1096 Ontario Rd	
Dennis Durham	385 Empress Ave	
Vivian Leonard	375 Empress Ave	
Norm + Brenda Lagace	365 Empress Ave	
Doris Robichaud	355 Empress Ave	

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name:

Tim Proctor

Address:

33 MORWOOD AVE

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Scott Van Driel

Address: 18 Morwood Ave, Welland, ON

Signature:

Scott Van Driel

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Anne McDougall

Address: 15 Morwood Ave

Signature:

A. McDougall

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Terry McDougall

Address: 15 Morwood Ave

Signature:

Terry McDougall

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Samantha Robichaud

Address: 14 Morwood Ave Welland

Signature:



To Welland city council and staff,

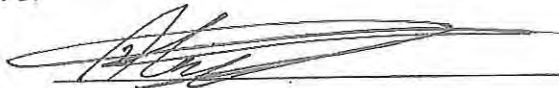
As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Alain Robichaud

Address: 14 Morwood Ave Welland

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Ken & Mary Lotter

Address: 1040 Ontario Rd. Welland

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name:

Charity R. Lajoie

Address:

1076 Ontario Rd

Signature:

Charity R. Lajoie


To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Lisa McKeough

Address: 1078 Ontario Rd

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Ashley Cormier & Kevin Lavalée

Address: 1089 Ontario Rd, Welland, ON, L3B 5E5

Signature:

Ashley Cormier & Kevin Lavalée

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

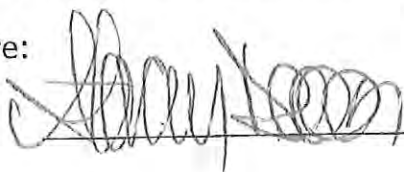
Name:

Stacey Doan

Address:

1096 Ontario Rd

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Dennis Durham

Address: 385 EMPRESS AVE

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Julian Leonard

Address: 375 Empress Ave

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Normand Lagace B. Lagace

Address: 365 EMPRESS AVE

Signature:

Normand Lagace B. Lagace

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Doris Robichaud

Address: 355 EMPRESS

Signature:

Doris Robichaud

PRESCRIBED FORM OF PETITION

To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

With the impending approval of the Waterway Commons Phase 3 Development, we do not want the connection of Bradley Ave. to Morwood Ave. This would create a large amount of traffic from Phases 1 & 3 of these subdivisions to continue from Morwood Ave. down Empress Ave. to Lincoln St. This has already become a very fast and busy residential street as drivers discover the ease to get to Lincoln St. from Ontario Rd., and it was not built to handle large amounts of traffic. Thank you. Dated July 20, 2020.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Robert + Laurette Boily	354 Empress Ave.	ALL SIGNATURES OF THE NAMES ON THIS FORM ARE ON SEPERATE LETTERS ATTACHED TO THIS PETITION FORM
Austin McGuire	344 Empress Ave.	
Keith Bass	343 Empress Ave.	
Pauline + Rick Costea	336 Empress Ave.	
Ida Ranalli	335 Empress Ave.	
Melodie Guy	328 Empress Ave.	
Jon Toth	320 Empress Ave.	
Susan + William Conners	296 Empress Ave.	
Patrick Cobb	295 Empress Ave.	
Louise Mazerolle	288 Empress Ave.	
Greg Phillips	280 Empress Ave.	
Jarad Currie	263 Empress Ave.	
Karyne Cox	255 Empress Ave.	
Milt + Karen Wood	254 Empress Ave.	
Shaun Berardi	98 Empress Ave.	

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Robert Boily ~~Laurette~~ Laurette Boily

Address: 354 Empress Ave

Signature: Laurette Boily


To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: A. T. McGUIRE

Address: 344 EMPRESS AVE

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name:

KEITH BASS

Address:

343 EMPRESS AVE

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Pauline & Rick Costea

Address: 336 Empress Ave. Welland L3B 0A6

Signature:

Pauline Costea

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Ida Ranalli

Address: 335 Empress Ave

Signature:

Ida Ranalli

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Melodie J Guy Melodie Guy

Address: 328 Empress Avenue

Signature:

Melodie J Guy

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020


Name:

Jon Toth

Address:

320 EMPRESS AVE

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: SUSAN & WILLIAM CONNERS

Address: 296 EMPRESS AVE.

Signature:

William K. Connors, Susan Connors

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: PATRICK COBB

Address: 295 EMPRESS AVE.

Signature: Patrick Cobb

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Louise Magerolle

Address: 288 Empress Ave, Welland

Signature:

Louise Magerolle

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Gert Phillips

Address: 280 EMPRESS AVE, L3B 0A6

Signature:

Gert Phillips


To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: JARAD CURRY

Address: 263 EMPRESS AVE, WELLAND

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Karyne Cox

Address: 255 Empress Ave

Signature: K. Cox

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: ALAN & KAREN WOOD

Address: 234 - EMPRESS AVE

Signature:

[Handwritten Signature]

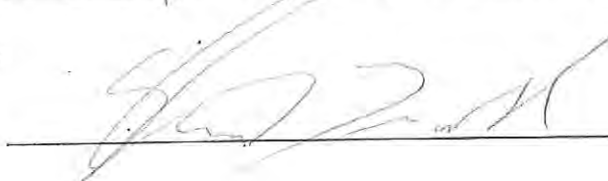
To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Shaun Berardi

Address: 98 Empress Ave, Welland, ON

Signature: 

PRESCRIBED FORM OF PETITION

To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

With the impending approval of the Waterway Commons Phase 3 Development, we do not want the connection of Bradley Ave. to Morwood Ave. This would create a large amount of traffic from Phases 1 & 3 of these subdivisions to continue from Morwood Ave. down Empress Ave. to Lincoln St. This has already become a very fast and busy residential street as drivers discover the ease to get to Lincoln St. from Ontario Rd., and it was not built to handle large amounts of traffic. Thank you. Dated July 20, 2020.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Joanne Demers	91 Empress Ave	ALL SIGNATURES OF THE NAMES ON THIS FORM ARE ON SEPERATE LETTERS ATTACHED TO THIS PETITION FORM
J. Mancini	90 Empress Ave	
Al Fournier	87 Empress Ave	
Delores Wenzel	83 Empress Ave	
Heather Albano	77 Empress Ave	
William + Jeanette Clarke	73 Empress Ave	
Jean Scott	69 Empress Ave	
Frank + Denise Szabo	57 Empress Ave	
Veronica Monger	45 Empress Ave	
Charles Carter	41 Empress Ave	
R. Machulla	38 Empress Ave	
Michael Anderson	33 Empress Ave	
Andy Poulin	28 Empress Ave	
Verne Clarke	27 Empress Ave	
Collette + Scott Doucette mark Goupil	24 Empress Ave	

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: _____

Address: _____

Signature: _____

Jeanne Demers

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: _____

Address: _____

Signature: _____

J. Mancini

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: AL FOURNIER

Address: 87 EMPRESS AVE

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name:

Dolores Wenzel

Address:

83 Empress Ave

Signature:

DOLORES WENZEL

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Heather Albano

Address: 77 Empress Ave.

Signature:

Heather Albano

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: William + Jeannette Clarke

Address: 73 Empress Ave.

Signature:

Wm P Clarke Jeannette Clarke

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: JOAN SCOTT

Address: 69 EMPRESS AVE WELLAND ON L3B 1K8

Signature:

Joan E. Scott

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Frank Szabo, Denise Szabo

Address: 57 Empress Ave Welland ont L3B1K8

Signature:

Frank Szabo Denise Szabo

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Aronica Manger

Address: 45 Empress Ave

Signature:

Aronica Manger

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Charles Carter

Address: 41 Empress Ave.

Signature:

Charles Carter

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

Name:

R. Mahan R. Mahan

Address:

38 EMPRESS AVE

Signature:

R. Mahan

July 20/2020

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Michael Anderson

Address: 33 Empress Ave

Signature:

Mike Anderson

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: ANDY Poulin

Address: 28 Empress ave Welland ont

Signature:

Andy Poulin

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Vern Clark

Address: 22 EMPRESS AVE

Signature:

VERNE CLARK

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Colette Doucette - Scott Doucette - Mack Goupil

Address: 24 Empress Ave

Signature:

Colette Doucette - Scott Doucette - Mack Goupil

[illegible]

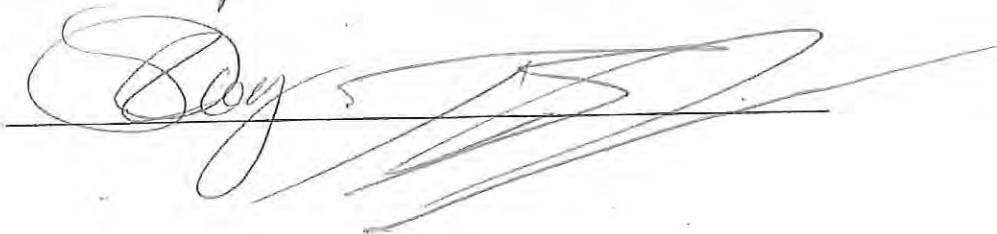
To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Mr. & Mrs. Lori & Bryan Roy

Address: 12 Empress Ave.

Signature: 

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Raymond Perreault

Address: 548 SUTHERLAND AVE, WELLAND, ON L3B 5A5

Signature:



To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: MARK DZUGAN & Cindy DZUGAN

Address: 15 Auburn Crt. Welland

Signature:

M. Dzugan

To Welland city council and staff,

As the Waterway Commons Phase 3 Development applies for approval, we are sending this letter to council and staff due to the concern of the possible opening of Bradley Ave to Morwood Ave. We live in the area of Morwood and Empress Avenues. Empress Ave., because it is a straight open run from Ontario Rd. to Lincoln St., has become very busy and fast. Recently, a solar speed control sign has been erected, after many emails, on Empress to try to slow down the traffic. There is a primary school and a community living building on this street. Phase 3 has 90+ residential homes going up, plus the 80+ homes already built in Phase 1 and the number of homes being built in Phase 2. Morwood and Empress are residential streets of families with young children, seniors and some with disabilities (as there are signs posted for autistic children). We do not want our streets turned into speed highways with the number of vehicles that will potentially be coming from these subdivisions. Traffic should be routed to Southworth, where cars can either turn left or right. If they go to Ontario and Southworth, which are designed and dedicated truck routes, there is the option of left, right or straight, all which break up the amount of cars to any one area. These streets are able to accommodate heavier traffic volumes and will keep the added traffic off of an already busy and dangerous Empress Ave. We are not against development and growth in our beautiful city, but we would like council and staff to look carefully at this request and protect our neighbourhood's safety. Similar consideration was given to Colbeck Drive when Coyle Creek was developing and that street was closed to divert traffic. We hope that you do the same in this instance. Thank you for your time.

July 20/2020

Name: Amanda Carpino - D'Gyves

Address: 6 Auburn crt Welland

Signature: A. Carpino - D'Gyves

Rachelle Larocque

From: Nona Poulin <nona.poulin@vxmail.ca>
Sent: July 23, 2020 10:52 PM
To: Rachelle Larocque
Subject: proposed plan of subdivision

WARNING: This email originated from an external sender. Official 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!

Dear Rachelle,

I want to be notified of the Decision of the City of Welland in respect of the proposed plan of subdivision (File No. 26T-14-20002). I would also want to preserve my appeal rights.

As indicated during the meeting on July 23, 2020, there would be no privacy fence built along the subdivision properties. Therefore, we lose our backyard privacy.

I would like permission to have a high fence built on our property; probably, 8 feet to 10 feet high to preserve our privacy.

Regards,

Nona Poulin

 This email has been scanned for spam and viruses by Proofpoint Essentials. Visit the following link to report this email as spam:

https://us2.proofpointessentials.com/index01.php?mod_id=11&mod_option=logitem&mail_id=1595559126-rTlwMoJv3RgX&r_address=rachelle.larocque%40welland.ca&report=1



Planning and Development Services

1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
905-980-6000 Toll-free: 1-800-263-7215

Via Email Only

April 23, 2020

File No.: D.11.11.SD-20-0011

Ms. Rachelle Larocque, MCIP, RPP
Planning Supervisor
Infrastructure and Development Services
Corporation of the City of Welland
60 East Main Street
Welland, ON L3B 3X4

Dear Ms. Larocque:

**Re: Regional and Provincial Comments
Waterway Commons Phase 3 Draft Plan of Subdivision
City File No.: 26T-14-20002
Applicant: Upper Canada Consultants (William Heikoop)
Owner: Centennial Developments (Niagara) Inc.
East of Louise Street, North of Sauer Avenue, West of Bradley Avenue
City of Welland**

Regional Planning and Development Services staff has reviewed the Draft Plan of Subdivision application and supporting studies submitted by Upper Canada Consultants on behalf of Centennial Developments (Niagara) Inc. The subject lands are to the east of Louise Street, north of Sauer Avenue, and west of Bradley Avenue in the City of Welland. The Draft Plan of Subdivision proposes development of 4.29 hectares of land, with 98 lots for single family residential dwellings, and a block for a watercourse including future municipal roads. A pre-consultation meeting for this proposal was held at the City on September 19, 2019, with staff from the City and Region, and the applicant and owner. As outlined below, Regional staff is generally supportive of the proposed development in principle and provides the following comments to assist the City in their consideration of this application from a Regional and Provincial perspective.

Provincial and Regional Policies

The subject lands are located within the Welland Urban Area, as designated in the Regional Official Plan (ROP). The Welland Urban Area is considered as a Settlement Area by the 2014 Provincial Policy Statement (PPS). The ROP, 2014 PPS and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) together direct

D.11.11.SD-20-0011
April 23, 2020

development to take place in urban areas and support intensified development where appropriate servicing and infrastructure exists. Both Regional and Provincial policy place an emphasis on intensification and infill as the preferred form of development to help foster the development of complete communities that have a mix of land uses, employment opportunities, and are active-transportation and transit supportive.

The subject lands are located within the Provincially designated Built-up Area of the City of Welland. Accordingly, the residential growth will contribute towards the City's annual residential intensification target of 40%. Regional staff encourage the applicant/owner to consider providing a mix of housing types and forms (not just single detached dwellings), in alignment with Provincial and Regional policies. As proposed, the subdivision development generally conforms with and is consistent with Provincial and Regional growth management policy directions.

Environmental Site Assessment

The PPS requires that contaminated sites be remediated as necessary to ensure there will be no adverse effects to the proposed use(s). To determine previous uses of the subject lands, and address any potential contamination, a Phase 1 Environmental Site Assessment (ESA) prepared by Landtek Limited, dated June 2019, was submitted with the subdivision application. The Phase 1 ESA indicates that a fire/explosion on 150 Bradley Avenue in 2017 resulted in 140L of bio-diesel being released on land. Due to the proximity of the subject lands to this property, the spill is anticipated to represent a potential environmental concern. The railway line that was historically located adjacent to the north of the subject lands represents a potential environmental concern to the site, and it was noted that the northern portion of the site was historically utilized for agricultural purposes. Accordingly, it was recommended that a Phase 2 ESA be completed to verify the soil and groundwater conditions on the site.

The Limited Phase 2 Environmental Site Assessment prepared by Landtek Limited, dated August 2019, was also submitted with the subdivision application. The Phase 2 ESA assessed surface soil samples for pesticides, petroleum hydrocarbons, polycyclic aromatic hydrocarbons and metals and inorganic parameters. When compared to Table 3 (Full Depth Generic Site Condition Standards in a Non-Potable Ground Water Condition) of the *Environmental Protection Act* for Residential/Parkland/Institutional use, in accordance with O.Reg. 153/04, there were no exceedances. Accordingly, the subject lands do not exhibit any site contamination that would deem them unsafe for the proposed residential use. Environmental concerns with respect to soil quality have been adequately addressed.

Waste Collection

Niagara Region provides curbside waste and recycling collection for developments that meet the requirements of Niagara Region's Waste Collection Policy. The subject lands are eligible to receive Regional curbside waste and recycling collection provided that the

D.11.11.SD-20-0011
April 23, 2020

future land owners bring the waste and recycling to the curbside on the designated pick up day, and that the following limits are not exceeded:

- No limit blue/grey containers;
- No limit green containers; and,
- 1 garbage containers per property
- **Collection will be at the curbside only**

In order for Regional Waste Collection Services to be provided, the developer/owner shall comply with Niagara Region's Corporate Waste Collection Policy, found at the following link: www.niagararegion.ca/waste

Prior to final approval, Regional staff will require detailed plans showing the dimensions and radii of the proposed road network and curbs. Further, if there is phasing of the development, a revised draft plan will be required which indicates appropriate temporary turnarounds provided wherever a through street is not maintained. The proposed development and required turning facilities need to meet the requirements of Niagara Region's Corporate Waste Collection Policy in order to receive curbside waste collection.

Site Servicing

Site servicing will be under the jurisdiction of the City of Welland and will require the construction of new water, sanitary and storm services for the proposed development. As a condition of draft plan approval, Ministry of Environment, Conservation and Parks, Environmental Certificates Approvals (ECA) are required for any new/extended municipal sanitary and storm sewer services. The Region can review and approve the ECAs under the Ministry of Environment, Conservation and Parks Transfer of Review Program. To complete this review, detailed engineering design drawings with calculations for the services must be submitted to this department.

Stormwater Management

Regional staff has reviewed the 'Functional Servicing Report Waterway Commons Phase 3 (dated March 2020)' by Upper Canada Consultants. Based on the review of this document, the following comments are offered:

1. The Niagara Region will require that stormwater runoff from the development be captured and treated to a Normal standard prior to discharge from the site.
 - a) Regional staff note that an oil-grit separator (OGS) Hydroworks HG5 is sized to provide Normal standard treatment for a 3.71 ha parcel. The imperviousness of 28.6% used in the OGS sizing is underestimated to represent the percentage of hard surfaces of the development. Oil-grit separators area are typically used for a drainage area less than 2 hectares. It

D.11.11.SD-20-0011

April 23, 2020

is unknown the water treatment measures for the 0.91 ha development area.

Therefore, please optimize the proposal of water treatment.

2. With respect to post-development flow control, Regional staff would suggest that other analysis method(s) be used to verify the storage required for flow attenuation.
3. Prior to construction, the Region will require that detailed grading, storm servicing, stormwater management, and construction sediment control drawings be submitted to this office for review and approval.


Conclusion

Regional Planning and Development Services staff offers no objection to the proposed Draft Plan of Subdivision for Waterway Commons Phase 3 in the City of Welland, subject to the above discussion, satisfaction of any local requirements, and the Conditions outlined in Appendix 1.

If you have any questions or wish to discuss these comments, please contact the undersigned at extension 3352, or Lindsay Earl, MCIP, RPP, Senior Development Planner, at extension 3387.

Please send notice of Council's decision regarding this application.

Best regards,



Aimee Alderman, MCIP, RPP
Development Planner

cc: Ms. L. Earl, MCIP, RPP, Senior Development Planner, Niagara Region
Mr. M. Ramundo, Development Approvals Technician, Niagara Region
Ms. M. Ding, P.Eng., Stormwater Management Engineer, Niagara Region

D.11.11.SD-20-0011
April 23, 2020

Appendix 1

Conditions of Draft Plan Approval

1. That the owner/developer ensure, throughout all phases of development, that all streets and development blocks can provide an access in accordance with the Niagara Region's Corporate Policy and By-laws relating to the curbside collection of waste and recycling. Where a through street is not maintained, the owner/developer shall provide a revised draft plan to show an appropriate temporary turnaround to permit Regional waste collection services.
2. That the owner/developer shall comply with Niagara Region's Corporate Policy for Waste Collection and complete the Application for Commencement of Collection prior to Regional curbside waste collection services commencing.
3. That the owner provides a written acknowledgement to Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner.
4. That the owner provides a written undertaking to Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the subdivision agreement between the owner and the City.
5. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings [with calculations] for the new sanitary and storm sewers required to service this development and obtain the necessary Ministry of Environment, Conservation and Parks Compliance Approval under the Transfer of Review Program.
6. That prior to approval of the final plan or any on-site grading, the owner shall submit a detailed stormwater management plan for the condominium and the following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of Environment, Conservation and Parks documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region Planning and Development Services Department for review and approval:
 - i. Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;

D.11.11.SD-20-0011
April 23, 2020

- ii. Detailed erosion and sedimentation control plans;
 - iii. Detailed phasing of construction of the stormwater management facility to coincide with phasing of development of residential lands (internal and external to the subdivision) planned to be serviced by the stormwater management facility.
7. That the development agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved plan(s) required in accordance with Condition #6 above.

Clearance of Conditions

Prior to granting final approval, the City of Welland must be in receipt of written confirmation that the requirements of each condition have been met satisfactorily and that all fees have been paid to the satisfaction of the Niagara Region.

Subdivision Agreement

Prior to final approval for registration, a copy of the executed Subdivision Agreement for the proposed development should be submitted to the Regional Planning and Development Services Department for verification that the appropriate clauses have been included.

Note: The Development Services Division recommends that a copy of the draft agreement be provided in order to allow for the incorporation of any necessary revisions prior to execution.



DISTRICT SCHOOL BOARD OF NIAGARA

191 Carlton St. • St. Catharines, ON • L2R 7P4 • 905-641-1550 • dsbn.org

June 9, 2020

Grant Munday, B.A.A., MCIP, RPP
 Manager of Development Approvals
 Infrastructure and Development Services
 City of Welland
 60 East Main Street,
 Welland ON, L3B 3X4

Dear Mr. Munday:

Re: Applications for Draft Plan of Subdivision (26T-14-20002)
Waterways Common Phase 3

Thank you for circulating the District School Board of Niagara (DSBN) the above noted applications for a Draft Plan of Subdivision. The Draft Plan of Subdivision proposes to create 99 single detached residential lots, along with future municipal roads, on lands located north of Sauer Avenue, south of the former railway lines, and east of Southworth Street.

The proposed development is located to the east of Diamond Trail PS, and future students in this subdivision will attend Diamond Trail PS (JK – gr. 8) and Eastdale SS (gr. 9 – 12). Louise Street currently runs part way along the east boundary of the school site and is proposed to be fully extended to connect to a future street within the subdivision. There is a fence along the school's property line with an existing opening to access the school site. DSBN staff request the subdivision include sidewalks designed to this fence opening to allow future students within the residential area to walk to the school site and access it from the east rather than walking around to Southworth Street. In addition, we note that the existing school fence will be shared in part with future Lot 98. We would ask for a clause within the subdivision agreement, to be registered on title, advising the future owner(s) of lot 98 that the existing fence shall not be removed, altered, nor any openings be added to the existing fence.

DSBN Planning staff has completed its review and has no objections to the applications subject to the above requested conditions. If you have any questions, feel free to contact me at ext. 54225.

Yours truly,

Sue Mabée, MCIP, RPP

Supervisor of Planning Services

Rachelle Larocque

From: Ali Khan
Sent: April 13, 2020 9:18 AM
To: Rachelle Larocque
Subject: RE: Notice of Application - Waterways Phase 3 Plan of Subdivision

Hi Rachelle,

For streetlights specifications please ask the developer to contact me.

Regards,



Muhammad Ali Khan, M.A.Sc; P.Eng.
 Supervisor Traffic, Parking & Bylaws
 Infrastructure and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2202 **Fax:** (905)735-7184
www.welland.ca



This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.

From: Rachelle Larocque
Sent: April 9, 2020 3:36 PM
To: Jack Tosta <jack.tosta@welland.ca>; CARRIGAN, Andrew <andrew.carrigan@canadapost.postescanada.ca>; randy.leppert@cogeco.com; planification@cscmonavenir.ca; hunter-perreaultg@csvgamonde.ca; Amanda Degazio <amanda.degazio@welland.ca>; Dave Stuart <dave.stuart@welland.ca>; Sue Mabee <Sue.Mabee@dsbn.org>; McPhee, Michelle <Michelle.McPhee@dsbn.org>; Municipal Planning <MunicipalPlanning@enbridge.com>; Brian Kennedy <brian.kennedy@welland.ca>; Tanya Lamb <tanya.lamb@welland.ca>; Scott Richardson <scott.richardson@welland.ca>; Sherri-Marie Millar <sherri-marie.millar@welland.ca>; Ali Khan <ali.khan@welland.ca>; mmm@mmm.ca; scott.whitwell@ncdsb.com; info@niagarahomebuilders.ca; plan@niagararegion.ca; Lindsay Earl <lindsay.earl@niagararegion.ca>; dpresley@mhbcpplan.com; Dan Degazio <dan.degazio@welland.ca>; eng@wellandhydro.com
Cc: Grant Munday <grant.munday@welland.ca>
Subject: Notice of Application - Waterways Phase 3 Plan of Subdivision

Good afternoon,

Attached please find the Notice of Application for this Draft Plan of Subdivision.

Please let me know if you have any questions, or require any additional information.

Sincerely,



Rachelle Larocque, BES, M.Sc., MCIP, RPP

Planning Supervisor

Planning Division

Infrastructure and Development Services

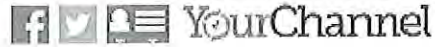
Corporation of the City of Welland

60 East Main Street, Welland, Ontario L3B 3X4

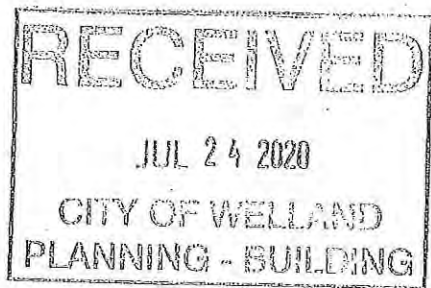
Hours: 8:30am-4:30PM

Phone: (905)735-1700 Ext. 2310 **Fax:** (905)735-8772

www.welland.ca



This email may contain confidential and/or privileged information for the sole use of the intended recipient. Any review, disclosure, or distribution by others is strictly prohibited. If you have received this email in error, please contact the sender immediately and delete all copies.



375 Empress Ave,
Welland
L3B OA5
July 23, 2020

Mr. Grant Munday,

I am writing with a request
to receive a copy of the staff
report for the application of the
draft plan of Waterway Commons
Phase 3 development (File # 26T-14-20002).
Thank you.

Regards,

Vivian Leonard



CANADA POST
955 Highbury Ave N
London ON N5Y 1A3
CANADAPOST.CA

POSTES CANADA
955 Highbury Ave N
London ON N5Y 1A3
POSTESCANADA.CA

May 4, 2020

RACHELLE LAROCQUE
CITY OF WELLAND
60 EAST MAIN STREET
WELLAND, ON L3B 3X4

Re: Waterway Commpns Phase 1 and Phase 2

Dear Rachelle,

This development will receive mail service to centralized mail facilities provided through our Community Mailbox program.

I will specify the conditions which I request to be added for Canada Post Corporation's purposes.

The owner shall complete to the satisfaction of the Director of Engineering of the City of Welland and Canada Post:

- a) Include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - i) that the home/business mail delivery will be from a designated Centralized Mail Box.
 - ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
- b) The owner further agrees to:
 - i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.



- ii) install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes
 - iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
- a) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

If you have any questions or concerns regarding these conditions, please contact me.

I appreciate the opportunity to comment on this project.

Regards,

A. Carrigan

Andrew Carrigan
 Delivery Services Officer
Andrew.Carrigan@canadapost.ca



April 14, 2020

Grant Munday, B.A.A, MCIP, RPP
Manager of Development Approvals
City of Welland
60 East Main Street
Welland, ON L3B 3X4

Dear Mr. Munday,

**RE: Application for Draft Plan of Subdivision (26T-14-20002) – Waterway Commons
Phase 3**

Welland Hydro Electric System Corp. (WHESC) does not object to the proposed applications(s).

The applicant shall contact WHESC's Engineering Department to determine servicing details and requirements by emailing Engineering@wellandhydro.com.

If existing WHESC's infrastructure is required to be relocated or temporary Hydro service is required, all costs are the responsibility of the applicant.

If easement(s) are required by WHESC to service this development or any future adjacent developments, the applicant will provide at their expense all necessary registered easements.

The proposed development must meet the clearance requirements of section 3.1.19.1 "Clearance to Buildings" of the Ontario Building Code.


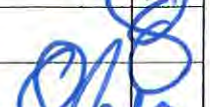
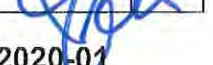
WHESC reserves the right to amend or remove development conditions.

If you require further information, please contact our Engineering Department.

Sincerely,

Kevin Carver, P. Eng., ME
Director of Engineering & Operations
WELLAND HYDRO-ELECTRIC SYSTEM CORP.

COUNCIL
FIRE AND EMERGENCY SERVICES

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT F&ES-2020-01

August 4, 2020

20-15

SUBJECT: AMENDED 2020 FEES FOR VULNERABLE OCCUPANCIES

AUTHOR: ADAM ECKHART, DEPUTY FIRE CHIEF

APPROVING G.M.:

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND reduces by 50%, the 2020 fee schedule as it applies to Vulnerable Occupancies inspections by the Fire Department.

ORIGIN AND BACKGROUND:

Ontario Regulation (O.Reg) 364/13 requires that municipal fire departments conduct an annual fire safety inspection and witnessed "approved" fire drill in all care and care and treatment occupancies within the City of Welland, and O.Reg 364/13 categorizes these buildings resulting in 29 buildings identified as Vulnerable Occupancies within the City of Welland. The OFM Directive 2014-02 provides further direction on fire drill scenario approvals and inspections required by O.Reg. 364/13 sets forth a requirement for the Fire Department to attend and evaluate a fire safety drill.

Whereas clause 9.(1)(b) of the Fire Protection and Prevention Act, 1997 authorizes the OFM to issue Directives to 'Assistants to the Fire Marshal' (i.e. Fire Chief and designates), and subsection 11.(1) requires that every Assistant to the Fire Marshal has a responsibility to follow the Fire Marshal's Directives.,

The Office of the Ontario Fire Marshal (OFM) released a Communique dated June 25, 2020, that informed all stakeholders that the requirements of O.Reg 364/13 had not been suspended for 2020 despite the public health pandemic. The Communique explains further that municipal fire departments need to work with care and care and treatment operators to develop flexible methods to comply with the Regulation. It is recognized that conducting physical fire safety inspections and conducting fire drills within these occupancies is not advisable during a public health pandemic.

Whereas the Government of Ontario, using its authority under the Emergency Management and Civil Protection Act, 1990, enacted Emergency Orders on May 13, 2020, that limited the entry of persons into Long Term Care Homes and has maintained several restrictive conditions to protect vulnerable residents and staff within these facilities.,

Due to the COVID-19 virus pandemic occurring in the Province of Ontario, the Ontario Fire Marshal's Office has provided instructions to modify the scope of inspections of Vulnerable Occupancies that aligns with these Emergency Orders.

Whereas, City of Welland By-law 2019-157 establishes the sum and the collection of fees, intended to recover some of the expenses of the corporation for inspections to Vulnerable Occupancies, and these fees range from \$653.00 to \$1,255.00 depending upon the occupancy size and capacity. Total fees collected, including \$3,196.57 collected in HST, a total of \$27,785.57. (\$24,589 without HST).

Fire safety and the necessary inspections of Vulnerable Occupancies remain a priority for the City of Welland, and the restrictions in place will reduce the ability of staff to conduct inspections as previous, and that reduction is approximately 50%.

COMMENTS AND ANALYSIS:

Various organizations of the Ontario Government have the legal authority to set forth requirements and orders. These requirements have been adjusted to meet the current safety measures being taken in the health care sector as well as the ongoing requirements for fire safety for these vulnerable residents. Reducing the fee schedule is a proportionate response to these unique circumstances.

FINANCIAL CONSIDERATION:

The total fees anticipated for 2020 were totalled at \$27,785.57. (\$24,589 without HST), \$3,196.57 collected in HST. A reduction of 50% would result in a \$12,294.50 sum being collected from 29 occupancies. \$1,598.29 in HST would be collected for a total of \$13,892.79. A reduction of the same, \$13,892.79, is recommended.

It is recommended that these fees be adjusted for 2020 only, and the proposed fee schedule for 2021 will see these rates restored to %100.

Staff will report back when more information is available on the circumstances and inspection requirements for 2021.

OTHER DEPARTMENT IMPLICATIONS:

No other department implications.

SUMMARY AND CONCLUSION:

Fire safety remains a priority through the COVID-19 Pandemic, and provincial Orders and Directives permit an updated method to satisfy inspection requirements. These temporarily modified requirements will reduce the demand on staff and municipal resources to inspect these properties. Many of these facilities are facing financial impacts from the Pandemic as well, and the relief will likely be well received.

ATTACHMENT:

Appendix I – List of Vulnerable Occupancies within Welland

"APPENDIX I"

List of Vulnerable Occupancies within Welland

NAME OF OCCUPANCY	ADDRESS
Beatrice Manor	309 Beatrice Street
Brain Injury Community Re-entry	32 Promenade Richelieu
Brain Injury Community Re-entry	32 Parkdale Place
Christian Horizons	371 Niagara Street
Community Living	88 Calla Terrace
Community Living	420 First Avenue
Community Living	424 First Avenue
Community Living	6 Gretel Place
Community Living	3 Heritage Lane
Community Living	10-12 Justina Court
Community Living	9-11 Marc Court
Community Living	27 Morwood Avenue
Community Living	157 Northwood Drive
Community Living	26-28 Promenade Richelieu
Community Living	72 Promenade Richelieu
Community Living	68 Rollins Drive
Community Living	578 South Pelham Road
Community Living	43 Mayfair Drive
Foyer Richelieu	655 Tanguay Place
NHS Extended Care Unit	65 Third Street
NHS Welland Hospital	65 Third Street
Plymouth Cordage	110 First Street
Rapelje Lodge	277 Plymouth Road
Season's Welland	163 First Avenue
St. Charles Village	30 Nova Crescent
Tanguay Place	675 Tanguay Avenue
Villa de Rose	370 Hellems Avenue
Woodlands of Sunset	920 South Pelham Road
Royal Rose Place	635 Prince Charles Drive

Administration

Office of the Regional Clerk

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

Telephone: 905-685-4225 Toll-free: 1-800-263-7215 Fax: 905-687-4977

www.niagararegion.ca

July 24, 2020

Council Session CL 12-2020, July 23, 2020**LOCAL AREA MUNICIPALITIES****SENT ELECTRONICALLY**

RE: Signing of the AMO-Ontario Federation of Indigenous Friendship Centres -
Declaration of Mutual Commitment and Friendship with Niagara Region And
Friendship Centre Support

Minute Item 11.2 CL 12-2020, July 23, 2020

Regional Council, at its meeting held on July 23, 2020, passed the following resolution:

WHEREAS Niagara Region is working with the local Indigenous Friendship Centres, the Fort Erie Native Friendship Centre and the Niagara Regional Native Centre;

WHEREAS the Fort Erie Native Friendship Centre and the Niagara Regional Native Centre have been active contributors to the wellbeing of residents in the community;

WHEREAS Niagara Region has a good and ongoing relationship with the Fort Erie Native Friendship Centre and the Niagara Regional Native Centre and wants to set a leading example in the area of Indigenous relations by demonstrating overlapping community interest and work;

WHEREAS the Association of Municipalities of Ontario (AMO) and the Ontario Federation of Indigenous Friendship Centres (OFIFC) Declaration of Mutual Commitment and Friendship reflects the municipality's understanding of and working relationship with Indigenous people in the community;

WHEREAS the Fort Erie Native Friendship Centre and the Niagara Regional Native Centre are contemplating the signing of this declaration and participation in related concurrent activities during the virtual AMO Conference in August of 2020;

20-88

WHEREAS this declaration is a living document that additional local Friendship Centres can sign onto at any future date.

NOW THEREFORE IT BE RESOLVED:

1. That Niagara Regional Council **AUTHORIZES** the Regional Chair to sign in conjunction with the local Indigenous Friendship Centres, the joint AMO-OFIFC Declaration of Mutual Commitment and Friendship on behalf of the Region and participate in related concurrent activities during the AMO 2020 Conference;
2. That Council **DIRECT** staff to work with AMO in order to coordinate the declaration signing and related concurrent activities in advance of the AMO 2020 Conference; and
3. That the Regional Clerk **CIRCULATE** the AMO-OFIFC Declaration of Mutual Commitment to the Local Area Municipalities of Niagara for consideration by their respective local Councils.

A copy of the AMO-OFIFC Declaration of Mutual Commitment to the Local Area Municipalities of Niagara is attached for consideration by your Council.

Yours truly,



Ann-Marie Norio
Regional Clerk

Declaration of Mutual Commitment and Friendship (FINAL)

Improving the Quality of Life of Indigenous People Across Ontario's Municipalities Joint and Ongoing Commitment Between Signatories: the Association of Municipalities of Ontario (AMO) and the Ontario Federation of Indigenous Friendship Centres (OFIFC)

-
1. WHEREAS in Ontario, over 85 percent of Indigenous people live in municipalities;
 2. WHEREAS the growing percentage of Indigenous people living in municipalities and the Friendship Centres that serve them participate in and contribute to municipal community life;
 3. WHEREAS the Friendship Centres have existed in Ontario municipalities for over half a century and have vital roles to play in community development, social cohesion, and improving the quality of life for Indigenous people living in urban and rural areas;
 4. WHEREAS the Friendship Centres receive their mandate from their communities and are inclusive of all Indigenous people;
 5. WHEREAS municipal governments have a growing and critical role in human and social services and community development and many have shown leadership in working in partnership with Indigenous organizations;
 6. WHEREAS the Truth and Reconciliation Commission defines reconciliation as "an ongoing process of establishing and maintaining respectful relationships";
 7. WHEREAS strengthening relations between Indigenous and non-Indigenous people is essential to municipal governments, Friendship Centres, and communities across Ontario;
 8. WHEREAS municipal governments play an important role in providing and delivering valuable programs and services to meet the needs of their residents, as well as being responsible, in all or some part, for over two hundred and eighty (280) pieces of provincial legislation that impact daily life of all who live in Ontario;
 9. WHEREAS many municipal governments and Friendship Centres have taken up the responsibility to collaborate on a variety of initiatives that improve Indigenous quality of life and have had tangible community impacts;
 10. WHEREAS municipal governments are on the front-lines working directly with all individuals to support and determine social determinants of health, demonstrating a notion of direct responsibility contributing to community wellbeing and prosperity;
 11. WHEREAS the AMO has developed the Indigenous Relations Task Force to advise the AMO Board of Directors on municipal-Indigenous relationship building;
 12. WHEREAS the OFIFC was founded in 1971 and works to support, advocate for and build the capacity of member Friendship Centres across Ontario;
 13. WHEREAS the Friendship Centre Movement is the largest Indigenous service network in the province supporting the vibrant and quickly-growing Indigenous population through programming, research, education, and policy advocacy;
 14. WHEREAS AMO and OFIFC are partnering on a variety of initiatives to improve collaboration and information sharing amongst our membership, not limited to the work

of the AMO-OFIFC Indigenous Relations Working Group and the AMO-OFIFC Memorandum of Understanding signed on date; AND

15. WHEREAS this declaration is a living document that municipal governments and Friendship Centres can sign onto or use as a framework for the development of local or regional declarations that can be addended to this declaration;

THAT SIGNATORY MUNICIPAL GOVERNMENTS RECOGNIZE:

16. THAT Indigenous people reside and build community and resilience in municipalities across Ontario;
17. THE value of Indigenous knowledge and expertise to design, plan, implement, and evaluate public policy and programs that impact the wellbeing of Indigenous people is paramount;
18. THE responsibility taken up by Indigenous Friendship Centres to meet Indigenous community need;
19. THE value of building relationships and partnerships with Friendship Centres to improve the quality of life of Indigenous people in their municipality; AND
20. THAT the exchange of information and skills within and between municipal governments and related associations contribute to improved understanding in the area of Indigenous relations.

THAT SIGNATORY ONTARIO INDIGENOUS FRIENDSHIP CENTRES RECOGNIZE:

21. THAT they are and have been leaders in urban Indigenous community development and in reflecting and responding to the needs of Indigenous people in municipalities for over half a century;
22. THAT they are engaged in local and regional affairs and that they contribute to municipal life and that they lead the Indigenous social, community, economic, and cultural development of municipalities across Ontario;
23. THE responsibility taken up by municipal governments to meet and serve Indigenous communities;
24. THAT municipal governments provide essential services that Friendship Centre community members rely on to thrive;
25. THAT municipal governments are leaders in Ontario in meeting community needs through local programs, services and community development, be they in human and social services, public safety or public works/infrastructure, and are integral to community well-being and the social determinants of health;
26. THAT the development and maintenance of good relationships and partnerships with municipal governments is essential to achieving long-term positive impact on Indigenous communities; AND
27. THAT Friendship Centres acknowledge that they operate in a municipal landscape and rely on municipal governments.

ALL SIGNATORIES RECOGNIZE:

28. THAT we are uniquely positioned to improve community-wellbeing through local policy development, programs and services as we are well-equipped to be responsive to community needs;
29. THAT community-identified needs and priorities should provide the basis for policy and program development, and that we are uniquely positioned to improve the quality of life of Indigenous people living in municipalities;
30. THAT mutual respect, responsibility, trust, transparency and collaboration to meet common community priorities are key principles of relationship building between non-Indigenous and Indigenous organizations;
31. THAT the Friendship Centres and municipal governments play key roles in working against racism, inequality, discrimination, and stigma within and between communities;
32. THAT the goal of this declaration is to provide municipal governments and Friendship Centres with a framework for relationship-building to advance reconciliation in communities across Ontario;
33. THAT the goal of this declaration is to enhance social cohesion between Indigenous and non-Indigenous people and support closer cultural, social and civic ties between Indigenous and non-Indigenous people;
34. THAT we can play a leadership role and set a standard by advancing reconciliation locally and regionally through partnerships and collaboration;
35. THAT fostering local and regional partnerships is integral to improving the quality of life for all communities; AND
36. THAT we establish and maintain an ongoing dialogue and working relationships at the local and provincial orders.

SIGNATORIES AND ADJACENT DATES:

AMO

OFIFC

Ongoing Signatures:

Municipal Governments (Elected Officials)

Friendship Centres (Presidents)

Q2 (April 1 to June 30, 2020)

NRH 9-2020
20-191-3.4.
July 24, 2020
Page 1 of 12

HIGHLIGHTS:

Application Activity

444 received & processed



Work Orders

2,302 issued



Capital Program

37 purchase orders issued
1 public tender closed
6 projects ongoing



Rent Arrears

= \$110,958.69

or **8.60%** of the monthly rent charges



Community Resources & Partnerships

offered supports to

742

new referrals



44

partners

Non-Profit Housing Programs

62% deemed HEALTHY



Rent Supplement / Housing Allowance

1,465
units

10
new landlords



Niagara Renovates



- Inspections have started up again
- 8 homeowners approved for funding

Welcome Home Niagara

5 homeowners received assistance
1 was an NRH tenant



Housing First Project

9
Individuals / families housed



Appeals

= **0** on hold due to COVID-19



New Development

Hawkins/Dell

- Tambro broke ground on June 17



VISION

That the Niagara community will provide affordable, accessible and quality housing for all residents

MISSION

To expand opportunities that make affordable housing an integral part of building healthy and sustainable communities in Niagara

As the administrator of social housing for Niagara Region, Niagara Regional Housing (NRH) works to fulfill our vision and mission through six main areas of responsibility:

1. Public Housing (NRH Owned Units)
2. Non-Profit Housing Programs
3. Rent Supplement Program
4. Affordable Housing Program
5. Service Manager Responsibilities
6. Housing Access Centre and Centralized Waiting List



Definitions can be found in the attached Reference Sheet.



Q2 (April 1 to June 30, 2020)

NRH 9-2020
20-191-3.4.
July 24, 2020
Page 3 of 12

1. Public Housing (NRH Owned Units)

DAY-TO-DAY MAINTENANCE:

In Q2, **2,302 work orders** were issued, representing \$638,074.15. \$11,595.81 of this amount was charged back to tenants who were held responsible for damages.

	2019-Q2	2019-Q3	2019-Q4	2020-Q1	2020-Q2
# of work orders issued	3,084	3,111	3,675	2,575	2,302

CAPITAL PROGRAM:

The Capital Program is responsible for maintaining the Public Housing (NRH Owned Units) asset and planning for future sustainability.

In Q2, 37 purchase orders were issued and one public tender closed.

The Capital Program was responsible for six capital projects and 37 purchase orders valued at \$576,271:

- six projects
 - Carlton Street – replacement of balconies and railings
 - 4900 Buckley – exterior insulation and finish system – canopies
 - 52 Ormond – building renovations
 - 10 Old Pine Trail – bathroom replacements (currently on hold)
 - Powerview/Galbraith/Wallace – bathrooms
- 37 RFPs and RFQs – various consulting services, elevator investigations, health and safety repairs, structural repairs (roofing) and pavement retrofits

As of June 30, 2020, \$517,409 of the \$8,454,858 budget (excluding emergency) has been committed and or actually spent (6.12%).

TENANT MOVE OUTS:

Move Outs By Reason

Health	2
Long Term Care Facility	10
Deceased	15
Private Rental	5
Voluntarily Left Under Notice	1
Eviction – Tribunal	0

NRH Transfer	7
Moved to Coop or Non-Profit	0
Bought a House	1
Left Without Notice	2
Other/None Given	14
Cease to Qualify	0
TOTAL	57



Q2 (April 1 to June 30, 2020)

NRH 9-2020
20-191-3.4.
July 24, 2020
Page 4 of 12

In Q2, there were **57 move outs**. None involved eviction orders granted under the Ontario Landlord Tenant Board (LTB).

	2019-Q2	2019-Q3	2019-Q4	2020-Q1	2020-Q2
# of move outs	86	57	71	62	57

ARREARS:

NRH Housing Operations actively works to reduce rent arrears but saw a continued increase in 2020-Q2 due to COVID-19 and tenant job loss while they await provincial benefits.

	Jun 30, 2019	Sept 30, 2019	Dec 31, 2019	Mar 31, 2020	Jun 30, 2020
Rent charges for the month	\$1,257,090.00	\$1,267,460.00	\$1,286,793.00	\$1,302,721.00	\$1,289,907.00
Accumulated rent arrears	\$34,004.39	\$35,549.21	\$36,134.21	\$71,135.25	\$110,958.69
Arrears %	2.71%	2.80%	2.81%	5.46%	8.60%

INSURANCE:

In Q2, there was one claim settled, two claims expected to exceed the \$25,000 deductible and three statement of claims served.

COMMUNITY RESOURCES AND PARTNERSHIPS:

In Q2, we had partnerships with **44 community agencies** across Niagara. As a result of these partnerships, more than 200 support and enrichment activities were offered to tenants at NRH sites. Each partnership contributes to tenant lives and, in turn, the success of the Public Housing community as a whole:

- On-site community events, programs, workshops and activities were cancelled during the pandemic in accordance with provincial guidelines, however many partners found creative solutions to assist tenants during the lockdown.
 - The RAFT and Faith Welland distributed activity kits to family communities to keep children engaged in positive activities while after school programming was closed
 - Faith Welland gave out adult workbooks and hosted virtual competitions to reduce isolation in seniors communities
 - The Caring and Connecting Pen Pal Initiative provided pen pal letters that were warmly received by seniors
 - CyberSeniors and Castle promoted virtual activities and workshops for tenants who have internet access
 - Community Care of St. Catharines and Thorold donated care packages to a high-risk seniors building with no on-site supports. The packages included masks, hand sanitizer, gloves, gift certificates for taxis and groceries and a note of support from Community Care.



Q2 (April 1 to June 30, 2020)

NRH 9-2020
20-191-3.4.
July 24, 2020
Page 5 of 12

NRH is working with partners to determine how to safely open in-person programs as soon as possible.

Also during Q2, NRH Community Programs Coordinators (CPCs) made **538 wellness calls** to check on tenants who are particularly vulnerable during the pandemic and offered supports to **742 new referrals of tenants in need of assistance**. Of those new referrals, **43% were considered medium-high need**, (e.g. child safety concerns, eviction, social issues, cognitive concerns). In particular, there was an increase in the number of tenants needing help with supports, referrals to other agencies and social issues.

2. Non-Profit Housing Programs

As administrator of social housing for Niagara Region, NRH provides legislative oversight for **60 Non-Profit Housing Programs (non-profit and co-operative)**. Operational Reviews are conducted to determine the overall health of each.

	2019-Q2	2019-Q3	2019-Q4	2020-Q1	2020-Q2
Healthy	40	40	39	37	37
Routine Monitoring	17	17	18	21	21
Intensive Monitoring	1	1	1	0	0
Pre-PID (Project in Difficulty)	1	1	1	1	1
PID (Project in Difficulty)	1	1	1	1	1
TOTAL	60	60	60	60	60

NRH Housing Programs staff continue to work with Housing Providers as they move toward End of Operating Agreements (EOA) / End of Mortgage (EOM).

Q2 (April 1 to June 30, 2020)

3. Rent Supplement Program

In Q2, there were **1,465 Rent Supplement/Housing Allowance units** across Niagara. In the Rent Supplement program, tenants pay 30% of their gross monthly income directly to the private landlord and NRH subsidizes the difference up to the market rent for the unit. The Housing Allowance program is a short-term program that provides a set allowance to help applicants on the wait list.

	2019-Q2	2019-Q3	2019-Q4	2020-Q1	2020-Q2
Fort Erie	32	32	30	32	31
Grimsby	26	24	22	18	22
Lincoln (Beamsville)	11	11	13	14	14
Niagara Falls	239	240	239	237	226
Niagara-on-the-Lake	5	5	5	5	4
Pelham	19	19	19	17	17
Port Colborne	62	65	64	67	64
St. Catharines	780	773	778	798	751
Thorold	61	56	57	61	61
Welland	203	200	198	192	259
West Lincoln	15	15	16	16	16
TOTAL	1,453	1,440	1,441	1,457	1,465

Variance in the Rent Supplement program are a reflection of fluctuation between agreements ending and new agreements taken up with landlords.

An **In-Situ Rent Supplement Program** has been developed to engage new landlords and offer applicants on the Centralized Waiting List an opportunity to receive Rent-Geared-to-Income assistance where they currently live. This removes the need for moving related expenses and broadens the network of landlords in business with NRH.

In Q2, NRH initiated new agreements with **10 new landlords**.

4. Affordable Housing Program

NIAGARA RENOVATES PROGRAM:

The Niagara Renovates program provides assistance to low-to-moderate income homeowners for home repairs, accessibility modifications and the creation of secondary suites in single family homes.

Niagara Renovates inspections for new applicants for the 2020-2021 funding cycle have commenced. Inspections of completed work are being verified by homeowner photograph; formal inspections will take place as soon as possible and will include all areas inside and



Q2 (April 1 to June 30, 2020)

NRH 9-2020
20-191-3.4.
July 24, 2020
Page 7 of 12

outside of the home to ensure compliance with program guidelines. Issues will be identified and a detailed Inspection Report provided to the homeowner.

NRH received \$545,920 through the Ontario Priorities Housing Initiative (OPHI) for all three streams of the program.

Eight homeowners are currently approved for funding and NRH is working toward streamlining the program as we become more proficient at working under the COVID-19 rules.

HOMEOWNERSHIP PROGRAM – “WELCOME HOME NIAGARA”:

The Homeownership program assists low-to-moderate income rental households to purchase their first home by providing a down payment loan.

In April 2020, NRH received \$100,000 through the Ontario Priorities Housing Initiative (OPHI) program.

In Q2, **five homeowners** received assistance through Welcome Home Niagara. **One of these was an NRH tenant.**

	2019-Q2	2019-Q3	2019-Q4	2020-Q1	2020-Q2
# of homeowners assisted	4	6	7	4	5

HOUSING FIRST PROGRAM:

The Housing First program helps people move quickly from homelessness to their own home by providing supports to help difficult to house individuals find and keep housing.

In Q2, **nine individuals/families** were housed through the Housing First program. Since 2012, Housing First has helped 460 individuals/families.

	2019-Q2	2019-Q3	2019-Q4	2020-Q1	2020-Q2
# of individuals/families housed	23	15	16	13	9
# of Housing First units (at quarter end)	198	197	202	199	201

17 of these Housing First units were created with NRH's new development at 527 Carlton Street in St. Catharines.



Q2 (April 1 to June 30, 2020)

NRH 9-2020
20-191-3.4.
July 24, 2020
Page 8 of 12

RENTAL HOUSING (NEW DEVELOPMENT):

NRH New Development

Hawkins Street/Dell Avenue, Niagara Falls

Ontario Priorities Housing Initiative (OPHI)	\$3,600,000	
NRH Reserves	\$3,061,500	
Regional Development Charges	\$14,132,500	
Canada Mortgage & Housing Corporation Seed Funding	\$106,000	
TOTAL	\$20,900,000	73

Hawkins Street/Dell Avenue

- Kickoff meeting with Tambro & Construction team held May 28 via zoom
- Consultant kickoff meeting held June 8 via zoom
- Issued for Construction (IFC) drawings released by Raimondo and distributed to construction team June 10
- Building Permits obtained June 12
- Tambro site mobilization started the week of June 15
- Tambro broke ground on site June 17
- Contract documents signed by NRH June 29
- Achieved milestones required for the release of 50% of Ontario Priorities Housing Initiative (OPHI) funding (documents have been submitted)
- Site trailer set up on Building A site (north east corner of lot)
- Fencing (ready fence and silt fence) installed around the perimeters of both sites
- Surveying completed (benchmarks, building locations, property lines)
- Site shaping/grading – top soil removed from both sites; Building A parking lot has been brought down to sub-base and is ready for base prep
- Conflicting trees have been removed from site via Tambro
- Storm and sanitary piping delivered to site
- Water main has been connected to the city main and roughed into building location (stubbed up in mechanical room location)
- Started excavation for footings at Building A

Q2 (April 1 to June 30, 2020)

NRH 9-2020
20-191-3.4.
July 24, 2020
Page 9 of 12

AFFORDABLE HOUSING UNIT #'S BY MUNICIPALITY:

Fort Erie		Grimsby		Lincoln (Beamsville)		Niagara Falls	
NRH Owned	116	NRH Owned	55	NRH Owned	61	NRH Owned	884
Housing Providers	389	Housing Providers	0	Housing Providers	41	Housing Providers	828
Rent Supplement	31	Rent Supplement	22	Rent Supplement	12	Rent Supplement	239
New Development	0	New Development	0	New Development	0	New Development	140
NOTL		Pelham		Port Colborne		St. Catharines	
NRH Owned	40	NRH Owned	0	NRH Owned	88	NRH Owned	1,017
Housing Providers	0	Housing Providers	0	Housing Providers	139	Housing Providers	1,666
Rent Supplement	5	Rent Supplement	19	Rent Supplement	64	Rent Supplement	775
New Development	0	New Development	0	New Development	35	New Development	346
Thorold		Welland		West Lincoln (Smithville)		Region-wide	
NRH Owned	29	NRH Owned	394	NRH Owned	0	NRH Owned	2,684
Housing Providers	85	Housing Providers	425	Housing Providers	86	Housing Providers	3,659
Rent Supplement	57	Rent Supplement	194	Rent Supplement	15	Rent Supplement	1,433
New Development	46	New Development	167	New Development	0	New Development	734*

Note: there are no affordable housing units in Wainfleet

*166 New Development units are NRH Owned

December 31, 2019

Q2 (April 1 to June 30, 2020)

5. Service Manager Responsibilities

APPEALS:

In Q2, **no appeals** were heard – they have been on hold due to COVID-19 but will be resuming virtually in Q3.

	2019-Q2	2019-Q3	2019-Q4	2020-Q1	2020-Q2
# of appeals	12	10	11	11	0

INVESTMENTS:

See Appendix 1 – Investment Report

6. Housing Access Centre & Centralized Waiting List

APPLICATION ACTIVITY:

# of Applications Received & Processed	444	# of Eligible Applications	425
# of Special Provincial Priority Status Applications	65	# of Ineligible Applications	19
# of Urgent Status Applications	78	# of Cancelled Applications	316
# of Homeless Status Applications	100	# of Applicants Housed	116

In Q2, **316 households were removed** from the Centralized Waiting List because they were no longer eligible, they found alternate housing or we were unable to make contact.

Q2 (April 1 to June 30, 2020)**CENTRALIZED WAITING LIST:**

		2019- Q2	2019- Q3	2019- Q4	2020- Q1	2020- Q2
		# of households				
A	Rent-Geared-to-Income (RGI) waiting list:					
	Niagara resident RGI waiting list	4,926	5,012	5,154	5,322	5,264
	Applicants from outside of Niagara	849	897	977	1,045	1,078
TOTAL RGI waiting list:		5,775	5,909	6,131	6,367	6,342
	Housing Allowance: a set allowance to help applicants on the waiting list with affordability in the private market until housed in an RGI unit	742	747	742	739	723
A1	RGI waiting list demographics:					
	Seniors	2,344	2,362	2,455	2,514	2,487
	Adults no dependents	1,881	1,922	1,979	2,041	2,026
	Adults with dependents	1,550	1,625	1,697	1,812	1,829
A2	RGI list further segmented (#'s included in A & A1):					
	SPP – Special Provincial Priority (Ministry Priority): helps victims of violence separate permanently from their abuser	148	165	148	146	142
	URG – Urgent (Local Priority): for applicants with mobility barriers and/or extreme hardship where their current accommodation puts them at extreme risk and/or causes hardship	109	130	142	152	144
	HML – Homeless (Local Priority): provides increased opportunity for placement to homeless households	1,012	1,007	1,075	1,145	1,119
	SUP – Supportive/Transitional: provides targeted, provisional services to assist individuals to transition beyond basic needs to more permanent housing	11	12	16	23	10
B	In addition, NRH manages:					
	Overhoused: households who are living in subsidized accommodation with more bedrooms than they are eligible for	176	181	174	176	173
	Transfer: households who are currently living in subsidized accommodation and have requested a transfer to another provider	573	603	613	635	637
TOTAL RGI households on waiting list managed by NRH:		6,524	6,693	6,918	7,178	7,152
C	NRH maintains a waiting list for market rent units (62 Non-Profit Housing Programs):					
	Market: applicants who have applied for a market rent unit in the Non-Profit Housing Programs portfolio	723	752	784	810	805
TOTAL households on waiting list managed by NRH:		7,274	7,445	7,702	7,988	7,157
TOTAL individuals on waiting list managed by NRH:		12,577	13,059	13,587	14,197	14,180

Note: the above chart includes only those who apply to the Centralized Waiting List and does not capture the full number of those in need of affordable housing in Niagara.

ESTIMATED WAIT TIMES:

CITY	SENIORS Age 55 and older		SINGLES Age 16-54		HOUSEHOLDS WITH DEPENDENTS				
	Bachelor	1 Bed	Bachelor	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	
	YEARS								
Fort Erie	-	11	3	7	2	2	6	-	
Grimsby	-	5	-	-	-	-	-	-	
Lincoln	-	6	-	10	6	10	-	-	
Niagara Falls	5	7	-	18	5	5	12	16	
Niagara-on-the-Lake	-	6	-	-	-	-	-	-	
Port Colborne	-	8	-	12	5	3	4	-	
St. Catharines	-	5	9	16	3	3	3	11	
Thorold	-	7	-	13	3	11	-	-	
Welland	-	6	7	16	7	3	8	7	
West Lincoln	-	5	-	-	10	6	-	-	

- no units of this size available in this community

January 2020

Please note:

- wait time information can fluctuate and is an approximation only
- wait times may not reflect the actual time one may wait for affordable housing