

Planning Justification Report

210, 256 & 276 Quaker Road Welland

Zoning By-law, Official Plan Amendment, Draft Plan of Subdivision Applications

Welland, ON

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PREFACE

Upper Canada Consultants has been retained by Ashton Homes to prepare a Planning Justification Report in relation to applications for an Official Plan Amendment, a Zoning By-law Amendment and Draft Plan of Subdivision at 210, 256, 276 Quaker Road in the City of Welland, within the Regional Municipality of Niagara. The subject lands are legally known as Part of Lot 226, and Part of the Road Allowance Between Lots 225 and 226, Registered Plan 59R-14904.

The submitted Official Plan and Zoning By-law Amendment applications have been prepared to facilitate the development of 210, 256 and 276 Quaker Road for residential and open space and recreation uses.

The proposed Official Plan Amendment seeks to adjust a number of the land use designations in the Northwest Welland Secondary Plan area affecting the subject lands to recognize the realignment of the approved Towpath Drain which resulted in the shifting of boundaries of the Environmental Conservation Area, Low Density Greenfield Residential, Medium Density Residential and the Open Space and Recreation Area designations. The proposed realigned land use designations is necessary to implement the proposed subdivision plan.

The proposed Zoning By-law Amendment seeks to facilitate the proposed zoning within the Northwest Welland Secondary Plan, being; Residential Low Density (RL-2-XX) zone, Residential Medium Density (RM-XX) zone, Open Space (OS) zone and Environmental Conservation Overlay (EC) zone.

The proposed Draft Plan of Subdivision will implement the blocks and lots within the boundary of the subject lands.

This Planning Justification Report provides an analysis of how the applications satisfy the requirements of the Planning Act, are consistent with the Provincial Planning Statement (2024), 2022 Niagara Official Plan and the City of Welland Official Plan (as amended).

This Report should be read in conjunction with the following reports and materials:

- Draft Official Plan Amendment prepared by Upper Canada Consultants;
- Draft Zoning By-law Amendment prepared by Upper Canada Consultants;
- Functional Servicing Report and Stormwater Management Plan prepared by Upper Canada Consultants;
- Preliminary Site Plan prepared by Upper Canada Consultants;
- Air Quality/Noise & Vibration Study prepared by HGC Engineering (Canada) Ltd.;
- Transportation Impact and Parking Study prepared by AE;
- Environmental Impact Study prepared by Beacon Environmental;
- Stage 1-2 Archaeological Assessment by Detritus Consulting LTD;
- Phase 2 Environmental Site Assessment by Hallex Environmental LTD
- Record of Site Condition.

DESCRIPTION AND LOCATION OF THE SUBJECT LANDS

The submitted applications specifically pertain to lands known municipally as 210, 256 and 276 Quaker Road in the City of Welland. The subject lands are legally described as Part of Lot 226, and Part of the Road Allowance Between Lots 225 and 226, Registered Plan 59R-14904, in the Geographic Township of Thorold, Historical County of Welland, now the City of Welland, within Regional Municipality of Niagara. An aerial image showing the location of the subject lands and surrounding properties is included as **Figure 1**.

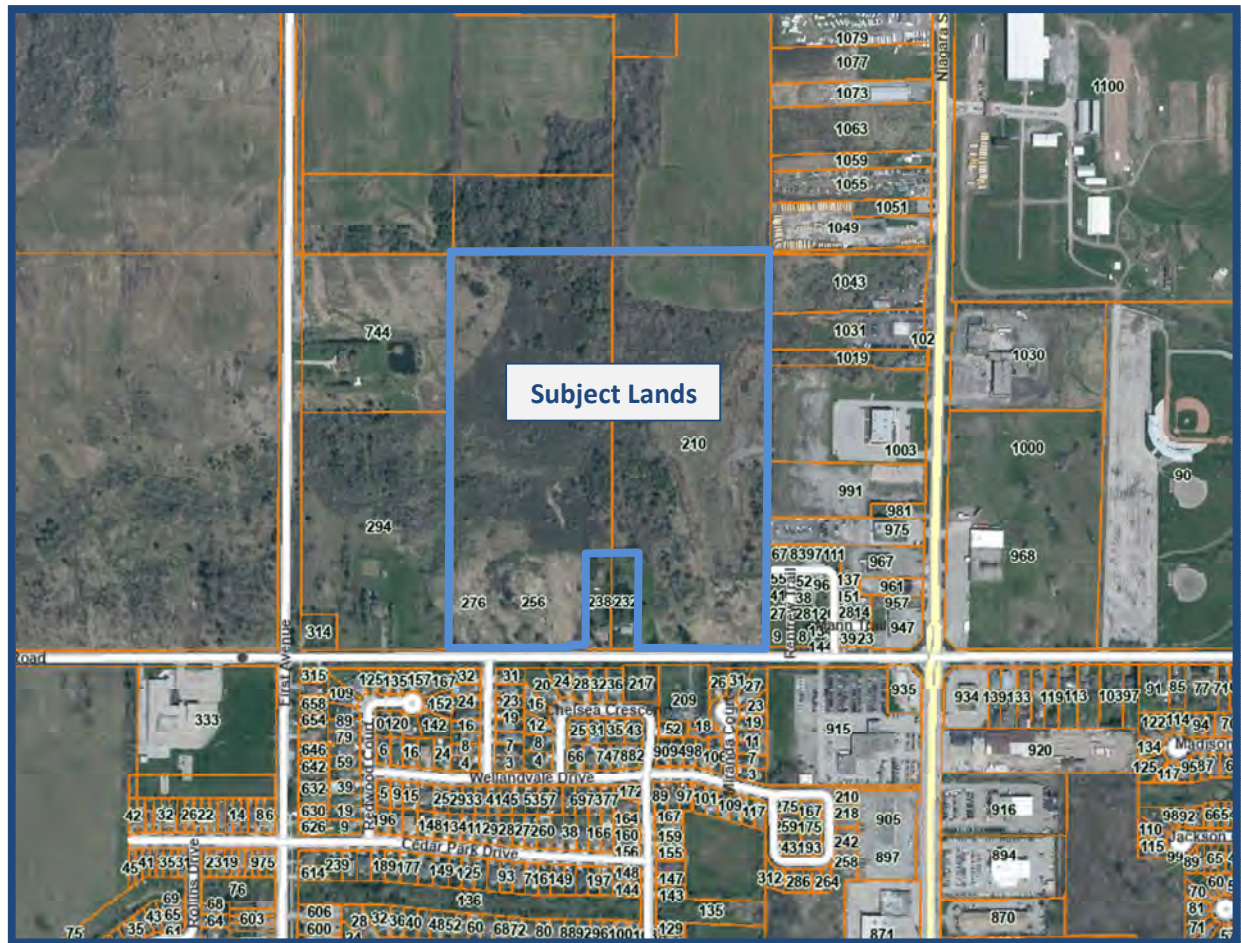


Figure 1 – Aerial View of Subject Lands (Cropped from Niagara Navigator)

Northwest Welland Secondary Plan Area (NWSP)

The Subject Lands are located within the Northwest Welland Secondary Plan Area; lands within the Northwest Welland Secondary Plan Area are generally described as the Northwest Welland Expansion Lands. This geographic area measures approximately 190 hectares in area, and is located within the City of Welland's Urban Area. The lands are predominantly designated for greenfield development, with some built-up area in the western part of the plan.

These lands are generally situated between Clare Avenue / Line Road and the Pelham Municipal Boundary to the west, the Thorold Municipal Boundary to the north, commercially zoned lots along Niagara Street to the east, and Quaker Road and existing residential development to the south.

A map showing the visual extent of the NWSP Area, including the subject lands is included below as **Figure 2**.

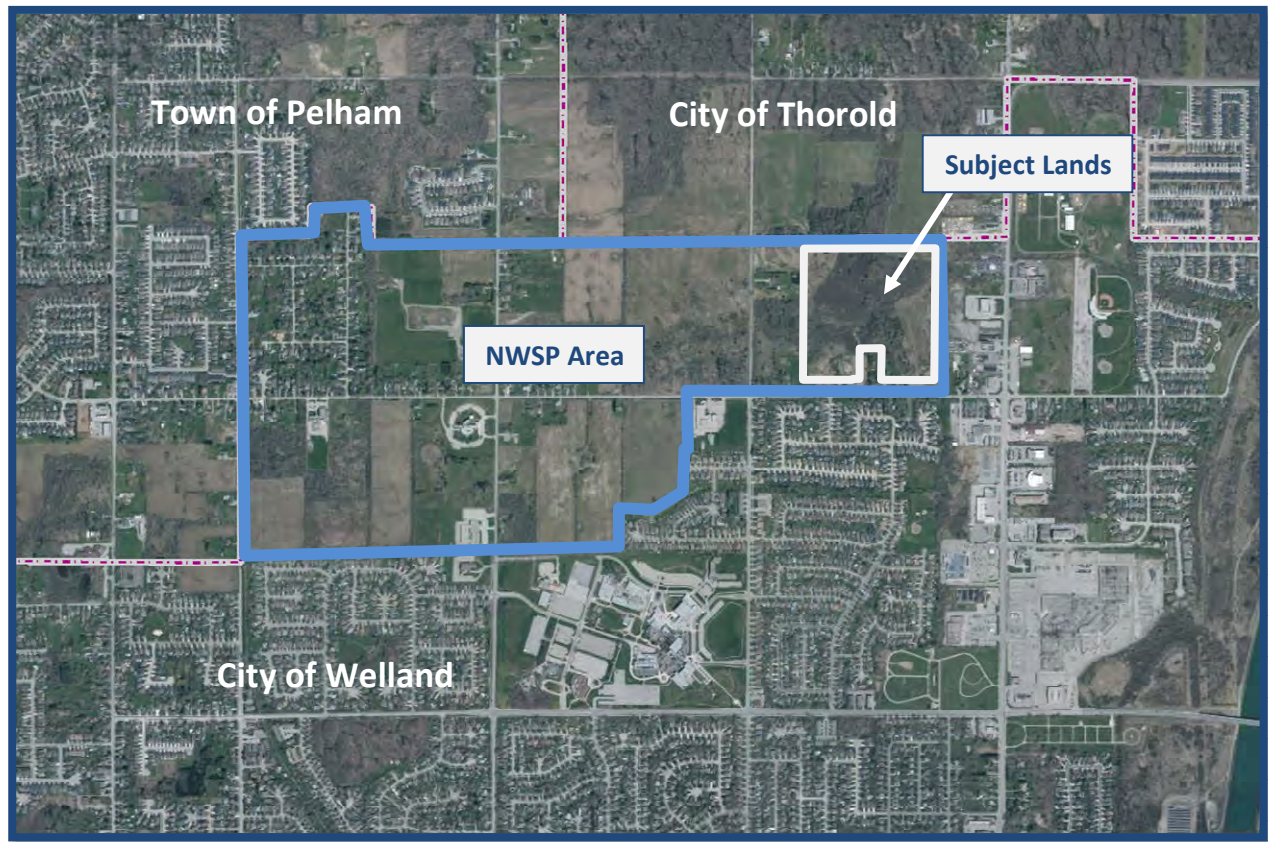


Figure 2 – Aerial View of the NWSP Area (Cropped from Niagara Navigator)

The NWSP is well serviced by Regional and Local roads including Quaker Road which runs east west through the area. Line Avenue/Clare Avenue, Rice Road and 1st Avenue all run north-south through the area.

Municipal sanitary sewers and water services (with capacity to accommodate the proposed development) are located at the boundary of the NWSP area and will be extended within the development at the developers' cost to service the development.

As shown in **Figure 2**, the subject lands are on within the eastern portion of this Secondary Plan Area.

Property Context

The subject lands gross 19.519 hectares in total area, with a net developable area of 16.230 hectares, excluding the Towpath Drain watercourse and future stormwater management facilities. The property has 318.33 metres of frontage along Quaker Road and a depth of approximately 502.07-502.55 metres.

The lands are located on the north side of Quaker Road, to the east of First Avenue and west of Niagara Street, in northwest Welland. The property is located within the Welland Urban Area Boundary and the Provincially delineated Designated Greenfield Area.

The existing grade of the subject lands is relatively flat and the property is currently undeveloped and is vacant.

Adjacent Lands

Surrounding land uses adjacent to the subject property include:

- North:** The municipal boundary line between Welland and Thorold abuts the northern property line. North of the subject lands are undeveloped urban lands and Merritt Road.
- South:** Quaker Road is just south of the subject lands, along with a low density residential neighbourhood.
- East:** Directly adjacent is a recently constructed townhouse development. There are several commercial uses to the east including a convenience store (Avondale), Auto Body Shop, Insurance Company, vacant lands subject to redevelopment, and low density residential further to the east.
- West:** Undeveloped urban lands are to the west that are within the North West Welland Secondary Plan Area that are primarily proposed for residential uses and the realigned Towpath Drain watercourse.

The surrounding area is best characterized as an area that will be a developing neighbourhood with a mix of dwelling types and uses with a stable residential neighbourhood to the south and local serving commercial uses along the Niagara Street corridor.

THE PROPOSED DEVELOPMENT

The applicant is proposing the development of two hundred and sixty-four (263) single detached dwelling units and seventy-six (76) street townhouse dwelling units, yielding a total of three hundred and forty (339) dwelling units all fronting on future public municipal streets. The proposed subdivision will also include a park/parkette, 0.3-metre reserve, road widening, future right-of-way block, servicing corridor/walkway, roadways, a watercourse, and stormwater management facilities.

The preliminary Draft Plan is shown below in **Figure 3** and included as **Appendix I**.

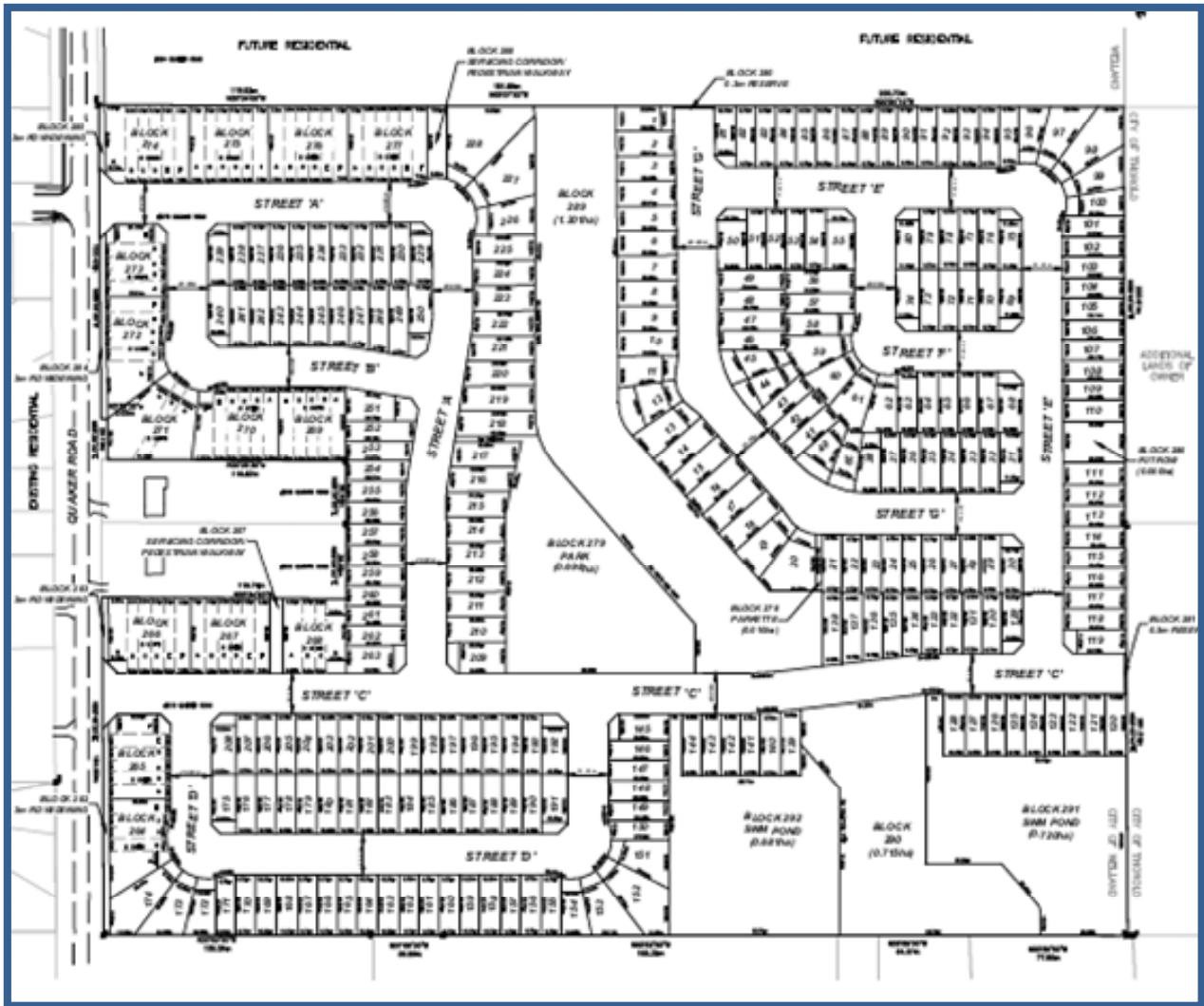


Figure 3 – Excerpt of the proposed Draft Plan of Subdivision

Road Network

The subject lands are accessible by private vehicle and active transportation (walking/cycling).

The Draft Plan of Subdivision includes the provision of seven (7) public roadways shown as Street 'A', Street 'B', Street 'C', Street 'D', Street 'E', Street 'F', and Street 'G.'

The road network within the proposed subdivision is generally a grid pattern, though it has been efficiently planned to circumvent 232 and 238 Quaker Road, as well as the Towpath Drain and associated buffers that traverse the centre of the assembled parcels, while yielding the greatest number of dwelling units.

Streets 'A' and 'C' will provide access into the proposed subdivision from Quaker Road.

Street 'C' will continue north to future development lands, and Street 'G' will continue west to future development lands.

Sidewalks will also be provided throughout the subdivision, as well as a multi-use trail along the realigned Towpath Drain corridor.

Natural Heritage and Hazards

The subject site contains Towpath Drain and its associated natural heritage features. Towpath Drain was the subject of an approved work permit through the Niagara Peninsula Conservation Authority to allow a re-alignment of this watercourse. The realigned Towpath Drain and vegetation corridor associated with the drain are the only natural heritage features. The re-aligned drain proposes a 30-metre naturalized corridor, including wetland areas within the watercourse flow channel. The total area of the new drain corridor will be 1.88 hectares in total. In addition to the protective buffer, the realignment features flow channel meanders, diversity in flow channel substrate (gravel/cobble pockets), creation of wetland areas for compensation at a 1:1 ratio, wetland function enhancement through shallow and deep-water wetland pockets, and planting to create a naturalized corridor.

Parks and Open Spaces

The proposed development will include a park and parkette block (Blocks 279 & 280) that are 0.708 hectares in size, and include park space along with two 3-metre walkways that provide direct access to the Park.

The subject lands are also located within close proximity to Welland Sports Complex, Trelawn Park, Lancaster Park, Quaker Road Public School, Towpath Village Park, and the Welland Recreational Waterway trail.

REQUIRED APPLICATIONS

A pre-consultation meeting was held on May 16, 2024 to discuss the applications.

As outlined by City of Welland planning staff, applications for an Official Plan Amendment and Zoning By-law Amendment, as well as a Draft Plan of Subdivision are required to facilitate the proposed developments.

As set out within the pre-consultation agreement, complete application requirements for the Official Plan and Zoning By-law Amendments, and Draft Plan of Subdivision include:

- Planning Justification Report
- Conceptual Site Plan
- Draft Local Official Plan Amendment
- Draft Zoning By-law Amendment
- Archaeological Assessment
- Environmental Impact Study
- Environmental Site Assessment
- Stormwater Management Plan
- Functional Servicing Report
- Traffic Impact Assessment

A copy of the Pre-consultation Agreement is included as **Appendix II** to this report.

Official Plan Amendment

An Official Plan Amendment has been submitted to implement the land use designations proposed in the Northwest Welland Secondary Plan. It is requested to adjust the location of the various land use designations within the Secondary Plan based upon the realigned Towpath Drain and the natural heritage features present on the subject lands. The proposed Official Plan amendment will implement mapping or schedule changes only, no amendments to the policies are proposed.

The Draft Official Plan Amendment is included as **Appendix III** to this report.

Zoning By-law Amendment

A Zoning By-law Amendment has been submitted to implement zoning compliance as proposed in the Northwest Welland Secondary Plan. It is requested that the lands be zoned Residential Low Density (RL-NWSP) zone, Residential Medium Density (RM-NWSP), Environmental Conservation Overlay (EC-NWSP) and Open Space (OS) zone. These zoning permissions will ensure consistency with the Official Plan Amendment.

The Draft Zoning By-law Amendment is included as **Appendix IV** to this report.

RELATED STUDIES AND REPORTS

Consistent with the submission requirements outlined in the Pre-consultation Agreement (see **Appendix II**) and in addition to this Planning Justification Report, the studies and reports listed below have been submitted with the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications. A brief overview of their conclusions and recommendations are provided below. Please refer directly to the reports and studies for more detailed information.

Functional Servicing Report / Stormwater Management Plan (Upper Canada Consultants)

Upper Canada Consultants prepared a Functional Servicing Report/Stormwater Management Plan for the subject application. This report made the following conclusions:

- The existing municipal watermain system is expected to have adequate capacity to provide both domestic and fire protection water supply for the subject lands.
- The receiving 750mm diameter Regional sanitary sewer on Quaker Road, the Towpath SPS and associated forcemain, and Welland WWTP are expected to have adequate capacity for the subject lands upon full build-out of the NWWSP Area.

Detailed calculations, conclusions, and recommendations regarding Stormwater Management can be found in the Stormwater Management Plan.

Based on the above and the accompanying calculations, the accompanying municipal infrastructure is sufficient for this development.

Noise Feasibility Study (HGC Engineering)

The requirement for a Noise Study was identified by the Region of Niagara because of the site's proximity to Niagara Street and its exceedance of 10,000 AADT, and proximity to stationary noise sources on Niagara Street.

The report by HGC Engineering indicates that the proposed development is feasible with the noise control measures described in the report. The future traffic sound levels for the units facing Quaker Road will require noise control measures, such as forced air ventilation systems with ductwork sized for future installation of central air conditioning for all units directly adjacent to Quaker Road. The report further demonstrates that the predicted nearby stationary noise sources are expected to be within MECP guidelines, and additional mitigation for that noise source is not required. Noise warning clauses are recommended for future traffic noise impacts and proximity to nearby commercial/industrial uses.

Traffic Impact Assessment

A Traffic Impact Assessment (TIA) was conducted by AE for the entire Northwest Welland Secondary Plan Area. The purpose of the study was to assess the existing and proposed state of the transportation infrastructure within the NWWSP development lands. The report notes that most of the study area is operating below capacity with an adequate Level of Service and makes recommendations for future improvements as the NWWSP Area builds out.

Environmental Impact Study (Beacon Environmental)

The Environmental Impact Study report prepared by Beacon (May 2024), affirms that the only natural feature within the subject lands is a vegetated corridor that is associated with the Towpath Drain. The remainder of the property supports active farm field and does not have natural heritage significance. The Towpath Drain is being protected within an Environmental Conservation designation and zone (Appendix III and IV). Provided that the recommended mitigation measures are implemented in Section 5 of the report, there is no anticipated negative impacts to any natural heritage features.

Environmental Site Assessment (Hallex Engineering)

The Region identified the requirement for a Phase 1 ESA based upon the adjacent commercial use at 1003 Niagara Street that encroached onto 210 Quaker Road. A Phase 2 ESA had been completed by Hallex Engineering (2017), and an RSC was granted for 210 Quaker Road based upon the Phase 2 ESA. As such, the site may be developed for residential purposes, as conditions have not changed at the site that would warrant further studies.

Stage 1-2 Archaeological Assessment

A Stage 1 archaeological assessment determined that the Study Area showed moderate to high potential for identifying and recovering archaeological resources. Subsequently, a Stage 2 property assessment was advised for several areas: the formerly treed sections covering the development lands, the agricultural land in the northeastern corner, and a segment of the seasonal tributary of the Welland Canal crossing from northeast to southwest through the property.

During the field inspection, one Findspot yielded an isolated secondary flake of Onondaga chert. No other artifacts were observed, and in consideration of the isolated nature of this find, the report determined that the site does not meet the criteria for advancing to a Stage 3 assessment as outlined in Section 2.2, Standard 1c of the Standards and Guidelines (Government of Ontario 2011). Consequently, no further cultural heritage value or interest is noted for this site, and the report does not recommend a Stage 3 archaeological assessment.

PROVINCIAL LEGISLATION AND PLANS

Development applications within the City of Welland are subject to the Ontario *Planning Act* (R.S.O. 1990), 2024 Provincial Planning Statement. An assessment of how the submitted applications satisfy applicable Provincial legislation and policies is provided below.

PLANNING ACT (R.S.O. 1990)

The *Planning Act* regulates land use planning in the Province of Ontario. The Act prescribes matters of Provincial Interest with regard to land use planning and the necessary procedures to be adhered to when making applications for development.

Section 2 – Matters of Provincial Interest

Section 2 of the *Planning Act* outlines matters of Provincial Interest that a planning authority must have regard for when contemplating a land use planning application. Matters of Provincial Interest include:

- a) *the protection of ecological systems, including natural areas, features and functions;*
- b) *the protection of the agricultural resources of the Province;*
- c) *the conservation and management of natural resources and the mineral resource base;*
- d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- e) *the supply, efficient use and conservation of energy and water;*
- f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- g) *the minimization of waste;*
- h) *the orderly development of safe and healthy communities;*
(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- j) *the adequate provision of a full range of housing, including affordable housing;*
- k) *the adequate provision of employment opportunities;*
- l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- m) *the co-ordination of planning activities of public bodies;*
- n) *the resolution of planning conflicts involving public and private interests;*
- o) *the protection of public health and safety;*
- p) *the appropriate location of growth and development;*
- q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- r) *the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

With regard to the submitted applications, subsections a), d), f), h), i), j), l), p), q), and r) are relevant.

a) the protection of ecological systems, including natural areas, features and functions;

As part of the Secondary Plan process, natural heritage features and hazard areas were generally mapped and subsequently designated within the Secondary Plan Schedule of the Official Plan (Schedule G: Northwest Welland Secondary Plan). These features, to a large degree, have been evaluated and addressed through the ongoing NPCA Work Permit application process. The proposed zoning restricts development within Natural Heritage Features so is consistent with this *Planning Act* requirement.

In support of the current applications, additional natural heritage assessment was required through an Environmental Impact Study to support the proposed development. This study found that natural heritage features on the lands were only associated with the Towpath Drain corridor which will be protected through the proposed Environmental Conservation designation and the Environmental Conservation Area Overlay zone in accordance with the relevant policies of the Niagara Region, NPCA and City of Welland.

d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

A Stage 1 Archaeological Assessment was completed for the entirety of the NWSP Area by ASI Archaeological and Cultural Heritage Services in 2018. This study has concluded that the entirety of the Secondary Plan Area is deemed to contain Archaeological potential and has recommended that all future development applications within the NWSP Area must complete a Stage 2 Archaeological Assessment.

Further to this, a Stage 1 and 2 Archaeological Assessment were prepared by Detritus Consulting Ltd. in November 2021. This assessment concluded that no further assessments are required for the subject lands.

f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

Through the preparation of the NWSP, the City of Welland undertook servicing and transportation studies to justify and inform the application to expand the urban area and implement secondary planning.

Along with this submission are a Functional Servicing Report/Stormwater Management Plan, as well as a Traffic Impact Study that further support the development of the proposed land uses within the NWSP Area. These reports incorporate and address the necessary infrastructure upgrades required.

The proposed subdivision will also be provided with Municipal waste collection.

h) the orderly development of safe and healthy communities;

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

The orderly development of healthy and safe communities is best achieved through a proactive and detailed planning process, such as secondary or master planning.

The subject lands are part of an urban boundary expansion area that is primarily designated for residential growth and development. These uses have been contemplated as part of an extensive, comprehensive Secondary Plan process.

Further, the proposed development includes a variety of housing forms that are appropriate for the subject lands as they are situated along an arterial road (Quaker Road). The proposed development accommodates residential growth that is compatible and contiguous with the surrounding existing and future neighbourhoods. The location is assessable and opportune for residential development as it is near recreational uses, as well as commercial and employment uses. The inclusion of additional housing opportunities and forms contributes to the orderly development of safe and healthy communities, fostering a cohesive and balanced community.

i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

The proposed development is near several schools including;

- Quaker Road Public School
- Alexander Kuska Catholic Elementary School
- Nouvel Horizon French Elementary School
- Welland Centennial Secondary School
- Niagara College – Welland Campus

The subject lands are also in close proximity of several parks including;

- Welland Sports Complex
- Treelawn Park
- Lancaster Park
- Quaker Road Public School
- Towpath Village Park

The NWSP has a proposed multi-use trail that runs through the properties north of Quaker Road along the Towpath Drain corridor, including through the subject lands. A Block within the proposed development will be dedicated to parkland, with another dedicated to a 3-metre-wide walkway providing access to the park.

The subject lands are considered to be supported by an adequate amount of educational, health, social, cultural and recreational facilities.

j) the adequate provision of a full range of housing, including affordable housing;

The NWSP land use plan identifies lands for low density and medium density residential uses. The Plan also identifies lands for mixed use development that includes residential dwelling units.

The proposed subdivision will contain three hundred and forty (339) dwelling units. These dwellings include both street townhouse dwellings and single-detached dwellings. Though these houses will not be considered affordable, they will contribute to affordability by increasing the supply of housing within the area and achieving a broader range of housing at different price points.

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

The proposed development can benefit the financial and economic well-being of the Province and its municipalities as cumulatively it will introduce three hundred and forty (339) new residential dwelling units within the City of Welland that is planned for residential growth. The addition of these units improves housing availability in the City and contributes to the overall economic resilience and vitality of the area.

The proposed development will also generate development charges and long-term property tax revenue. These economical and financial contributions support the sustainable growth and prosperity of the Region and municipality, which subsequently supports the local economy.

p) the appropriate location of growth and development;

The subject lands are located within the Welland Settlement Area / Urban Area Boundary, which is a preferred and prescribed location for growth in Provincial, Regional and local land use planning documents. The lands are also within the Designated Greenfield Area, and are provided within municipal services and public roadway access. The appropriateness of this location for residential development was established through the completion of the NWSP.

The subject lands are located adjacent to a major roadway (Quaker Road), various parks, and employment and commercial opportunities. The NWSP area will also contribute to the achievement of prescribed population, employment and density targets for the City of Welland.

The utilization of these undeveloped urban lands for low and medium-density growth maximizes compatible housing potential and reinforces the property as an appropriate location for growth and development.

q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

The introduction of residential development contributes to the promotion of transit-supportive population densities. This, in turn, enhances the future sustainability and expansion of public transit services within the community.

As set forth in the updated Traffic Impact Assessment prepared by Associated Engineering (2024) for the NSWP area, this area is a prime location for the development and expansion of active transportation routes and public transit services.

Currently, public transit is provided by Niagara Region Transit, with a bus stop at Quaker Road and Niagara Street. This bus route provides access to Niagara College, the Downtown Terminal and passes by all necessities such as Zehrs, Service Ontario, the Seaway Mall, etc.

Overall, the proposed development will facilitate the design of a pedestrian friendly neighbourhood design that will be supportive of public transit.

r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The proposed built forms are considered to exhibit good urban design principles that will improve the current visual condition of the property to the benefit for the surrounding residential uses.

The proposed development will be well-designed with attractive built forms, emulating modern development characteristics, while being context sensitive and integrating appropriately with the neighbourhoods to the east and south.

Residents will have easy access to the park that is in the centre of the subject lands, adjacent to the Towpath

Drain, providing an attractive and vibrant space for all.

Overall, the development creates a sense of place through a compact layout which contains landscaping with a connected and integrated pedestrian and vehicular network.

Section 22 – Official Plan Amendments

Applications for Official Plan Amendments are considered under Section 22 of the *Planning Act*. Amendments are permitted to municipal by-laws subject to the provision of prescribed information. This application has been filed with the required fee and supporting materials requested through pre-consultation.

Section 34 – Zoning By-laws and Amendments

Applications for Zoning by-law Amendments are considered under Section 34 of the *Planning Act*. Amendments are permitted to municipal by-laws subject to the provision of prescribed information. This application has been filed with the required fee and supporting materials requested through pre-consultation.

Section 51 (24) – Draft Plan of Subdivision

Applications for Land Division are governed under Section 53 of the *Planning Act*. Section 53(12) required that when considering an application for Consent and Approval Authority must have regard for the matters under Section 51(24) of the *Planning Act*.

Section 51 (24) the Act prescribes that “In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,” items a) to m). An analysis of compliance to each item is provided below:

a) *the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

As noted above, the applications satisfy clauses a), f), h), i), j), l), p), q) and r) of Section 2 of the *Planning Act*.

b) *whether the proposed subdivision is premature or in the public interest;*

The proposed subdivision is in the public interest as it will facilitate the development of serviceable urban lands, provides a range of housing options that reflect the range of housing needed in the current market, and contributes to the provision of publicly accessible open space, all within an area that is planned and intended for urban growth.

The subject site is adjacent to existing and future residential development, has access to services and utilities, and has access to public roadways, therefore representing a logical location for additional residential development.

The subdivision addresses the demand for different housing typologies, as the subdivision proposes both single-detached dwellings and street townhouse dwellings. Including different dwelling types within the proposed subdivision contributes to the diversification and expansion of the available housing supply in the area.

The lands are within the NWSP area, which is a Secondary Plan area intended for growth and development. Considering adjacency to existing residential development, accessibility to services and utilities, fulfillment of housing demand, and optimization of municipal services, this subdivision is not premature and is within the public interest.

c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

A comprehensive overview of specific conformity with Official Plan policies is provided further on in this report. Nonetheless, the proposed development maintains the overall vision of the Northwest Welland Secondary Plan Area and is consistent with the contiguous development pattern of the surrounding area. The proposed Official Plan amendment is to refine the boundaries of the various land use designations and does not propose any changes to policy.

d) the suitability of the land for the purposes for which it is to be subdivided;

The property is located in a suitable location for development as it is within the Welland Urban Boundary, Designated Greenfield Area and a Secondary Plan area in an area that intended for future development. It has full municipal services available, is free of significant development encumbrances and the Towpath Drain will be protected. The property is generally flat and is ready for residential development. Therefore, the land is considered to be appropriate for the intended subdivision.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

While the applications do not include affordable housing as defined by the Province of Ontario, the proposed development actively contributes to the availability of housing which in turn can lead to attainability. The proposed development includes both single-detached and street townhouse dwellings, providing a range of housing that will vary in price. Together, these efforts promote housing that accommodates a wider range of residents, prioritizing inclusivity and meeting the diverse housing needs of the community.

e) The number width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

The development proposes seven (7) municipal roadways noted as Street 'A' to Street 'G' on the Draft Plan of Subdivision. The proposed road network is connected to Quaker Road, and will achieve the standard width for a local roadway within the municipality. The Traffic Impact Study has been submitted within the applications, which confirms that the Northwest Welland Secondary Plan Area is largely operating below capacity with adequate Levels of Service, with some recommendations for future signalization at Rice Road and Quaker Road, and First Avenue and Quaker Road.

f) The dimensions and shapes of the proposed lots;

The applications propose the creation of generally rectangular shaped lots which form a lotting pattern that is consistent with the road network. The proposed Block and Lot dimensions and shapes are shown on the Draft Plan of Subdivision and are appropriate for the uses proposed.

g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

The Towpath Drain runs through the subject lands and requires a 30-metre buffer. Nonetheless, this restriction on the subject lands does not impede the ability for the lands outside of the feature and buffer area to be developed. Street connections with adjacent lands are also provided to ensure future connectivity.

h) conservation of natural resources and flood control;

The subject and are affected by a watercourse, being the Towpath Drain. The Draft Plan of Subdivision proposes the creation of environmental blocks (Block 289 and 290) 291 to ensure the long-term protection of the function of the watercourse.

i) the adequacy of utilities and municipal services;

As outlined in the provided Functional Servicing Report and Preliminary Stormwater Management Report prepared by Upper Canada Consultants, the proposed development can be adequately serviced.

The adequacy of public utilities will be confirmed through the comment and review process by applicable bodies.

j) the adequacy of school sites;

Local school boards are provided the opportunity to comment on the adequacy of school sites through the circulation of the applications.

k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

The Draft Plan proposes the creation of two environmental blocks totaling 2.016-hectares (Blocks 289 and 290) associated with the Towpath Drain, two blocks for a servicing corridor/walkway totaling 0.053-hectares (Blocks 287-288) for servicing connections to adjacent lands, and two blocks for stormwater management totaling 1.401-hectares (Blocks 291-292) that will be conveyed to the City. Two blocks for a park and parkette consisting of 0.708 hectares (Block 278 and 279) will also be conveyed to the City for future public use.

l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

The coordinated development of a large parcel of land provides for increased efficiencies in the servicing and construction of the development. Further, the Draft Plan utilizes an internal road network and compact land use pattern that optimizes the efficient supply and use of energy.

m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The proposed development is subject to Subdivision approval which ensures that all matters affecting the approval authority and commenting agencies are adequately addressed prior to the commencement of

development. The subdivision approval process will address the conditions for development.

2024 PROVINCIAL PLANNING STATEMENT

Planning for People and Homes (PPS 2.1)

Section 2.1 of the PPS provides guidance for population forecasts, and requires municipalities and planning authorities to provide sufficient land to accommodate an appropriate range and mix of land uses to meet project needs for a time horizon of at least 20 years, informed by provincial guidance. To provide for this appropriate and mix of housing options and densities, planning authorities are to maintain at all times the ability to accommodate residential growth for a minimum of 15 years lands which are designated and available for residential development, and maintain at all times land with servicing capacity for area where new development is to occur that is sufficient to provide a three-year supply of residential units through lands suitable zoned, including units in draft approved or registered plans.

The applications are consistent with the direction of Section 2.1 of the PPS as they facilitate the development of additional housing opportunities on serviced urban lands within a Secondary Plan Area that is anticipated for growth and development.

Housing (PPS 2.2)

Section 2.2 of the PPS requires municipalities and planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents of the regional market area. This is to be achieved though permitting all housing options, all types of residential intensification, and directing developments to areas with appropriate levels of infrastructure and public service facilities that are, or will be, available to support current and projected needs.

Table 2-2 of the Niagara Official Plan forecasts that the City of Welland will have a population of 83,000 people by 2051. This anticipated growth must be supported by an increase in housing supply and a range and mix of dwelling forms of different affordability ranges.

Based on preliminary planning concepts, the entire Northwest Welland Secondary Plan Area is estimated to be developed with approximately +/- 4,500 residential dwelling units. These units will be provided in a variety of low and medium density forms ranging from single-detached dwellings to apartment dwellings.

The applications specifically facilitate the development of three hundred and forty (339) new residential dwellings within the City of Welland. These units will consist of both single-detached dwellings and street townhouse dwellings, which will contribute to the range and mix of housing options in an area that is planned for low and medium density residential uses, and support the growth of housing opportunities as prescribed by the PPS, as well as the Regional and local Official Plan.

Infrastructure and Public Service Facilities (PPS 3.1)

In general, Section 3.1 of the PPS requires that infrastructure and public service facilities are to be provided in a coordinated and efficient manner while accommodating projected needs so as to reduce the cost of servicing growth. Through the approval of the NWSP the consideration of infrastructure and public service facility requirements and upgrades were addressed and are planned for in this new growth area.

Transportation (PPS 3.2)

The policies under Section 3.2 of the PPS direct that efficient use should be made of existing and planned transportation infrastructure, that connectivity amongst systems and modes be maintained and improved, and that land use patterns, densities and mixes of uses should be promoted that minimizes the length and number of vehicle trips, and support multi-modal transportation options.

A Transportation Impact Study was prepared by Associated Engineering that identified and prescribed transportation network improvements that will support the development of the Northwest Welland Secondary Plan Area. Such improvements include widenings, signalization and the integration of additional public transit and active transportation elements within the Secondary Plan Area. There is currently a bus stop at the corner of Quaker Road and Niagara Street; that bus route goes throughout Welland, providing access to notable locations such as Niagara College, Seaway Mall and the Downtown Terminal.

The identification of anticipated deficiencies and opportunities for improvement builds upon the desirable coordination of Planning and infrastructure matters set out in the PPS and Growth Plan.

The proposed Draft Plan of Subdivision includes an internal road network consisting of seven (7) municipal roads. All streets will contain a sidewalk on one side of the road throughout the development. A Traffic Impact Study has been prepared by AE which confirms that the existing NWWSP area is operating below capacity with adequate Levels of Service, with recommendations for future improvements. It is noted that Quaker Road is currently being reconstructed and improved to accommodate future growth in the NWSP area.

Sewage, Water and Wastewater (PPS 3.6)

A Functional Servicing Report prepared by Upper Canada Consultants confirms that the existing municipal watermain system is expected to have adequate capacity to provide both domestic and fire protection water supply for the subject lands. Additionally, the receiving 750mm diameter Regional sanitary sewer on Quaker Road, the Towpath Sanitary Pumping Station and forcemain, and Welland Wastewater Treatment Plant, are expected to have capacity for the subject lands upon full build-out of the NWSP Area.

Public Spaces, Recreation, Parks, Trails and Open Space (PPS 3.9)

The PPS directs planning authorities to promote healthy and active communities through the detailed planning of streets, spaces and facilities that are safe, foster social interaction and facilitate active transportation and community connectivity. To achieve this, Policy 3.91 of the PPS requires that a full range and equitable distribution of publicly accessible spaces for recreation are provided such as parks, trails, and access to shorelines for public enjoyment.

As per the Planning Act, 5% of parkland dedication is required, through the dedication of the land or cash-in-lieu.

The Draft Plan of Subdivision proposes the creation of a 0.708-hectare park with 3-metre walkway to provide direct access to the park. Notwithstanding the reduced parkland area on the Draft Plan, being 4.36% of the total developable area, cash-in-lieu for the difference will be required as a condition of subdivision approval to address the parkland dedication requirements of the City of Welland.

Natural Heritage (PPS 4.1)

The policies under Section 4.1 of the PPS apply to lands within the Province's Natural Heritage System which

include significant wetlands, significant woodlands, significant valleylands, significant wildlife habitat, significant areas of natural and scientific interest, and coastal wetlands.

Through OPA 29, natural heritage features within the NWSP Area were identified and mapped on Schedule G of the Official Plan. The location of these features and corresponding natural heritage zones (Environmental Protection Overlay, Environmental Conservation Overlay) are proposed to be in conformity and physical alignment with the Secondary Plan mapping. These features are to be further identified through the development approval process and therefore conform to provincial policies for Natural Heritage features. It is noted that the Heritage Conservation Overlay will be refined to correspond with the approved realignment of the Towpath Drain.

Per Policy 4.1.5, development and site alteration is not permitted in the noted features or areas unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions. Policy 4.1.8 applies the same requirement where development is proposed on lands adjacent to natural features.

An Environmental Impact Study (EIS) was prepared by Beacon Environmental that assessed the natural heritage features on the subject lands and to determine impacts and mitigation measures to ensure that there will be no negative impacts on the natural heritage features resulting from the proposed development.

The EIS concluded that the only natural heritage feature impacted by the development is the realignment of the Towpath Drain, which was approved by the NPCA and offers compensation for removed natural heritage features which will be undertaken as part of the works associated with the approved realignment.

Natural Hazards (PPS 5.2)

Section 5.2 of the PPS contains policy direction for ensuring the protection of Public Health and Safety in Ontario. Under this policy framework, development is directed away from areas of natural and human made hazards where there is an unacceptable risk to public health and safety, properties or aggravating or creating new hazards.

The NWSP Area contains the Towpath Drain, which is regulated by the Niagara Peninsula Conservation Authority. There are also mapped floodplains associated with the Towpath Drain

Consistent with the policies of Section 5.2. of the PPS, no development will be permitted within hazard areas unless it can be demonstrated through study there is no risk or impact. An NPCA Permit would be required to facilitate any development or works within a feature. Permit approval has been granted for the works associated with the realignment of the Towpath Drain.

As all future residential development is proposed outside of the watercourse and the associated buffer area of the realigned Towpath Drain, and the lands will be provided to the City for long-term protection and stewardship, the applications are considered to be consistent with the PPS.

Human-Made Hazards (PPS 5.3)

Section 5.3 of the PPS provides direction for sites with contaminants in land or water. During the pre-con meeting on May 16, 2024, the Region requested a Phase 1 ESA at minimum to address the adjacent commercial use that spilled over from 1003 Niagara Street onto 210 Quaker Road. An RSC was already filled for 210 Quaker Road which confirms that there is no impact from any human-made hazards, and the site is suitable for residential development.

Coordination (PPS 6.2)

Section 6.2.1 of the PPS directs that planning matters should be dealt with through a coordinated, integrated and comprehensive approach. This approach is recommended to ensure that consideration of all relevant matters including, but not limited to natural environment, infrastructure, hazards, employment and housing.

Consistent with this overall policy direction, a pre-consultation meeting for the proposed development was held on May 16, 2024. The pre-consultation meeting allowed for the upper and lower-tier municipalities and other commenting agencies to review and comment on development proposals early in the process. This coordinated approach allows for appropriate considerations to be made during the planning stage to ensure that potential areas of concern are suitably addressed. The applications are also in the Northwest Secondary Plan area where there has been coordination and integration of various considerations including infrastructure, protection of natural heritage features, housing needs and development requirements, that provides for the comprehensive approach for future planned growth and development.

NIAGARA OFFICIAL PLAN (2022)

The Niagara Official Plan (NOP) was approved by the Minister of Municipal Affairs and Housing on November 4, 2022. It outlines the long-term strategic policy planning framework for managing growth in the Region to a planning horizon ending in 2051.

The Plan's focus is primarily on implementing the Provincial Planning Statement and other Provincial Plans and Guidelines, and providing regional-level land use planning direction on growth, the natural environment, infrastructure and other attributes or circumstances unique to Niagara.

CHAPTER 2 – GROWING REGION

Chapter 2 of the NOP contains the Regional level growth policy direction for Niagara Region and the twelve (12) local municipalities inclusive of population and employment forecasts, intensification targets and specific locations and methods for development.

The NOP directs growth and development to Settlement Areas where full urban services are available, as well as public transit, community and public services and employment opportunities. The subject lands are located within the Settlement Area of the City of Welland as defined by the Region of Niagara.

2.1 – FORECASTED GROWTH

Per Section 2.1 of the NOP, the Region of Niagara is anticipated to have a population of 694,000 people and 272,000 jobs by the year 2051, representing an increase of over 200,000 people and 85,000 jobs from 2021. These population and employment forecasts are further broken down by municipality in Table 2-1. Per Table 2-1, Welland has a forecasted population of 83,000 people and 28,790 jobs by 2051.

The proposed development will contribute three hundred and forty (339) new residential dwelling units into the City's housing supply and will assist in achieving the City's annual growth and targets.

2.2 – REGIONAL STRUCTURE

Section 2.2 establishes the regional land use structure, based on Provincial directives which dictate how the projected growth is to be accommodated. A majority of growth is to occur within the Settlement Area, where water and wastewater systems exist or are planned. The Settlement Area is further broken down into the delineated Built-up Area and the Designated Greenfield Area.

The subject lands are located within the City of Welland Urban Area (Settlement Area) and are within the Delineated Built-up Area as per the Regional Plan shown in **Figure 4**.

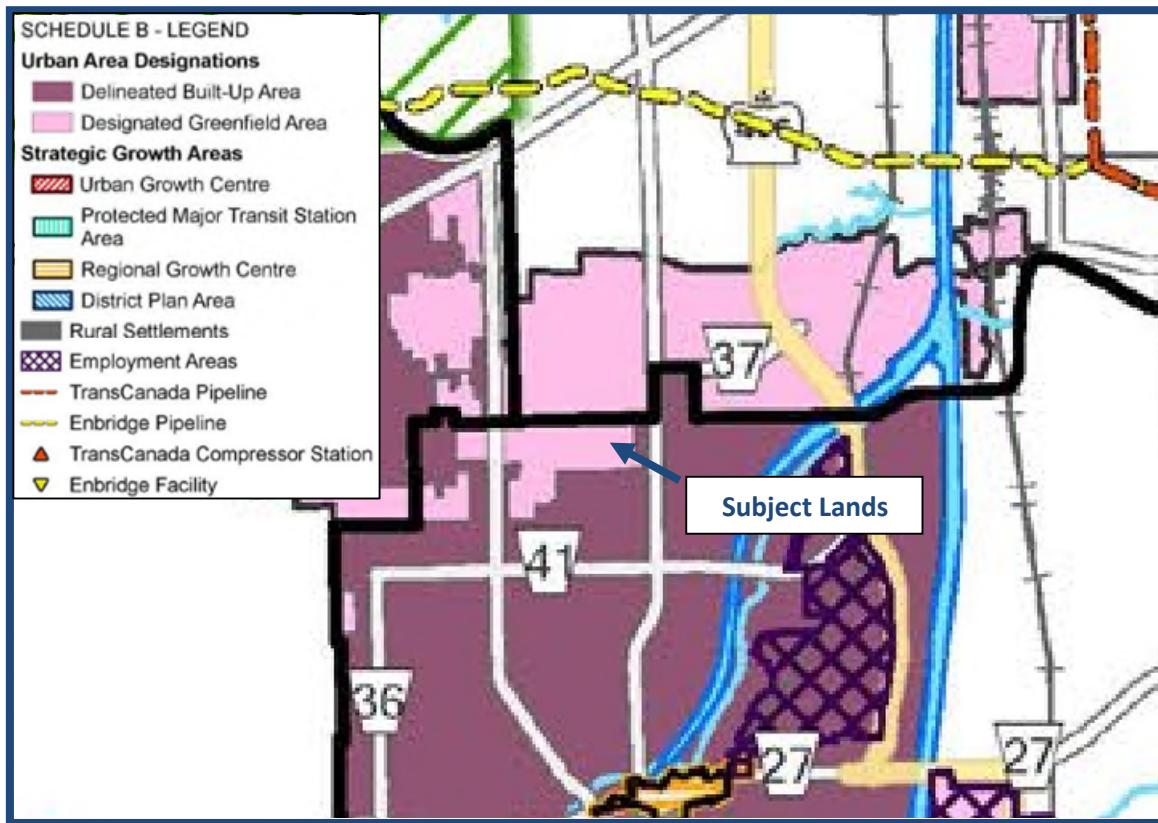


Figure 4 - Schedule B of Niagara Official Plan (Cropped)

The proposed development will contribute two hundred and sixty-four (263) single-detached dwelling units, and seventy-six (76) street townhouse dwelling units into the City's housing supply. The subject lands are a logical location for low and medium density residential development and the proposed development will assist the City in the achievement of its annual growth targets.

2.2.1 – Managing Urban Growth

Section 2.2.1 of the NOP contains policies pertaining to the management of urban growth. Generally, these policies direct growth to occur in a manner that supports the achievement of intensification targets, is compact and vibrant, is inclusive of a mix of land uses and housing forms, and efficiently utilizes existing services and transportation networks/services.

The applications conform with this policy direction through the provision of a mix of residential housing forms within a compact subdivision site on urban land. The proposed development will assist the City in rounding out available lands with a logical development pattern that will contain vibrant housing forms and streetscapes.

Overall, the application is considered to conform with the NOP and implement its growth management direction in an appropriate, efficient and context sensitive manner.

Policy 2.2.1.1 b) states that development in urban areas should support a compact built form, a vibrant public realm, and a mix of land uses to support the creation of complete communities. The proposed development

exemplifies these principles by offering a compact built form that conforms with the future and existing surrounding neighbourhoods, allowing for the continuation of a diverse range of residential housing types. The subject lands are also conveniently located near complementary recreational uses, thus enhancing accessibility. By contributing to the mix of land uses in the area, the proposed development assists in achieving a comprehensive and complete community.

Policy 2.2.1.1 c) states that development in urban areas should accommodate a diverse range and mix of housing types, unit sizes and densities to accommodate future and current market-based and affordable housing needs. The proposed development aligns with this policy by offering single-detached dwelling units and townhouse dwelling units. This integration of housing options improves and diversifies housing choices available in the immediate area. This development provides an alternative option for individuals based on factors such as household size, income levels, and housing preferences, ensuring a more inclusive and adaptable housing environment.

Policy 2.2.1.1 e) states that development in the urban area should support built-forms, land use patterns and street configurations that minimize land consumption, reduce the cost of municipal water and wastewater systems and services. The proposed building forms represent a compact and efficient development pattern that provides for the efficient use of land and infrastructure. Though municipal water and wastewater services require extensions and upgrades, these homes will be connected into the municipal infrastructure which is available on Quaker Road. The provision of additional housing units will help to optimize the efficient use of the existing municipal infrastructure.

Policy 2.2.1.1 f) states that development in the urban area should support opportunities for transit supportive development. The proposed development of the subject lands contributes to the accommodation of transit-supportive density which improves the feasibility of providing transit service. Within the updated Traffic Impact Assessment that was prepared for the Northwest Welland Secondary Plan Area, it was recommended that expanded transit services be considered in conjunction with the development of the lands. There is, however, a bus stop at Quaker Road and Niagara Street that adequately supports residents at this time.

Policy 2.2.1.1 h) states that development in urban areas should support opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established neighbourhoods. There is an established subdivision to the south that consists entirely of single-detached dwellings and a recently constructed townhouse development to the east. The proposed street townhouses along Quaker Road with single-detached dwellings to the north of the site will provide appropriate and compatible additional housing, which will integrate gentle density into the area. The lands to the west will be developed for residential uses in the future. The proposed development assists in accommodating projected growth in the area, while being compatible with the existing character of the established residential dwellings.

Policy 2.2.1.1 k) states that orderly development in accordance with availability and provision of infrastructure should be accommodated within the urban area. The subject lands are within the Northwest Welland Secondary Plan Area that requires sanitary and water service upgrades and extensions, along with the urbanization of Quaker Road, which is an arterial roadway. Nonetheless, the subject lands are adjacent to residential development to the east and south that are provided with full services. These extensions and upgrades are required for the entirety of the area, which will be beneficial to all. The proposed development represents the logical and orderly progression of development for this area.

2.2.2 – Strategic Intensification and Higher Densities

As noted, the subject lands are located within the Designated Greenfield Area. Per Policies 2.2.2.23 and 2.2.2.24 of the NOP, Designated Greenfield Areas shall achieve a minimum density of 50 people and jobs per hectare. The proposed development will have a greenfield density of 58.308 people and jobs per hectare, as calculated in **Table 1**.

Table 1 – Greenfield Density Calculation						
<i>People</i>				<i>Jobs</i>		
Unit Type	Unit Count	Ratio (PPU)¹	Total	Unit Count	Ratio (at home employment)	Total
Single Detached	263	2.929	770.327 people	339	5% of dwellings	17 jobs
Townhouse	76	2.093	159.068 people			
Subtotal	929.395 people			17 jobs		
Total	946.345 people and jobs					
Land Area	16.230 hectares (excluding watercourse)					
Greenfield Density	58.308 people and jobs per hectare					
* Niagara Region Development Charges Background Study, Appendix A Schedule 4a (Watson & Associates Economists Ltd., May 30, 2022)						

The density target of 50 residents and jobs per hectare set out by the Region does not apply on a site by site basis, but collectively across Designated Greenfield Area lands on a municipal-wide basis, excluding areas constrained by environmental features, utility corridors, cemeteries and employment areas. The proposed development meets and exceeds the density target at 58.308 people and jobs per hectare, therefore contributing to the overarching objective.

Policy 2.2.2.25 of the Regional Plan directs that Designated Greenfield Areas will be planned as complete communities by:

- a) ensuring that development is sequential, orderly and contiguous with existing built-up areas;
- b) utilizing proactive planning tools in Section 6.1 and Section 6.2, as appropriate;
- c) ensuring infrastructure capacity is available; and supporting active transportation and encouraging the integration and sustained viability of public transit service.

The proposed development is within the Designated Greenfield Area, and will occur contiguous to the Built-up Area to east and south. The proposed development is part of the greater planned Northwest Welland Secondary Plan Area and will integrate appropriately with the existing and future built-up area.

As the subject lands are within a Secondary Plan Area, Section 6.1 is addressed.

As previously indicated, the Northwest Welland Stormwater Management Implementation Plan and northwest Welland Secondary Plan Municipal Servicing Design Report identify the required upgrades to the existing Sanitary

¹ Niagara Region Development Charges Background Study (2022), Schedule 3

and Water sewer system required to achieve the proposed densities of the Secondary Plan. Nonetheless, infrastructure capacity will be available is detailed in the Functional Servicing Report prepared by Upper Canada Consultants for the subject lands.

Sidewalks are proposed throughout the development, and will be integrated into the existing sidewalk network. There is a bus stop at Quaker Road and Niagara Street, Route 509, that adequately supports residents, however future upgrades should be considered by Niagara Transit upon the build out of the Secondary Plan Area.

Overall, the applications are considered to confirm with the NOP and implement its growth management direction in an appropriate, efficient and context sensitive manner. The proposed development will assist the Region in the achievement of its Greenfield Density target and utilize underutilized lands and infrastructure within the Urban Boundary.

2.3 – HOUSING

The objectives of the policy direction under Section 2.3 of the NOP are to provide a mix of housing options to address current and future needs, to provide more affordable and attainable housing options, and to plan to achieve affordable housing targets through land use and financial incentive tools.

2.3.1 - Provide a Mix of Housing Options

Policy 2.3.1.1 states that the development of a range and mix of densities, lot and unit sizes, and housing types, including affordable and attainable housing, will be planned throughout settlement areas to meet housing needs at all stages of life.

The Northwest Welland Secondary Plan area will facilitate a range of low and medium density housing forms that include single-detached, semi-detached, townhouse, plexes and apartments. The absence of high-density housing permissions is intentional and appropriate, as these development opportunities and forms are best directed to the City of Welland Regional Growth Area (Downtown Welland), intensification corridors and within the Built-up area.

The proposed development increases the density of the area as it provides single-detached and townhouse dwellings on varying, adequately sized lots. These different housing configurations improve accessibility and affordability as they increase the housing supply within the area. The development effectively addresses the provision of diverse housing options and meets the needs of individuals at various stages of life, for current and future residents, aligning with the goals outlined in the policy.

CHAPTER 3 – SUSTAINABLE REGION

Chapter 3 of the Niagara Official Plan contains Natural Heritage policies for features and resources within Niagara. These features are shown on Schedule C1 – Natural Environment System Overall and Provincial Natural Heritage Systems and Schedule C2 Natural Environment System – Individual Components and Features.

Per Policy 3.1.30.4 of the 2022 Niagara Official Plan, “Where a secondary plan has been approved after July 1, 2012, those portions that are not subject to a draft approved plan of subdivision or plan of condominium shall be approved in accordance with the approved mapping and policies of the secondary plan”.

As part of OPA 29, the City of Welland implemented natural heritage mapping within the Secondary Plan Area. The general location of these features is shown on Schedule G of the Welland Official Plan. The proposed Official

Plan and Zoning By-law amendments seek to refine the boundaries of the Environmental Conservation Areas designation and Environmental Conservation Zone Overlay to reflect the approved realigned Towpath Drain consistent with the EIS recommendations for that realignment and the EIS for the proposed subdivision plan.

CHAPTER 6 – VIBRANT REGION

6.1 – DISTRICT PLANS AND SECONDARY PLANS

Secondary Plans establish detailed policies and guidelines build on significant community consultation that directs development within a certain area. They are intended for proactively planning for growth which assists in achieving mixed-use, compact built form, providing a range and mix of housing options, protecting established neighbourhoods, encouraging transit-supportive development, supportive public service facilities, protecting and enhancing the natural environment, establishing direction to mitigate and adapt to climate change and support high quality public spaces.

The subject lands are located at the eastern portion of the Northwest Welland Secondary Plan Area. The lands are greater than 15 hectares in area, and consist of both designated greenfield area and built-up area lands.

As per Section 6.1.4.7, secondary plan policies and schedules are to ensure there is a diversity and mix of land uses and built forms, high quality urban design and public realm, parks and open space, refinement and implementation of the Region’s natural environmental system, adequate infrastructure including transit and active transportation, support of sustainable and resilient communities, and locations with public service facilities.

The proposed subdivision is within the most eastern portion of the Northwest Welland Secondary Plan Area. The subject lands are within the designated greenfield area and will include a mix of single-detached and townhouse dwelling units. The entirety of the secondary plan area includes a variety of land uses and built forms.

Urban Design has been taken into consideration to ensure the dwelling units are both attractive and functional, and integrate with the surrounding future and existing neighbourhoods in order to create a complete community. These dwellings will contribute to the creation of a liveable and vibrant urban area, that is safe and offers high quality streetscapes and public spaces. The objective is to strengthen community identity and diversity and the integration of this development will do just that. The values of Urban Design have been taken into great consideration with this development, as it illustrates how the built form, streetscape and public realm can achieve the desired level of quality required.

The proposed development includes public parkland and appropriate buffers surrounding the Towpath Drain that traverses through the subject lands. The lands are provided with municipal services and will include sidewalks throughout the subdivision. It is anticipated that public transit will extend through the Northwest Welland Secondary Plan Area as it builds out.

In conclusion, the proposed subdivision aligns with the stipulations outlined in Section 6.1.4.7, emphasizing a comprehensive approach to urban planning and design within the Northwest Welland Secondary Plan Area. By incorporating a mix in built forms, prioritizing high-quality urban design and public realm enhancements, the development strives to contribute to fostering sustainable and resilient communities. Through thoughtful consideration of urban design principles, the proposed dwellings not only fulfill functional needs but also contribute to the creation of a cohesive and vibrant urban environment. Ultimately, with provisions for a mix in built form, public parkland, buffers along the Towpath Drain and pedestrian infrastructure, the development

emphasizes its commitment to enhancing community well-being and connectivity.

CITY OF WELLAND OFFICIAL PLAN (2011)

The City of Welland Official Plan (2011) provides a 20-year land use vision for the community and is supported by a set of broad strategic community directions. The Official Plan helps the community achieve its long-term vision by implementing a range of local, regional and provincial policies, plans and strategies.

The approval of OPA 29, being the NWSP provides site specific and general policy direction on the subject lands. An analysis of applicable general official plan policies and those specific to the NWSP Area are included within this portion of the Planning Justification Report.

SECTION 2 COMMUNITY STRATEGIC DIRECTIONS

The City's strategic directions are contained within Section 2 of the Plan and include that the City of Welland is desired to be:

- A Leadership Community
- A Complete Community
- An Economic Gateway
- A Sustainable City
- A Safe, Healthy and Accessible Community
- A Proud and Attractive City
- A Good Neighbour

The proposed development will contribute to the achievement of these community directions, specifically those related to being a Complete Community.

Complete Community (Section 2.3)

Complete communities meet the daily needs of people throughout their lifetime by providing convenient access to an appropriate mix of employment, community services, and a full range of housing types. Convenient access to public transportation and options for safe, non-motorized travel are also important components of complete communities. Together, these elements provide a lifetime of opportunities for living, working, wellness, education, entertainment and recreation.

The proposed development is a part of the Northwest Welland Secondary Plan Area that is anticipated to be constructed as a comprehensive complete community.

As proposed, three hundred and forty (339) new residential units will be added into the area. These new housing opportunities will be provided as two dwelling forms that include single-detached dwellings and street townhouse dwellings.

The proposed developments will increase the available housing supply and contribute to a full range of housing forms, densities and tenures. The proposed increase in housing diversity can contribute to greater housing attainability and better affordability within the market.

The proposed development will benefit from proximity to nearby municipal parks and open spaces created through the Northwest Welland Secondary Plan.

Therefore, the approval of the submitted applications can assist the municipality in the attainment of complete community goals and objectives.

SECTION 3 GROWTH MANAGEMENT

Section 3 of the City's Official Plan contains policy direction related to growth and development in the community.

As noted in Section 3.1, "The foundation of the City's growth management strategy is to direct all urban growth to lands within the designated Urban Area Boundary. Growth and development within the Urban Area Boundary will be on land serviced with municipal water and sanitary wastewater services."

The applications conform with this policy direction by facilitating residential development on lands within the Welland Urban Area Boundary. The subject lands will be serviced by existing urban infrastructure including municipal watermain and sanitary and storm sewers that are designed in accordance with the recommendations of the Northwest Welland Stormwater Management Implementation Plan and Northwest Welland Secondary Plan Municipal Servicing Design Report.

Planning Objectives (Section 3.2)

Section 3.2 of the Plan outlines the growth-related Planning Objectives of the Municipality, which are:

- i. To direct urban growth to lands located within the designated Urban Area.
- ii. To preserve prime agricultural lands and direct rural growth to existing developed area in the vicinity of Cooks Mills.
- iii. To protect stable neighbourhoods by directing more dense development to the Downtown and strategically located intensification areas within Welland's Built-Up Area.
- iv. To encourage the redevelopment of brownfield areas.
- v. To prevent urban development in inappropriate areas, thus contributing to the conservation of resources, such as provincially significant wetlands, aggregate resource areas, cultural heritage resource areas, prime agricultural lands and the linked natural heritage system.
- vi. To build compact, mixed-use, transit supportive, pedestrian friendly areas within the Built-Up Area and Greenfield Areas.
- vii. To provide a framework for transforming Welland into a complete community.
- viii. To ensure the availability of a sufficient supply of designated employment and residential land to meet the City's projected long-term growth.
- ix. To prohibit the establishment of new settlement areas.

The proposed development will satisfy and achieve several objectives set out in Section 3.2 of the Official Plan.

In conformity with Objective i), the proposed applications are required for lands that are within the Urban Area and the Secondary Plan Boundary. These lands are designated to permit low- and medium-density residential development.

Objective iii) directs that stable neighbourhoods are to be protected by directing more dense developments to the downtown and other strategic intensification areas. Within the Northwest Welland Secondary Plan area, the subject lands are designated for low- and medium-density residential, and will adhere to this objective.

With regard to Objective v), evaluations of the natural heritage system were completed as part of OPA 29. The limits of the Natural Heritage Features within the Northwest Welland Secondary Plan area are to be further delineated through the proposed Official Plan and Zoning By-law amendments being requested to reflect the approved realignment of the Towpath Drain that is to be protected and enhanced natural heritage feature. Objective vi) is satisfied by the submitted applications will permit a compact residential development that will be supportive of the expansion of public transit services and will be pedestrian friendly incorporating sidewalks throughout the development.

Growth Forecast (Section 3.3)

The City of Welland Official Plan was approved in 2011 and continues to contain previous population and housing forecasts. These projections will be updated through a future comprehensive update to the Official Plan to ensure conformity with the recently approved Niagara Official Plan.

As set out in Section 3.3.1 of the Official Plan, the forecasted population for Welland in the year 2031 is 69,300 persons. To achieve this target, 27,590 total housing units are projected within the City by 2031 also forecast, presenting a growth increase of 6,875 new units. Of these 6,875 units, 1,505 are to be low density dwelling forms.

More recently the population projections for the City of Welland have been modified to 2051 as set out in Section 2.1 of the Niagara Official Plan, the City of Welland has a forecasted population of 83,000 people and 28,790 jobs by the year 2051.

To accommodate this growth, a mix of dwelling forms are required. The development of the subject lands with a mix of both single-detached and townhouse dwellings, combined with other developments within the Northwest Welland Secondary Plan area will result in a greater variety of dwelling forms that will be crucial to the City's ability to meet and accommodate prospective growth targets.

City Structure (Section 3.4)

The subject lands are located within the Welland Urban Area per Schedule G of the City of Welland Northwest Secondary Plan shown in **Figure 5**. The overarching Niagara Official Plan identifies the entirety of the Northwest Welland Secondary Plan area to be within both the Designated Greenfield Area and Built-up Area. The subject lands are within the Designated Greenfield Area.

Section 3.4.2 Urban Area

Section 3.4.2 of the Official Plan contains policy direction for the Welland Urban Area, as well as lands within the Built Boundary and Greenfield Areas.

The Welland Urban Area is identified as a location of development certainty for private investment that is intended to be served with municipal services and roads. The Urban Area constitutes the geographic area where the majority of forecasted growth should occur to the planning horizon.

The subject lands are located within the Welland Urban Area and Designated Greenfield Area. As the submitted applications seek permission to facilitate residential development on full municipal services, the applications are considered to conform to the Urban Area policies of the City's Official Plan.

Section 3.4.5 Greenfield Development

The majority of lands within the Northwest Welland Secondary Plan area are classified as Designated Greenfield Area, including the subject lands.

As per Section 3.4.5 of the Official Plan, Greenfield Areas are located outside of the City's Built Boundary, but within the Urban Boundary. Greenfield lands provide the City with an opportunity to comprehensively build compact and integrated neighbourhoods. The growth objectives associated with Greenfield developments are to establish denser, more compact, mixed-use and transit supportive neighbourhoods as that allow for the efficient use of land, infrastructure and public service facilities and support the City's strategic direction to build a complete community.

Designated Greenfield Areas, such as the subject lands are to be planned to support the achievement of development densities that meet or exceed 50 residents and jobs combined per gross hectare. The proposed development meets and exceeds the minimum Designated Greenfield Area density target, with a density of 58.308 people and jobs per hectare.

The proposed residential development adheres to the density target of the Greenfield Area as noted above and respond directly to the need for more housing within the City to support the projected population.

SECTION 4 URBAN AREA LAND USE POLICIES

Section 4 of the City of Welland Official Plan contains the general policy framework for development within the Welland Urban Area.

Housing and Residential (Section 4.2)

Section 4.2.1 Planning Objectives

Generally, the planning objectives for residential development and housing found in Section 4.2.1 of the Official Plan seek to establish:

- An appropriation distribution of residential areas;
- Compact, efficient and logical patterns of development;
- An appropriate range and mix of land uses;
- Housing that is planned and developed to meet the needs of citizens at all levels of income; *and*
- Convenient access to transit, shopping, open spaces, recreation and urban amenities.
- The submitted applications conform with this policy direction by proposing residential development that is contiguous to existing and future residential uses, has access to full municipal services and is located adjacent to local and Regional roadways.

The subject lands are directly adjacent to a townhouse development, and across from an established neighbourhood that consists of single-detached dwellings. The proposed street townhouses and single-detached dwellings are appropriate as they are a continuation of the low and medium density-built forms, providing compact, efficient housing. The general, the proposed housing will cater to a variety of residential needs, at varying income levels.

There is a Niagara Region Transit Welland 509 Bus Route stop at the corner of Quaker Road and Niagara Street,

which provides access throughout the City. The subject lands are also within walking distance of necessities and recreation along Niagara Street such as Zehrs, Service Ontario, the Seaway Mall, Cineplex Odeon, Niagara Street Plaza, etc.

Section 4.2.2 Land Use Policies

Section 4.2.2 establishes residential land use into three categories in Welland: Low Density Residential, Medium Density Residential and High Density Residential. These policies are addressed in greater detail in the Northwest Welland Secondary Plan section.

Section 4.2.3 Additional Policies

Design policies for new neighbourhoods are to be planned to support the Region's density target of a combined 50 residents and jobs per gross hectare on designated Greenfield lands as per Section 4.2.3.2. The proposed development meets and exceeds the Region's density target, as 58.308 people and jobs per hectare are proposed. New neighbourhoods are to have clearly defined character with built form and landscaping which meets, or exceeds the standards established by other development in the Region. They are to be visually interesting by discouraging repetitive built form and incorporating a variety of building materials. The built forms and character are compatible with the surroundings, and therefore will contribute to creating a complete community. More detailed design requirements are established within the Northwest Welland Secondary Plan.

SECTION 6 CITY-WIDE LAND USE POLICIES

Section 6.1.2.3.C

Section 6.1.2.3.C states that site alteration may be permitted without an amendment to the Official Plan in Environmental Conservation Areas if it has been demonstrated that there will be no negative impact on the natural features or their ecological functions. The subject lands have an area that is partially mapped as Environmental Conservation Area. In accordance with this policy, an EIS was prepared by Beacon Environmental in accordance with the Policies of this Plan (see Policy 7.11.5), which demonstrates that there will be no negative impact to the natural features or their ecological functions in the areas within the area boundaries. It is noted that the Towpath Drain will have been approved for realignment that was also supported by the findings of an EIS.

Section 6.2 Parks, Open Space and Recreation

Policy 6.2.3.1 A states that “In accordance with the *Planning Act*, as a condition of development approval, the City of Welland may require the applicant to dedicate up to 5% of the gross area for the provision of public open space, other than roads, in residential developments, and up to 2% for commercial or industrial developments”.

The proposed subdivision includes parkland to be dedicated to the City of Welland. There is a slight deficiency in the percentage of land to be dedicated, as a land swap is to occur or cash-in-lieu of parkland will be provided for the difference.

Section 6.4 Transportation

Generally, the City of Welland Official Plan promotes a multi-modal approach to transportation within the municipality. This includes an emphasis on growing public transit and providing pedestrian and cycling infrastructure and roadways that meet the needs of current and future residents.

The proposed development will be developed inclusive of pedestrian oriented amenities including sidewalks and a multi-use trail along within the buffer area of the realigned Towpath Drain. The urbanization of Quaker Road will include sidewalks and bicycle lanes which will improve active transportation amenities in the area.

Local public transit service is also available and provided by Niagara Region Transit, with the nearest stop at Quaker Road and Niagara Street. This route provides access to the Bus terminal, which provides access to transit routes across Niagara Region. Niagara Region Transit also provides connections to GO Transit services in Niagara-on-the-Lake (Niagara College) and St. Catharines (Brock University and Fairview Mall).

Section 6.5 Infrastructure and Utilities

Consistent and in conformity with Provincial and Regional policy direction and the City of Welland Official Plan, all new development within the Urban Area is to be connected to the water and sanitary system.

The proposed development will extend, and be connected to existing municipal water and wastewater services, and the proposed development helps to optimize the efficient use of this infrastructure. As confirmed by the Functional Servicing Report prepared by Upper Canada Consultants, the existing infrastructure can adequately accommodate the proposed development.

NORTHWEST WELLAND SECONDARY PLAN POLICIES

The Northwest Welland Secondary Plan is intended to direct development in Northwest Welland to evolve into a complete community that will accommodate future growth and development that respects the existing built form and character of the area and natural environment. The Northwest Welland Secondary Plan Area covers approximately 190 hectares of land along Quaker Road and is generally bound by the Town of Pelham and City of Thorold to the north, the Niagara College Welland Campus to the south, the rear lot lines of properties abutting Niagara Street to the east, and Line Avenue and Clare Avenue to the west.

New low-density residential areas will develop as extensions of existing established neighbourhoods within the community, and new medium density residential growth will serve to intensify Quaker Road to the east of Rice Road, providing for a more walkable, transit supportive community close to parks, trails, and schools.

The objectives of the plan are as follows:

- To protect and enhance natural heritage features, areas, and corridors of Northwest Welland within the City's broader linked natural heritage system.
- To promote healthy and active living for all ages and abilities by providing active transportation options and developing a continuous and connected open space system, a safe and walkable pedestrian realm, and a trail system that links the community to destinations such as natural areas, parks, schools, stores, and recreation areas.
- To create a unique and inclusive community for residents by providing for a diverse range of housing types and a variety of uses located within the area.
- To maintain the low-density residential character of existing neighbourhoods, while developing a new community that is compact, connected, walkable, and diverse.
- To reduce traffic congestion by providing a balanced road network for local residents, businesses, students, and visitors supportive of the public transit network.
- To conserve, protect and integrate built and cultural heritage elements as per Section 6.6 of this Plan.
- To implement sustainable community design initiatives that ensure conservation of water resources and adaptation to climate change.

Land Use Designation

The Site is designated Low-Density Greenfield Residential, Medium Density Residential, Open Space & Recreation, and Environmental Conservation Area per Schedule G: Northwest Welland Secondary Plan. The boundaries of these land use designations are proposed to be modified primarily due to the realigned Towpath Drain corridor and shifting of the park block from the north side of the Towpath Drain to the south side. The shifting of the land use boundaries provides for an improved cohesive development plan and does not change the intent of the Northwest Secondary Plan land uses, no policy changes are proposed.

Land Use Policies

Residentially designated lands are intended within the NWSP as being integral to the achievement of Regional and municipal growth targets. The development potential of these lands is to be maximized to limit the need for urban expansion or conversion of employment lands. The subject development achieves this by making efficient use of the development lands, proposing site-specific refinements to the zoning that will implement the Secondary Plan through the achievement of a greater number of units and densities than would be provided for otherwise in the zoning. **Low Density Greenfield Residential**

The Low-Density Greenfield Residential policies of the City of Welland Official Plan permits the development of lands designated as such for a variety of low-rise residential land uses within a density range of 15-24 units per hectare. Residential uses are to have porches or covered entrances, attached garages and use a variety of building materials and glazing to achieve an interesting streetscape. The proposed development will have regard for these policies while meeting the density targets of the Low-Density Greenfield designation.

The proposed density within this designation is 19.23 units per hectare.

Medium Density Residential

The Medium Density Residential Policies of the Official Plan permit housing densities at a range between 25 and 60 dwellings units per net hectare of land. Similar to Low Density Area, Medium Density development is also required to ensure strong relationships between the public and private realm through the use of unique architecture, covered entrances, extensive landscaping and the shielding of required parking area. The existing Medium Density Residential designation facilitates the proposed development density and allows for an appropriate and compatible interface with surrounding land uses. The proposed development will have regard for these policies while meeting the density targets of the Medium-Density designation.

The proposed density within this designation is 26.67 units per hectare.

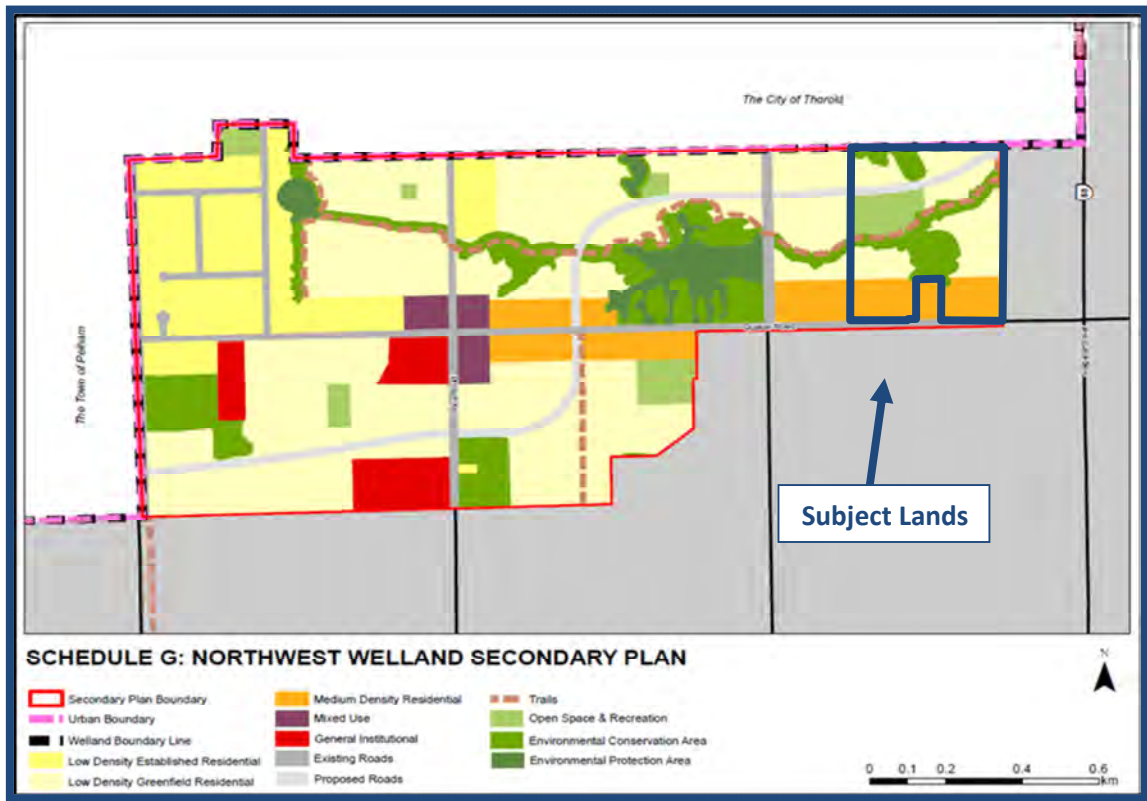


Figure 5 - Schedule G of City of Welland Northwest Secondary Plan (Cropped)

Overall, the subject lands have a developable density of 21.05 units per hectare.

Parks, Open Space and Recreation

Within Northwest Welland, lands designated as Parks, Open Space and Recreation are to be developed and maintained as Neighbourhood Parks, which are to facilitate the immediate recreation needs of a neighbourhood within walking distance of the area being served. The proposed development will create a large, 0.698-hectare park to service the new neighbourhood. The location of the proposed park is to be shifted from the north side of the Towpath Drain corridor as identified in the NWSP to the south side. The proposed re-location creates a more functional, efficient site and cohesive development plan. The proposed park will continue to be alongside the realigned Towpath Drain. The development also proposes a mixed-use trail along the Towpath Drain and is to be contiguous to lands both east and west to further integrate the community within an active transportation network, and passive recreational opportunities.

Environmental Conservation Area

The Northwest Welland area has a number of identified potential Headwater Drainage Features. The Environmental Conservation protection is intended to ensure that these features are properly classified and evaluated prior to development of adjacent lands. The re-aligned Towpath Drain and accompanying EIS reports accurately delineated these features, as well as propose enhancements that restore lost functions and natural channel design. Pursuant to policy 6.1.2.3.C of the Welland Official Plan, development may be permitted within the Environmental Conservation area subject to an EIS to the satisfaction of the City in accordance with policy 7.11.5 of the Plan. The submitted EIS by Beacon Environmental demonstrates that there are no negative impacts to natural heritage features as a result of the development, and all-natural features are to be contained within Block 289 and Block 290, which contains the re-aligned Towpath Drain and associated buffer.

Other Policy Directions

A detailed transportation impact analysis and studies are required to be submitted with planning applications for development along Quaker Road and the future collector road. A Traffic Impact Assessment by AE has been submitted as part of this application, and details that the NWWSP Area has sufficient capacity with adequate Levels of Service, and recommends potential signalization at the First Avenue and Quaker Road intersection, and the Rice Road and Quaker Road intersection.

CITY OF WELLAND URBAN DESIGN GUIDELINES

The City of Welland Urban Design Guidelines are based upon the following principles:

- Provide a Multi-Functional & Multi-Modal Streetscape Network
- Promote a Convenient & Connected Open Space Network
- Protect and Enhance Natural Heritage
- Preserve and Embrace Cultural Heritage
- Establish Appropriate Built Form & Architecture
- Cultivate Identity & Sense of Place
- Incorporate Measures of Healthy Communities and Sustainability through Urban Design

Multi-Functional & Multi-Modal Streetscape Network

The City of Welland Urban Design Guidelines state the importance of provided a well-connected open space system that is integrated into the existing community, and offering multiple outdoor recreational opportunities.

Convenient & Connected Open Space Network/Protect and Enhance Natural Heritage

The Guidelines support the importance of a well-connected open space system that is integrated in the existing community, and supports outdoor recreational possibilities. The Guidelines also support an enhanced and protected natural heritage system.

The proposed development aligns with the Guidelines by introducing a 0.698-hectare park and a mixed-use trail adjacent to the re-aligned watercourse. This design establishes a cohesive open space network, enabling easy access and passive recreational opportunities to enable residents to enjoy the enhanced natural features of the re-aligned Towpath Drain.

Establish Appropriate Built Form & Architecture

The Guidelines support establishing appropriate built form and architecture through smooth height transitions, a mix of densities that concentrates higher densities near major intersections, while aligning with local market demands and existing urban fabric.

The development meets the Guidelines, as the proposed housing is at an appropriate scale for the area, with townhouses fronting onto Quaker, and more low-density housing within the interior of the plan area. The scale is similar to established residential areas on the south side of Quaker Road.

Cultivate Identity & Sense of Place

The Guidelines encourage the expansion of physical elements that contribute to a stronger sense of place throughout the city. Some of these include unique landscape designs and native street trees will serve as recognizable features for different neighborhoods.

The development aligns with the guidelines by incorporating the re-aligned Towpath Drain, which abuts a mixed-use trail that connects multiple nearby developments and creates a focal point that enhances the character of these neighborhoods.

Incorporate Measures of Healthy Communities and Sustainability through Urban Design

The Guidelines state that healthy and sustainable communities are integral to urban planning and design. Some of the proposed methods of doing this are to build upon the existing cycling network in the Niagara Region and seek innovative opportunities to expand active transportation options.

The development meets these guidelines through the inclusion of a mixed-use trail that links to adjacent neighbourhoods, that will expand upon active transportation options in the area, while also adding densities that will support the expansion of transit options in the area.

NORTHWEST WELLAND URBAN DESIGN GUIDELINES

The Northwest Welland Urban Design Guidelines are intended to support the vision and objectives of the Secondary Plan included within the Welland Official Plan. They are also intended to provide further direction to help guide design and development within Northwest Welland. The guidelines are an addendum to the City of Welland's existing city-wide Urban Design Guidelines dated August 2014 (the City-wide Guidelines). They are intended to be read in conjunction with the Citywide Guidelines and provide further design direction specific to areas within the Secondary Plan to establish a design framework that encourages the creation of a successful and sustainable urban community.

Low Density Residential: Provides Design Direction for Low Density Residential Areas

The intent of the Low-Density Residential Area designation is to encourage new residential development that respects surrounding land uses and the existing character of surrounding neighbourhoods, taking into consideration appropriate transitions in height, massing, setbacks and built form details.

The development meets the intent of the Low-Density guidelines by proposing lower density uses within the interior of the proposed road network, and of a scale and transitioning that matches the existing residential developments both across from and adjacent to the subject lands.

Medium Density Residential: Provides Design Direction for Medium Density Residential Areas

The intent of the Medium Density Residential Area designation is to encourage townhouses and low-rise apartment buildings and more walkable, transit supportive community close to parks, trails, and schools. Developments are to focus on creating active street fronts and ensuring a secure and pleasant public environment.

The development meets the intent of the Medium Density guidelines by permitting higher density uses along Quaker Road, with a reduced setback to provide a street edge and greater enhancement to the streetscape.

Parks, Open Space & The Environment

The development of new neighbourhood parks and open spaces, as well as the enhancement of existing areas, should be designed to encourage recreation opportunities, provide access to nature within the community, and enhance the character of neighbourhoods.

The project meets these guidelines by improving a natural heritage corridor, enabling passive recreational activities on the subject lands. Furthermore, it includes a mixed-use trail running parallel to the natural heritage corridor, enhancing recreational opportunities for both the subject lands and neighboring areas.

CITY OF WELLAND COMPREHENSIVE ZONING BY-LAW (By-law 2017-117)

The Zoning of the lands within the NWSP Area was not amended concurrently with Official Plan Amendment 24 or 29. As shown in **Figure 4**, currently, the subject lands are zoned Agricultural (A1) with an Environmental Conservation Overlay (EC).

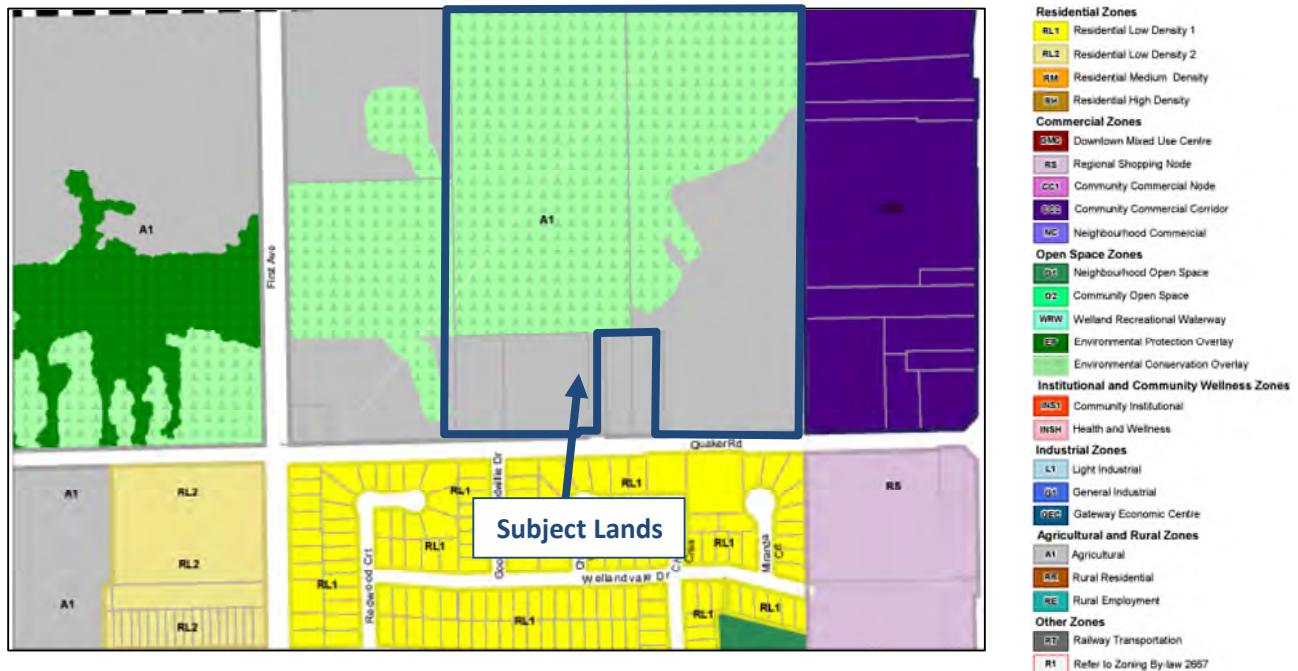


Figure 6 - In-effect Zoning within NWSP Area

Proposed Zoning By-law Amendment

The proposed zoning will bring the site into alignment with the underlying Secondary Plan designations. The proposed zoning is listed in **Table 1**. The proposed amendments would conform to the provisions of the Residential Low Density 2 and Residential Medium Density zones, with site-specific provisions to tailor the subdivision to the subdivision design, and to better enable the implementation of the Secondary Plan policies.

Residential Low Density 2 (RL-2-XX)

The RL2-XX Zone is proposed to be applied to lands designated Low-Density Greenfield Residential and Medium Density Residential on Schedule G of the Welland Official Plan.

The provisions of this zone facilitate the development of low-density ground based dwelling units within and adjacent established residential areas and well as areas interior to future development blocks that are located further from Quaker Road. The permitted uses and scale of development is compatible with existing residential development in the area, and provides a balance with the proposed medium density development along Quaker Road.

Residential Medium-Density Zone (RM-2-XX)

The RM-XX Zone is proposed to be applied to lands designated Medium-Density Residential. Given the proximity to this higher-order roadway, the lands are proposed to be designated for medium density development as they have desirable access to servicing and have greater opportunities for higher density development and high-quality urban design.

Environmental Conservation Zone (EC-XX)

The Environmental Conservation Zone is proposed to be applied to the re-aligned Towpath Drain. A General Provision clause enabling this review approach is provided in the Draft Zoning By-law included as **Appendix IV** to this report.

General Provisions

In addition to the proposed zoning provisions outlined in the Draft Zoning By-law Amendment, additional general provisions have been included to provide clarity on implementation.

The intent and effect of these provisions are generally summarized below:

- Provisions for Single Detached and Street Townhouse Dwellings;
- Ability to modify the mapped extent of natural heritage zones (Subject to Professional Study);
- Direction for Private Road Developments (setbacks, definitions, lot coverage calculations);
- Permitted elements within a landscape strip (walkways, retaining walls or similar);
- Permission for the City to reduce landscape buffer requirements where appropriate without amendment;
- Dimensions for obstructed parking spaces; and
- Setbacks for underground parking garages.

Together, these provisions provide additional clarity for development instances that can be expected in the NWSP Area. Many of these suggestions have been provided based on the experience of the developers, consultants and staff through the implementation of By-law 2017-117 elsewhere in the municipality.

Parkland

The subject zoning will ensure sufficient parkland and open space uses be provided through development. The subject development allocates Block 279 to 0.698 hectares of parkland, in addition to the proposed multi-use path and adjoining walkways to provide continuous connections between these features.

Table 1: Zoning Compliance

Section 7 Residential Zones (RL2)	Required	Proposed Change
7.2 Permitted Uses	Accessory Dwelling Unit Accessory Uses, Buildings and Structures Bed and Breakfast Garden Suite Group Home Home Occupation Multiple Dwelling Semi-Detached Dwelling Short-Term Rental Single-Detached Dwelling Street Townhouse Dwelling Townhouse Dwelling (Block) Two-Unit Dwelling	No change
7.3.1 Regulations for Residential Zones (RL2)	Required	Proposed Change
(a) Minimum Lot Area	Single-Detached (270.0 sq. m)	No change
(b) Minimum Lot Frontage	9.0 m	No change
(c) Minimum Front Yard	4.5 m and 6.0 m	3 m (front face of dwelling) 5.5 m (garage)
(d) Minimum Side Yard (interior)	1.0 m	0.6 m on one side and 1.2m on the other, or 1.0m
(e) Minimum Side Yard (exterior)	1.0 m	No change
(f) Minimum Rear Yard	6.0 m	No change
(g) Maximum Building Height	11.0 m	13.5 m
(h) Lot Coverage	50%	Not applicable
(i) Landscaped Area	20%	Not applicable

Section 7 Residential Zones (RM)	Required	Proposed Change
7.2 Permitted Uses	Accessory Dwelling Unit Accessory Uses, Buildings and Structures Apartment Dwelling Daycare Group Home Home Occupation Multiple Dwelling Retirement Home Short-Term Rental Street Townhouse Dwelling Townhouse Dwelling (Block)	No change
7.3.1 Regulations for Residential Zones (RL2)	Required	Proposed Change
(i) Minimum Lot Area	Street Townhouse with Garage Facing Front Lot Line N/A	N/A
(j) Minimum Lot Frontage	Street Townhouse with Garage Facing Front Lot Line 6.0 m/unit	No change
(k) Minimum Front Yard	Street Townhouse with Garage Facing Front Lot Line 4.5 m (front) and 6.0 m (garage)	3 m (front face of dwelling) 5.5 m (garage)
(l) Minimum Side Yard (interior)	Street Townhouse with Garage Facing Front Lot Line Single-Detached 1.0 m	1.0 m, or 0.0 m along a common or party wall
(m) Minimum Side Yard (exterior)	Street Townhouse with Garage Facing Front Lot Line Single-Detached 1.0 m	No change
(n) Minimum Rear Yard	Street Townhouse with Garage Facing Front Lot Line Single-Detached 6.0 m	No change
(o) Maximum Building Height	Street Townhouse with Garage Facing Front Lot Line Single-Detached 11.0 m	14.5 m
(p) Lot Coverage	Street Townhouse with Garage Facing Front Lot Line Single-Detached 55%	Not applicable

(ii) Landscaped Area	Street Townhouse with Garage Facing Front Lot Line Single-Detached 20%	20%
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PLANNING POSITION

Applications have been submitted to the City of Welland for an Official Plan Amendment and Zoning By-law Amendment for lands municipally known as 210, 256 & 276 Quaker Road, in the City of Welland, in the Regional Municipality of Niagara.

The proposed density and housing types are considered to be compatible with adjacent development, appropriate for the site and can be supported by urban services, public roadways and parkland.

The subject lands are located within the Designated Greenfield Area and will be developed with a density of 58.308 people and jobs per hectare, which will exceed the minimum target of 50 people and jobs per hectare.

The proposed development balances the accommodation of prescribed growth targets and respect for the character of the surrounding neighbourhoods, improves housing choices, and is an efficient use of urban lands. It makes use of underutilized parcels of land that has access to full municipal services and is in an area that is planned for future residential development.

Based on the analysis of the Applications, preliminary Plans and Draft Amendments, it has been demonstrated that the applications:

- Have regard for, and satisfy the relevant sections of Section 2 the Planning Act;
- Are consistent with the 2024 Provincial Planning Statement;
- Are in conformity with the 2022 Niagara Official Plan;
- Are in conformity with the City of Welland Official Plan

It is my opinion that the applications will facilitate appropriate forms of development that will contribute to the achievement of community goals and additional housing supply and forms. The applications are considered to be in the public interest and represent good planning.

Sincerely,



Nicholas Godfrey, MA, RPP, MCIP
Senior Planner
Upper Canada Consultants