GENERAL COMMITTEE AGENDA

Tuesday, April 28, 2026

COUNCIL CHAMBERS – CIVIC SQUARE

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

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Pages

1. OPEN GENERAL COMMITTEE MEETING FOLLOWING THE SPECIAL COUNCIL MEETING

   1.1 CALL TO ORDER BY VICE MAYOR GRAHAM SPECK

   1.2 LAND ACKNOWLEDGEMENT

   1.3 OPENING REMARKS FROM THE CAO

   1.4 ADDITIONS/DELETIONS TO AGENDA

   1.5 DISCLOSURES OF INTEREST

   1.6 ADOPTION OF MINUTES

   1. General Committee Meeting of March 24, 2026. 3 - 4

2. VERBAL REPORTS AND DELEGATIONS

   2.1 PRESENTATIONS

   1. Dr. Lesley Rigg, President and Vice Chancellor and Daniel Grubb, Government and Community Relations, Brock University regarding The History of Brock University and Strategic Plan. 5 - 14
      Ref. No. 26-28
      (Background information included in Council members agenda).

      RECOMMENDATION:
      THAT the General Committee receives for information the presentation regarding the History of Brock University and Strategic Plan.

2. Christian Wulff, Chief Executive Officer and Ben McDermott, General Manager, Health Fitness and Aquatics, YMCA regarding YMCA annual update. Ref. No. 26-28 15 - 32
(Background information included in Council members agenda).

RECOMMENDATION:
THAT the General Committee receives for information the presentation regarding the YMCA Annual Update.

3. Lina DeChellis, Director of Economic Development & Strategic Initiatives, Lisa Allen, Manager of Economic Development, Julia Ciolfi, Economic Development Officer and Laura Illingworth, Economic Development Coordinator regarding Economic Development Update. Ref. No. 07-144

1. Economic Development Office – Annual Update. Ref. No. 07-144 33 - 74
RECOMMENDATION:
THAT the General Committee receives for information Report EDO-2026-01 and the annual update presentation from the Economic Development Office on 2025 accomplishments.

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

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

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

3.1 2025 Investment Report & Investment Policy. Ref. No. 26-4 75 - 100
(Staff will provide a brief presentation prior to Council's discussion of this item).

3.2 Traffic Calming Policy - Draft. Ref. No. 26-22 101 - 122

3.3 Response to Notice of Motion - Homelessness, Mental Health and Addictions. Ref. No. 21-30 123 - 128

3.4 Response to Notice of Motion - Update on LIV Communities Development. Ref. No. 25-19 129 - 136

3.5 City of Welland Proposed Updated Official Plan. Ref. No. 07-88 137 - 988

4. ADJOURNMENT

CITY OF
Welland

MINUTES OF GENERAL COMMITTEE MEETING

MARCH 24, 2026

COUNCIL CHAMBERS – CIVIC SQUARE

Meeting Number G.C. 2026 – 02

Members Present Chair L. Van Vliet, Vice Mayor

F. Campion
J. Chiocchio
T. DiMarco (virtual)
B. Fokkens
B. Green
M.A. Grimaldi
J. Lee
D. McLeod
A. Moote
C. Richard
S. Setaram
G. Speck

Members of the Staff Present:

Chief Administrative Officer, J. Ruddell
Director of Legislative Services/City Clerk, T. Stephens
Director of Strategic Initiatives and Economic Development, L. DeChellis (until 7:03 p.m.)
Chief Communications & Public Engagement Manager, M. MacDonald

Tuesday, March 24, 2026
Meeting Number G.C. 2026 – 02

1. CHAIR VAN VLIET CALLED THE GENERAL COMMITTEE MEETING TO ORDER AT 6:18 P.M.

2. DISCLOSURES OF INTEREST:

Councillor Lee disclosed an interest in this matter and did not take part in the consideration and discussion of same, and refrained from voting thereon, as his employer is the City of Port Colborne.

3. ADDITIONS/DELETIONS TO THE AGENDA: NIL

4. ADOPTION OF MINUTES OF THE GENERAL COMMITTEE MEETING OF February 24, 2026.

Moved by Setaram that the minutes of the General Committee meeting of February 24, 2026, be hereby approved and adopted.

CARRIED

5. DELEGATIONS

Jordan Sherlock, Niagara Industrial Association regarding an update on the the Niagara Industrial Association mandate and current industry challenges in Niagara. Ref. No. 26-28

Moved by McLeod
THAT the General Committee receives for information the presentation by Jordan Sherlock, Niagara Industrial Association regarding an update on the Niagara Industrial Association mandate and current industry challenges in Niagara.

CARRIED

6. PUBLIC MEETING FOR PUBLIC INPUT REGARDING NIAGARA GOVERNANCE REFORM.

1. Fiona McMurran – 41 Griffith Street, Welland, ON L3B 4G5
2. Brandon Simon – 140 Dorothy Street, Welland, ON L3B 3V9
3. Kiron Bondale – 47 Melissa Crescent, Welland, ON L3C 6M5
4. Vi Vrbanac – 123 Forkes Road East, Welland, ON L3B 5K6
5. Jessica Katharine Prescot – 55 Woodington Place, Welland, ON L3C 2J1
6. Tia DeAgazio – 160 Lancaster Drive, Welland, ON L3C 0J3
7. Cheryl Rowe – 274 Roach Avenue, Welland, ON L3C 2W4
8. Luca Mele – 24 Crowland Avenue, Welland, ON L3B 1W9
9. Nora Reid – 19 Rosemount Drive, Welland, ON L3C 2H4
10. Nadia Potter – 129 Page Drive, Welland, ON L3C 6L8
11. Mina Antus - 27 Thompson Avenue, Thorold, ON L2V 2M9
12. Marsha Remple – 349 Ridge Road, Welland, ON L3B 5N7
13. Pam Voth – 45 Pine Street, Welland, ON L3C 4G3

The General Committee Meeting adjourned at 9:01 p.m.











Brock University



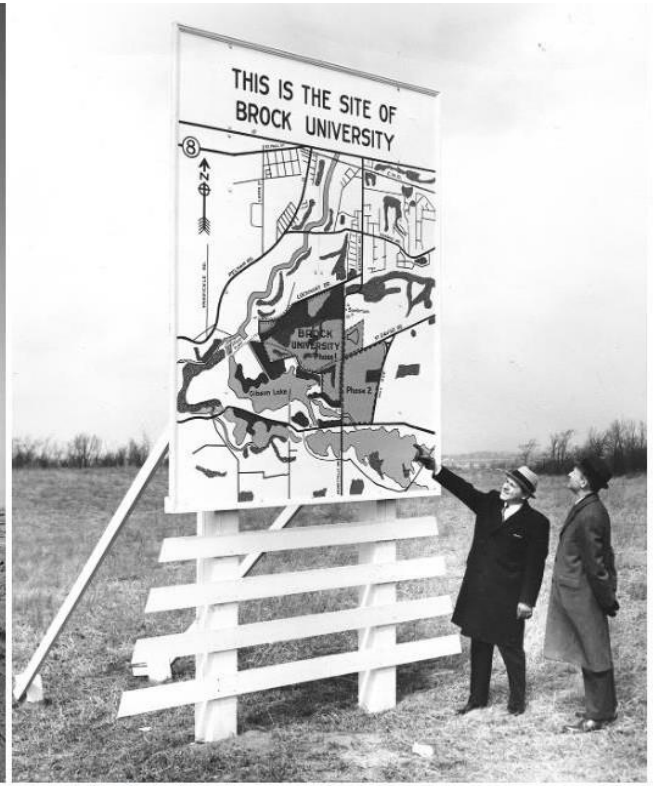


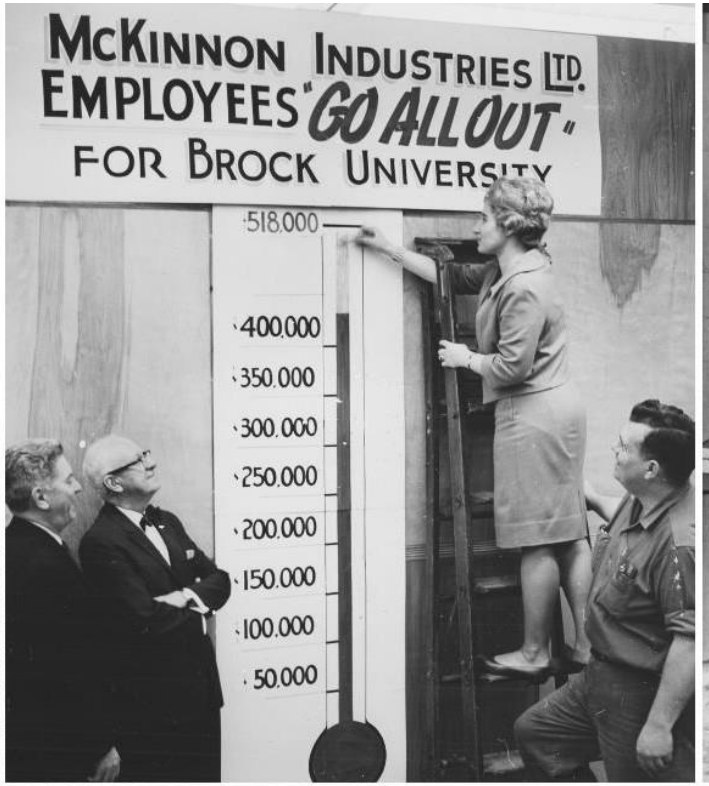








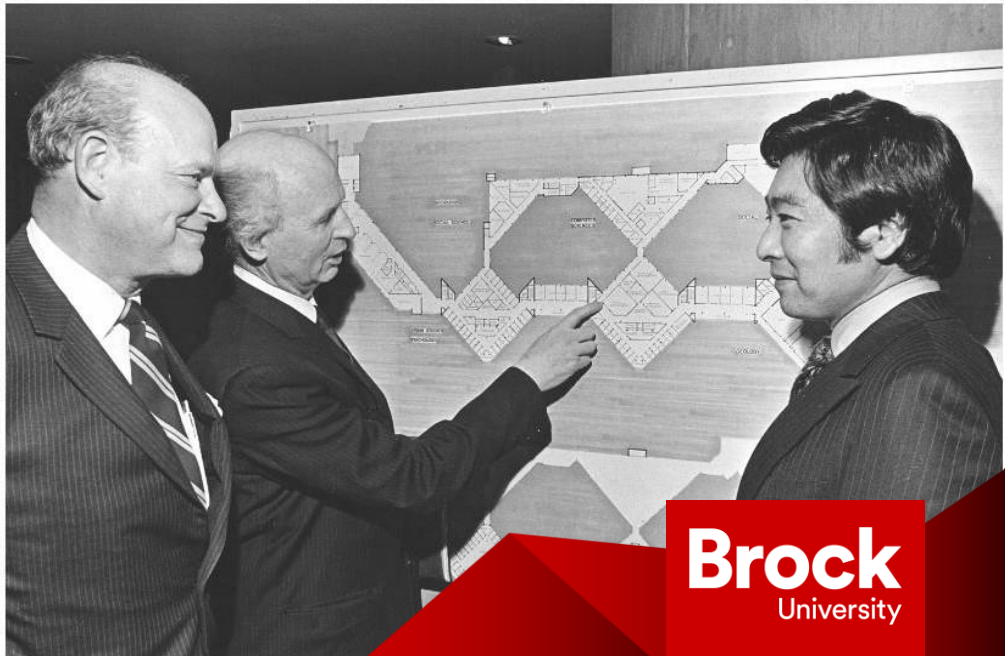

THIS IS THE SITE OF
BROCK UNIVERSITY

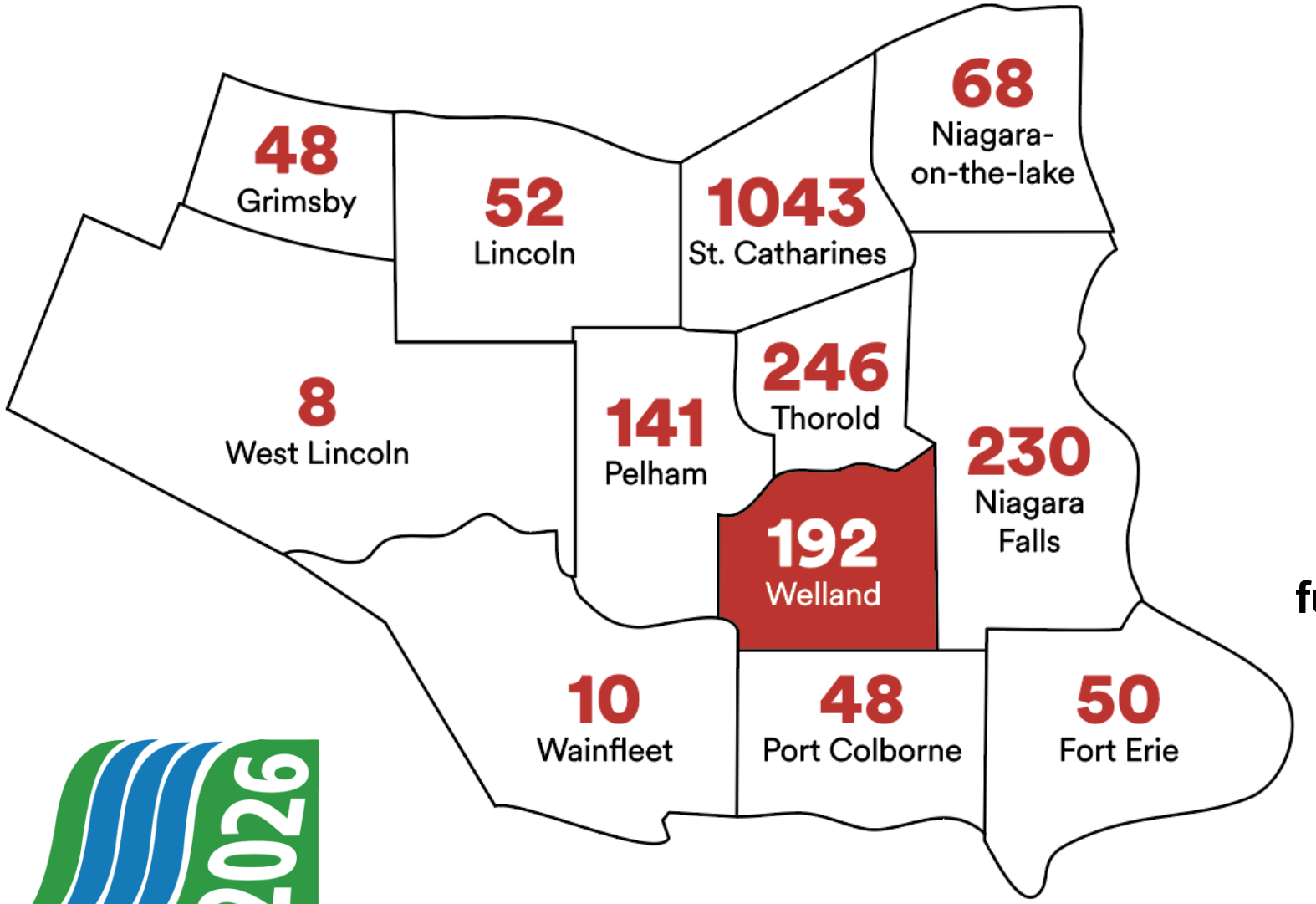

McKINNON INDUSTRIES LTD.
EMPLOYEES "GO ALL OUT"
FOR BROCK UNIVERSITY
518,000
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000


BROCK UNIVERSITY
GLENRIDGE CAMPUS




BUILD
WITH BROCK





2,136

Total number of **Brock employees who live in the Niagara region**

2,806

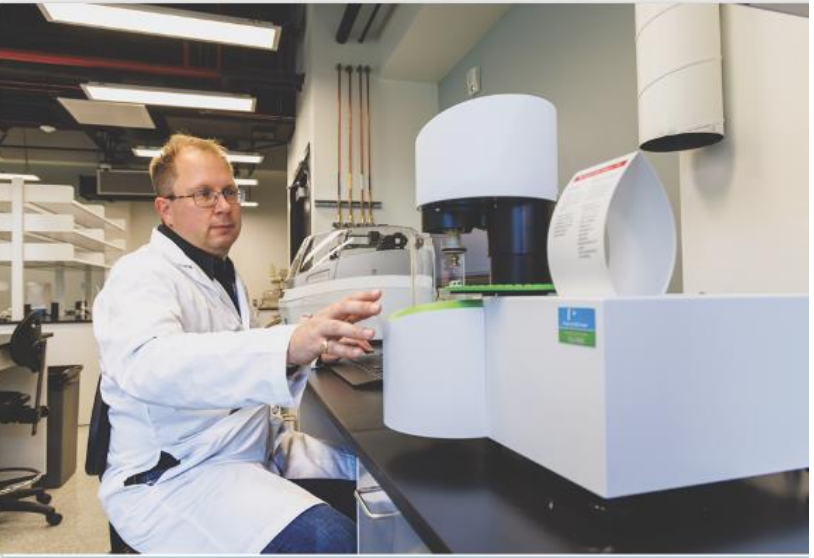
Total number of **full time Brock employees**

192

Total number of Brock employees **who live in Welland**

Hamilton-Niagara's Top Employers 2026

Brock University







$1.428 billion

economic impact in Niagara

AND

$2.861 billion

contributed to Ontario's economic landscape

More than

124,000

Brock alumni









Brooke Iannuzzelli

Brock Alumni Co-op Employer of the Year Award

–

Human Resources Advisor with the City of Welland

–

“It’s not just a job for me; it’s something that I am passionate about. The students are mature. They get it and take it seriously.”

Brooke Iannuzzelli (BBA '14)

73

co-op placements in Welland

2023-26



Curtis Tenhag

Recreation and Leisure Studies student

–

Festival and Events internship with the City of Welland

Brock University







Collaboration and Partnership







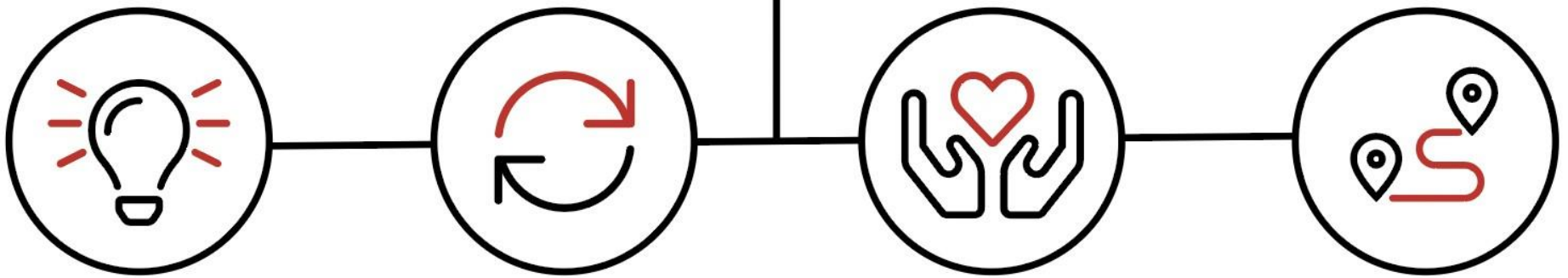
Brock University

Brock University

Transforming people, reimagining the future

Institutional Strategic Plan • 2025-2030

Strategic directions



Shape tomorrow through research, discovery and knowledge

Build sustainable futures

Realize you matter

Bring the world to Brock, and Brock to the world

Brock University










Bethesda
Brock
University
NIAGARA CANADA


Brock
University

Brock University

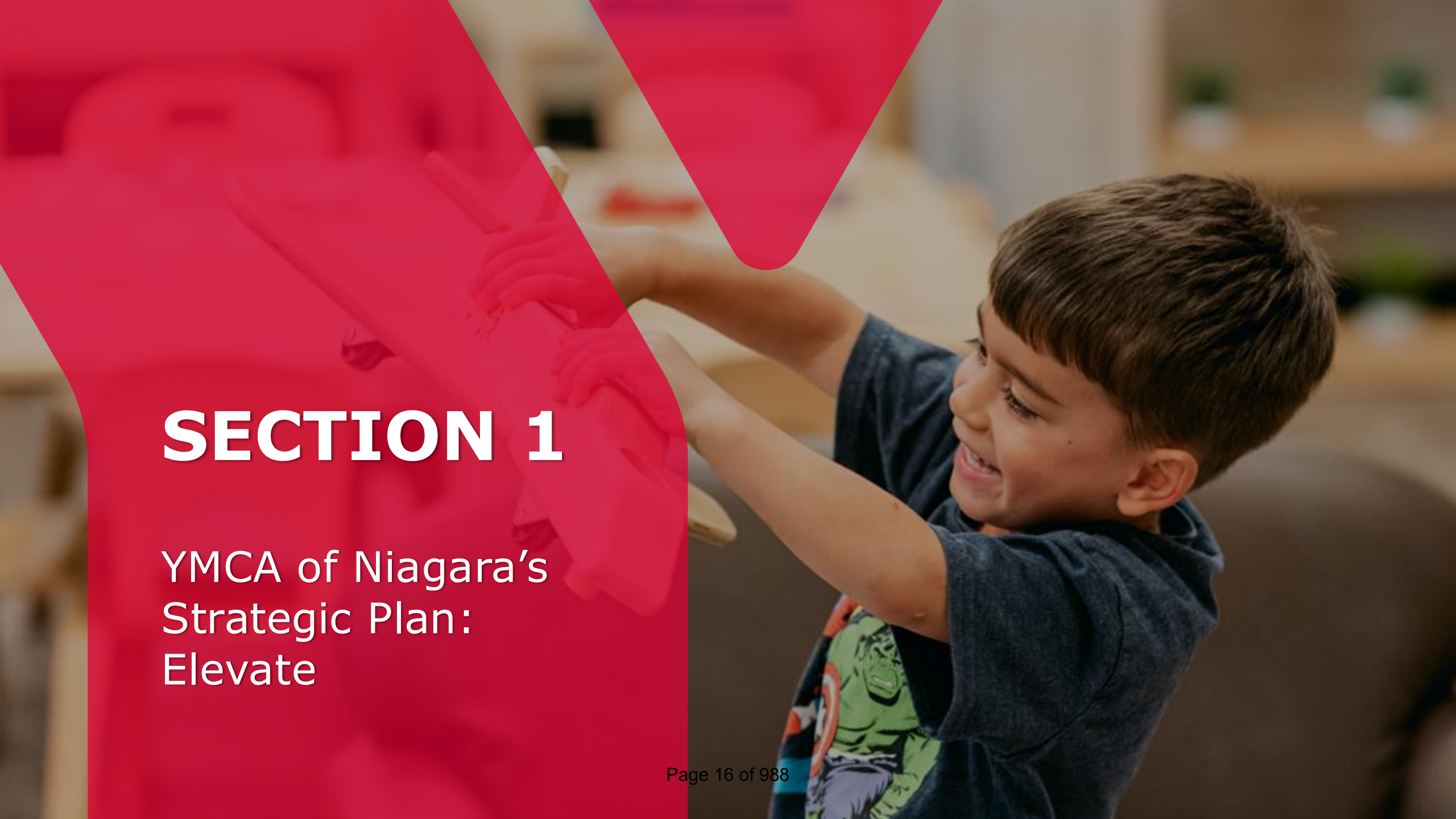
Thank you

Niagara Centre YMCA

Igniting Potential Through Partnership

Shine On Niagara

CITY OF Welland



SECTION 1

YMCA of Niagara's Strategic Plan: Elevate

OUR STRATEGIC PLAN TO

Elevate

Individuals and families across the Niagara community.





Deficit Approach

HEALTH INEQUITY

57% of people in Niagara do not meet the required amount of weekly exercise

ECONOMIC EXCLUSION

25% of families in Niagara struggle to afford basic needs

SOCIAL DISCONNECTION

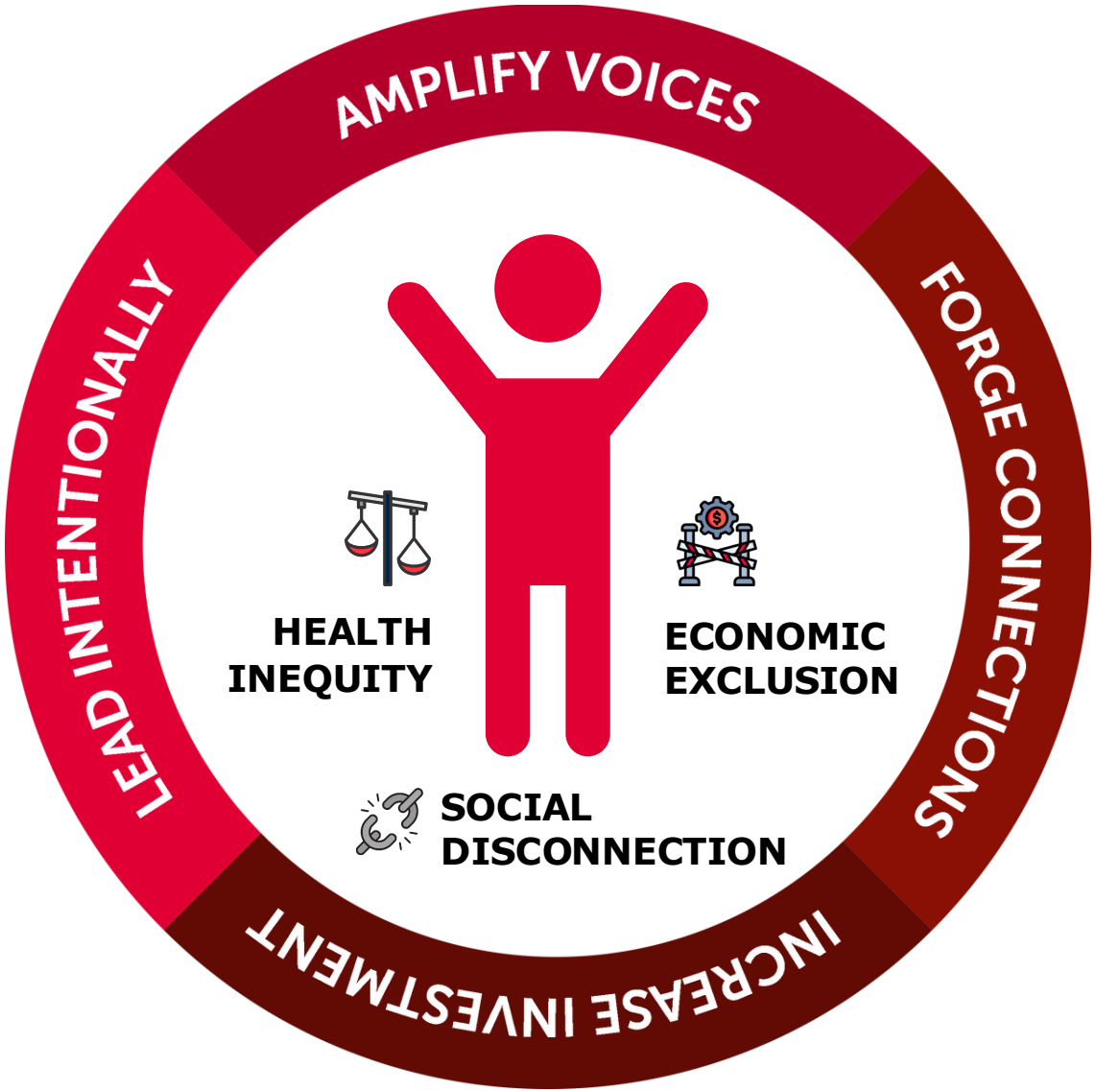
30% of people in Niagara do not feel connected to their community

Niagara

Shine On

COMMUNITY WELL-BEING

Across Niagara, individuals face barriers to well-being — from health inequity and social disconnection to economic exclusion. Through our strategic actions — leading intentionally, amplifying voices, forging connections, and increasing investment — the YMCA responds to these challenges. Together, we create empowerment, opportunity, and belonging, helping everyone fulfill their potential.



EMPOWERMENT

BELONGING

OPPORTUNITY



SECTION 2

Community Need in Welland

Community Needs in Welland

Affordability & Access

- Median household income below provincial average
- Rising cost of living impacting access to recreation
- Increased need for financial assistance and low-barrier programs

Healthy Aging

- 1 in 5 residents are over the age of 65
- Growing demand for programs that support mobility, independence, and social connection

Health & Active Living

- Over half of Niagara residents do not meet recommended physical activity levels
- Increased risk of chronic disease highlights need for preventative health opportunities

Community Connection & Inclusion

- Growing and increasingly diverse population
- Ongoing need for inclusive, welcoming spaces for youth, families, newcomers, and older adults



The YMCA Response

At the Niagara Centre YMCA we provide accessible programs, financial assistance, and welcoming spaces that support health and community connection.

Welcoming, Liveable, Healthy Community

The YMCA contributions support key social determinants of health - including accessible programs and services, healthy aging and active living, prevention and community health, welcoming and inclusive spaces, helping to improve overall well-being for Welland residents.



YMCA Contributions

Accessible Programs & Services
- Health, fitness, and aquatics programs for all ages
- Financial assistance to reduce barriers and increase access
- Flexible options including drop-in and registered programs

Healthy Aging & Active Living
- Programs designed to support mobility, independence, and overall well-being
- Aquatics, group fitness, and low-impact offerings for older adults
- Opportunities for social connection and engagement

Prevention & Community Health
- Supporting active lifestyles and overall wellness
- Swim lessons and water safety education
- Programs that promote physical and mental well-being

Welcoming & Inclusive Spaces
- A safe, welcoming environment for all residents
- Programs and spaces that bring together diverse populations
- A community hub that fosters connection and belonging

SECTION 3

Niagara Centre
YMCA Impact
2024-25 Fiscal Year



2025

STATISTICS	NUMBERS	NOTES
Average # of members on roll	3,510	12% increase from 2023-24
Total # of member visits	213,000	# of times a member scanned into use the Centre – 14% increase from previous year.
Total # of family swim visits	20,455	Community participants who attended open swims (does not include members) 9% increase from previous year.
Total # of individuals (unique) served in Swim Lessons	1,535	12% increase in participation from 2024-25
Average # of program hours per week	510 hours of weekly programming	Health, fitness and aquatics programs. 5% increase from previous year.
Average # of fitness classes per week	40 classes per week	14% increase in average classes from 2025-25
Average # of Aqua Fitness classes per week	16 classes per week	14% increase in # of Aqua Fitness classes from previous year.
Average # of Aqua Fitness participants per week	470 participants per week	8% increase in participation from 2024-25.
Financial Assistance Provided to Community	$173,886	1 in 5 members and community participants receive financial assistance to attend the YMCA. 17% increase from previous year.

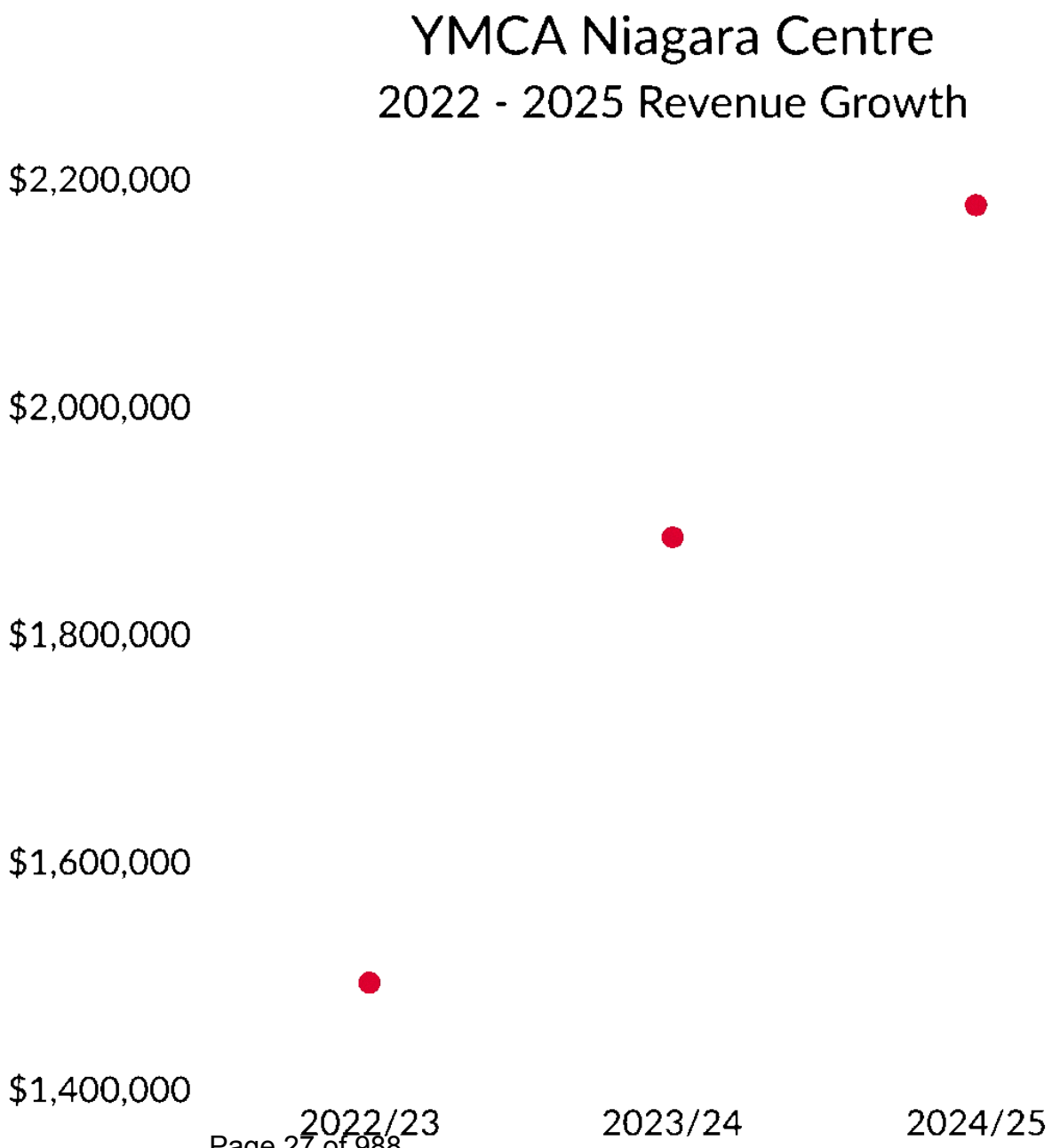
SPAR (Sport, Physical Activity, and Recreation) Impact Calculator

Estimates the social and economic value generated by YMCA programs by measuring their impact on community health, social connection, and long-term well-being.

Annual Health Impacts	Economic Impacts
Non-Communicable Diseases (Economic Burden Averted): **CA$11,807,668**	Operations • Annual Impact of Operations on Gross Domestic Product: **CA$1,844,274** • Jobs Created Through Annual Operations: 32
Depression (Economic Burden Averted): **CA$1,476,428**	Volunteering (Annual Economic Value): **CA$5,065**

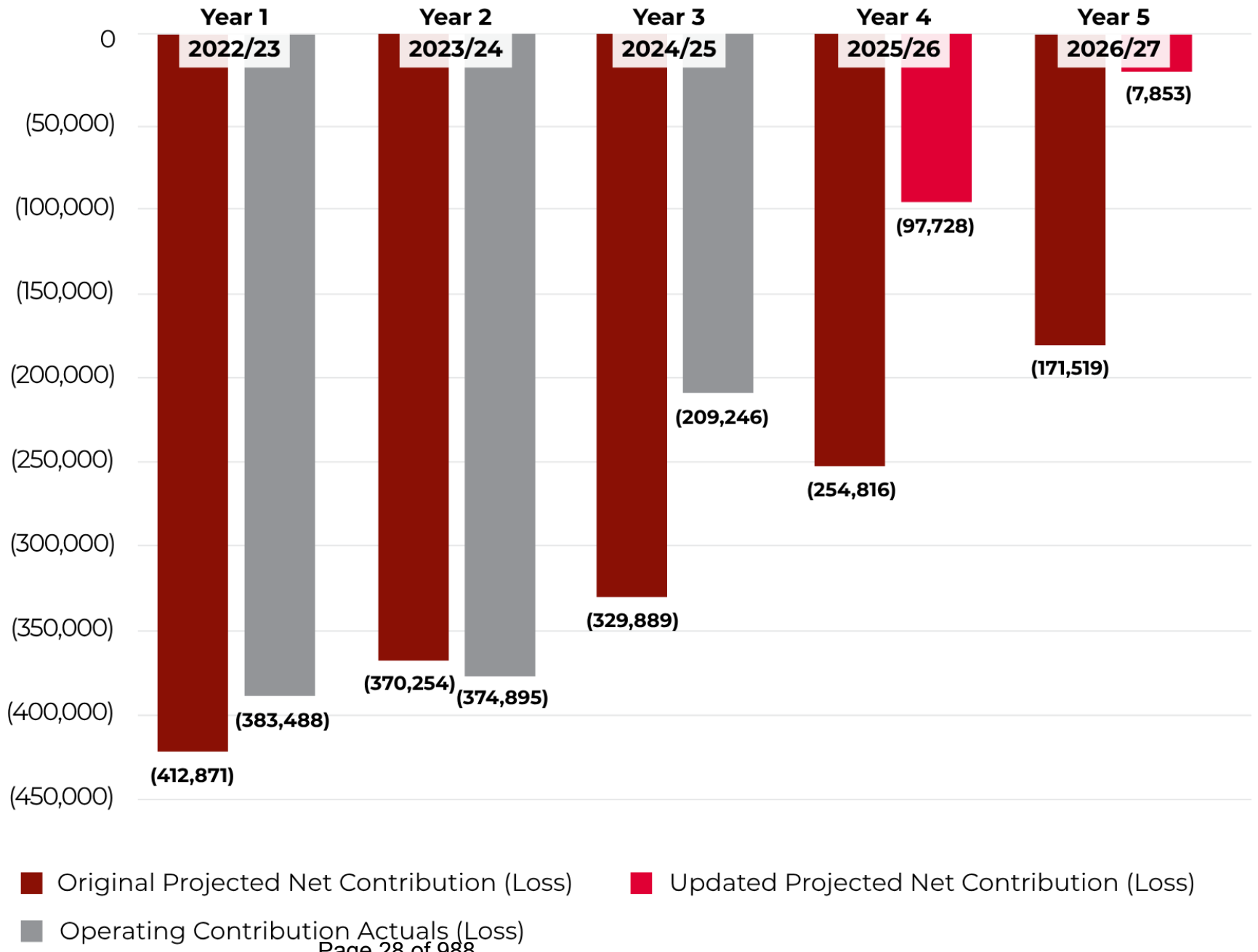


2022 - 2025


YMCA Niagara Centre
2022 - 2025 Revenue Growth
$2,200,000
$2,000,000
$1,800,000
$1,600,000
$1,400,000
2022/23
2023/24
2024/25

Niagara Centre YMCA

Operating Contribution Actuals for Year 1, 2, & 3 and Updated Projections for Year 4 & 5



SECTION 4

Strengthening the Niagara Centre YMCA, Together



"This investment ensures our community members have a place they can count on — a true third place where people can come together, stay active and support their well-being." - Ben McDermott

Asset Management Update

The Ontario Community Sport and Recreation Fund
A $420,000 investment to support the installation of energy-efficient LED lighting and new rooftop HVAC units at Niagara Centre YMCA.

Putting our Partnership into Action

Prioritizing Welland Residents

As part of our partnership with the City of Welland, we are committed to ensuring residents have prioritized access to YMCA programs, services, and spaces. This year, that commitment came to life through intentional actions.



1,675

Welland residents welcomed through free 1-week trials, reducing financial barriers and increasing access to health and wellness opportunities.

350

Children supported through priority registration, ensuring Welland families had early access to swim lessons and child & youth programs.

2,200

Residents engaged through open houses and community events, strengthening social connection and a sense of belonging.

175

Individuals participated in our first collaborative volunteer fair, creating pathways for community inolvement and civic engagement.

Shine On Niagara

Thank You and Questions

Christian Wulff
Chief Executive Officer

Deanna D'Elia
Chief Operations Officer

Ben McDermott
General Manager Health, Fitness & Aquatics

GENERAL COMMITTEE MEETING

ECONOMIC DEVELOPMENT DEPARTMENT

REPORT EDO-2026-01
April 28, 2026

SUBJECT:	**Economic Development Office – Annual Update**
AUTHOR:	**Julia Ciolfi, Economic Development Officer**
APPROVING MANAGER:	**Lisa Allen, Manager of Economic Development**
APPROVER:	**Lina DeChellis, Director of Economic Development and Strategic Initiatives**

RECOMMENDATION:

THAT the General Committee receive for information Report EDO – 2026 – 01 and the annual update presentation from the Economic Development Office on 2025 accomplishments.

RELATIONSHIP TO STRATEGIC PLAN

This recommendation is aligned with Council's strategic priority of ensuring "**Economic Growth**" by creating a diverse economy through partnerships and emerging markets to ensure sustainable growth and quality employment.

EXECUTIVE SUMMARY:

The Economic Development Office (EDO) - Annual Update outlines the City of Welland's progress in 2025 in advancing Council's strategic priority of ensuring economic growth. The key contributions include economic growth; job creation; attracting investment; community development; supporting small businesses; partnerships; and collaboration.

This report also provides an overview of the EDO's leadership, in collaboration with other City departments, on implementing the Charting Our Future: Welland Strategic Plan 2023-2026 (Strategic Plan). This includes strategic alignment works; staff engagement and communication; transparency and accountability; and key performance indicators. Collectively, the initiatives described in this report demonstrate the ongoing role of economic development in broadening the tax base, supporting municipal services, and enhancing quality of life for Welland residents.

BACKGROUND:

Economic development improves the economic well-being and quality of life for a community. It is not just about creating more jobs and increasing tax assessment. It also includes:

- Retaining businesses and helping to provide resources to help them expand;
- Securing new investment;
- Preparing residents for new careers connecting them to business in need of skilled workers;
- Developing economic resilience; and
- Facilitating relationships among stakeholders.

The resulting growth and investment strengthen the city's tax base, enabling the provision of essential services such as emergency services, infrastructure, parks and recreation, library services and more.

The City's 2023–2026 Strategic Plan, which was approved on June 6, 2023, focuses on Economic Growth, Environmental Stewardship, Health and Well-being, and Livability, guiding the city toward an active, resilient, sustainable community delivering the best quality of life possible for all. City staff have been implementing the plan though key projects and actions that align with the strategic priorities.

The purpose of this report is to provide an outline the City of Welland's progress in 2025 in advancing Council's strategic priority of ensuring economic growth. This report also provides an overview of the EDO's leadership, in collaboration with other City departments, on implementing the Strategic Plan.

DISCUSSION:

Welland's EDO plays a vital role in fostering economic growth, attracting investment and creating employment opportunities along with helping lead the Strategic Plan implementation. The significance of the EDO contributions to economic development is evident in several key areas:

1. **Economic Growth:** The EDO helps drive economic growth by supporting existing businesses, attracting new enterprises and identifying emerging industries and their needs. This growth bolsters municipal revenue that is then reinvested into the community

2. **Job Creation:** By cultivating a business-friendly environment and offering essential resources. The EDO helps local businesses expand while encouraging new ventures, ultimately generating employment opportunities for Welland's residents.

3. **Attracting Investment:** The EDO actively seeks external investments from corporations and entrepreneurs though trade shows, networking advertising, incentive programs and helping to create shovel ready land

development opportunities. This leads to infrastructure development, new facilities and capital infusion into the local economy.

4. **Community Development:** Beyond financial growth, economic development enhances residents' quality of life through improved public amenities, support for cultural and recreational activities and strengthened community engagement.

5. **Supporting Small Businesses:** Small and medium-sized enterprises (SME's) are the backbone of Welland's economy. The EDO provides guidance, resources and incentives to help these businesses succeed and contribute to the city's economic vitality.

6. **Partnerships and Collaboration:** Effective economic development relies on collaboration with local businesses, educational institutions, non-profits, associations and government agencies. The EDO serves as a key facilitator, leveraging partnerships to maximize resources and expertise.

In addition to the core economic development functions, the EDO is leading the implementation of the Strategic Plan in collaboration with all City departments. Steps taken to date include:

1. **Strategic Alignment Works:** In early 2025, staff from across the corporation participated in workshops to align department work plans and actions with the strategic priorities and objectives outlined in the Strategic Plan. These workshops helped to identify how operational activities could support City-wide goals.

2. **Staff Engagement and Communication:** To reinforce understanding and accountability across all levels of the organization, multiple Strategic Plan information sessions were scheduled in April 2025.

3. **Transparency and Accountability to Residents:** In June 2025, a public facing dashboard was launched that focused on measuring progress of each individual action and Strategic Plan objective. This tool, which is updated quarterly, communicates project progress and successes to the residents of Welland. This promotes transparency, engagement and highlight corporate accomplishments while providing timelines on upcoming initiatives.

4. **Key Performance Indicators (KPIs):** Through late 2025, all City departments were engaged in action planning workshops to develop KPI's for each respective department. These sessions included prioritizing goals and objectives for each team while also creating quantifiable metrics that measure the progress toward achieving the strategic priorities and objectives in the Strategic Plan. These KPIs will be rolled out for tracking in 2026.

In summary, Welland's EDO helps create a favourable environment for growth, fostering a dynamic economic environment that encourages investment, creates jobs and promotes community prosperity. It is a multifaceted approach that involves all City departments, staff and Council to ensure a sustainable and thriving local economy, while enhancing the lives of residents.

FINANCIAL:

There are no financial implications associated with this report.

ATTACHMENT:

Appendix I - Economic Development Annual Update Presentation

CITY OF Welland

April 28, 2026
General Committee

Economic Development

Annual Update

Economic Growth

Industrial and Manufacturing Sector

New Businesses & Growth – Industrial Sector

Marty's Heating + Air Conditioning

70 Provincial Street

Originally from Fenwick, Marty's Heating and Cooling has expanded to Welland with a new location at 70 Provincial St. Situated on 11.18 acres, the 6,000-square-foot industrial facility offers top-quality heating, cooling, and HVAC services for both residential and commercial customers.

Vaultra Storage

261 Power Drive

Welland's newest self-storage facility, Vaultra Storage, officially opened its doors in mid-May and is already making an impact. Conveniently located and purpose built with modern storage needs in mind, the facility features 85 total units, including heated indoor spaces, across a 50,000 sq. ft. building.

Designed with security and accessibility at its core, Vaultra is access-controlled and offers tenants easy, 24/7 access via a mobile app—making storageseamless and secure.

Dermablend

150 Downs Dr

Dermablend has expanded its footprint in Welland, recently taking over the adjacent unit at 150 Downs Drive in the River Road Industrial Park. This growth highlights the company's continued success and reinforces Welland's position as a hub for thriving industrial and commercial businesses.

HYDAC (Expansion)

14 Federal Road

HYDAC Canada will be making changes to the facility footprint at 14 Federal Road with expansion of the existing factory and construction of a new office building on site.


Vaultra Storage
OFFICE
PACKING PAPER



Commercial Sector

New Business Growth – Commercial Sector

Wendy's
95 Lincoln Street

Coco Frutti
300 Lincoln Street

Collectively Unique Boutique
3 East Main Street, Unit 3

RSR Grocery Store
40 Division Street

Bomb Bish Bakery
208 King Street

Pet Valu
102 Primeway Drive

Love and Truth Tattoo
77 West Main Street

905 Hotdog Pound
800 Niagara Street

Canal View Cafe
3 East Main Street, Unit 4

Il Forno Restobar
128 East Main Street

Missy's Cafe
236 Burgar Street

Big Carm's Italian Market
66 Division Street

7-Eleven Gas
6 Crowland Avenue

Sage Counselling Niagara
19 East Main, Unit 10

La Gabella Deli
631 East Main Street

Barber Nation
38 Division Street

Welland Indian Bistro
182 King Street

Stone Valley Countertops
69 East Main Street, Unit 3C

Rasta & Mishie Catering and Events
35 Ontario Road

El Camino Kitchen
21 Seaway Drive

New Business Growth – Commercial Sector

Osmow's Shawarma
15 Rice Road

The Crispy Corner
57 West Main Street

TacoTime
425 King Street

Miniso
800 Niagara Street

The Hub
190 Maple Avenue

Nail Plus
810 Ontario Road

Kung Fu Tea
30 Rice Road

Le Sher Kitchen
800 Niagara Street

The Blue Dot
Various Locations (Coffee Trailer)

Mary Brown's Chicken
425 King Street

Inkspired by Tee
603 East Main Street

Firehouse Subs
425 King Street

Everest Rasoi
871 Niagara Street

Ma's Soups & Sandwiches
601 Southworth Street, Unit 4

Big Carm's Catering – 66 Division Street



Stone Valley - 69 East Main Street Unit 3C



Miniso – 800 Niagara Street



Taco Bell – 70 Primeway Drive



Collectively Unique Boutique – 3 East Main Street



The Hub – 190 Maple Avenue



Healthcare Sector

Health & Wellness: Connecting Residents to Primary Care



The team led three engagement-focused pop-ups across the city in late 2025 to inform residents that there are doctors currently accepting new patients in Welland.

By meeting residents where they are, we connected directly with families, answered questions, and shared how to access local primary care.



NIAGARA REGION'S FIND A DOCTOR TOOL HELPS OVER 300,000 RESIDENTS CONNECT TO CARE

Bridgeview Medical – 42 Division St.



Reflect Reset Renew – 165 Plymouth Street





3 Cross Street Medical Centre

Future new medical facility currently under development at 3 Cross Street. To date, A&A Medicine Holdings (Medical Doctors) have signed a lease for a clinic while their space is being renovated. This facility will have additional capacity to bring in additional physicians once renovations are complete.

The space also includes the Heart and Health Clinic which connects people with specialists and can conduct stress tests and echocardiograms.

Life's Empowerment Solutions is also a tenant in the space which offers services and life skills programs that are grounded in strength-based planning and practical skill-building.

Partnerships & Initiatives

Hannover Messe 2025

World's leading industrial trade fair, bringing together key players in engineering, energy, digitalization and automation. Canada was the partner country in 2025.

Over 500
Canadian exhibitors and delegates

4,000
Exhibitors

150
Countries

127,000
Visitors

HANNOVER MESSE

Global Affairs Canada

Invest Ontario

NGen
Next Generation Manufacturing Canada







Downtown Cleanliness & Beautification Initiative

Pilot project in partnership between the City of Welland, the Welland Downtown Business Improvement Area and the Job Gym.

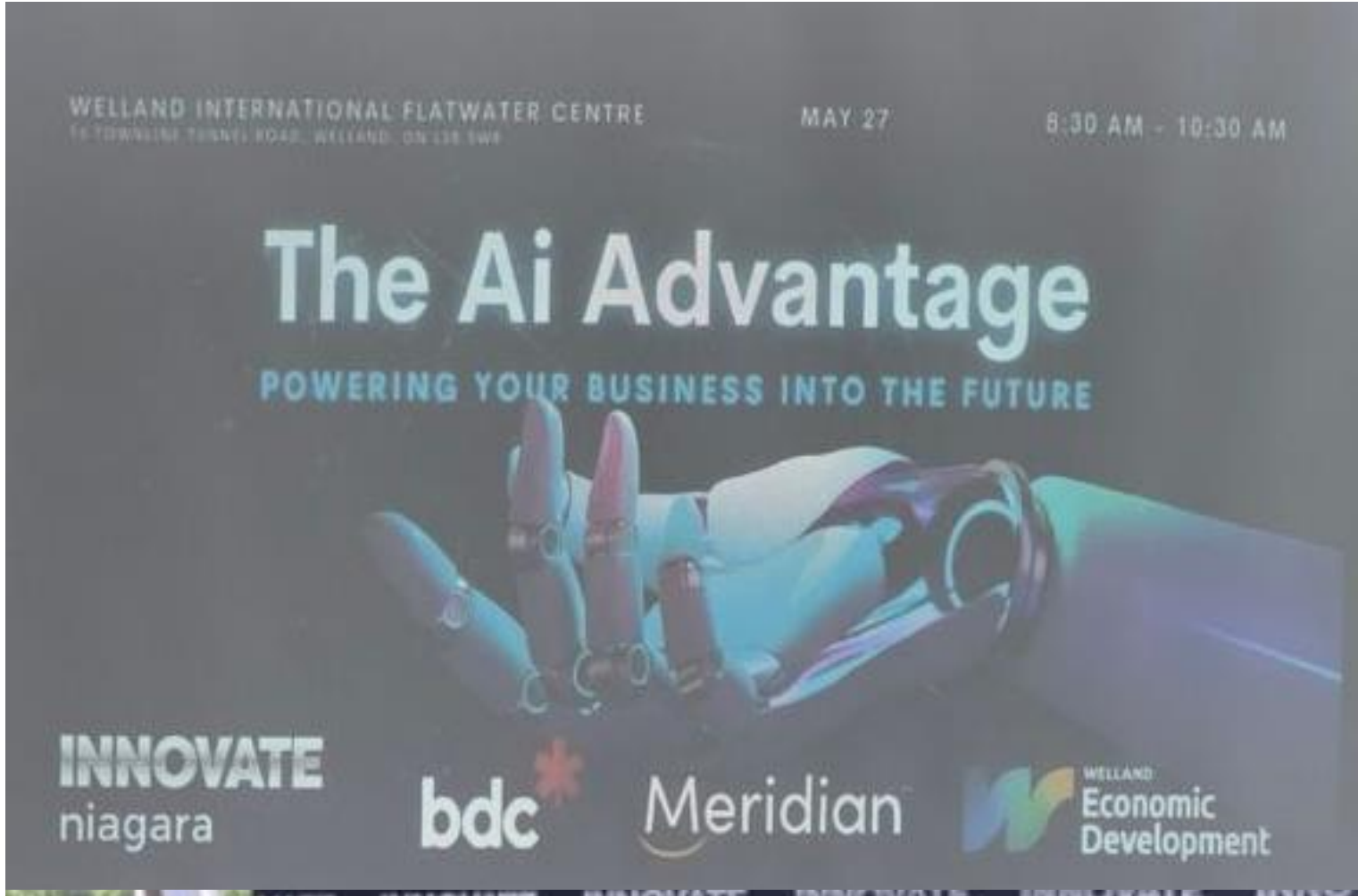
Partnership has resulted in the creation of a community-focused seasonal initiative that will employ two individuals for a 16-week term during the summer/fall season. The program is designed to enhance the public realm and to support workforce development and community engagement.

JOB GYM
EMPLOYMENT SERVICES

EXPERIENCE OUR HEART
DOWNTOWN WELLAND
VIVEZ L'EXPÉRIENCE
SHOP·DINE·PLAY

AI Advantage Event: Powering Your Business Into the Future

Welland Economic Development partnered with Innovate Niagara to host an AI centric event to support small and medium sized businesses with integration of artificial intelligence into their operations













26th Annual Captains of Industry Golf Tournament & Social

Hosted at Rolling Meadows Golf & Country Club, this sold-out event welcomed elected officials, industry leaders, developers, investors and business owners for a day of networking, friendly competition and giving back to the Welland community.

The event supported 3 local organizations:

- Easter Seals
- Habitat for Humanity
- Welland Downtown Business Improvement Area



International Council of Shopping Centers (ICSC) Partnership

Welland Economic Development and Doral Holdings Ltd. attend the annual ICSC Tradeshow hosted in Toronto which connects the team to prime retail tenants, commercial property landlords and developers.

This initiative promotes Welland as an attractive investment location and includes an annual reception geared towards relationship building and networking.

Welland Job Prep Hub Event

50 YEARS SEAWAY MALL

ST. CATHARINES ENTERPRISE CENTRE



PAUL SCHMIDT PHOTOGRAPHY

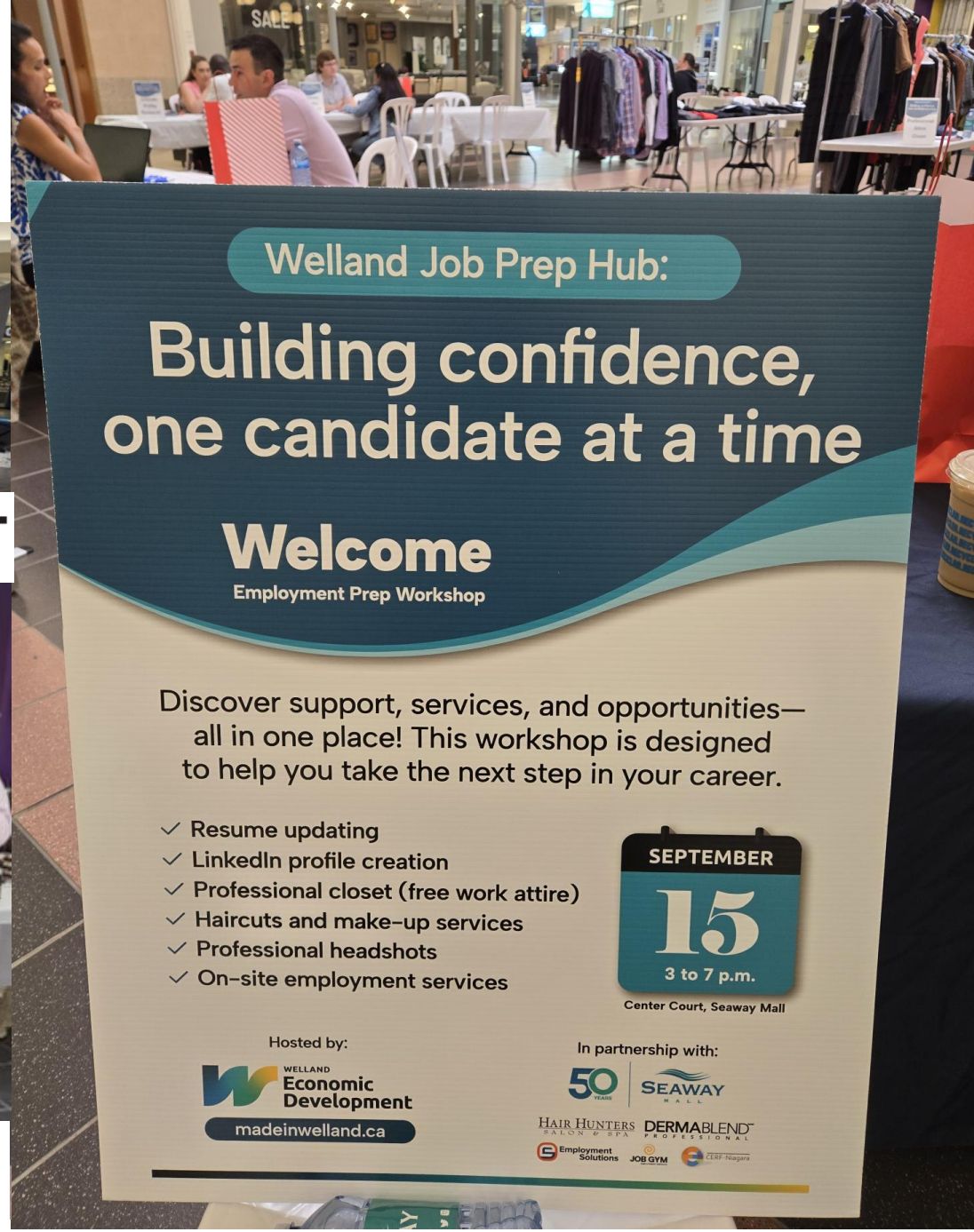
Employment Solutions

CERF·Niagara



DERMABLEND PROFESSIONAL

JOB GYM EMPLOYMENT SERVICES



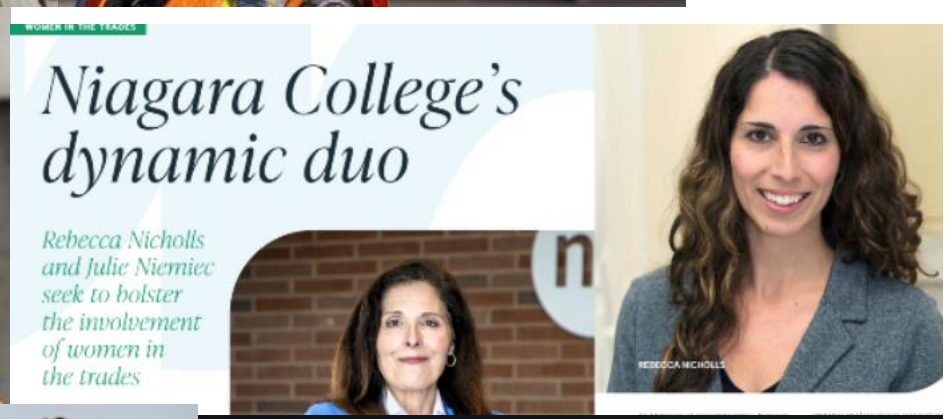
2026 Welland Economic Development Magazine: Women Leading Welland

















Boost Your Business: Elevating Local Enterprises

Partnership with the Greater Niagara Chamber of Commerce to host a small business week launch event at the Welland International Flatwater Centre. Welcome over 150 attendees from across Niagara for an inspiring morning featuring power talks, topical sessions, networking, resources and more.







Niagara Industrial Association

- Regularly partner to host for Niagara Industrial Association membership meetings
- Welland = approximately 1,800 manufacturing jobs across 70 businesses
- Collaboration and understanding of sector and associated value
- Advocacy work including open communication around policy, taxation, workforce attraction, development, etc.
- Welland Economic Development collaborates on initiatives that support business growth

niagara industrial association

2025 Enterprise Centre Activities

Activity	2025 Results
Consultations	49
Businesses Started	21
Businesses Expanded	2
Jobs Created	31

- 20 Workshops/Presentations delivered to Welland Businesses
- 3 Start Company Grant Recipients
  - Sweet Canines Shop
  - Reflect Reset Renew Therapy Services
  - Big Carms Italian Market





Strategic Plan

Charting Our Future: Welland Strategic Plan Update



The Charting Our Future: Welland Strategic Plan was adopted by Council on June 6, 2023.

The strategic plan represents a shared vision for Welland's future. The success of the strategic plan depends on the collective efforts of Council, City staff, and the community.

This plan establishes key priorities and objectives that will shape our initiatives through 2026.

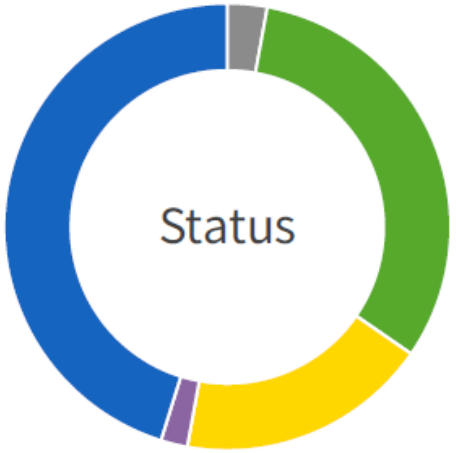
The Economic Development department is leading the implementation of the plan, ensuring that each department's efforts align with the City's strategic objectives.

To ensure transparency and accountability, in June 2025 we launched a public dashboard to track the implementation's progress. This dashboard provides residents with real-time updates on:

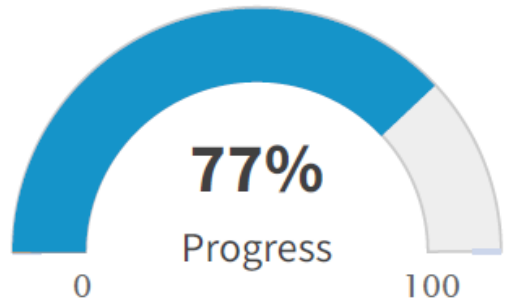
- Milestones achieved
- Key performance indicators (KPIs)
- Upcoming initiatives and projects

Charting Our Future: Welland Strategic Plan Dashboard

Overall Summary



	%
Status Pending	3
On Track	32
Some Disruption	18
Upcoming	2
Completed	45



Total Actions: 104

As of December 31, 2025

Charting Our Future: Welland Strategic Plan
Strategic Priority 1: Economic Growth

Strategic Priority 1 Progress 81%

Economic Growth

Creating a diverse economy through partnerships and emerging markets to ensure sustainable growth and quality employment.

Owner: Lina DeChellis

Objective: 5 | Action: 34

	%	#
Status Pending	3	1
On Track	26	9
Some Disruption	15	5
Upcoming	3	1
Completed	53	18

As of December 31, 2025

Charting Our Future: Welland Strategic Plan
Strategic Priority 2: Environmental Stewardship

Strategic Priority 2 Progress 73%

Environmental Stewardship

Protecting the ecosystem through a responsible approach to minimize the impact on the environment through supportive decision-making, professional processes, incentives, policies, and operational practices.

Owner: Lina DeChellis

Objective: 5 | Action: 17

	%	#
Status Pending	6	1
On Track	41	7
Some Disruption	12	2
Completed	41	7

As of December 31, 2025

Charting Our Future: Welland Strategic Plan
Strategic Priority 3: Health & Well-being

Strategic Priority 3 Progress 82%

Health and Well-being

Promoting personal health and well-being by offering an abundance of activities that meet the diverse needs and interests all while, advocating for improved health care throughout the city, and supporting the need for safety and security.

Owner: Lina DeChellis

Objective: 5 | Action: 28

	%	#
Status Pending	4	1
On Track	25	7
Some Disruption	11	3
Upcoming	4	1
Completed	57	16

As of December 31, 2025

Charting Our Future: Welland Strategic Plan
Strategic Priority 4: Livability

Strategic Priority 4 Progress 68%

Livability

Creating a sense of belonging while enhancing mobility by improving access to recreation and community events, ensuring adequate housing options, encouraging job growth, and improving ways to efficiently move people throughout the city.

Owner: Lina DeChellis

Objective: 5 Action: 25

	%	#
On Track	40	10
Some Disruption	36	9
Completed	24	6

As of December 31, 2025

2026 Initiatives

2026 - At A Glance

01

Physician Recruitment and Healthcare Sector

Ongoing physician recruitment efforts in partnership with the Region of Niagara.

Ongoing program marketing to ensure all residents are informed on where to find a family physician.

Focus on Physician retention in Welland through networking event and collaborative partnerships. This will include welcome information packages for new physicians.

02

Commercial Film Sector

Partner with Region and Local Area Municipalities to market all communities as an attractive film destination.

Increased marketing initiatives to promote Welland as a film destination.

Coordinate familiarization tours with location managers and film representatives to showcase the region and cities as film destinations.

03

Industrial and Manufacturing Sector

Ongoing development efforts of city owned surplus land

Increased marketing efforts to GTHA and beyond to promote surplus lands for development

Ongoing partnership efforts with Invest Ontario, Region of Niagara and City regarding industrial and manufacturing development opportunities.

2026 – At A Glance

01

Business Development

Curate information sessions for businesses via round table events / webinars regarding various topics (AI, Tariffs, Funding etc..)

Participate in corporate calling program for 2026

Updated marketing material for City promotions and value proposition.

Workforce Development Marketing Campaign

02

Downtown revitalization

Continue to support the planning and development division in their work with the Downtown revitalization project.

Continue to work with local BIA regarding funding opportunities and collaboration opportunities.

Explore partnership opportunities with the Welland Downtown BIA and business community.

03

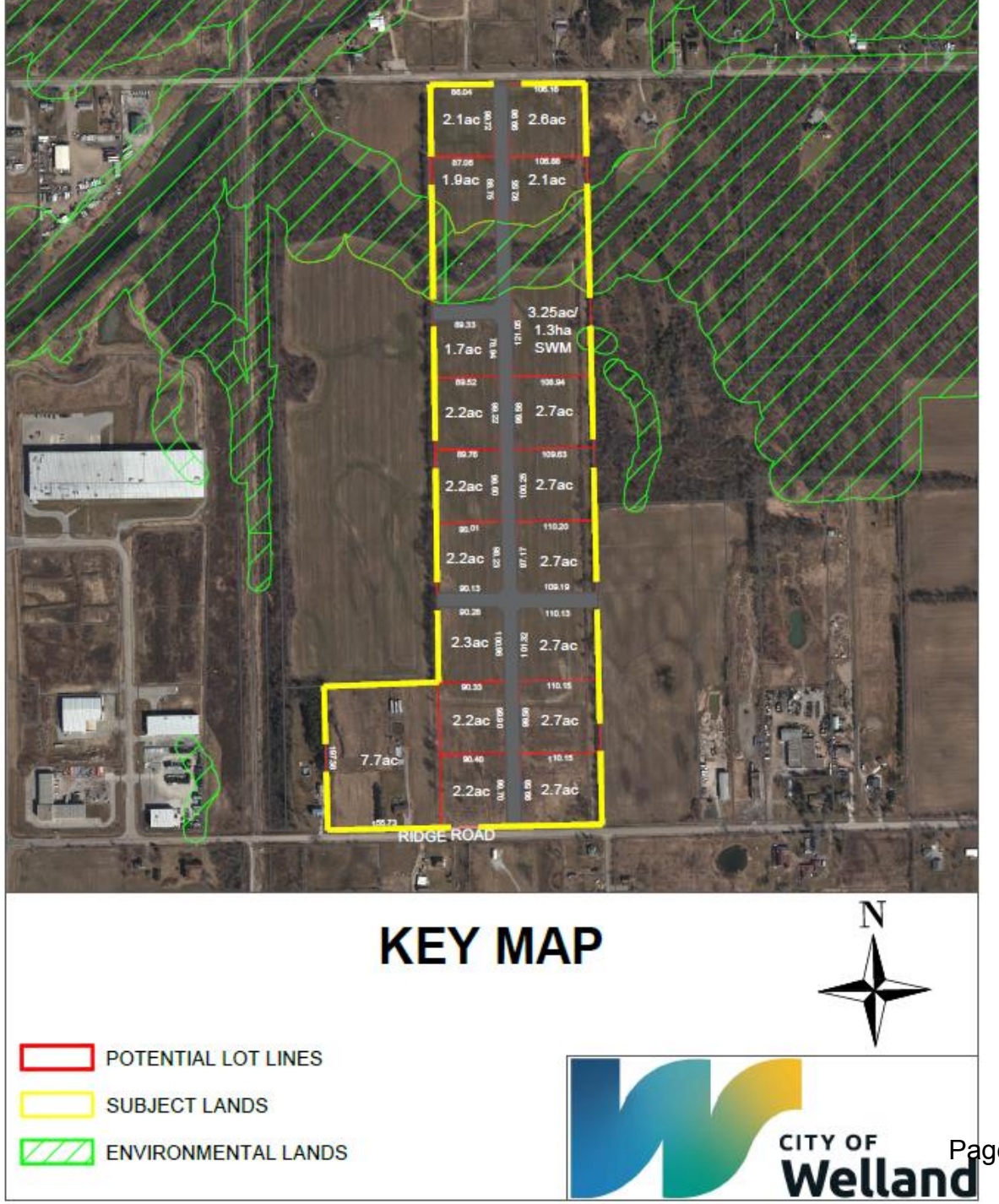
Social and Workforce Development

Host a second “Welland Job Prep Hub” event to promote workforce development in our community. The event will leverage partners including employment service providers, employers and industry stakeholders to engage the workforce and support job-seekers in Welland.

Continue to work in partnership with Workforce Collective, local businesses, the Niagara Industrial Association, and employment agencies to promote the trades.

2026 Sneak Peek

- 200 Downs Drive
- 460 River Road
- 95 Division Street & Cross Street Development
- Plaza REIT Development (Niagara Street & Quaker Road)
- Leon’s Commercial Development (777 Niagara Street)



432 & 476 Ridge Road

58-acre site includes approximately 47.6 acres of developable land.

In June 2025, Council approved the purchase of this site for development of employment lands.

Once developed, it will form Welland's seventh business park, supporting an estimated 18 lots and creating the potential for 200 to 800 jobs.

Thank You!

Have any questions for us?

GENERAL COMMITTEE MEETING

FINANCE DEPARTMENT

REPORT FIN-2026-13
April 28, 2026

SUBJECT: **2025 Investment Report & Investment Policy**

AUTHOR: **Melanie Steele, MBA CPA CA**
City Treasurer

APPROVER: **Stephanie Nagel, BBA, CGA, CPA, MPA**
General Manager of Corporate and Enterprise Services/CFO

RECOMMENDATION:

THAT the General Committee receive report FIN-2026-13, 2025 Investment Report & Investment Policy, for information.

RELATIONSHIP TO STRATEGIC PLAN:

This recommendation is aligned with Council's strategic priority of ensuring "**Economic Growth**" for creating a diverse economy through partnerships and emerging markets to ensure sustainable growth and quality employment.

EXECUTIVE SUMMARY:

Staff have prepared a proposed investment policy update focused on improving clarity and transparency for both staff and Council. This policy was last updated in 2013 and is heavily prescribed by the *Municipal Act, 2001,* S.O. 2001, c. 25 (the "*Municipal Act, 2001"*) legislation and regulations. It is an important element that helps the City manage its financial resources. Ensuring it is current and comprehensive is of critical importance to maintaining financial stewardship and accountability.

The annual investment report resulting from this policy is an important tool to inform both Council and the public on how the City has managed its funds throughout the year. For 2025, it is the Treasurer's opinion that all investments were made in accordance with the investment policies and goals adopted by the City of Welland.

This report seeks to highlight the updates in the draft investment policy and related reporting to Council. Staff will look to bring a final policy update to Council for approval in May.

BACKGROUND:

Section 418 of the *Municipal Act, 2001* provides the legislative authority for the City to invest funds. Ontario Regulation 438/97, Eligible Investments, as amended, states that before a municipality invests in a security prescribed under the Regulation, the Council of the municipality shall adopt a statement of the municipality's investment policies and goals. This Regulation is periodically updated, with the last significant update occurring in 2018.

The City's current investment policy, FIN-001-0005, was established in 1985 and last reviewed and updated in 2013.

DISCUSSION:

While the founding principles of the existing policy (including prudence, preservation of principal, liquidity, credit risk, and diversification) remain in place in the updated policy, it does provide more clarity on these items.

The updated policy (Appendix I):

- Is organized in new sections guided by a table of contents to make it more usable;
- Includes expanded definitions and schedules;
- Provides additional clarity on roles, responsibilities and reporting requirements; and
- Aligns with municipal best practices to make the policy a more transparent and useful tool for staff.

In alignment with this policy update, staff have developed a new and improved annual investment report framework for Council and the public (Appendix II).

This revised reporting is more easily readable and includes more relevant information for Council including clear confirmation that the investment portfolio is adhering to policy requirements, information about the investment portfolio's performance, and analysis of how investment earnings align to the City's budget.

This new reporting template will form the basis for future annual investment reports and staff will look for continuous improvements. This report includes all our investments and cash holdings, including loans provided to our partners (Welland Hydro and the Niagara Central Dorothy Rungeling Airport). The reason for including loans is that the earnings on these loans form part of our annual investment income.

The City's investments are an important tool that maximize City revenues and provide funding for both the operating budget and projects (through allocation of income to some reserves/reserve funds). There are various sources that provide the funds that allow the City to invest, the most significant of which are summarized in the table below, as of December 31, 2025. The working funds

represent the amount held by the City to manage the day-to-day operations of the City's operating and capital programs.

Source of Funds	Amount (in millions)	% of Portfolio
Reserves *	$75.2	62%
Restricted Deferred Revenue Reserves Funds *	$31.8	26%
Grant funding received but not yet spent	$5.3	4%
Working funds	$9.2	8%
Total Investment & Cash Holdings	$121.5	100%

*Aligns with 2025 Summary of Reserves and Deferred Revenue Funds published in FIN-2026-09.

Appendix III provides Council and the public with a summary presentation on the policy and annual reporting.

FINANCIAL:

In 2025, the Canadian interest rate market was defined by a steady transition toward a lower-rate environment, as the Bank of Canada executed four 25-basis-point cuts to bring the overnight rate from 3.25% down to 2.25% by year-end. As a result of this, short-term yields eased downward; however, the broader bond market 10-year yields actually rose slightly (ending the year at approximately 3.40%) as investors balanced cooling inflation against resilient long-term growth and geopolitical uncertainty.

A summary of the City's current investment and cash holdings on December 31, 2025, and annual performance are outlined in Appendix II. The overall investments and cash holdings portfolio earned investment income of $4.8 million resulting in an overall rate of return of approximately 3.9%. The City holds both short and long-term investments in our portfolio and as such the downward market transition resulted in lower overall investment income in 2025. In 2025, the City reinvested many maturing short-term investments at lower rates but had limited opportunity to make long-term investments changes since our long-term investments did not mature during the year.

Staff continuously monitor market activity to maximize returns for the City given that investment income is a significant financial tool leveraged in our budget.

ATTACHMENTS:

Appendix I Draft Investment Policy
Appendix II Investment & Cash Holdings Report – December 31, 2025
Appendix III Summary Presentation

CITY OF Welland	Title:	Investment Policy		
	Number:	FIN-001-0005		
	Revision Date:	TBD	Approved by:	Council
	Revision Number:	N/A	Area:	
	Document Type:	Policy	Department:	Finance

Table of Contents

1.0	Background	2
2.0	Purpose	2
3.0	Application and Scope	2
4.0	Principles and Investment Objectives	2
5.0	Policy Statement	3
6.0	Roles and Responsibilities	5
7.0	Approval Requirements	7
8.0	Monitoring and Compliance	7
9.0	Conflict of Interest and Ethics	8
10.0	Reporting	9
11.0	Allocation of Investment Income	9
12.0	Definitions	9
13.0	References and Resources	11

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CITY OF Welland	Title:	Investment Policy		
	Number:	FIN-001-0005		
	Revision Date:	TBD	Approved by:	Council
	Revision Number:	N/A	Area:	
	Document Type:	Policy	Department:	Finance

1.0 Background

1.1. The Corporation of the City of Welland's ("the City") funds are subject to the requirements of the *Municipal Act, 2001* ("The Act"). *Ontario Regulation 438/97* Eligible Investments, as amended states that before a municipality invests in a security prescribed under the regulation, the Council of the municipality shall adopt a statement of the municipality's investment policies and goals. The regulation also governs eligible investments and prescribes conditions under which the municipality may make investments.

1.2. The Act specifies a municipality must exercise the care, skill, diligence, and judgment that a prudent investor would exercise when making investments, regardless of which category of eligible investments a municipality chooses to follow.

2.0 Purpose

2.1. The purpose of this policy is to guide the investment decisions of the City when funds are not immediately required for day-to-day operating requirements.

3.0 Application and Scope

3.1. This investment policy applies to all financial investments of the City including the City of Welland operating funds, reserve and reserve funds, and Trust funds.

Trust funds refer to funds entrusted with the City of Welland by individuals for the perpetual care and maintenance of City owned cemeteries.

4.0 Principles and Investment Objectives

The following principles govern the investment management process for the Corporation of the City of Welland.

4.1. Financial Stewardship: The City will exercise care, conservancy, planning, attention, upkeep, and management of its financial resources.

4.2. Preservation of Capital: The City will invest in a manner that protects and preserves the value of the invested principal.

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4.3. Maintenance of Liquidity: The City's investment portfolio shall remain sufficiently liquid to meet daily operating cash flow requirements and limit temporary borrowing.

4.4. Risk Management: The City will manage risk by ensuring there is sufficient diversification among the assets in the portfolio.

4.5. Investment Returns: The City will design the investment portfolio in a way to maximize investment return in accordance with the *Municipal Act, 2001* and in accordance with this policy.

5.0 Policy Statement

5.1. General

5.1.1 All investment activity shall be governed by the *Municipal Act, 2001* as amended. Investments, unless limited further by Council, will be those deemed eligible under *Ontario Regulation 438/97*, as amended.

5.1.2 Canadian and US dollar investments are authorized for the purpose of this policy.

5.1.3 Investments of the City shall be undertaken in a manner that protects and preserves the capital of the portfolio.

5.2. Preservation of Capital

5.2.1 The City shall endeavor to mitigate credit risk by:

a) Limiting investments to safer types of securities; and

b) Diversifying the investment portfolio so that potential losses on individual securities will be minimized.

5.2.2 The City shall endeavor to mitigate interest rate risk, a risk that the market value of securities in the portfolio will fall due to changes in general interest rates, by:

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a) Structuring the investment portfolio so that securities mature to meet cash requirements for ongoing operations, thereby avoiding the need to sell securities on the open market prior to maturity.

b) Investing operating funds primarily in shorter-term securities or investment pools; and

c) Diversifying long-term holdings to mitigate the effects of interest rate volatility.

5.2.3 All investments should have a minimum rating with the limitations set out in **Schedule A**.

5.2.4 The following information shall be obtained at a minimum 30 days prior to the placement of funds and maintained on an annual basis thereafter where there is the decision to place funds in securities to be held by a credit union and where such fund value is $250,000 or more:

a) Audited financial statements for the most recent fiscal year.

b) Attestation in writing that all the required financial indicators as prescribed under Ontario Regulation 438/97 are met as follows:

- Positive retained earnings in its audited financial statement for its most recently completed fiscal year
- Regulatory capital of at least the prescribed percentage of its total assets as the date of the most recently completed fiscal year
- Regulatory capital of at least the prescribed percentage of total risk weighted assets as of the date of the most recently completed fiscal year
- Positive net income in audited financial statements for three of the five most completed fiscal years

5.3. Maintenance of Liquidity

The city will invest in liquid, marketable securities which have an active secondary market, to ensure that appropriate liquidity is maintained to meet ongoing obligations. The city may also utilize temporary borrowing for short-term liquidity needs provided it helps maximize the overall return for the portfolio.

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5.4. Risk Management

The City will manage risk by ensuring there is sufficient diversification among the assets in the portfolios. To ensure proper diversification of the portfolio, additional limitations apply for the maximum allowable exposure for each classification of security as a percentage of the total portfolio. **Schedule A** sets out the maximum allowable exposure for each specific issuer in a security class as a percentage of the total portfolio.

5.5. Investment Returns

5.5.1 The rate of return on the investment portfolios will be optimized to the extent possible given the investment objectives, safety of principal and the need to maintain adequate liquidity. Return on investment is of secondary importance compared to the safety and liquidity of principal.

5.5.2 For the purposes of evaluating the performance of the City's investment portfolios, all rates of return will be compared to performance expectations.

5.5.3 The expectation may be changed from time to time, as determined by the City Treasurer, to be comparable to the portfolio in terms of maturity, liquidity, and credit quality.

6.0 Roles and Responsibilities

6.1. Council

- Approve this investment policy which guides the investment decisions of the City.

6.2. City Treasurer

- Oversee the financial stewardship of the City including:
    - Ensure performance of the investment portfolio including monitoring and taking corrective action.
    - Establish procedures consistent with the policy and including explicit delegations of authority to persons responsible for investing activity.

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- Execute investment management related contracts and agreements; and
- Ensuring the reporting requirements under *Ontario Regulation 438/97*, as amended and this policy are met.

6.3. Deputy Treasurer and delegated finance staff

- Review this policy and related standard operating procedures every year or earlier as required.
- Manage funds under each specific investment mandate, complying with all guidelines, policies, and procedures; and
- Provide as much notice as possible regarding cash requirements or additional funds available for investment. But as these may not always be known in advance, consideration of this factor will be considered in assessing investment performance.

6.4. Investment Manager

- The investment manager is an external third-party bank owned consultant that is engaged by the City to manage a portion of the investment portfolio.
- The investment manager is responsible for assisting the City in formulating and executing an appropriate investment strategy.

Specifically, the Investment Manager shall be responsible for:

- Investing in accordance with the City's policy statement.
- Meeting with the Finance Department on a regular basis, as determined by the Finance Department's requirements.
- Inform the Finance Department on a timely basis of any material changes that may impact the management of the portfolio.
- Participate in annual reviews of the City's policy statement.

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- Provide monthly statements, which shall contain, at a minimum:
  - Type of Investment
  - Purchase Date
  - Maturity Date
  - Interest Rate
  - Principal Amount
  - Maturity Value
  - Cash Balance

- Provide quarterly performance reports.

- Monitor relevant credit rating agencies on an ongoing basis. Should a rating change result in increased risk with respect to established limitations, an exception report must be prepared and reviewed with the City Treasurer within 30 days. The report will recommend an appropriate workout plan to ensure the City's portfolio remains within the limitations and terms outlined in this policy. See **Schedule B** for the DBRS Morningstar Credit Rating and Ranking Scales.

- Present each year to the Finance Department and/or Council a review and outlook for the economy and the capital markets, investment performance data in relation to the objectives and prescribed benchmarks, a demonstration of adherence to the various parameters and limits included in this policy statement.

7.0 Approval Requirements

7.1. All investment transactions must be approved by two of the following:

- General Manager of Corporate and Enterprise Services / CFO
- City Treasurer
- Manager of Budgets and Financial Services / Deputy Treasurer

7.2. Signing authority for transactions from the City's bank account to an investment account would follow the signing authorities outlined in the city By-law to authorize Banking Signing Authorities.

8.0 Monitoring and Compliance

8.1. Periodic Review

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8.1.1 The City Treasurer will review and reassess the policy and investment guidelines outlined in the schedules, at least once a year and more frequently as required.

8.1.2 If, at any time, the guidelines cannot be met or may restrict performance, the guidelines may then be changed provided that the changes are reported to Council.

8.2. Consequences of Non-Compliance

8.2.1 Should the City Treasurer find that investments were not made in compliance with this policy, they shall report the inconsistency to Council within 60 days after becoming aware of it and take corrective measures.

8.2.2 If at any time a security and/or allocation with the portfolio(s), in the City Treasurer's opinion, is not in adherence with the City's investment policy and/or the *Municipal Act, 2001 Eligible Investments, Regulation 438/97*, then the City will create a workout plan, including expected disposal timelines, for selling the investment and shall sell the investment in accordance with the plan.

9.0 Conflict of Interest and Ethics

- Employees involved in the investment process shall refrain from personal business activity that could conflict with the proper execution and management of the investment program, or that could impair ability to make impartial decisions.

- Employees involved in investment procedures shall disclose all material interests in financial institutions with which they conduct business. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio.

- Employees and officers shall not undertake personal investment transactions with the same individual with whom business is conducted on behalf of the City.

- If a staff member of the Finance Department or any elected or appointed member of the City is party to or has a direct or indirect beneficial interest in an investment transaction of the City, he or she must provide full disclosure of that

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interest to the City Treasurer. The City Treasurer will determine whether the City's investment is to continue to be retained or sold forthwith.

- All investment activities must be conducted in accordance with the Chartered Financial Analyst code of ethics (https://www.cfainstitute.org/en/ethics-standards/ethics/code-of-ethics-standards-of-conduct-guidance).

10.0 Allocation of investment income

10.1. Investment income earned on the investment portfolio will be reported annually as part of the City's operating income.

10.2. An allocation of investment income to deferred revenue funds that require it as outlined in agreements will be recorded at the minimum rate prescribed.

10.3. An allocation of investment income to reserve and reserve funds as outlined in the Reserve and Reserve Fund policy.

11.0 Reporting

11.1. On an annual basis, staff shall provide a report to Council which shall include the following:

- Investment summary by category at the end of the year;
- Percentage of total portfolio by investment category as outlined in **Schedule A**;
- A statement about the performance of the investment portfolio during the year;
- A summary of the investment portfolio by term as outlined in **Schedule C**;
- A statement by the Treasurer as to whether or not, in his or her opinion, all investments were made in accordance with the investment policies and goals adopted by the City of Welland.

12.0 Definitions

12.1. **Basis Point:** A unit that is equal to 1/100th of 1% and is used to denote the change in a financial instrument. The basis point is commonly used for calculating changes in interest rates, equity indexes, and the yield of a fixed-income security.

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12.2. **Capital**: The portion of financial resources that are available for trading.

12.3. **Carrying Value:** The original cost of the investment, plus or minus any subsequent adjustments such as amortization of the premium/discount, fair value changes, impairment losses, or accrued earnings/losses.

12.4. **Credit Risk:** The risk to an investor that an issuer will default in the payment of interest and/or principal on a security.

12.5. **Discount:** The amount by which the par value of a security exceeds the price paid for the security.

12.6. **Diversification:** A process of investing assets among a range of security types by sector, maturity, and quality rating.

12.7. **Duration:** A measure of the timing of the cash flows, such as the interest payments and the principal repayment, to be received from a given fixed-income security. This calculation is based on three variables, term to maturity, coupon rate, and yield to maturity. The duration of a security is a useful indicator of its price volatility for given changes in interest rates.

12.8. **Holding Period Classification:** Classification of investments based on the intended period the city would hold the asset, as follows:

a) **Cash Equivalent:** Short-term highly liquid investments that are readily convertible to known amounts of cash and that are subject to an insignificant risk of changes in value.

b) **Short-Term:** Securities with a holding period of two years or less.

c) **Long-Term:** Securities with a holding period of greater than two years.

12.9. **Interest Rate Risk:** The risk associated with declines or increases in interest rates which cause an investment in a fixed-income security to increase or decrease in value.

12.10. **Liquidity**: A measure of an asset's convertibility to cash.

12.11. **Local Authority Service Limited (LAS):** A subsidiary of the Association of Municipalities of Ontario (AMO) which in conjunction with CHUMS are members of the ONE Investment Inc.

12.12. **Market Risk:** The risk that the value of a security will rise or decline because of changes in market conditions.

12.13. **Market Value**: Current market price of a security.

12.14. **Maturity**: The date on which payment of a financial obligation is due. The final stated maturity is the date on which the issuer must retire a bond and pay the face value to the bondholder.

12.15. **ONE Investment Inc.:** An incorporated not-for-profit organization which includes investment portfolios available for Ontario municipalities. Formerly was the ONE Investment Program which is a professionally managed group of pooled investments that meet eligibility criteria as defined by regulations under the *Municipal Act*.

12.16. **Par**: The face value or principal value of a bond.

12.17. **Portfolio**: A collection of securities held by an investor.

12.18. **Premium**: The amount by which the price paid for a security exceeds the security's par value.

12.19. **Principal**: The original sum committed to the purchase of an asset, independent of any earnings or interest.

12.20. **Rate of Return**: The yield obtainable on a security based on its purchase price or its current market price. Yield reflects coupon, term, liquidity, and credit quality.

12.21. **Schedule I Banks**: Schedule I banks are domestic banks and are authorized under the Bank Act to accept deposits, which may be eligible for deposit insurance provided by the Canadian Deposit Insurance Corporation.

12.22. **Schedule II Banks:** Schedule II banks are foreign bank subsidiaries authorized under the Bank Act to accept deposits, which may be eligible for deposit

insurance provided by the Canadian Deposit Insurance Corporation. Foreign bank subsidiaries are controlled by eligible foreign institutions.

12.23. **Schedule III Banks:** Schedule III banks are foreign bank branches of foreign institutions that have been authorized under the Bank Act to do banking business in Canada. These branches have certain restrictions.

12.24. **Yield to Maturity (YTM):** The annual return on a bond held to maturity when interest payments and price appreciation (if priced below par) or depreciation (if priced above par) is considered.

12.25. **Workout Plan:** A formal strategy, including expected timelines, for the sale of securities held by municipalities which are not permitted as eligible investments under the Regulation and require divestment. Ineligible securities can be acquired because of donations, gifts, or security downgrades.

13.0 References and Resources

This Policy should be read and applied in conjunction with the following references and resources as updated from time to time. Please note that some of the following documents may not be publicly available.

External References

- *Bank Act, 1991*
- *Municipal Act, 2001*, as amended.
- *Ontario Regulation 438/97* (Eligible Investments and Related Financial Agreements)
- CFA Institute Code of Ethics and Standards of Professional Conduct
- CFA Institute Asset Manager Code of Professional Conduct

References to Related Bylaws, Council Policies, and Administrative Directives

- Reserve and Reserve Fund Policy
- By-law to authorize Banking Signing Authorities

Revision History

Date	Description of Change	Initials
September 10, 2023	Last Update	Unknown
October 2, 1985	Initial Policy	Unknown

DRAFT

Schedule A: Investment Portfolio Requirements

Security or Institution	Minimum Credit Rating	Maximum % of Portfolio[8]	Issuer % Limit[8]
Government of Canada Debt[1]	n/a	100%	n/a
Provincial Government Debt[2]	A (low)	75%	25%
Canadian Municipal Debt[3]	A (low)	30%	10%
Other Country Debt	AAA	10%	5%
Canadian Corporate Debt[4]	A (low)	25%	10%
Schedule I Banks[5,6]	A (low)	80%	35%
Schedule II Banks[5,6]	A (low)	10%	5%
Schedule III Banks[5,6]	A (low)	5%	2%
Loan or Trust Corporations[5,6]	A (low)	10%	5%
Credit Unions[5]	n/a	40%	20%
ONE Investment High Interest Savings Account	n/a	20%	20%
ONE Investment Canadian Equity Portfolio	n/a	20%	20%
ONE Investment "Other"[7]	n/a	10%	5%

Notes:
1 – Includes Federal agencies.
2 – Includes Provincial agencies (i.e. Infrastructure Ontario).
3 – Includes BC Municipal Financing Authority, School Boards, Local Boards & Conservation Authorities.
4 – Corporate Bonds with maturities over 5 years can only be accessed through ONE Investment pooled funds.
5 – Applies to Debt or Deposit securities, subject to the requirements of the Regulation.
6 – Debt securities issued by Schedule I, II and III banks and Loan or Trust Corporations under 2 years must be rated AA (low).
7 – ONE Investment "Other" includes the Canadian Government Bond & Canadian Corporate Bond portfolios or any other new investment products developed and offered by ONE Investment.
8 – Calculated based on the carrying value of each investment

DRAFT

Schedule B: DBRS Morningstar Credit Rating and Ranking Scales

Long-Term Obligations Scale	
Rating	**Credit Quality**
AAA	Highest
AA	Superior
A	Good
BBB	Adequate
BB	Speculative
B	Highly Speculative
CCC/CC/C	Very Highly Speculative
D	Default

Short-Term Obligations Scale	
Rating	**Credit Quality**
R-1 (high)	Highest
R-1 (middle)	Superior
R-1 (low)	Good
R-2 (high)	Upper End of Adequate
R-2 (middle)	Adequate
R-2 (low)	Lower End of Adequate
R-3	Lowest End of Adequate
R-4	Speculative
R-5	Highly Speculative
D	Default

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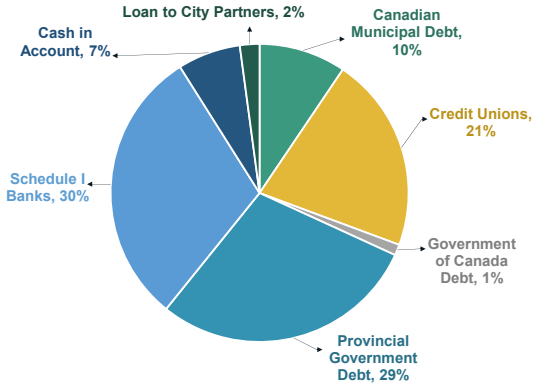
Schedule C: Portfolio Term Limitations

Term Limitation	Range of Investment
Less than 1 year	15% to 100%
From 1 year up to, but not including 5 years	0% to 85%
From 5 years up to, but not including 10 years	0% to 50%
From 10 years up to 30 years	0% to 40%

DRAFT

CITY OF WELLAND
REPORT OF INVESTMENT AND CASH HOLDINGS
FOR THE YEAR ENDED DECEMBER 31, 2025

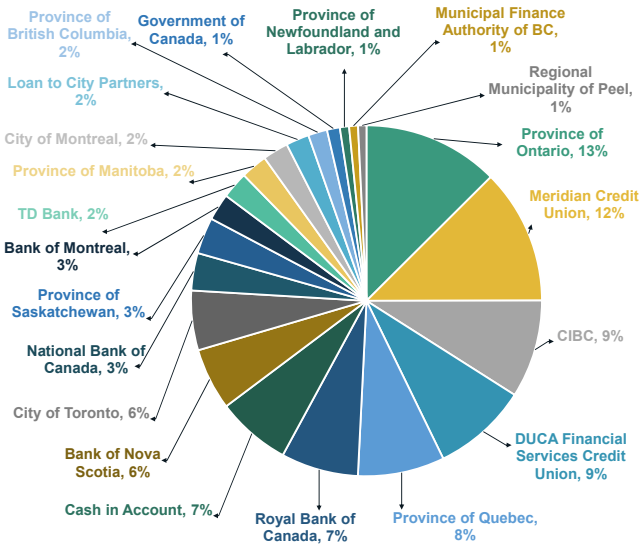
Breakdown by Category



Category (per Schedule A)	Carrying Value	% of Portfolio	Maximum % of Portfolio	Within Policy Limits?
Schedule I Banks	$ 36,761,171	30%	80%	YES
Provincial Government Debt	$ 35,154,014	29%	75%	YES
Credit Unions	$ 25,773,306	21%	40%	YES
Canadian Municipal Debt	$ 11,480,298	10%	30%	YES
Cash in Account	$ 8,296,037	7%	N/A[1]	N/A[1]
Loan to City Partners	$ 2,586,728	2%	N/A[1]	N/A[1]
Government of Canada Debt	$ 1,429,866	1%	100%	YES
	$ 121,481,420	100%		

[1] These categories are excluded from the City's Investment Policy. They are included on this report to present a consolidated view of the City's investment and cash holdings.

Breakdown by Issuer



Issuer[2]	Carrying Value	% of Portfolio	Issuer % Limit	Within Policy Limits?
Province of Ontario	$ 15,227,591	13%	25%	YES
Meridian Credit Union	$ 15,108,306	12%	20%	YES
CIBC	$ 10,976,118	9%	35%	YES
DUCA Financial Services Credit Union	$ 10,665,000	9%	20%	YES
Province of Quebec	$ 9,726,091	8%	25%	YES
Royal Bank of Canada	$ 8,656,387	7%	35%	YES
Cash in Account	$ 8,296,037	7%	N/A[1]	N/A[1]
Bank of Nova Scotia	$ 6,925,810	6%	35%	YES
City of Toronto	$ 6,679,065	6%	10%	YES
National Bank of Canada	$ 4,192,113	3%	35%	YES
Province of Saskatchewan	$ 4,057,404	3%	25%	YES
Bank of Montreal	$ 3,012,169	3%	35%	YES
TD Bank	$ 2,998,576	2%	35%	YES
Province of Manitoba	$ 2,979,826	2%	25%	YES
City of Montreal	$ 2,868,774	2%	10%	YES
Loan to City Partners	$ 2,586,728	2%	N/A[1]	N/A[1]
Province of British Columbia	$ 2,128,934	2%	25%	YES
Government of Canada	$ 1,429,865	1%	N/A	YES
Province of Newfoundland and Labrador	$ 1,034,167	1%	25%	YES
Municipal Finance Authority of BC	$ 999,134	1%	10%	YES
Regional Municipality of Peel	$ 933,325	1%	10%	YES
	$ 121,481,420	100%		

[1] These issuer categories are excluded from the City's Investment Policy. They are included on this report to present a consolidated view of the City's investment and cash holdings.

[2] All issuers meet the minimum credit quality ratings as defined in the City's Investment Policy (Schedule B).

Breakdown by Term Limitation

Term Limitation	Carrying Value	% of Portfolio	Range Limit per Policy	Within Policy Limits?
Less than 1 year	$ 28,803,744	24%	15% to 100%	YES
From 1 year up to, but not including 5 years	$ 20,649,670	17%	0% to 85%	YES
From 5 years up to, but not including 10 years	$ 27,223,759	22%	0% to 50%	YES
From 10 years up to 30 years	$ 44,804,247	37%	0% to 40%	YES
	$ 121,481,420	100%		

Investment Income Summary

	Actual	Budget
Total Investment Income Earned During Year	$ 4,806,747	
Less: Allocation to Deferred Revenue, Reserves, and Reserve Funds	(2,529,966)	
Net Operating Fund Investment Income Earned During Year	$ 2,276,781	$ 2,350,000
Overall Average Annual Rate of Return	3.91%	

Policy Compliance Statement by the Treasurer

It is the Treasurer's opinion that the City's investments for the year ended December 31, 2025 adhered to the investment policies and goals adopted by the City of Welland.

CITY OF Welland

April 28, 2026

Investment Policy & Reporting

General Committee



Purpose



Share information with Council on the components and considerations for an investment policy in the municipal sector

Share the annual investment reporting framework

Answer any questions in advance of formal policy approval at a May Council meeting

Investments in Welland

What are investments?

- Outlay of funds not immediately required that are set aside to earn income
- Different instruments have different risks levels and rates of return

Where does the City get its funds to invest?

Source of funds	% of Investment Portfolio
Reserves	62%
Restricted Deferred Revenue Reserves Funds	26%
Grant funding received but not yet spent	4%
Working funds	8%
Total Investment & Cash Holdings	**100%**

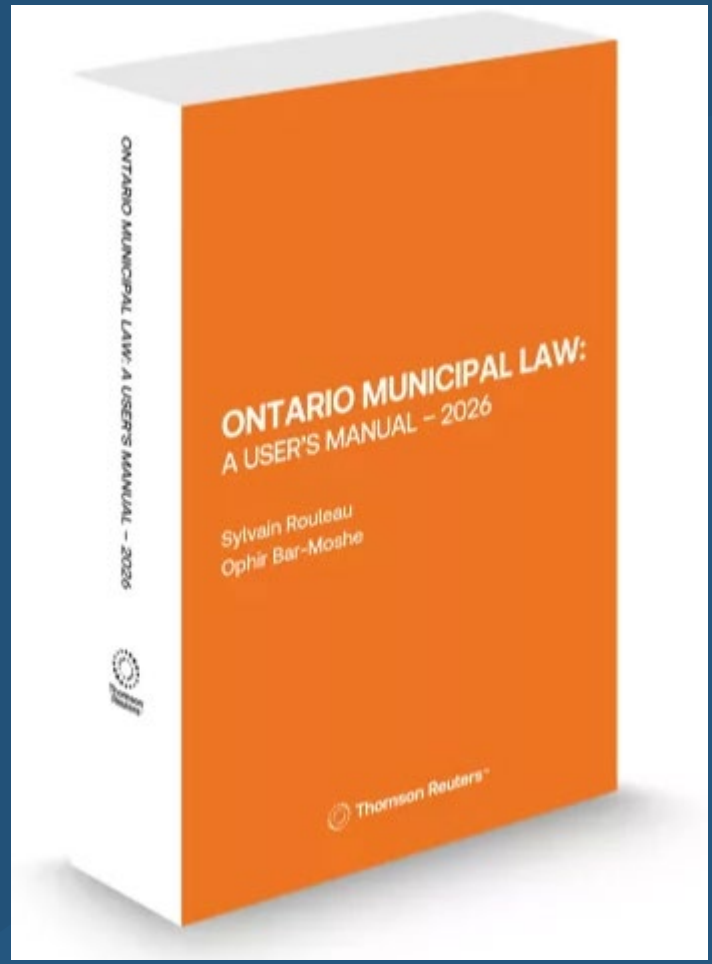


Last policy update was 2013

Provincial Regulations

Heavily prescribed and regulated

- Municipal Act, 2001 Section 418 provides authority to invest.
- Ontario Regulation 438/97 provides investment requirements that are in our policy



Guiding Principles

Financial Stewardship

Preservation of Capital

Maintenance of Liquidity

Risk Management

Investment Returns

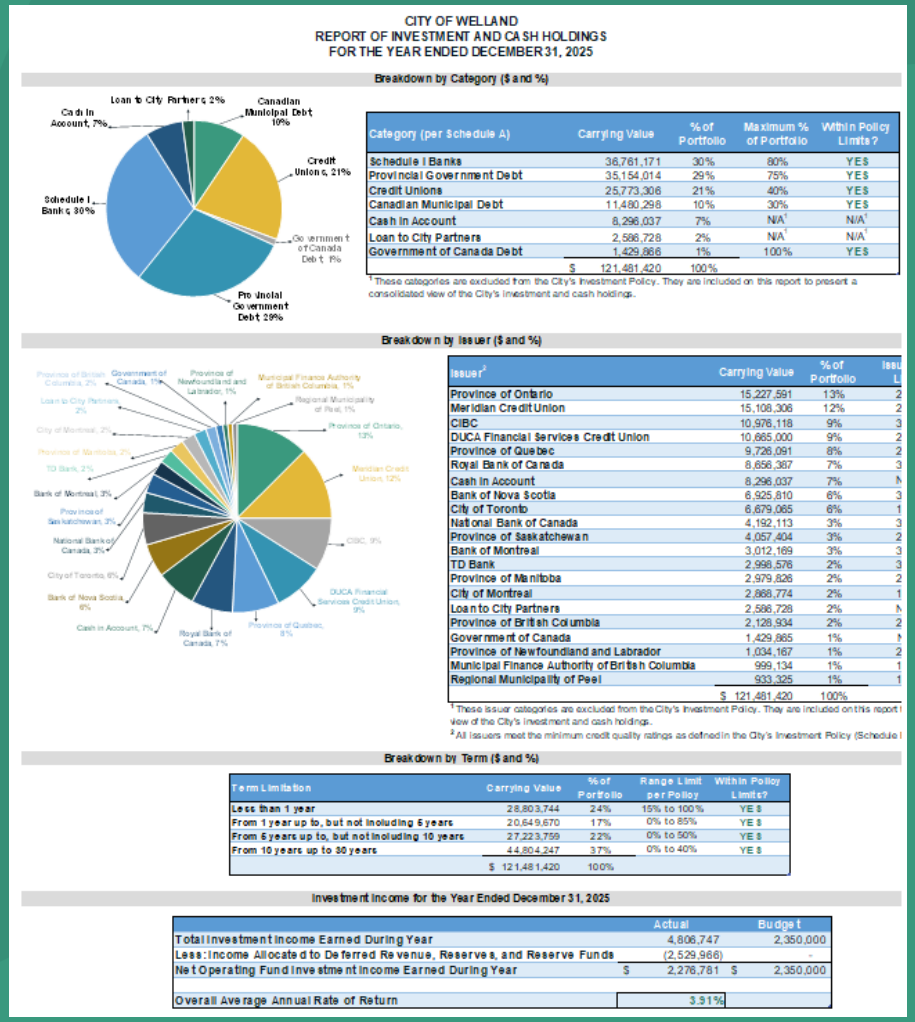
Investment Reporting

Annually

Focused on ensuring policy limits are maintained

- Diversified by category
- Diversified by issuer
- Minimum credit ratings
- Maturity date of investments are staggered

Transparency on investment portfolio performance



CITY OF WELLAND
REPORT OF INVESTMENT AND CASH HOLDINGS
FOR THE YEAR ENDED DECEMBER 31, 2025

Breakdown by Category ($ and %)

Category (per Schedule A)	Carrying Value	% of Portfolio	Maximum % of Portfolio	Within Policy Limits?
Schedule I Banks	36,761,171	30%	80%	YES
Provincial Government Debt	35,154,014	29%	75%	YES
Credit Unions	25,773,306	21%	40%	YES
Canadian Municipal Debt	11,480,298	10%	30%	YES
Cash in Account	8,296,037	7%	N/A[1]	N/A[1]
Loan to City Partners	2,586,728	2%	N/A[1]	N/A[1]
Government of Canada Debt	1,429,866	1%	100%	YES
	$ 121,481,420	100%		

[1] These categories are excluded from the City's Investment Policy. They are included on this report to present a consolidated view of the City's investment and cash holdings.

Breakdown by Issuer ($ and %)

Issuer[2]	Carrying Value	% of Portfolio	Issu L
Province of Ontario	15,227,591	13%	2
Meridian Credit Union	15,108,306	12%	2
CIBC	10,976,118	9%	3
DUCA Financial Services Credit Union	10,665,000	9%	2
Province of Quebec	9,726,091	8%	2
Royal Bank of Canada	8,656,387	7%	3
Cash in Account	8,296,037	7%	N
Bank of Nova Scotia	6,925,810	6%	3
City of Toronto	6,679,065	6%	1
National Bank of Canada	4,192,113	3%	3
Province of Saskatchewan	4,057,404	3%	2
Bank of Montreal	3,012,169	3%	3
TD Bank	2,996,576	2%	3
Province of Manitoba	2,979,826	2%	2
City of Montreal	2,868,774	2%	1
Loan to City Partners	2,586,728	2%	N
Province of British Columbia	2,128,934	2%	2
Government of Canada	1,429,865	1%	N
Province of Newfoundland and Labrador	1,034,167	1%	2
Municipal Finance Authority of British Columbia	999,134	1%	1
Regional Municipality of Peel	933,325	1%	1
	$ 121,481,420	100%	

[1] These issuer categories are excluded from the City's Investment Policy. They are included on this report t view of the City's investment and cash holdings.
[2] All issuers meet the minimum credit quality ratings as defined in the City's Investment Policy (Schedule I

Breakdown by Term ($ and %)

Term Limitation	Carrying Value	% of Portfolio	Range Limit per Policy	Within Policy Limits?
Less than 1 year	28,803,744	24%	15% to 100%	YES
From 1 year up to, but not including 5 years	20,649,670	17%	0% to 85%	YES
From 5 years up to, but not including 10 years	27,223,759	22%	0% to 50%	YES
From 10 years up to 30 years	44,804,247	37%	0% to 40%	YES
	$ 121,481,420	100%		

Investment Income for the Year Ended December 31, 2025

	Actual	Budget
Total Investment Income Earned During Year	4,806,747	2,350,000
Less: Income Allocated to Deferred Revenue, Reserves, and Reserve Funds	(2,529,966)	-
Net Operating Fund Investment Income Earned During Year	$ 2,276,781	$ 2,350,000
Overall Average Annual Rate of Return	3.91%	

Thank You!

Have any questions or comments for us?

COUNCIL MEETING

INFRASTRUCTURE SERVICES / ENGINEERING

REPORT ENG-2026-02
April 28, 2026

SUBJECT: **Traffic Calming Policy - Draft**

AUTHOR: **Muhammad Ali Khan, P.Eng.**
Manager Transportation Engineering

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

RECOMMENDATION:

THAT the General Committee receives for information REPORT ENG-2026-02-Traffic Calming Policy - Draft.

RELATIONSHIP TO STRATEGIC PLAN:

This recommendation is aligned with Council's strategic priority of ensuring "**Health and Wellbeing**" to promote personal health and well-being by offering an abundance of activities that meet the diverse needs and interests all while, advocating for improved health care throughout the city, and supporting the need for safety and security.

EXECUTIVE SUMMARY:

The City of Welland (the "City") receives ongoing concerns about speeding in residential neighbourhoods and has updated its 2007 Traffic Calming Policy to ensure a consistent, data-driven response. The draft policy, completed through the 2023 Transportation Master Plan, incorporates current best practices and public feedback. The policy introduces a clear five-stage process, progressing from passive measures like flexible speed signs to physical measures such as speed cushions, with community support requirements. Council has allocated funding for initial implementation, with future needs to be addressed through upcoming budgets.

BACKGROUND:

The City receives ongoing requests from residents regarding speeding and traffic-related safety concerns within residential neighbourhoods. To address these issues in a consistent, transparent, and data-driven manner, staff refer to the Council approved Traffic Calming Policy last updated in December 2007.

Traffic calming policies establish structured processes for evaluating requests, determining when interventions are warranted, and selecting appropriate measures aligned with municipal engineering standards and best practices.

As part of the 2023 Transportation Master Plan (TMP), the City's consultant conducted a comprehensive review of the 2007 Traffic Calming Policy, integrating best practices from comparable Ontario municipalities and guidance from the Transportation Association of Canada's *Canadian Guide to Traffic Calming (2nd Edition)* to inform the development of an updated Traffic Calming Policy.

The updated draft policy was presented to the public during the TMP Public Information Centre (PIC) meetings. Feedback received during the consultation process indicated overall support for the policy update and the structured approach it introduces.

DISCUSSION:

The updated Traffic Calming Policy will only apply to residential local and minor collector roadways within the City's urban boundary that have posted speed limits of less than 50km/hr.

The update policy outlines a five-stage evaluation and implementation framework: Initiation, Screening, Speed Data Analysis, Passive Measures, and Physical Measures.

Screening Criteria:

Roadways must meet all eligibility conditions, including classification as a local or minor collector road, minimum traffic volumes, a minimum segment length of 150 metres, posted speeds of less than 50 km/hr, and no recent traffic calming activity within two years. Requests not meeting criteria are closed, with alternate measures such as temporary radar signage or referral to the Niagara Regional Police Service considered.

Speed Data Analysis:

Where screening criteria are met, staff collect traffic volume and speed data. Traffic calming is warranted if the 85th percentile speed exceeds the posted speed limit by more than 10 km/hr.

Passive Measures:

When warranted, the first tier of intervention consists of passive measures, primarily flexible speed signs, provided minimum lane-width requirements are met. These signs remain in place seasonally and are monitored for approximately six months. If effective, no further action is required.

Physical Measures:

If passive approaches are unsuitable or ineffective, the policy permits physical traffic calming interventions, typically speed cushions. These measures require a minimum of 70% support from affected households through a City initiated survey prior to installation. Post-installation monitoring is conducted to ensure effectiveness and safety performance.

The policy also outlines conditions for removal of traffic calming measures, including community-initiated removal of speed cushions (requires 70% support after a minimum of two years in place) and City initiated removal where measures prove unsafe or ineffective.

Finally, the policy reinforces requirements for new development, ensuring that subdivision street designs incorporate traffic calming principles to manage operating speeds proactively.

The draft Traffic Calming Policy is attached as Appendix I. Any feedback received from Council will be considered and reviewed for technical compliance and incorporated as appropriate in the final policy presented at a future Council meeting.

FINANCIAL:

As part of the 2026 budget process, Council approved $50,000 under Capital Account No. 10-321-26256 for traffic calming devices, including speed radar signs and flexible speed signage.

Future funding requirements for traffic calming measures will be brought forward for consideration through the 2027 budget process and subsequent budgets as necessary.

ATTACHMENT:

Appendix I - Traffic Calming Policy draft
Appendix II – Traffic Calming Policy (Existing)

CITY OF Welland	Title:	Traffic Calming Program, 2026 Revised		
	Number:	SER-017-0005		
	Revision Date:	N/A	Approved by:	SMM
	Revision Number:	N/A	Area:	Engineering
	Document Type:	Policy	Department:	Infrastructure Services

Table of Contents

1.0 Policy Statement 1
2.0 Purpose 1
3.0 Definitions 1
4.0 Application 2
5.0 Responsibilities 2
6.0 Traffic Calming Process 2
6.1 Stage 1 - Initiation 2
6.2 Stage 2 - Screening 3
6.3 Stage 3 - Speed Data Analysis 3
6.4 Stage 4 - Passive Measures 4
6.5 Stage 5 - Physical Measures 5
7.0 Removal of Traffic Calming Measures 5
8.0 New Development 6

CITY OF Welland	Title:	Traffic Calming Program, 2026 Revised		
	Number:	SER-017-0005		
	Revision Date:	N/A	Approved by:	SMM
	Revision Number:	N/A	Area:	Engineering
	Document Type:	Policy	Department:	Infrastructure Services

1.0 Policy Statement

1.1 The City of Welland (the "City") is committed to fostering safe streets and livable communities through the application of traffic calming measures as required.

1.2 The policy applies to City staff and Council with respect to addressing traffic calming requests received from the public.

2.0 Purpose

The purpose of this policy is to provide an objective and streamlined process for the initiation and evaluation of traffic calming initiatives along City roads.

3.0 Definitions

Within this policy:

Traffic Calming: The application of strategies, techniques, or physical roadway attributes to foster driver operating speeds that are suitable for the intended function of the roadway.

85th Percentile Operating Speed: The speed at or below which 85% of the total drivers actually travel.

Passive Traffic Calming: Speed management techniques that do not involve physical alteration to the roadway geometry, and may include signage, line painting or flexible speed signs.

Physical Traffic Calming: Speed management techniques that involve physical alterations to the travelled path of the roadway, and may include speed cushions, speed humps, lane narrowing.

Local Roadways: Municipal roadways that are intended to provide access to their adjacent land uses, generally carrying lower volumes and situated within residential communities.

Minor Collector Roadways: Municipal roadways that are intended to carry low-to-moderate traffic volumes with access to adjacent land uses and traffic movement demonstrating a similar level of importance, making them a common artery route for various communities.

Flexible Speed Sign: Vertical, impact resistant speed signs installed in the centre of the road, between opposing traffic lanes and are designed to withstand impacts from, and avert damage to, vehicles if struck by collapsing and rebounding.

Speed Cushion: A raised, rounded surface placed across part of a roadway, with gaps on either side allowing vehicles with a wider wheel track (such as fire trucks, ambulances, and transit buses) to straddle the cushion, while standard passenger vehicles must pass over it, thus slowing them down.

4.0 Application

Traffic calming only applies to residential local and minor collector roadways.

5.0 Responsibilities

Infrastructure Services – Engineering:

- Undertake the process outlined within this policy and regularly review its conformance with applicable engineering guidelines such as the *Transportation Association of Canada (TAC)* and *Ontario Traffic Manuals (OTMs)*.
- Respond to any concerns or questions regarding this policy and its application.

6.0 Traffic Calming Process

The City of Welland shall apply a structured, transparent, and data driven approach to traffic calming requests. The process consists of five sequential stages: Initiation, Screening, Speed Data Analysis, Passive Measures, and Physical Measures. Each stage is designed to ensure that traffic calming interventions are justified, supported by residents, and appropriate for roadway function and safety.

6.1 Stage 1 - Initiation

Traffic calming requests may be initiated by:

- Residents;
- Members of Council; or
- City staff where a safety concern is identified.

Requests must be made in writing and submitted to the Infrastructure Services – Engineering Division.

6.2 Stage 2 - Screening

Upon receiving a written request, staff shall complete an initial screening to determine traffic calming eligibility.

The roadway must meet all the following six (6) criteria:

- Classified as a local or minor collector roadway.
- Located within the City's urban area boundary.
- Meet the minimum required segment length of 150m.
- The Average Daily Traffic (ADT) volumes must be less than:
  - 3,000 vehicles for a local roadway.
  - 5,000 vehicles for a minor collector roadway.
- Posted speed limits must be less than 50km/hr.
- Traffic calming has not been requested or removed within two (2) years of the request.

If the roadway does not meet the screening criteria, the file shall be closed and the rationale communicated to the requester. The City may also consider installation of temporary speed radar signage and/or submit a referral to the Niagara Regional Police Service (NRPS) for monitoring.

6.3 Stage 3 - Speed Data Analysis

If the roadway passes the preliminary screening, traffic data will be collected to provide a better understanding of the current conditions and confirm traffic calming is warranted.

An analysis of the data will confirm traffic volumes and speeds. If the speeding threshold is exceeded, defined as the 85th percentile operating speed being more than 10km/hr above the posted speed limit, then traffic calming is considered warranted.

If the speeding threshold is not exceeded, the file shall be closed and the rationale communicated to the requester. The City may also consider installation of temporary speed radar signage and/or submit a referral to the NRPS for monitoring.

Where roadways do not warrant traffic calming measures, residents may choose to re-initiate the traffic calming process after two (2) years.

6.4 Stage 4 - Passive Measures

Traffic calming is considered warranted once a request reaches this stage.

As the first tier of treatment, passive traffic calming measures will be implemented, specifically flexible speed signs, if the following criteria is met:

- The minimum lane width is 3.2 metres where there is no on-street parking or bike lanes present.
- The minimum lane width is 5.5 metres where on-street parking or bike lanes are present. (allowing for 3.5-metre vehicular travel lanes and 2 metres for cycling or parking).

Flexible speed signs installed in the roadway or on the centerline, increase driver awareness of the posted speed limit and are difficult to ignore. They are a visible, low-cost speed reducing measure that can be employed without physically restricting vehicle movement. Flexible speed signs are seasonal and removed to facilitate winter maintenance operations specifically during the months of November through March. The City may also consider complementary measures such as enhanced line painting and additional signage to further support the effectiveness of flexible speed signs.

Once implemented, flexible speed sign installations shall be monitored for a period of approximately six (6) months to assess effectiveness. Where these passive measures are effective, the project shall be considered complete, and the results communicated to the requester.

Where the criteria for flexible speed signs are not met or if installed, the flexible speed signs are ineffective, the process shall proceed to Stage 5.

6.5 Stage 5 - Physical Measures

Physical traffic calming is considered warranted once a request reaches this stage and passive measures have been assessed and found to be unsuitable or ineffective.

As second-tier treatment, physical traffic calming measures, specifically speed cushions are more robust, permanent roadway modifications meant to reduce vehicle speeds and discourage undesirable traffic behaviour.

Speed cushions consist of a series of raised humps placed across the roadway with gaps that allow larger vehicles such as emergency apparatus or transit buses to straddle them, while still reducing the speeds of passenger vehicles.

The installation of speed cushions shall be subject to demonstrated community support, verified through a formal City-initiated survey. A minimum of **70% of affected households** must indicate their support for the installation before the project may proceed.

If the installation of speed cushions is not supported by the affected community, the file shall be closed and the rationale communicated to the requester. The City may also consider installation of temporary speed radar signage and/or submit a referral to the NRPS for monitoring and enforcement.

Where speed cushions are installed, staff will conduct follow-up speed studies to confirm their effectiveness and will continue to monitor safety performance to ensure the measures function as intended.

7.0 Removal of Traffic Calming Measures

The City of Welland reserves the right to remove any traffic calming measures if they are determined to be unsafe, consistently ineffective, or if they create undue hardship or adverse impacts on the surrounding community. Such removal will be undertaken in the interest of public safety and overall community well-being.

Residents may request the removal of physical traffic calming measures (speed cushions) with demonstrated community support, verified through a formal City-initiated

survey. A request for removal may not be initiated until the speed cushions have been in place for a minimum two (2) years.

The survey will include the same number of affected households as the original survey conducted prior to installation, and at least **70% of those households** must indicate their support for removal before the City will proceed. This provision applies only to physical traffic calming measures and does not apply to passive traffic calming treatments.

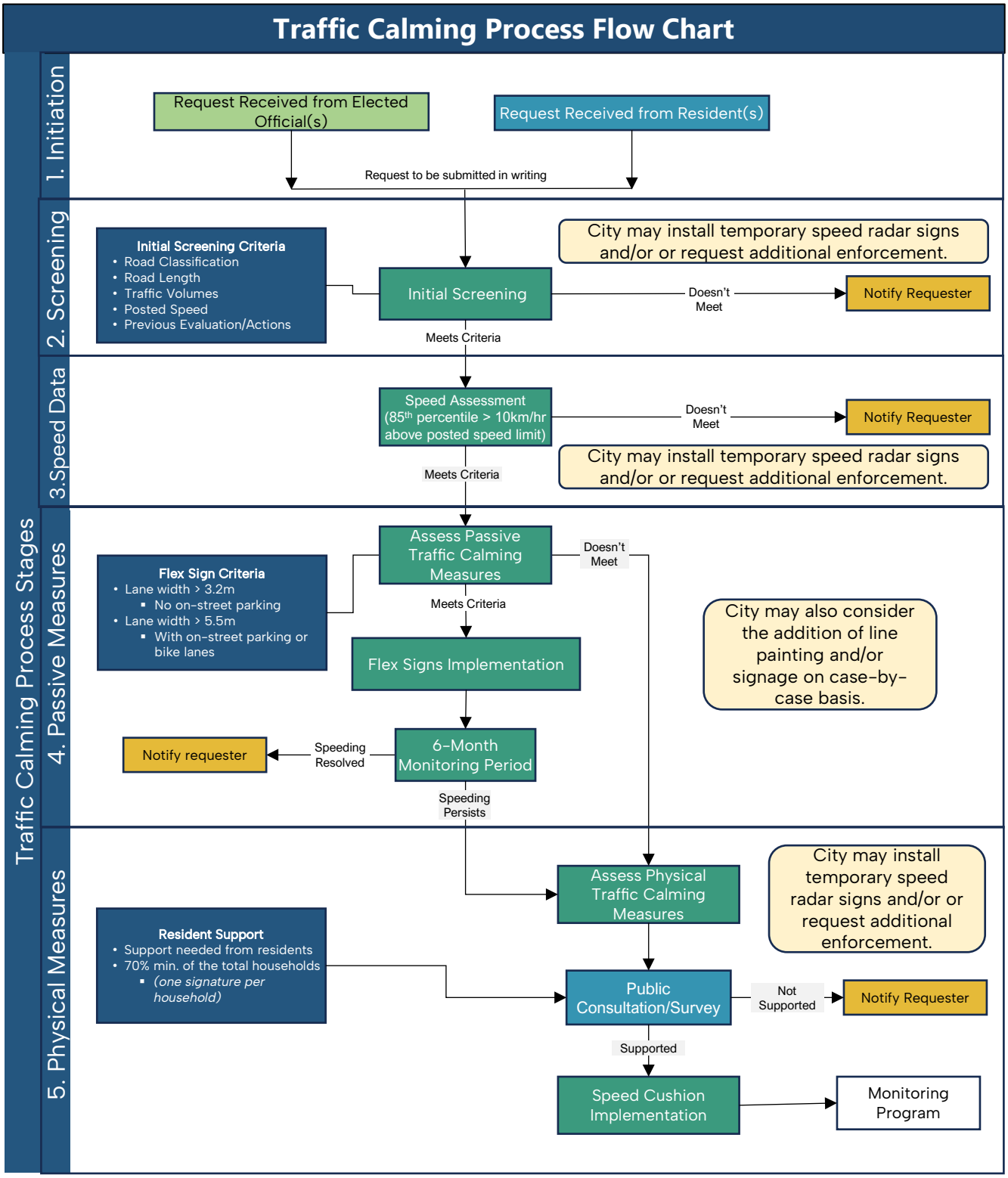
Once physical traffic calming measures are removed, the roadway will not be eligible for reassessment for a minimum of five (5) years from the date of when the neighbourhood support is received by City staff.

8.0 New Development

Developers must work with the City to provide street designs that manage driver operating speeds. The City reserves the right to incorporate traffic calming measures into development plans at its discretion.

Revision History

Date	Description of Change	Initials


Traffic Calming Process Flow Chart
Traffic Calming Process Stages
1. Initiation
2. Screening
3.Speed Data
4. Passive Measures
5. Physical Measures
Request Received from Elected Official(s)
Request Received from Resident(s)
Request to be submitted in writing
Initial Screening Criteria
• Road Classification
• Road Length
• Traffic Volumes
• Posted Speed
• Previous Evaluation/Actions
Initial Screening
City may install temporary speed radar signs and/or or request additional enforcement.
Doesn't Meet
Notify Requester
Meets Criteria
Speed Assessment (85th percentile > 10km/hr above posted speed limit)
Doesn't Meet
Notify Requester
City may install temporary speed radar signs and/or or request additional enforcement.
Meets Criteria
Assess Passive Traffic Calming Measures
Doesn't Meet
Flex Sign Criteria
• Lane width > 3.2m
▪ No on-street parking
• Lane width > 5.5m
▪ With on-street parking or bike lanes
Meets Criteria
Flex Signs Implementation
City may also consider the addition of line painting and/or signage on case-by-case basis.
Notify requester
Speeding Resolved
6-Month Monitoring Period
Speeding Persists
Assess Physical Traffic Calming Measures
City may install temporary speed radar signs and/or or request additional enforcement.
Resident Support
• Support needed from residents
• 70% min. of the total households
▪ (one signature per household)
Public Consultation/Survey
Not Supported
Notify Requester
Supported
Speed Cushion Implementation
Monitoring Program
Legend:
Elected Official Directed Request
Citizen Involvement
City Team
Process Termination Result

The Corporation of the City of Welland



Traffic Calming Program Policy and Procedure



City of Welland
Traffic & Parking Operations Division

Introduction

The purpose of local residential and collector roadways is to provide both access to and through neighbourhoods. On the majority of local residential and collector roadways, pedestrians, cyclists and motor vehicles travel through neighbourhoods in a relatively safe manner.

Increased vehicle volumes and vehicle speeds impact how residents perceive their roadways as being unsafe for motorists and other vulnerable road users (pedestrians, cyclists). Some of these concerns can be addressed by identifying and correcting any deficiencies in the arterial road network (i.e. signal progression, additional lanes, turning restrictions, etc.). Police enforcement of these problem areas is another solution. However as constraints on time and manpower for police enforcement has become limited, use of this option is difficult to achieve on local residential roadways.

On a yearly basis the Traffic and Parking Operations Division receives requests from residents and elected officials to address traffic concerns on local and collector residential roadways. Primarily these requests are to review concerns of speeding and volume. Many of these requests could be remedied through enforcement. However, there are many situations where enforcement is neither effective nor available. While enforcement will assist in solving residential concerns, it is unpractical to have police permanently monitor problem areas.

The primary function of Traffic Calming measures is to improve the liveability of neighbourhoods and improve public safety by reducing vehicle speeds, vehicle volumes and collision frequency. In addition, well-designed and landscaped Traffic Calming measures can enhance a neighbourhood's appearance and the quality of life for its residents.

Traffic Calming measures can be used individually or in combination. Not all of them are feasible or acceptable in all locations. Traffic Calming options are much more limited on collector streets, as collectors are designed to carry traffic to and from arterial roadways, as well as needing to provide emergency services response routes.

The purpose of this document is to establish a Traffic Calming Program, outline a policy and describe a procedure for investigating requests for the installation and implementation of traffic calming measures within the City of Welland. The Traffic Calming Program will benefit both residents and staff by providing a degree of consistency for investigations and possible traffic calming measures that could be installed on a roadway, and to respond to the findings.

This program will assist staff in reaching the objectives of:

- Providing mobility and accessibility to neighbourhoods
- Ensuring the overall safety and liveability of neighbourhoods
- Provide an efficient and consistent program to address residents and elected officials concerns
- To ensure locations are addressed in a priority manner

The purpose of this report is to supplement the Canadian Institute of Transportation Engineers (ITE), Canadian Guide to Neighbourhood Traffic Calming. This manual is intended to provide guidelines for the review of roadways for potential traffic calming measures.

The primary purpose of the City of Welland Traffic Calming Program, Policy and Procedure report, is to provide staff with consistent direction for completing investigations from request to completion. This includes setting goals and objectives and most importantly involving the community in the process.

Goals & Objectives of the Traffic Calming Program

Traffic calming measures are self-enforcing devices that are used to address undesirable traffic conditions related to speeding, cut-through volumes and collisions on residential roadways. These conditions create an unsafe feeling for local motorists and other vulnerable road users such as pedestrians and cyclists.

The installation of traffic calming measures have the potential ability to improve traffic conditions for all road users, by slowing vehicle speeds and decreasing or eliminating cut-through traffic, without the presence of police enforcement.

The following goals and objectives have been established for the City of Welland Traffic Calming Program:

1. Improve neighbourhood liveability,
2. Discourage cut-through traffic on local streets (i.e. not arterial or collector roads),
3. Improve safety and minimize conflicts for local motorists and vulnerable road users,
4. Review alternative measures prior to the use of traffic calming measures utilizing the 3 E's Principle, Engineering, Education and Enforcement measures,
5. Preserve access for emergency services and public transit to residential roadways,
6. Establish a defined procedure to implement Traffic Calming measures in a consistent, efficient, fair, and timely manner in response to concerns,
7. Promote community involvement and awareness,
8. Reduce vehicle speeds on residential roadways,
9. Provide a priority implementation system for the utilization of designated annual capital project funds.

The priority implementation system would be a point assignment mechanism to determine a numerical score and prioritizing each request for traffic calming. The numerical score will rate the street situation according to traffic conditions and determine appropriate actions and prioritization.

Guidelines/Techniques & Principles

Traffic Calming measures should be considered only after education, enforcement and operational efforts have failed to produce the desired results. Traffic Calming measures should only be installed after staff have investigated existing traffic conditions, determined that traffic calming measures are necessary and the proper approvals have been received. The following Guidelines/Techniques and Principles are established as part of the City of Welland Traffic Calming Program:

- Inclusion/involvement of the community in identifying and addressing the issues is key
- Cut-through traffic should be encouraged to remain or be directed to use arterial and collector roadways.
- Shifting traffic problems from one street to another similar street or neighbourhood is not an acceptable alternative.
- Emergency services access should be maintained in all Traffic Calming projects if possible.
- Reasonable automobile access to City roadways should be maintained.
- Pedestrian and transit access should be encouraged, wherever possible.
- Traffic Calming measures should be used when there is a demonstrated safety, speed or evident cut-through problem and there are no acceptable alternatives.
- The Traffic Calming Program should be limited to local and collector streets that are primarily residential in nature.
- No Traffic Calming measures should be undertaken on roads with arterial or non-residential usage.
- Traffic Calming measures on a collector street should be designed to address speed concerns. Collector streets are designed to serve some level of neighbourhood-related through traffic to/from arterials. In some cases, diversion of traffic from a local to a collector street may be appropriate.
- Where possible, implementation of traffic calming measures should be done on a trial basis for evaluation prior to permanent installations.
- The TAC/ITE Canadian Guide to Neighbourhood Traffic Calming and other resources, recognized as “key”source, should be utilized for guidance in the selection of traffic calming measures.
- The procedures established for the Traffic Calming Program should ensure that requests for Traffic Calming are treated consistently and fairly and locations will be prioritized according to a stated criteria. This criterion should be ranked for each studied location. The highest-ranking location(s) would have Traffic Calming measures implemented where budget approval allows.
- Installations should be monitored and reviewed to determine effectiveness.

Community Involvement

Traffic Calming plans should be developed with participation from the community and with an understanding for the traffic history for the area under investigation. For a Traffic Calming Program to be successful, the community must support and be committed to the solution. The only means of gaining this commitment is to involve the residents of a study location that would be affected by Traffic Calming measures.

The benefit of community involvement is that it generates support for a Traffic Calming Program, the reasons and objectives of the traffic calming measures being selected and assists in the plan being implemented without significant opposition.

Community involvement also enhances the credibility of the Traffic Calming Program, particularly when it is eventually presented to Council for approval. In order to obtain this working partnership, community meetings will be held. These meetings provide the community with opportunities for input into the development of the plan, as well as publicize and increase the awareness of the study. During these meetings, staff will be able to present study and design information to the community.

As outlined in the 2001 Transportation Planning Study, the City of Welland is divided into Zones and through the classification of the road network. Pending location, neighbourhoods to be involved are to be identified by these two documents.

If a Zone is divided by Arterial or Collector roadways, then this will become the boundaries for the study area.

Traffic Calming Measures

The decision process for the selection of Traffic Calming measures should be based on:

- Types of Traffic Calming measures available that will address volumes, collisions and vehicle speed reduction for site specific locations
- Consideration of classification of roadway
- Actual conditions

Types of Traffic Calming Measures

The following categories are the types of Traffic Calming measures available for the City of Welland Traffic Calming Program, as outlined in the TAC/ITE Canadian Guide to Neighbourhood Traffic Calming.

Horizontal Deflection – refers to two types of Traffic Calming measures. The first type hinders the driver's ability to drive in a straight line by creating a horizontal shift in the roadway. This shift, forces drivers to slow their vehicles in order to safely navigate the measure. The second type is designed to narrow the width of the travel lane. Doing so reduces the usable surface of the roadway causing drivers to slow their vehicles to

maintain a comfortable driving condition. Horizontal deflection measures are mainly used to address speed concerns.

Vertical Deflection – refers to Traffic Calming measures that create a change in the height of the roadway. Vehicles must slow down over these measures in order to avoid unpleasant bumping sensations. Vertical deflection measures are mainly used to reduce vehicle speeds, with minor effects on traffic volumes.

Physical Obstruction – refers to measures that prevent particular vehicle movements, thereby discouraging and eliminating cut-through traffic. The reduction in volume will depend on the nature of the Traffic Calming measure.

Signs and Pavement Markings – can be used as Traffic Calming measures that regulate traffic movements in lieu of physical changes to the roadway. These measures may produce the same effect as physical Traffic Calming measures. However, police enforcement may still be required.

Various Types of Traffic Calming Measures

The following is a list of Traffic Calming measures and a description of each:

Curb extension/bulb-out	An intrusion of the curb extending across a parking lane and narrowing the travel lane.
Chicane	A series of three (3) curb bulb-outs staggered on alternating sides of the roadway, narrowing the travel lane and forces motorists to slow down as they navigate side to side through the chicane.
On-Street Parking	Allow vehicles to park parallel to the curb, reducing the travel portion of the roadway.
Turning Prohibition	Restrict specific turning movements into neighbourhoods, reduces cut-through traffic, enforcement required.
Traffic Circles	A raised island located in the middle of an intersection and forces vehicles to travel through the intersection in a counter-clockwise direction around the island.
Textured Crosswalks	A crosswalk designed of a different texture or pattern surface then that of the roadway, warns motorists they are entering a heavy pedestrian area.
Speed Humps	A raised section of roadway, which deflects both the wheels and frame of a vehicle, forces vehicles to slow down over hump.

Raised Crosswalks	This section of roadway is raised 3 to 6 inches above street grade.
Semi-Diverter/Partial Street Closure	Physical barrier blocks half the roadway prohibiting a vehicle movement (one way in/out).
Right In/Right Out Island	A raised island at an intersection that prevents left turns and through movements to and from an intersection.
Street Closure	Extension of physical barrier across the width of a roadway creating a cul-de-sac and closing a roadway.
Raised Intersection	The section of roadway is raised to 6 inches above the roadway.
Diagonal Diverter	Physical barrier placed across the centre of an intersection, prohibiting one direction of traffic.

Traffic Calming Consideration Process

There are several steps required in the traffic calming consideration process. The details of the process are as follows:

1. Petition and Collection of Signatures

A request for traffic calming measures from residents must start with a signed petition with a minimum of 60% of the block(s) of the street, including every developed property having frontage on the street. Each household may be represented by only one signature, regardless of the number of people in the household. A traffic-calming request may pertain to problems of speeding, cut through traffic or safety concerns (i.e. collisions).

Traffic Calming programs are timely and costly for municipalities. Taking into account the time required to collect and analyse data, conducting public meetings, preparing designs and installing measures, it is important to gauge public support from the inception of the request.

Determination of the initial support is vital and will reduce the chances of the traffic calming measures for the location being later defeated after the municipality and invested a considerable amount of time and money into the project.

2. Location Eligibility Criteria

Traffic Calming measures are generally self-enforcing physical features, which effectively change the design speed of a roadway. Locations for traffic calming measures should meet the following:

- The posted speed limit should not be more than 50 Km/h
- Lane configuration should be limited to two lane streets having only one lane of through traffic in each direction
- Street must not be primary emergency routes, unless steps are taken to provide emergency services access (ie.collapsable markers)
- Traffic Calming plan should not result in diversion of cut-through traffic onto other residential roadways

3. Collect Data

Should the residents meet the 60% requirement; staff will then begin to collect data once the defined neighbourhood has been identified. Various studies will be conducted to determine volumes, speed, collisions, pedestrian safety and physical street conditions.

4. Assess Priority Points

This program has been set not to reject any location, but rather to identify through the point system, priority locations. This process will allow staff to identify locations from highest to lowest. As a result, staff will then be able to identify to City Council the locations to be considered in the following years Budget Allocation for Traffic Calming.

The information that is gathered in the Data Collection will be used in the point assignment system and is implemented to determine the number of points the requested street receives. All locations in which studies have been performed will then be ranked by the locations final score.

Only the highest ranked locations will be funded to the limits of the available budget. Locations that do not receive financial approval for installation will remain on the list of locations for future traffic calming. New study locations will be included in the future year funding based on their priority score.

In addition, should the community believe the need for immediate action be required, funding for the project can be initiated by the residents of a neighbourhood to absorb the costs associated with the installation of traffic calming measures.

5. Survey of Residents on Solutions Available

Once the yearly point assignment had been completed and locations prioritized, staff would then conduct a survey of the residents with developed property having frontage on the street under investigation. Each survey will inform the residents of the results of studies that have been undertaken by staff. The survey will also ask residents if they would be in favour or opposed to the installation of the proposed traffic calming measures. In order for the program to continue, 60% of the total returned surveys must be in favour of the installation of Traffic Calming measures. If this requirement is not met, staff will report to City Council recommending Traffic Calming measures not be installed.

6. Public Meeting to Propose Traffic Calming Measures

Once the location is approved by City Council, staff will begin the Public Meeting process. Property owners potentially affected residents and elected officials will be invited to attend a public meeting to discuss the concerns raised and review the potential measures available.

During this meeting, the residents will be encouraged to review the neighbourhood and perform a design exercise for the installation of traffic calming measures. City staff will be on hand to facilitate and to be utilized as a reference tool for the public.

Once completed, staff will collect the proposed designs and create the final design based on the input from the residents.

7. Prepare Final Design

The design of all Traffic Calming measures shall be subject to the guidelines of the TAC/ITE Canadian Guide to Neighbourhood Traffic Calming (see Appendix “G”), and the local experience and recommendations of city staff. Once the public meeting has been completed and the residents preliminary design considerations reviewed, staff will prepare a recommendation for the type of Traffic Calming measure(s) to be utilized for the specific project. A final meeting will be held with residents and elected officials to present the final recommendations and design.

Once completed, staff will submit a report to City Council with the final design recommendation and budget allocation required.

8. Report to Council

Once all requirements are met, then staff will prepare a report to City Council for approval of the location for traffic calming measures and inclusion in the next budget approval process.

9. Implement Traffic Calming Measures

Once the aforementioned process is completed, where available, staff will implement temporary calming measures prior to the installation of permanent traffic calming measures.

This will assist in determining if the recommended measures will alleviate the concerns of the residents. In addition, the as the installation are temporary, modifications can be implemented at lower costs compared to that of permanent traffic calming measures.

Once it has been determined by staff that the recommended designs are appropriate, staff will arrange for the installation of permanent traffic calming measures.

10. Monitor Installation

Staff will continue to monitor the location once completed and provide follow up recommendations to City Council if required.

Conclusion

Traffic Calming Programs are becoming increasingly popular throughout the world. Programs have proven to be very efficient in the control of neighbourhood vehicle concerns in many municipalities throughout Canada, United States and Europe. Motorist's behaviour can be altered through the design and installation of Traffic Calming measures that meets the concerns of residents. These measures improve pedestrian/motorist safety and greatly improve neighbourhood liveability. This report is the recommended process for the implementation of the City of Welland Traffic Calming Program.

With the increase in traffic concerns within the City of Welland, the need for a Traffic Calming Program that outlines the Policy and Procedure is important. Traffic Calming measures can be a supportive tool to improve the quality of life for the residents of Welland.

In order for the Traffic Calming Program to be successful, it is paramount that a working relationship be implemented between residents, elected officials, emergency and operations services and City of Welland staff. A strong relationship with these various groups will make for a successful Traffic Calming Program. For a Traffic Calming Program to be successful, it needs the support of the community. By including residents within the area under investigation to be involved in the study process, it allows them to get involved and gives them a feeling of self-ownership to the program by allowing them in the decision making process.

TRAFFIC CALMING PRIORITY POINT ASSESSMENT

LOCATION _____

CRITERIA	POINTS	BASIS FOR POINTS	TOTAL
1. Speed	0 to 35	5 pts. for every 2 km/h over posted speed limit (85 Km/h)	_____
Minimum 85th of 5km over posted speed limit			
2. Volume	0 to 30	5 pts. for every 1500 ADT	_____
3. Collisions	0 to 10	1 pt. for every 2 collisions/year over a 3 year period	_____
4. Sidewalks	0 or 5	5 pts. for no sidewalks or 5 pts. evidence heavy ped. traffic	_____
5. School or Playground	0 or 5	5 pts. for Elementary school	_____
6. Pedestrian Generators	0 or 5	5 pts. for Schools, libraries, playgrounds, bus stops, parks and stores	_____
7. Transit Route	0 or 5	5 pts. if not a Transit Route	_____
8. Cut-through Traffic	0 or 5	5 pts. if study indicates cut-through concerns	_____
TOTAL ACCUMULATED POINTS:			_____

GENERAL COMMITTEE MEETING

COMMUNITY SERVICES DEPARTMENT

REPORT CS-2026-01
April 28, 2026

SUBJECT: **Response to Notice of Motion: Homelessness, Mental Health and Addictions**

AUTHOR: **Victoria McRae, B.A., M.A.C.P., R.P.**
Social Services Advisor

APPROVER: **Jennifer McPetrie, B.A.**
Director of Community Services

RECOMMENDATION:

THAT the General Committee receive this report for information as a response to the referred Notice of Motion 2025-144 (Ref. 21-30).

RELATIONSHIP TO STRATEGIC PLAN:

This recommendation is aligned with Council's strategic priority of ensuring "**Health and Wellbeing**" to promote personal health and well-being by offering an abundance of activities that meet the diverse needs and interests all while, advocating for improved health care throughout the city, and supporting the need for safety and security.

EXECUTIVE SUMMARY:

This report provides information requested through Notice of Motion 2025-144. It explains that the City of Welland has declared a *crisis*, while the Niagara Region has declared an *emergency*, and outlines the difference between the two. The report also summarizes the mental health, addiction, and Indigenous-focused services currently available in Niagara, including treatment beds and mobile crisis supports. This information is intended to give Council a clear understanding of current services and the City's role when considering future advocacy or partnership opportunities.

BACKGROUND:

The purpose of this report is to provide a response to the referred Notice of Motion presented to council on October 14, 2025. The Notice of Motion asked staff to:

1. Follow up with the Provincial Emergency Operations Centre and the Solicitor General regarding response to the "declared emergency."
2. Request the Ontario Ministry of Health to fund and establish more addiction treatment beds in Welland.

3. Approach Indigenous Services Canada regarding funding for an Indigenous Treatment Centre in Niagara.
4. Ask Ontario Health to support an Indigenous mobile mental health crisis unit.

To respond effectively, staff were directed to:

- Clarify Welland's role within the broader emergency framework.
- Identify related initiatives already underway at Niagara Region.
- Establish timelines and responsibilities for potential actions.
- Ensure consistency across municipal divisions.

Clarification of "Declared Emergency" in the Notice of Motion

The Notice of Motion states "*WHEREAS, City of Welland is in a declared emergency for addictions (mental health and homelessness)*."

After confirming with the Acting Fire Chief, Niagara Region Emergency Management, and the Provincial Emergency Operations Centre (PEOC), staff can confirm that the City of Welland has not declared an emergency under the *Emergency Management and Civil Protection Act*, R.S.O. 1990, c. E.9 (the "*EMCPA*").

What Welland has declared:

- May 16, 2023, Council declared a mental health, homelessness, and addiction crisis (Motion 2023-278). This is not a declared emergency as provided for under the *EMCPA*.
- March 27, 2023, Council approved Motion 2023-27 recognizing homelessness as a social, economic and health crisis.

Niagara's Region declarations:

- On February 23, 2023, Niagara Region declared an emergency on homelessness, mental health, and addictions.
- September 25, 2025, Regional Council carried Motion 13.2 reaffirming the emergency and continued advocacy to the Province for coordinated support and additional funding.

Under the *EMCPA*, an "emergency" is reserved for acute, time-limited incidents (e.g., floods, storms, disease/health risk i.e. COVID-19 pandemic, infrastructure failures). Homelessness, addictions, and mental health crises are chronic systemic issues, and do not meet *EMCPA* criteria. Declaring an *EMCPA* emergency would not provide additional authority or resources.

AMO

The Association of Municipalities of Ontario (AMO) has noted in its 2026 report *Municipalities Under Pressure* that homelessness in Ontario has grown steadily over several years and should be understood as a systemic issue, rather than a short-term emergency. This reinforces the need for long-term, multi-government solutions rather than reliance on emergency management tools.

Addiction Treatment Beds in Niagara

Niagara Health and non-profit partners currently operate 216 treatment and recovery beds:

Organization	Number of Recovery Beds
NHS Withdrawal Management Services	20
NHS New Port Addiction Treatment Centre	35
Non-profit Organizations' Supportive Treatment beds	61
Total	**116**

Additional addiction-supportive housing units include:

- CASON Addictions Supportive Housing: 40 units
- Gateway/HART Hub: 60 supportive units for individuals with addictions, homelessness, and mental health challenges.

Culturally Informed Indigenous Supports in Niagara

Niagara Region works closely with Indigenous organizations to develop culturally informed health and social services. This includes the Region's Indigenous Health Specialist and leaders from the Niagara Region Native Centre, Fort Erie Native Friendship Centre, De Dwa Da Dehs Nye>s Aboriginal Health Centre, and Community Addictions Services of Niagara (CASON).

Niagara Health also supports Indigenous residents through its Indigenous Health Services and Reconciliation Team, based at the Marotta Family Hospital in St. Catharines. This team also travels to Welland Hospital to support Indigenous patients. A full list of Indigenous community resources is included in Appendix I.

Niagara Region is also a partner in the Homelessness Addiction Recovery Treatment (HART) Hub, led by Gateway Residential and Community Support Services. The HART Hub brings together 10 agencies to support people who are chronically homeless and living with addiction and mental health challenges. De Dwa Da Dehs Nye>s Aboriginal Health Centre is one of the service partners and provides Indigenous-informed treatment. In Welland, the HART Hub offers services in community settings such as shelters, supportive housing, satellite offices, and encampments.

Mobile Crisis Supports

The Mobile Crisis Rapid Response Team (MCRRT) is a partnership between CMHA Niagara and the Niagara Regional Police Service. Each team includes a mental health worker and a specially trained police officer who respond together to mental health crises. Their goal is to provide on-site support and reduce hospital visits and police involvement.

The Welland–Pelham MCRRT was established in 2026 after the Niagara Regional Police received provincial funding. The team operates Monday to Friday from 2 p.m. to 9 p.m.

DISCUSSION:

Niagara Region is responsible for delivering health, social services, and emergency supports using local tax contributions. These include programs related to mental health, addictions, and homelessness. As a lower-tier municipality, the City of Welland does not provide these services directly. Instead, the City collaborates with Niagara Region, Niagara Health, Indigenous Friendship Centres, and other partners and advocates for additional supports when needed.

The City's work with Indigenous communities should align with AMO and the Ontario Federation of Indigenous Friendship Centres through the *Declaration of Mutual Commitment and Friendship*. AMO's Indigenous Reconciliation Action Plan emphasizes the importance of building relationships and working with Indigenous leadership when developing culturally informed programs.

If Council wishes to support further actions on the issues raised in the Notice of Motion, the following potential actions have been identified for Council's consideration.

Potential Actions	**Potential Assignment**
Explore the feasibility of an Indigenous addiction treatment centre in Niagara with Niagara Health.	Social Services Advisor
Explore the feasibility of additional addiction treatment beds in Welland with Niagara Health	Social Services Advisor
Engage Niagara Region and Indigenous partners on an Indigenous-led mobile crisis team for Niagara.	Social Services Advisor
Consult Niagara Region's Indigenous Health Specialist and Indigenous Friendship Centres to strengthen alignment with AMO and the Ontario Federation of Indigenous Friendship Centres' Declaration of Mutual Commitment and Friendship.	Social Services Advisor

FINANCIAL:

There is no financial impact resulting from receipt of this report.

CONCLUSION:

The homelessness, mental health, and addictions crisis continues to significantly affect the Welland community. While Welland has not declared an emergency as defined in the *EMCPA*, the City remains committed to working with Niagara Region, Indigenous partners, and provincial and federal agencies to advocate for expanded treatment capacity, culturally informed supports, and crisis response services.

ATTACHMENTS:

Appendix I – Niagara's List of Culturally Appropriate Indigenous Supports

Resources for Indigenous Patients and Families

niagarahealth



Indigenous Health Services and Reconciliation Team
905-378-4647 x43211
IndigenousHealthServices@niagarahealth.on.ca
Access at all Niagara Health sites

SCAN FOR A FULL LIST OF RESOURCES

COMMUNITY RESOURCES

De Dwa Da Dehs Nye>s Aboriginal Health Centre
289-438-1540 | 145 Queenston St., 4th Floor, St. Catharines, ON
Toll Free: 1-877-402-4121
Monday to Friday 8:30 a.m. to 4:30 p.m., or by appointment
Clinic services, cultural wellness and outreach, healthy living department, mental health and addictions

Fort Erie Native Friendship Centre
905-871-8931 | 796 Buffalo Road, Fort Erie, ON
Monday to Friday 9 a.m to 5 p.m., or by appointment
Education, language, youth services, employment, healthy lifestyle, family support. Please call front desk and set up intake with program, a waiting list could apply

Indigenous Affairs
Non-Insured Health Benefits: 1-800-640-0642
Dental benefits only: 1-888-283-8885
For clients: 1-888-441-4777

Indigenous Child Service Management Limited
289-434-6072 | 140 Welland Ave, St. Catharines, ON

Indigenous Diabetes Health Centre - IDHC
1-888-514-1370 | 3250 Schmon Parkway, Unit 1B, Thorold, ON
Monday to Friday 8:30 a.m. to 4:30 p.m., or by appointment
Diabetes wellness program, knowledge department, foot care program

Jordan's Principle Call Centre
1-855-572-4453 | Jordan's Principle makes sure all Registered First Nations children living in Canada can access the products, services and supports they need, when they need them

Metis Nation of Ontario - Niagara Region Metis Council
905-682-3487 | 3250 Schmon Parkway, Unit 1A Thorold, ON
24-hour mental health and addiction crisis line: 1-877-767-7572

Niagara Chapter - Native Women
905-871-8770 | 1088 Garrison Road, Fort Erie, ON
Monday to Friday 9 a.m. to 5 p.m. or by appointment
Indigenous child/family advocate, youth in transition, worker, ska be program

Niagara Regional Native Centre
905-688-6484 | 382 Airport Road, Niagara-on-the-Lake, ON
Monday to Friday 9 a.m to 5 p.m., or by appointment
Justice, education and Employment, supportive transitional housing, family and health programs. Please call front desk and set up intake with program, a waiting list could apply

National Residential Schools Resolution Health Support Program
24/7 phone: 1-866-925-4419

Talk4Healing
1-855-554-4325 | Beendigen's Talk4Healing helpline offers help, support, and resources 24/7 through talk, text, and chat. Chat available online

Wellbriety Program
Thursdays: 6 p.m. to 7:30 p.m.
Located in the Gathering of Good Minds Indigenous Community Room
Marotta Family Hospital, First floor Outpatient Mental Health Unit
1200 Fourth Avenue, St. Catharines - Parking available in lot A
Contact the Indigenous Health Services and Reconciliation team to learn more.

EMERGENCY LIVING

Abbey House - Niagara Regional Native Centre
NRNC Main Desk: 905-688-6484 | Abbey House: 905-684-9736
Abbey House is a secured five bedroom residence that offers shelter and support to Indigenous women with or without children, who are experiencing crisis in their lives

Gillian's Place
905-684-8331 | 15 Gibson Place, St. Catharines, ON
gilliansplace.com

Silver Spire United Church Outreach
905-682-8328 | 366 St. Paul Street St. Catharines, ON
Out of the Cold: A hot meal, with or without overnight shelter, available from Nov. 1 to Mar. 31 - 905-984-5310 or 905-641-2249
Shower and Laundry Program: Drop-in shower and laundry support services - Monday, Wednesday and Friday from 9 a.m. to 12 p.m.

Southridge Shelter
905-682-2477 | 201 Glenridge Ave, St. Catharines, ON
southridgeshelter.ca

Summer Street Shelter
289-969-1464 | 5925 Summer St., Niagara Falls, ON
Men, women, and couples. Overnight accommodations for unhoused individuals ages 18+ only from Nov. 1 until Apr. 15, 7 days a week, from 7:30 p.m. to 7:30 a.m. There is a 9:00 p.m. curfew, with doors closing at 10:00 p.m.

HOUSING

Ganawageh Urban Homes
905-871-5333 | 10 Dufferin St., Fort Erie, ON
Weekly 9 a.m. to 5 p.m. - Waiting lists will apply

Oonuhseh-Niagara Native Homes
905-641-0094 | 2 Clark St., Unit #4, St. Catharines, ON
Urban Native Housing Programs - Waiting lists will apply

MENTAL HEALTH AND ADDICTIONS

Emergency Mental Health Support (Coast)
1-866-550-5205, and Press 1

Fire Side, Wellbriety, Healing Circle
366 St Paul Street, St. Catharines | Saturdays 9:30 a.m. to 11 a.m.
Parking at the back of the church located off Bond Street.
Everyone is welcome, it is a recovering sharing circle

Hope for Wellness
1-855-242-3310 | Hope for Wellness Helpline is available 24/7 to all Indigenous people across Canada. Chat available online

Native Horizons Treatment Centre
1-877-330-8467 | 130 New Credit Rd, Hagersville, ON
8-Week Residential, Virtual Counselling, Family Treatment, Youth Day Camp, Embrace Your Spirit, Hold-On To Your Heart, New Journeys Relapse Prevention

Safe Beds - Short term residential service
Mental Health & Addictions access line: 1-866-550-5205 ext. 2
SafeBeds offers an alternative to hospitalization for individuals with a mental illness experincing a crisis and unable to stay In their current living situation.
The average stay at safebeds is 3-5 days. Must be 16 years or older
All referring sources must complete a referral form

Shkaabe Makwa
Centre for Addiction and Mental Health (CAMH)
GTA phone: 416-535-8501 | Toll-Free: 1-800-463-2338

Withdrawal Management Services (Detox)
905-682-7211 | Open 24/7, inpatient addictions services for crisis intervention and withdrawal management in a supportive supervised setting.
Treatment assessments can be completed here. No referral necessary

YOUTH

Family and Children's Services (FACS Niagara)
905-937-7731
Toll Free: 1-888-937-7731

NPAAMB Indigenous Youth Employment & Training
St. Catharines: 289-442-5255
Fort Erie: 289-303-8195

Pathstone Crisis and Support Line
1-800-263-4944 | An intervention service providing immediate telephone counselling 24/7. Youth up to age 18 and their families

The Raft
905-984-4365 | 17 Centre Street, St. Catharines, ON
Toll-Free: 1-833-984-4365

CANCER

Cancer Care Ontario
Hamilton, Niagara, Haldimand Brant
905-387-9711 ext. 63312

MMIWG2SLGBTQQIA+

24/7 phone: 1-888-301-6426 | Family members and those affected by the issue of missing and murdered Indigenous women and girls are still able to access mental health counselling, emotional support, community-based cultural support services and some assistance with transportation costs.

GENERAL COMMITTEE MEETING

PLANNING & DEVELOPMENT SERVICES

REPORT P&B-2026-08
April 28, 2026

SUBJECT: **Response to Notice of Motion - Update on LIV Communities Development**

AUTHOR: **Grant Munday, B.A.A., MCIP, RPP**
Director of Planning & Development Services

APPROVER: **Jessica Ruddell, M.P.A., M.B.A., B.S.**
Chief Administrative Officer

RECOMMENDATION:

THAT Council receives for information Report P&B-2026-8 – Response to Notice of Motion - Update on LIV Communities Development.

RELATIONSHIP TO STRATEGIC PLAN:

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

EXECUTIVE SUMMARY:

This report provides Council with a status update on the LIV Communities development, known as Lock & Quay, located along the west side of the Welland Recreational Waterway. Since waiving the conditions of purchase in March 2023, the developer has completed the land acquisition, advanced key planning and environmental approvals, and secured approval under the City's Brownfield Community Improvement Plan. While Niagara Region did not approve its portion of the Brownfield Tax Increment Grant and Tax Assistance Program in September 2025, the project continues to progress, with a development agreement nearing completion and site plan control approval pending. The update is provided for information purposes and outlines key milestones, approvals, and items currently in process for this long-term, master-planned waterfront development.

BACKGROUND:

On December 16, 2025, City Council approved the following motion:

> THAT Council directs staff to provide a report to Council with an update with the development of LIV Communities along the waterway. Ref. No. 25-19

This report provides an update on the status of the LIV Communities development since they waived the conditions of purchase on March 20, 2023.

DISCUSSION:

The LIV Communities development is located on lands that were previously known as the “Northern Reach”. LIV Communities purchased the lands from the City through a competitive RFP process and they now own the lands. They are being marketed by LIV Communities as “Lock & Quay. The lands are located on the west side of the Welland Recreational Waterway between Woodlawn Road and Highway 406.

Lock & Quay is a large, master-planned waterfront community proposed by LIV Communities along the Welland Canal, planned to deliver approximately 3,800–4,500 housing units over multiple phases in a mix of townhomes and mid-rise condos. The development emphasizes public waterfront access, parks, trails, and a mixed-use village core, and is intended to be a long-term, city-shaping project supporting Welland’s growth and waterfront revitalization goal. The lands are considered a Brownfield under the City’s Brownfield Community Improvement Plan.

The table below describes provides the key dates and associated actions:

Date	**Action**
March 20, 2023	Payment of $4 million and waving conditions of purchase and sale.
September 19, 2023	Submission of Plan of Subdivision
October 10, 2023	Submission of Environmental Study Grant (ESG)
October 23, 2023	Approval of $20,000 ESG
April 23, 2024	Payment of $11 million and sale closed
August 7, 2024	Submission of Brownfield CIP Incentive Application
September 5, 2024	Approval of Brownfield CIP Application TIG & TAP (see Appendix I)
September 3, 2025	Niagara Region does not approve their share of the TIG & TAP
October 18, 2024	Submission of a complete site application for Block 1
April 23, 2026	Payment of $10 million plus payment of $600,000 for 3% VTB

April 23, 2027	Payment of $10 million plus payment of $300,000 for 3% VTB

Items currently in process:

Item	**Status**
Development Agreement for Entire Site	Near completion
Development Charges Credit Agreement	Near completion
Site Plan Control Application	Waiting for Development Agreement

FINANCIAL:

There are no immediate financial implications from receiving this update report.

On April 23, 2026 and April 23, 2027, the funds received from LIV Communities will be allocated to the Economic Development Reserve Fund. Until the date of receipt, these amounts will be included in the reserve reporting as an anticipated receipt/commitment to show the projected balance of the reserve.

Tax Increment Grants and Development Charge credits are tied to the construction of buildings and the associated development charge infrastructure works. While already committed to by virtue of entering the agreements, these amounts will be funded in the budgets when the incentives are eligible to be paid. Development services would report back to Council on these incentives in the regular quarterly Council Information Package update.

ATTACHMENT:

Appendix I – Brownfield CIP Application Approval

CITY OF Welland

Planning and Development Services
Planning Division
905-735-1700 x2251
devserv@welland.ca

MEMORANDUM

MEMORANDUM

Planning and Development Services
Planning Division

TO: File No. BROWN 2024-03

FROM: Gregory Lipinski, Policy Planner

DATE: September 5th, 2024

SUBJECT: Compliance with General and Program Specific Requirements for Delegated Council Authority – Brownfield CIP Incentive Programs
Tax Assistance Program; Tax Increment Grant Program
1 Quaker Road (Lock and Quay)

APPLICATION DETAILS – all dollar/grant amounts exclude HST.

PROJECT DESCRIPTION

The project consists of a master-planned, multi-phased community that will seek approximately 4,249 residential units. This will be built through a mix of two-storey and three-storey townhomes, stacked townhomes, and mid-rise apartment buildings. Near the center of the site will be a new central park, along with a pedestrian bridge that will connect this new community to Merrit Island.

The development does include 45,000 square feet of commercial space; however, this was not included in the post-development assessment value (AV) as it represents less than 1% of the total project construction cost, providing only a nominal impact on the total post-development AV. The development is intended to be built over the course of 18 phases.

TAX INCREMENT GRANT (TIG) PROGRAM

- Total cost estimates (excluding HST) for:
  - Construction – (contractor to be determined) $1,651,830,675
  - Excess Soil Management and associated costs $125,344,303.00
  - Infrastructure and Services Costs - $21,714,701.50
  - Remediation Costs $181,062.50
- Maximum City portion of the TIG over Agreement Term at 80% is **$40,000,000.00.**
- Maximum Region portion of the TIG over Agreement Term at 80% is **$40,000,000.00**.
- TIG is to be administered in 18 Phases per the proposal.
  - Each phase is to be capped based on a proportion of the Maximum Grant Amount or Eligible Costs (to be determined at the time of execution of the agreement). See Maximum CAP Spreadsheet below)
  - Proportion of maximum grant is based off the Land Area of each part of Reference Plan 59R17994 or the number of proposed units per each phase (to be determined at the time of execution of the agreement). See maximum cap spreadsheet below.
- TIG Agreement expires in April 1, 2050 (at the latest)
- Niagara Region must confirm their participation in the TIG.

TAX ASSISTANCE PROGRAM (TAP)

- Total of lowest cost estimates for:
  - Remedial Site Work – Soil-Mat Engineers & Consultants LDT. - $181,062.50 plus $19,598.00 for remaining ESA costs..
- The estimated City portion of Tax Assistance (cancellation) starting in 2025 for 3 years is **$200,660.50** based on the maximum eligible costs of the TAP.
- Niagara Region no longer participates in the TAP.
- See attached spreadsheet with Tax Assistance estimates for City.

APPLICATION COMPLIANCE WITH PROGRAM SPECIFIC REQUIREMENTS

REQUIREMENTS	RESPONSE
Subject property is within the CIP Area	Yes
Complete application received	Yes
Written confirmation from Owner	Yes
Work has not commenced prior to City Approval	Correct

CITY OF Welland

Planning and Development Services
Planning Division
905-735-1700 x2251
devserv@welland.ca

Application has been reviewed against program specific eligibility requirements:	The Supplemental Phase Two ESA and Remedial Action Plan outlined how the site was used for soil dumping during the construction of the Welland Canal and subsequent projects, resulting in a large quantity of unknown soil quality over a long period of time. As much as 2.36 million cubic metres of soil fill will have to be removed off-site. Excess Soil testing are confirmed to be an eligible costs as per project meeting with City on July 19, 2022.
Proposal complies with Zoning By-law	Correct, and the applicant will be submitting an application for Part Lot Control, followed by a Plan of Condominium and Site Plan for each of the blocks.
No duplication of program grants	Correct
Property taxes are in good standing	N/A
Proposed grant is within budget allocations	Yes, a portion of collected taxes resulting from the completion of this project will be set aside for funding. Program Fund.
Grant Agreement to be executed by Applicant	Yes.
Is a Record of Site Condition required for the proposed development, as to meet Brownfield CIP guidelines?	Yes.

Staff Recommendation

Per By-law 2016-104, this application complies with the Brownfield Tax Assistance and Tax Increment Grant program-specific requirements and has been approved.

Grant Munday
Director of Planning and Development Services

TIG Maximums

Phase	Part of Reference Plan	Percentage of Area (%)	Area (Ha)	Maximum Eligible Grant (Based Parcel Area)	City Portion	Region Portion	Total Number of Dwellings	Percentage of Number of Dwellings	Maximum Elgible Grant (Based on proportion of Dwellings per Phase)	City Portion	Region Portion	Total non-capped	Municipal Amount if not Capped	Regional Amount if not Capped
1	1	10.70%	5.025	$ 80,000,000.00	$ 38,800,000.000	$ 41,200,000.000	1230	28.95%	$23,158,390.21	$11,231,819.25	$11,926,570.96	$45,783,338.53	$22,214,526.37	$23,568,812.16
2	2	5.05%	2.369	$ 160,000,000.00	$ 77,600,000.000	$ 82,400,000.000	110	2.59%	$2,071,075.55	$1,004,471.64	$1,066,603.91	$4,544,514.34	$2,205,684.70	$2,338,829.64
3	3	6.13%	2.88	$ 240,000,000.00	$ 116,400,000.000	$ 123,600,000.000	153	3.60%	$2,880,677.81	$1,397,128.74	$1,483,549.07	$5,944,729.71	$2,885,280.66	$3,059,449.04
4	5	1.81%	0.848	$ 400,000,000.00	$ 194,000,000.000	$ 206,000,000.000	210	4.94%	$3,953,871.50	$1,917,627.68	$2,036,243.82	$7,829,766.89	$3,805,860.66	$4,023,906.23
5	7	2.99%	1.404	$ 560,000,000.00	$ 271,600,000.000	$ 288,400,000.000	350	8.24%	$6,589,785.83	$3,196,046.13	$3,393,739.70	$13,049,421.95	$6,342,946.65	$6,706,475.30
6	8	4.93%	2.314	$ 640,000,000.00	$ 310,400,000.000	$ 329,600,000.000	542	12.76%	$10,204,754.06	$4,949,305.72	$5,255,448.34	$20,174,925.83	$9,788,944.31	$10,385,981.52
7	9	6.07%	2.852	$ 720,000,000.00	$ 349,200,000.000	$ 370,800,000.000	153	3.60%	$2,880,677.81	$1,397,128.74	$1,483,549.07	$6,029,627.16	$2,926,485.73	$3,103,141.43
8	10	4.13%	1.938	$ 800,000,000.00	$ 388,000,000.000	$ 412,000,000.000	110	2.59%	$2,071,075.55	$1,004,471.64	$1,066,603.91	$8,492,444.41	$4,116,925.87	$4,375,518.55
9	11	3.97%	1.864	$ 880,000,000.00	$ 426,800,000.000	$ 453,200,000.000	110	2.59%	$2,071,075.55	$1,004,471.64	$1,066,603.91			
10	12	3.55%	1.666	$ 960,000,000.00	$ 465,600,000.000	$ 494,400,000.000	116	2.73%	$2,184,043.30	$1,059,261.00	$1,124,782.30	$9,292,750.49	$4,503,318.94	$4,789,431.56
11	13	7.92%	3.719	$ 1,040,000,000.00	$ 504,400,000.000	$ 535,600,000.000	115	2.71%	$2,165,215.34	$1,050,129.44	$1,115,085.90			
12	14	3.80%	1.786	$ 1,120,000,000.00	$ 543,200,000.000	$ 576,800,000.000	109	2.57%	$2,052,247.59	$995,340.08	$1,056,907.51	$4,201,259.64	$2,039,085.67	$2,162,173.96
13	15	7.04%	3.307	$ 1,200,000,000.00	$ 582,000,000.000	$ 618,000,000.000	170	4.00%	$3,200,753.12	$1,552,365.26	$1,648,387.86	$6,464,527.97	$3,133,311.29	$3,331,216.68
14	16	7.32%	3.439	$ 1,280,000,000.00	$ 620,800,000.000	$ 659,200,000.000	183	4.31%	$3,445,516.59	$1,671,075.55	$1,774,441.04	$7,183,458.45	$3,482,075.14	$3,701,383.31
15	20	9.09%	4.269	$ 1,600,000,000.00	$ 776,000,000.000	$ 824,000,000.000	102	2.40%	$1,920,451.87	$931,419.16	$989,032.71	$9,407,010.06	$4,560,210.51	$4,846,799.55
16	22	5.56%	2.609	$ 1,760,000,000.00	$ 853,600,000.000	$ 906,400,000.000	242	5.70%	$4,556,366.20	$2,209,837.61	$2,346,528.59	$3,850,983.16	$1,865,722.51	$1,985,260.65
17	24	2.92%	1.366	$ 1,920,000,000.00	$ 931,200,000.000	$ 988,800,000.000	46	1.08%	$866,086.14	$420,051.78	$446,034.36	$1,897,598.89	$919,244.40	$978,354.49
18	25	7.02%	3.298	$ 2,000,000,000.00	$ 970,000,000.000	$ 1,030,000,000.000	198	4.66%	$3,727,935.98	$1,808,048.95	$1,919,887.03	$7,179,347.02	$3,480,261.03	$3,699,085.99
Total		100%	**46.953**	**$80,000,000**	$ 8,419,600,000.000	$ 8,940,400,000.000	**4249**	100.00%	**$80,000,000.00**	$38,800,000.00	$41,200,000.00	**$161,325,704.51**	$78,269,884.44	$83,055,820.07

TIG PHASING BREAKDOWN

PHASE	BLOCK	DEV. DETAILS	UNITS	UNIT %	59R-17994 PART	AREA (HA)	PRE PROJECT ASS	POST PROJECT ASS.
Phase 1	Block 2 Mid-rise park & Drainage	Maximum units	1,230		Part 1	5.025	$ 1,297,202.71	$ 346,450,000.00
Phase 2	Block 5b Low-rise	2-storey TH	33	30.0%				$ 10,439,000.00
		3-storey TH	77	70.0%	Part 2	2.369		$ 23,356,666.67
		total	110				$ 611,556.86	$ 33,795,666.67
Phase 3	Block 5a Low-rise	2-storey TH	42	27.5%				$ 13,286,000.00
		3-storey TH	57	37.3%	Part 3	2.88		$ 17,290,000.00
		Stacked TH	54	35.3%				$ 13,689,000.00
		total	153				$ 743,471.41	$ 44,265,000.00
Phase 4	Block 1 Mixed-use High Density	Max. res. Units	210	N/A	Part 5	0.848		$ 59,150,000.00
		Comm: 20,000 sq.ft					$ 218,911.03	
Phase 5	Block 2 Mixed-use High Density	Max. res. Units	350	N/A	Part 7	1.404		$ 98,583,333.33
		Comm. 25,000 sq.ft					$ 362,442.31	
Phase 6	Block 1 Mid-rise	Maximum units	542	N/A	Part 8	2.314	$ 597,358.62	$ 152,663,333.33
Phase 7	Block 4a Low-rise	2-storey TH	23	15.0%				$ 7,275,666.67
		3-storey TH	94	61.4%	Part 9	2.852		$ 28,513,333.33
		Stacked TH	36	23.5%				$ 9,126,000.00
		total	153				$ 736,243.21	$ 44,915,000.00
Phase 8 & Phase 9	Block 4b Low-rise				Part 10	1.938		
		2-storey TH	32	14.5%			$ 500,294.30	$ 10,122,666.67
		3-storey TH	128	58.2%	Part 11	1.864	$ 481,191.22	$ 38,826,666.67
		Stacked TH	60	27.3%			$ 981,485.52	$ 15,210,000.00
		total	220					$ 64,159,333.33
Phase 10 & Phase 11	Block 4c Low-rise	2-storey TH	99	42.9%	Part 12	1.666	$ 430,077.56	$ 31,317,000.00
		3-storey TH	108	46.8%	Part 13	3.719	$ 960,059.08	$ 32,760,000.00
		Stacked TH	24	10.4%			$ 1,390,136.64	$ 6,084,000.00
		total	231					$ 70,161,000.00
Phase 12	Block 3c Low-rise	2-storey TH	29	26.6%				$ 9,173,666.67
		3-storey TH	38	34.9%	Part 14	1.786		$ 11,526,666.67
		Stacked TH	42	38.5%				$ 10,647,000.00
		total	109				$ 461,055.53	$ 31,347,333.33
Phase 13	Block 3b Low-rise	2-storey TH	19	11.2%				$ 6,010,333.33
		3-storey TH	91	53.5%	Part 15	3.307		$ 27,603,333.33
		Stacked TH	60	35.3%				$ 15,210,000.00
		total	170				$ 853,701.37	$ 48,823,666.67
Phase 14	Block 3a Low-rise	2-storey TH	42	23.0%				$ 13,286,000.00
		3-storey TH	105	57.4%	Part 16	3.439		$ 31,850,000.00
		Stacked TH	36	19.7%				$ 9,126,000.00
		total	183				$ 887,777.14	$ 54,262,000.00
Phase 15	Block 1 Low-rise	2-storey TH	96	39.7%				$ 30,368,000.00
		3-storey TH	74	30.6%	Part 20	4.269		$ 22,446,666.67
		Stacked TH	72	29.8%				$ 18,252,000.00
		total	242				$ 1,102,041.47	$ 71,066,666.67
Phase 16	Block 2 Low-rise	2-storey TH	51	50.0%				$ 16,133,000.00
		3--storey TH	51	50.0%	Part 22	2.609		$ 12,928,500.00
		total	102				$ 673,512.81	$ 29,061,500.00
Phase 17	Block 7 Low-rise	2-storey TH	28	60.9%				$ 8,857,333.33
		3-storey TH	18	39.1%	Part 24	1.366		$ 5,460,000.00
		total	46				$ 352,632.62	$ 14,317,333.33
Phase 18	Block 6 Low-rise	2-storey TH	58	29.3%				$ 18,347,333.33
		3-storey TH	8	4.0%	Part 25	3.298		$ 2,426,666.67
		Stacked TH	132	66.7%				$ 33,462,000.00
		total	198				$ 851,378.02	$ 54,236,000.00
Developable Hectares						46.953	$ 14,492,529.43	$ 1,217,257,166.67

Estimated Pre-Development 2016 AV

Purchase Price: $ 35,000,000.00

Estimated Pre-Development 2016 AV: $35,000,000.00/2.10= $ 16,666,667.00

cost per hectare - $ 258,149.79

Estimated Post-Development 2016 AV

$ 1,219,798,667.00

Eligible Costs

$ 19,598.00

$ 181,062.50

$ 125,344,303.00

$ 125,544,963.50

GENERAL COMMITTEE MEETING

PLANNING AND DEVELOPMENT SERVICES

REPORT PB-2026-03
April 28, 2026

SUBJECT:	**City of Welland Proposed Updated Official Plan**
AUTHOR:	**Nicolas Aiello, HBA, MCIP, RPP** **Manager of Policy Planning**
APPROVING MANAGER:	**Michael Greenlee, RPP, MCIP** **Manager of Planning**
APPROVING DIRECTOR:	**Grant Munday, B.A.A., MCIP, RPP** **Director of Planning and Development Services**

RECOMMENDATION:

THAT Council adopt the proposed City of Welland Official Plan Update, as attached in Appendix I; and further

THAT Council revoke the Niagara Regional Official Plan, as it pertains to the City of Welland;

THAT Council direct staff to forward the newly adopted Official Plan to the Ministry of Municipal Affairs and Housing; and further

THAT Council deem that the minor modifications made to the proposed Official Plan following the public meeting do not require a further public meeting

RELATIONSHIP TO STRATEGIC PLAN

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

EXECUTIVE SUMMARY:

The purpose of this Report is to provide Council with a recommendation regarding the adoption of the final proposed Official Plan (see Appendix I). Approval of the updated Official Plan will replace City of Welland By-law 2010-55,

enacting the current Official Plan and revoke the Region of Niagara's Official Plan.

The City has hosted several public and stakeholder engagement sessions, two public open houses, and a statutory public meeting to present and collect feedback on multiple drafts. Comments received during these consultations have been considered in preparing the final proposed Official Plan. Public and agency comments, along with corresponding staff responses, are attached as Appendix II (Public Comments and One (1) Petition) and Appendix III (Agency Comments).

The proposed Official Plan (OP) outlines the goals, objectives, and policies that shape and support the community's long-term vision for growth and development. It integrates environmental, economic, cultural, and social considerations to ensure balanced and sustainable planning. The Official Plan has been updated to guide Welland's growth horizon to the year 2051.

BACKGROUND:

Section 26 of the *Planning Act,* RSO 1990, c P.13 (the "*Planning Act*"), requires municipalities to review and update their current Official Plan every five years to ensure:

- conformity with provincial plans;
- regard to matters of provincial interest; and,
- consistency with *Provincial Policy Statements*.

Provincial Plan conformity is a critical component of the Official Plan update process. In recent years, the Province has introduced wide-ranging initiatives aimed at reforming Ontario's planning system, with a strong emphasis on increasing housing supply. These approved foundational policy changes have significantly shaped the approach to updating the Official Plan, and have necessitated a number of revisions to ensure alignment with current provincial direction.

On April 20, 2021, Council retained SGL Planning & Design Inc., to undertake a comprehensive review and update of the City of Welland's Official Plan. The Official Plan update work plan primarily consisted of four phases.

Phase 1

Phase 1 of the Project involved a comprehensive background review across policy and technical areas, including Provincial, Regional, and City planning documents, growth management, and alignment with the Region's Municipal Comprehensive Review. Additional reviews covered complete communities, natural heritage, forestry, and the local economy which identified gaps and opportunities to update policies and ensure conformity with best practices.

Public engagement formed a key component of this phase. This included the project Introduction & Vision public consultation sessions, and the online public consultation on the City's website and Engage Welland (inclusive of an online

survey in 2022). These initiatives provided early community input that contributed to the development of the City's updated planning vision.

Phase 2

Phase 2 - Draft Policy Recommendations developed preliminary policy directions based on Phase 1 findings. The project team prepared the Recommendations Report which identified policy conformity gaps, proposed updates, and housekeeping improvements for clarity and readability. This report included updated mapping changes. Three stakeholder and two public consultation sessions were held to review the draft recommendations and receive feedback.

Phase 3

Phase 3 of the project focused on preparing the first Draft Official Plan based on Phase 2 recommendations and feedback. The first draft of the Official Plan included updated schedules, policies, and visual formatting options.

- On June 25, 2024, this draft was presented to Council. Public consultation during this phase continued online.
- On September 19, 2024, a public open house was held, allowing residents to review the Draft Official Plan and provide feedback.

The first draft of the Official Plan was prepared reflecting changes to the *Planning Act* and other policies, to the extent these changes were in force and effect, including:

- Bill 108 (the *More Homes, More Choices Act, 2019*);
- Bill 23 (the *More Homes Built Faster Act, 2022*);
- Bill 109 (the *More Homes for Everyone Act, 2022*);
- Bill 97 (the *Helping Homebuyers, Protecting Tenants Act, 2023*);
- Bill 185 (the *Cutting Red Tape to Build More Homes Act, 2024*), implementing the following regulations; and,
    - *Provincial Policy Statement* (PPS, 2020);
    - Growth Plan for the Greater Golden Horseshoe; and
- Niagara Region Official Plan (2022).

Subsequently, a second draft of the City's Official Plan was prepared following the Niagara Region's loss of planning approval authority in March 2025 and the coming into force of the *Provincial Planning Statement, 2024* (PPS, 2024) in October 2024.

The second draft reflected updated provincial policy direction under PPS, 2024 and responded to the governance shift in which the City of Welland is the planning approval authority under the *Planning Act*.

Phase 4

Phase 4 of the project, which is now underway, consists of:

- A Statutory Open House held on November 20, 2025;
- A Statutory Public Meeting and information report provided on December 9, 2025. The purpose of the public meeting was to obtain comments from

interested community members and public agencies on the updated Draft Official Plan;
- Consideration of all submitted public and agency comments;
- Preparation of the final proposed Official Plan and staff recommendation report, and
- Council adoption.

DISCUSSION:

Municipal Official Plans are the primary source for the implementation of the Provincial Policy Statement, 2024, and for achieving comprehensive, integrated, and long-term planning. An Official Plan is more than a collection of individual policies. It is intended to be read in its entirety with relevant policies applied collectively to each planning decision. Interpreting policies in isolation can result in misinterpretation or unintended outcomes that conflict with the broader intent of the Plan. This proposed Official Plan reflects municipal priorities, provincial interests, and the applicable legislative framework. It should therefore be considered as a complete document. The proposed Official Plan establishes a comprehensive framework to guide the City's projected growth in an appropriate and coordinated manner, and individual policy amendments are not recommended.

It should be noted that since the February 24, 2026 Special Council Meeting, the following minor changes have been made to the proposed Official Plan:

- Schedule D – Serviced and Unserviced Lands: Updated to identify existing servicing on a single property.
- Schedule B – Land Use and Schedule B1 – Residential Hierarchy: Revised to redesignate City-owned lands east of Memorial Park from *Low Density Residential* to *Open Space*.
- Section 1.1.2: Updated to add a specific acknowledgment of the Six Nations of the Grand River as part of the history of the lands that comprise Welland today.
- Section 9.4: Updated to identify that the City will consider opportunities for cultural expression and the recognition of Indigenous communities within park planning and public space design.
- Section 4.2: Updated and clarifies that residential land-use densities are to be calculated based on gross land area.

Proposed Official Plan Overview

The Plan has regard for Provincial legislation and community priorities and appropriately guides Welland's short-term and long-term growth. The Plan is prepared with feedback submitted from the public and commenting agencies. This section of the report outlines key changes to the Official Plan policies and schedules.

Chapter 1 – Introduction

This chapter provides an introduction to the Plan, which explains the historical and planning context for the Official Plan. Some key changes:

- Acknowledge First Nations history and that Welland is situated on treaty lands;
- Update references to Welland's history, including acknowledgment of its connection to freedom seekers who travelled along the Underground Railroad and ultimately established permanent residence in Welland and the Township of Crowland;
- Update the reference text to the provincial and local policy that this Plan is required to conform to; and,
- Incorporate applicable Regional Official Plan policies and removal of Regional Official Plan references.

Chapter 2 – Strategic Directions

This chapter sets out the Plan's strategic goals (what the community aims to achieve) and the directions that outline how those goals will be reached. The updated Plan provides an updated directional policy to:

- Appropriately plan for the City's projected growth;
- Enhance and promote the development of complete, vibrant and healthy communities;
- Action the need to consider climate change and sustainability measures through planning initiatives;
- Address economic vitality;
- Provide a greater focus on tree protection – with reference to Forestry Guidelines; and,
- Promote, protect and enhance natural areas and green spaces.

Chapter 3 - Growth Management Strategies

This chapter sets out policies for managing the long-term growth of the City. It includes important planning considerations, such as population, household and employment forecasts, city structure, and intensification directives. The following changes have been updated and included as part of this chapter:

- Population, jobs and household forecast;
- Intensification target to 75%; and,
- Settlement Area Boundary Expansion permissions and evaluation criteria.

Housing and Population Forecasts

The Housing and Population Forecasts are based on the City's 2022 Development Charges Background Study and the City's 2024 Housing Needs Assessment. The City projects a population of approximately 129,525 residents and 56,605 households in Welland by 2051. Residential growth projections are based on:

- Historical dwelling unit growth trends derived from building permit data,
- The City's records of approved and ongoing residential development activity; and,
- Anticipated increased intensification within identified intensification areas.

The City's forecasts project approximately 73,000 additional residents and 33,000 dwelling units. This count exceeds the Niagara Official Plan 2051 Land

Needs Assessment (LNA) by 46,525 residents and 19,155 dwelling units. While the Region's Official Plan forecasts approximately 900 people or 465 dwelling units per year for Welland, the City's projections anticipate roughly 2,433 people and 1,100 dwelling units per year. The Regional Official Plan identifies its growth forecasts as minimums. As such, the City may establish forecasts that are more aligned with local and market conditions.

In a letter submitted to the Ministry of Municipal Affairs and Housing, the Region of Niagara stated that the City of Welland has averaged 387 dwelling unit completions per year since 2020. City staff calculate this differently and are uncertain of the origins of this data. The City accurately maintains the official record of new dwelling units through building permit data which is reported annually to the Canada Mortgage and Housing Corporation. This data shows the City has averaged 655 new dwelling units per year since 2020. This figure is expected to increase when considering planned future developments and growth trends from prior years. Accurate forecasts are critical, as they assist the City, service providers, and other agencies in planning infrastructure and services such as water, wastewater, stormwater, schools, hydro, and transportation systems. If growth projections are understated, the result is inadequate planning for the needs of both current and future residents.

Strategic Intensification Areas

Intensification can be described as the development or redevelopment of a property, site or area at a higher density than currently exists. The net increase of one infill unit would be considered intensification. The Strategic Intensification Areas within the City's Urban Area have been expanded. This is identified in Schedule A of the proposed Official Plan. These areas include the Downtown, Health and Wellness Cluster, brownfield sites, development lands along the Welland Recreational Waterway, and designated Intensification Corridors. The subject areas are generally located along key transit routes, arterial roads, collector roads, and regional roads. These locations are intended to be suitable to accommodate higher-density growth and support the development of more housing options, complete communities, affordable housing, and the redevelopment of brownfield sites.

In response to concerns raised by Council at the December 9, 2025, General Committee Meeting, it is noted that a Strategic Intensification Area remains subject to the land use policies of the underlying land use designation. Proposals for intensification beyond what is permitted by the underlying designation would require additional planning approvals. It's also noted that the newly identified intensification areas have already been developed with intensified uses.

Settlement Area Boundary Expansions

The PPS, 2024, provides significant changes to the policies that govern settlement areas and settlement area boundary expansion. This includes policies allowing new settlement areas to be created and changes to the timing and criteria for settlement area boundary expansions (SABE's).

With the elimination of the Growth Plan, the PPS, 2024 permits settlement area boundaries to be expanded at any time, rather than at the time of a municipal comprehensive review provided municipalities consider certain factors. Factors include: infrastructure capacity, agricultural impacts, and alternate location options. The City's Official Plan must be consistent with these changes.

Through the public consultation process, staff received a total of 12 requests to expand the settlement area boundary. After reviewing these submissions, staff found that many provided limited justification for the proposed developments and did not meet the criteria for settlement area boundary expansion outlined in the proposed Official Plan and PPS, 2024.

In staff's opinion, of the requests received, a 165-hectare proposal covering lands south of Regional Road 58A and west of Colborne Street does meet the criteria for inclusion within the Urban Area. These lands also include several properties whose owners specifically requested inclusion in the Urban Area. It should be noted that these lands were previously removed from the City's urban boundary in 2021 in order to permit the North-West urban expansion area at the time. That removal was subsequently appealed to the Ontario Land Tribunal, where a settlement permitted an estate lot condominium on the portion of the lands north of the railway line.

The proposed Official Plan proposes to include these subject lands back within the Urban Area, subject to the area-specific policies of Area 3 (Section 13.3 of the proposed Official Plan), which specify that the final land use designations will be determined through Secondary Planning and major planning studies.

The policies pertaining to SABE's under Section 2.3 of the PPS, 2024, which the City must consider when evaluating a SABE request are outlined in the table below:

2.3.2 New Settlement Areas and Settlement Area Boundary Expansions	Conformity Analysis
a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;	In utilizing the growth forecasts identified in the proposed Official Plan, achieving the 75% intensification target with the housing mix identified in the City's 2022 Development Charges Background Study (also identified in the 2022 LNA) would require Welland to significantly increase apartment units. This would also mean reducing single/semi-detached and row housing within the Built Boundary. While this would support intensification objectives, it would not deliver an appropriate or balanced range of housing options. The Region's LNA identifies that the City's Designated Growth Areas (Formerly Designated

	Greenfield Areas) can accommodate approximately 3,300 dwelling units based on the density calculation of 50 residents and job per hectare. This would create a shortfall of approximately 4,700 dwelling units. As such, a SABE should be required. The PPS 2024, requires municipalities to maintain, at all times, the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development. The previously approved Northwest SABE lands are currently undergoing plans of subdivision and servicing plans are being completed. Development within the Northwest Area is forecasted to be completed within the next seven to eight years. The pace at which these lands are progressing indicates a need for the City to ensure an adequate supply of development-ready lands to support continued growth. Parcel Consulting's Residential Justification Study, submitted as part of the SABE request, identifies the need to expand the Welland settlement area boundary to accommodate an additional 353.3 gross hectares of Community Area land to meet land needs to 2051. The proposed expansion area comprises approximately 165 hectares.
b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;	In accordance with the Master Servicing Plan, Crozier and Associates in their SABE request, identifies that Regional water supply and wastewater treatment facilities have sufficient capacity to accommodate the population increase from the subject lands under both existing conditions and projected 2051 demands. While nearby sanitary pumping stations generally have surplus capacity, upgrades may be required to support full build-out depending on servicing routes, development phasing, and timing. The detailed design process during the Secondary Planning will address where the most suitable servicing connection can be made from. Overall, water and wastewater infrastructure is capable of supporting the subject lands, and the area is therefore suitable for inclusion within the Welland urban boundary. The lands are in close proximity to various public service facilities that are accessible from existing

	active transportation routes. In addition, development within the subject lands will include new public service facilities to support the proposed development, such as parks and connected active transportation routes.
c) whether the applicable lands comprise specialty crop areas;	The lands do not comprise of Specialty Crop Area.
d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;	Based on Ontario Agricultural Systems mapping, the majority of the subject area which consists of South of Highway 58A, East of Highway 58, and North of Forks Road are not considered Prime Agricultural Area. This portion of the property was in fact previously included in the urban boundary. Small portions of the subject lands south of Forks Road and west of Highway 58 are identified as Prime Agricultural Area and Candidate Area. Per the Canada Land Inventory, the subject lands are identified as “Class 3” where soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices.
e) whether the new or expanded settlement area complies with the minimum distance separation (MDS) formulae;	One small livestock operation is located at 555 Forks Road. This location is proposed to be included as part of the Urban Area. Policy 36 of the MDS Guiding document states that MDS I setbacks are not required within approved settlement areas. Should this urban boundary expansion be approved, MDS setbacks will not be applicable. The closest livestock operation adjacent to the proposed expansion area is approximately 1 kilometre away to the west. As such, there are no concerns regarding compliance with the minimum distance separation formulae.
f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance;	As identified, small portions of the subject lands located south of Forks Road and west of Highway 58 are designated as Prime Agricultural Area and Candidate Area and consist of Class 3 soils under the Canada Land Inventory. Class 3 soils represent the lowest agricultural capability within the prime agricultural land classification and are characterized by moderate limitations that may restrict crop production. These limitations can affect one or more agricultural practices, including the timing and ease of tillage, planting and harvesting, crop selection, and conservation methods.

	The majority of the subject lands were previously designated as Rural in the currently in force Official Plan and were not identified as Prime Agricultural Area. The Regional Official Plan and current Official Plan permitted a Site-Specific Policy Area allowing for an estate plan of condominium on a portion of the lands. The proposed development is directed to lower-priority agricultural lands and will not result in the displacement of existing or former agricultural uses or related investments. Furthermore, the subject lands do not contain infrastructure or services that support or are essential to surrounding agricultural operations. The lands are bounded by Highway 58, Highway 58A, Colborne Street, the Welland Recreational Canal, Forks Road, and the CN Rail Corridor. These physical features function as permanent boundaries and buffer the subject lands from adjacent agricultural uses. As a result, drainage impacts or other potential effects on surrounding agricultural operations beyond the proposed expansion area are unlikely to occur. Overall, it is anticipated that the proposed land use change will not result in any significant short- or long-term negative impacts on surrounding agricultural lands, operations, or the broader agricultural community. It is also noted that the subject lands were previously included within the City's Urban Area prior to 2021.
g) the new or expanded settlement area provides for the phased progression of urban development.	The proposed expansion supports the phased progression of urban development by providing an orderly extension of the existing urban boundary. The proposal to include the subject lands would re-establish the pre-2021 urban boundary, while also incorporating additional lands. The proposed expansion area is contiguous with the existing Urban Area to the east and south of the City. Should the subject lands be included within the urban boundary, no development would occur until a Secondary Plan is prepared in accordance with the site-specific provisions of Policy Area 3. The Secondary Plan would establish appropriate land uses, densities, road networks, parkland systems, and servicing strategies, and would also identify

	the phasing of development and infrastructure construction. The timing of the required secondary planning, servicing, and infrastructure works is anticipated to align with the completion and build-out of the City's North-West Secondary Plan Area. Accordingly, the proposed urban boundary expansion would ensure that the City maintains a sufficient supply of designated and developable residential lands to meet the minimum 15-year planning horizon.

Employment Land Needs and City Initiated Settlement Area Boundary Expansion

The 2022 Land Needs Assessment (LNA), completed as part of the Region's Municipal Comprehensive Review to support the adoption of the Regional Official Plan, identified that Welland is expected to accommodate an additional 5,660 jobs within Employment Areas by 2051.

City staff are generally in agreement with this employment growth forecast. The Region's assessment further concluded that the existing 209 hectares of vacant Employment Area land within the City could accommodate only 5,320 jobs. This is approximately 340 fewer jobs than the LNA's projected employment growth. To address this shortfall, the Region expanded Welland's Urban Area and Employment Area by 15 hectares through the adoption of the Regional Official Plan.

It's noted however that the City's own Employment Lands Analysis (see Appendix IV), shows that Welland currently has only 117 hectares of vacant employment lands (excluding the recent 15-hectare expansion). This is 92 hectares less than the Region's estimate. Based on the Region's employment forecast which estimates an average employment area density of approximately 23 jobs per hectare, this analysis suggests that the City would require an additional 77 hectares of employment lands. This is beyond the 15 hectares already added through the Regional Official Plan to fully accommodate future employment growth.

The Region's Official Plan identifies lands along the eastern edge of the urban boundary as Future Employment Lands. This designation has been carried forward into the proposed City Official Plan. Given the City's demonstrated need for additional employment lands, Staff is recommending expanding the eastern urban boundary by approximately 33 hectares and incorporating the identified Future Employment Lands.

The City currently maintains a limited supply of vacant industrial land available for development. To support future employment growth, the City recently purchased 432 and 476 Ridge Road. These lands are proposed to be added to the Urban Area through a SABE and redesignated to the Gateway Economic Centre land use designation. This will allow the City to service, subdivide, and market the land for future employment uses.

The policies pertaining to SABEs under Section 2.3 of the PPS, 2024, which the City must consider when evaluating the City driven SABE request are outlined in the table below.

2.3.2 New Settlement Areas and Settlement Area Boundary Expansions	Conformity Analysis
a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;	In order to fully accommodate future employment growth, the City requires an additional 77 hectares of employment land beyond the 15 hectares already added through the Regional Official Plan. The Region's Official Plan further identifies the subject lands as Future Employment Lands. At present, the City has a limited supply of vacant industrial lands available for development. "Shovel-ready" employment lands are typically characterized as serviced, subdivided, appropriately zoned, and free of contamination. "Shovel-ready" lands are in particularly short supply within Welland. Accordingly, the proposed expansion of the Employment Area is necessary to support future industrial development and ensure the City remains competitive to successfully attract new employment opportunities. The Region of Niagara notes through their Niagara Employment Area Strategy, as part of the Regional Official Plan, that many employment areas within the Region are generally comprised of small or irregular sized parcels. These areas are incapable of accommodating large-scale employment uses. Where larger vacant parcels exist, they often possess encumbrances such as contamination, absence of available connections to municipal servicing infrastructure, or fragmentation caused by natural heritage features. This is notable for Welland's currently vacant employment areas identified in Appendix IV.

b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;	Existing Water supply and wastewater treatment facilities have sufficient capacity to accommodate the small 33 hectare Employment Area expansion. Preliminary servicing and site development cost estimates range from $12.5 million to $17.5 million to extend municipal servicing (water, sanitary, storm, roads) and other infrastructure (gas, hydro, and telecom) from Ridge Road and Buchner Road. The City of Welland has budgeted for these costs as part of the 2026 Budget. The detailed servicing design will be addressed during the Plan of Subdivision process.
c) whether the applicable lands comprise specialty crop areas;	The lands do not comprise of Specialty Crop Area.
d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;	The Ontario Agricultural Systems mapping identifies the majority of the subject area as Prime Agricultural Area. The subject area is also directly adjacent to an existing industrial subdivision as well as the Urban Area. As discussed, the subject lands allow the City to market “shovel-ready” employment lands where other lands within the City possess encumbrances such as contamination, absence of available connections to municipal servicing infrastructure, or fragmentation caused by natural heritage features. The Canada Land Inventory identifies the affected lands as “Class 3”. Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices. “Class 3” soils represent the lowest agricultural capability within the prime agricultural land classification and are characterized by moderate limitations that may restrict crop production.
e) whether the new or expanded settlement area complies with the minimum distance separation (MDS) formulae;	Two small livestock operations are located in close proximity to the proposed expansion area: 426 Buchner Road, immediately north of the proposed expansion lands; and, 441 Ridge Road directly south of the existing urban boundary. As outlined in the MDS Guiding Document, MDS I setbacks do not apply to industrial uses outside of settlement areas; however, they do apply to new or expanded settlement area boundary expansions in accordance with Policy 34. Given that the

	proposed boundary expansion is intended for the expansion of an employment area, new industrial uses within the expansion lands will not be subject to MDS I setbacks. MDS I setbacks may apply to permitted non-employment uses that are ancillary to the primary employment use, consistent with the PPS, 2024 definition of an employment area. Any such requirements will be assessed on a case-by-case basis as specific uses are proposed through the industrial subdivision process. It should also be noted that the Region of Niagara previously approved a 15-hectare settlement area boundary expansion for employment lands directly south of the proposed expansion area, which is immediately adjacent to the small livestock operation at 441 Ridge Road, as part of the 2022 Regional Official Plan.
f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance;	As identified, the subject lands are designated Prime Agricultural Area and consist of Class 3 soils according to the Canada Land Inventory (CLI). Class 3 soils represent the lowest agricultural capability within the prime agricultural land classification and are characterized by moderate limitations that may restrict crop production. These limitations may affect one or more agricultural practices, including the timing and ease of tillage, planting and harvesting, crop selection, and conservation methods. The proposed employment area expansion is directed to lower-priority agricultural lands and will not result in the displacement of existing or former agricultural uses or related agricultural investments. Lands to the east of the proposed expansion area are zoned, designated, and used for Rural Employment, providing a buffer from agricultural uses further east. Furthermore, the subject lands do not contain infrastructure or services that support, or are essential to, surrounding agricultural operations and are currently under City ownership. The subject lands are bounded by an unopened road allowance and natural heritage features to the east, the CN Rail corridor to the west, a solar field to the south, and primarily estate residential lots

	and a non–crop-based agricultural use to the north. These permanent features establish clear physical boundaries and provide buffering from adjacent crop-based agricultural uses. As a result, drainage impacts or other potential effects on surrounding agricultural operations beyond the proposed expansion area are unlikely. It's anticipated that the proposed land use change will not result in any significant short- or long-term negative impacts on surrounding agricultural lands, agricultural operations, or the broader agricultural community. It is also noted that the subject lands will be directly connected to a recently approved urban employment area located immediately to the south along Ridge Road.
g) the new or expanded settlement area provides for the phased progression of urban development.	Based on the Region's employment forecasts and current available employment land supply, the City is projected to require an additional 77 hectares of employment lands. This is beyond the 15 hectares already added through the Regional Official Plan to accommodate future employment growth. The Region's Official Plan identifies lands along the eastern edge of the urban boundary as Future Employment Lands. This designation is carried forward into the proposed City Official Plan. However, the City currently has a limited supply of vacant industrial lands available for development. To address this need, the City is proposing an expansion of the eastern urban boundary by approximately 33 hectares. Incorporating these identified Future Employment Lands is a logical and contiguous extension of the existing employment area. The proposed expansion supports phased and orderly urban development by aligning land supply with forecasted demand and coordinated servicing.

Chapter 4 - Urban Area Land Use Policies

This chapter describes the land use designations that apply to lands within the City's urban boundary. The designations and land use policies support the vibrancy of Welland's urban neighbourhoods and create a hierarchy of land use in the Urban Area. These policies support growth management applying to both, Designated Growth Areas and Intensification Areas within the Urban Area.

Some notable changes to the Urban Land Use Policies include:

Downtown Welland

- Identification of the Downtown as a Regional Growth Centre;
    - Established as a mixed-use node;
    - Planned to accommodate significant new growth through intensification; and,
    - Designed to include a variety of uses that support residents living in and around the downtown, fostering a complete community.
- Encouragement of mid-rise and high-rise developments;
- Permitted uses: commercial, institutional, residential, mixed-use, and recreational;
- Designation of retail priority streets: East Main Street, West Main Street, Cross Street, The Boardwalk, King Street, and Division Street;
- Emphasis on public realm and urban design enhancements; and
- Review and refinement of traffic patterns.

Residential Areas

To align with provincial interests there is a proposed update and expansion of density ranges, building scales, and built-form permissions. This is a key change from the current Official Plan. The proposed density ranges for the low-, medium- and high-density residential designations have been increased and now overlap to support a broader and more flexible range of housing options. These increased densities are consistent with those proposed and Council-approved in recent planning applications. For example, recently approved medium-density zoning and Official Plan amendments fall within the newly proposed high-density range of 75 to 300 dwelling units per hectare.

The recommended increases affecting built-form and building scale design are intended to facilitate the development of more purpose-built rental dwelling units. This housing type is identified as a significant need through the City's Housing Needs Assessment and Affordable Rental Housing Community Improvement Plan.

To address potential built-form compatibility concerns associated with higher-density and multi-storey developments, the updated Official Plan introduces and expands policies related to design, compatibility, and location. These policies address transitions in height, density, and massing adjacent to low-rise residential neighbourhoods. There are also requirements for supporting studies and landscape buffering to minimize impacts related to massing, overlook, and shadowing.

Other changes to the residential designated policies include:

- Affordable Housing incentives and new targets;
    - 20% new rental as affordable; and,
    - 10% new ownership as affordable
- Urban Hens: permission for up to 4 hens;

- Low-rise apartments permitted in the Residential Low-Density designation along arterial and collector roads;
    - 3-storeys in height
- Massing and compatibility policy introduced for high-rise buildings;
- Compatibility criteria introduced for infill development exceeding the provisions of this plan; and,
- Additional Dwelling Unit permissions.
    - 4 units on an urban lot.

Employment Lands

Areas of Employment and Employment Transition Designation

The PPS, 2024, incorporates an updated definition of "Employment Area" that reflects the June 8, 2023, amendment to the *Planning Act*. Under this revised definition, municipalities are required to plan for and protect industrial uses within Employment Areas based on a more narrowly scoped interpretation focused primarily on industrial activities and associated or ancillary uses. Uses that do not align with the new definition must be removed from Employment Areas.

As a result, several uses previously permitted within the Gateway Economic Centre (GEC) designation such as major offices, hospitality, certain minor commercial uses and some institutional uses would no longer be permitted.

To ensure these desired uses continue to be accommodated, the updated Draft Official Plan introduces the Employment Transition land use designation. This new designation will continue to function as an employment designation but will not be considered an Area of Employment under the *Planning Act*. The Employment Transition designation is proposed to apply to several former GEC-designated properties along River Road, Power Drive. Also, several former General Industrial and Light Industrial designated properties within the City's core around Burgar Street and Hagar Street.

The updated Draft Official Plan also provides greater control over Employment Area conversions with the ability to remove lands from Employment Areas at any time. Previously, under the PPS, 2020 and the Growth Plan, municipalities were required to review changes to designated Employment Areas during a Municipal Comprehensive Review. Under the PPS, 2024, municipalities no longer have to wait for a Municipal Comprehensive Review to convert Employment Areas.

Other notable changes for employment land use designations include:

- Updated compatibility policies between employment and non-employment uses based on the PPS;
- Carryover of Future Employment Land Mapping from the Regional Official Plan;
- Re-designated Transport Canada Lands east of the Welland Canal to the General Industrial Land Use; and,
- Re-designated expanded urban boundary through the Niagara Region Official Plan to Gateway Economic Centre.

Commercial Areas

Regional Shopping Node – Eastern Approach

The updated Draft Official Plan replaces the Eastern Approach designation with the Regional Shopping Node – Eastern Approach designation. This applies to the commercial lands located east of the Welland River and north of Woodlawn Road. The existing Eastern Approach designation in the current Official Plan resulted from an Ontario Municipal Board (now the Ontario Land Tribunal/OLT) appeal and subsequent settlement. That designation imposed strict criteria on permitted uses and unit sizes. In addition, there is no corresponding Eastern Approach Zone in the City's Zoning By-law. This creates inconsistencies in the review of planning applications.

The new Regional Shopping Node – Eastern Approach designation is intended to function similarly to the Regional Shopping Node. It is a regional focal point for retail and service activity in the City, excluding residential development. Commercial uses in this area are intended to serve a broad regional market, including the City of Welland and surrounding municipalities. The proposed designation aligns with current land uses and removes the existing site-specific requirements for Market Impact Studies for Major Development Applications.

Other notable changes for commercial land use designations include:

- Permitting Mixed-Use (residential buildings) in Commercial Designations (up to 16 storeys);
- Expanding the Community Commercial Corridor Mixed-Use Designation; and
- Neighbourhood commercial uses can be established in residential areas if they are located on a Regional, Collector, or Arterial Road.

Chapter 5 - Agriculture and Rural Area Land Use Policies

This chapter sets out the objectives, function, permitted uses, scale, and design policies for Agricultural Lands, Rural Employment Lands, Mineral Aggregate Resources, and Rural Lands. Some key changes include:

- Settlement Area Boundary Expansion permissions;
- Lot creation permissions revised; and
    - Surplus farm dwellings; and
    - Agricultural-related uses.
- Permitted uses expanded.
    - On-farm diversified uses replaces secondary uses.

Chapter 6 – Natural Environment System

This chapter describes the Natural Heritage System and Water Resource System features that apply within the City's boundary. The policies provide guidance for the protection, conservation and permitted forms of development within the Natural Environment System. This includes objectives, permitted uses, and required buffers for the different components of the Natural Environment System. Key updates include:

- Revising the Natural Environment System (formerly natural heritage system) policy component to conform to the Regional Official Plan;
- Revising the Natural Environment System mapping to conform to the Regional Official Plan;
- Refinement of development and site alteration permissions;
- New permissions for expansion of existing buildings;
- Additional protection for environmental buffers inside and outside the Urban Area;
- A Water Resource System;
- Removal of the Natural Heritage System of the Growth Plan provisions;
- New Urban Forestry policies to enhance urban forestry cover; and
- Updated draft established a City-wide forest cover target of 30%.

Chapter 7 – Open Space and Recreation

This chapter provides direction for protecting and expanding the City's system of parks, open spaces, and recreational opportunities. Key updates include:

- Providing greater focus on supporting the following:
    - The Welland Parks, Recreation and Culture Master plan
    - Community Trails Strategy
    - Urban agriculture
    - Climate change initiatives
- Introduction of Temporary Public Realm Enhancement; and
- Revisions to Parkland dedication or land contribution policies.

Chapter 8 – Climate Change

This chapter provides policy direction for initiatives that reduce emissions and support a resilient City. This chapter provides objectives through planning initiatives, such as:

- Reducing Greenhouse Gas emissions; and
- Encouraging sustainable practices.

It also provides new policies related to:

- Clean air initiatives;
- Green infrastructure;
- Green development standards;
- Tree canopy protection; and
- Renewable energy.

Chapter 9 – Art, Culture and Design

This chapter provides policies to protect cultural heritage resources and support the growth of a vibrant pedestrian realm. It includes objectives and policies related to conservation, heritage designations, the heritage inventory, heritage districts, and heritage retention. The chapter also offers guidance for conducting Archaeological Assessments and outlines approaches for supporting public art, arts and culture, and mobility improvements. Key changes include policies related to:

- Cultural Heritage Resources:
  - Identification;
  - Removal of non-designated properties; and
  - Timelines.
- Urban Design:
  - Streetscape;
  - Built form;
  - Placemaking;
  - Public art;
  - Accessibility and age-friendly design; and
  - Crime Prevention Through Environmental Design.

Chapter 10 – Integrated Transportation

This chapter provides the policy basis for facilitating the creation of an efficient multi-modal transportation system that supports all modes of travel safely. Key updates include:

- Updated Road Hierarchy and right-of-way widths in reference to the Transportation Master Plan; and
- Strengthened Active Transportation policies in consultation with the Community Trails Strategy and other applicable policies:
  - Prioritizing transit and cycling
  - Active transportation infrastructure
  - Expanding the City's trail network

Chapter 11 – Infrastructure and Utilities

This chapter describes the policies for ensuring an efficient use and delivery of infrastructure related to supporting the growth of the City. Key policy updates include:

- Policy directing appropriate consultation with Indigenous Communities for planning matters and capital work projects; and
- Policy to consider sustainable practices such as energy reduction lowering greenhouse gas emissions.

Chapter 12 – North West Secondary Plan Policies

This chapter incorporates the existing approved policies and mapping for the Northwest Secondary Plan into the updated Official Plan.

Chapter 13 – Area Specific Policy Areas

This chapter describes additional permissions for specific properties in the City:

- Incorporating the updated Area Specific Policy Areas into a separate chapter; and
- Reduced to 3 Policy Areas from 5 as follows:
  - Area 1: Region of Niagara Landfill Site
  - Area 2: Lyon's Creek East
  - Area 3: Lands South of Regional Road 58A and West of the Welland Recreational Canal

Chapter 14 – Implementation

This chapter describes the approaches, tools, and mechanisms which the City will use to direct, manage, and control development on a day-to-day basis. It provides further details on the powers which the municipality will exercise over growth, development and change to help it achieve its vision. Key changes to this chapter include:

- Updated scope for studies;
- Updated scope of Site Plan Approval;
- Secondary Plan;
    - Permissions for Privately Initiated Secondary Plans; and
    - Direction for applications in advance of Secondary Plans.
- Zoning By-law;
    - Minor Zoning By-law Amendments.
- Updated consent policy;
- Community Benefits Charges;
- Community Improvement Plans;
- Community Planning Permit System; and
- Engagement with Indigenous Communities early in the process.

Comments from the Community, Stakeholders, Public Agencies and Corporate Partners

Throughout the project period, interested parties have provided various comments and concerns. As discussed, the City has hosted several public engagement sessions, two public open houses, and a statutory public meeting. Through these, staff were able to present and collect feedback on multiple drafts of the Official Plan. Comments received from consultations have been fully considered in the preparation of the revised proposed Official Plan.

In addition to the public events, targeted meetings were held throughout the process with key stakeholders. These included meaningful and ongoing engagement with Indigenous communities, advisory committees, landowners, business owners and developers, ensuring a broad and inclusive consultation process.

All comments/concerns have assessed in the context of appropriate modifications to the updated proposed Official Plan. Public comments and one (1) petition, along with staff responses are attached as Appendix II. Additional Public comments that were too extensive to include in the matrix are provided separately as part of Appendix II. Agency comments are attached as Appendix III.

FINANCIAL:

There are no financial implications associated with this Report.

ATTACHMENT:

Appendix I	Proposed Official Plan
Appendix II	Public Comments
Appendix III	Agency Comments

Appendix IV Employment Lands Analysis

City of Welland Official Plan Update - Public Comments

LEGEND	
COLOUR	STATUS
	Concern or Comment is Resolved / Comment in support
	Concern or Comment is Unresolved
	Not related to Official Plan
	Referred to Zoning By-law Review or other City Initiated Plan Review

NAME	ADDRESS	DATE	COMMENT(S)	CITY RESPONSE
LOT CONVERSION REQUESTS				
Renato Borsella	20 Hagar Street, Welland, ON	Wednesday, September 22, 2021	Requesting to redesignate a portion of 20 Hagar Street to residential (RL2) through the approval of the City's Official Plan. (planning for 4 building lots)	Residential Low Density 2 is a Zone from the Zoning By-law, not the Official Plan. The proposed Land Use Schedule B redesignates 20 Hagar Street as Low Density Residential.

Harry Powell	50 Bruce Street, Welland, ON	Thursday, September 16, 2021	Requesting to redesignate 50 Bruce Street to Medium Density Residential.	The site is redesignated to Medium Density Residential on proposed Land Use Schedule B.
Adam Hale	108 Duncan Street, Welland, ON	Monday, October 24, 2022	Requesting to change from residential to commercial.	The site is redesignated to Commercial on the proposed Land Use Schedule B.
Lucchetta Builders Inc.	407 Fitch Street, Welland, ON	Tuesday, March 22, 2022	Requesting to change from low density to medium/high density.	The site is redesignated to Medium Density Residential on the proposed Land Use Schedule B.
Vincent Baffa	744 First Avenue	Thursday, August 4, 2022	Requesting to change from agricultural to RL2.	Residential Low Density 2 is a Zone from the Zoning By-law not the Official Plan. The proposed Land Use Schedule B is designated Medium Density Residential
Primeway Group (Consultant: Nicholas Godfrey)	Roll: 271904000211300 (River Rd and Woodlawn)	Wednesday, May 1, 2024	As representatives of Primeway Group, the owners of ARN 271904000211300 (located at River and Woodlawn) and ARN 271904000212300 (situated at Woodlawn and Brown), we present the following planning rationale in support of our client's proposal to re-designate the subject lands. We respectfully request that the River and Woodlawn lands be re-designated for Residential use, while the Woodlawn and Brown lands be designated entirely as Gateway Economic Centre. **River and Woodlawn Characteristics and Constraints** The lands at River and Woodlawn have been designated Core Natural Heritage System and Open Space & Recreation. This environmental designation stems from the environmental features that characterize the site, which are Provincially Significant Wetland along the Welland	The property at River Road and Woodlawn Road Community Commercial Corridor. While this is a Commercial Designation, it does permit high density residential uses in a mixed-use format. The property at Woodlawn and Brown (894 Brown Road) has been redesignated to Employment Transition with a Site Specific Exception to permit no more than one (1) grocery store or one (1) supermarket, but not both, shall be permitted in addition to the uses permitted in the Employment Transition Designation.

			Canal, Significant Woodlands towards the south-western portion of the site, and Non-Significant Woodlands at the more north-western portion of the site. The areas impacted by Provincially Significant Wetland, and Significant Woodlands, are designated as Core Natural Heritage, while the Non-Significant Woodlands are Open Space & Recreation. There is also a ditch that runs through the site, as well as a slope hazard along the Welland Canal. The eastern portion of the site is across from École Secondaire Catholique Saint-Jean-de-Brebeuf, north of Club Richelieu Welland, and west is the Welland River, which offers riparian access for recreational pursuits. Further east is a commercial plaza that services daily amenities and needs. **River and Woodlawn Land Use Analysis** The subject lands are a gateway to the city, acting as an introduction to the urban area. As such, optimizing their use for residential purposes better reflects the city's vibrancy, diversity, and growth potential. Residential development at this key entry point will contribute positively to the city's image and identity. Residential development can be designed and implemented in this location in a manner that integrates sustainable practices and mitigates potential environmental impacts. Through thoughtful design, the subject lands can support both human habitation and	An EIS on this property would be required to determine the extent of the natural environment system. .

			environmental stewardship, ensuring compatibility between development goals and conservation objectives. The introduction of residential use to the subject lands will also impact economic growth and vitality for neighbouring commercial and employment uses. This economic vibrancy contributes to the city's prosperity and competitiveness, supporting Welland's continued evolution as a dynamic urban center. While the site is impacted by important natural hazard constraints, such as a slope hazard and Provincially Significant Wetland, it is our contention that this designation of the subject lands as having blanket environmental protections across the entirety of the site is premature and should be scoped to balance the site's geographic advantages, and re-balances the environmental policies against the highest best use of the site. The owner of the site is seeking to transform it into a residential area that fosters a vibrant and cohesive community atmosphere, while blending the site with the adjacent environmental area. To achieve this vision, the client has enclisted our expertise at Better Neighbourhoods to oversee the development process. At Better Neighbourhoods, our approach is deeply rooted in New Urbanist principles, prioritizing thoughtful urban design and enriching the quality of life for residents. We are committed to crafting developments inspired by New Urbanism, which emphasizes the integration of mixed housing typologies to cultivate a diverse and inclusive	

			community. Our philosophy revolves around creating spaces that promote social interaction and a strong sense of place. By incorporating a mix of housing styles and amenities, we aim to cater to the diverse needs and preferences of residents, fostering a sense of belonging and connectivity within the neighborhood. The client's vision is to create a residential community that has recreational access to the Welland Canal, while also exploring the gradation of residential typologies from lower to higher density. **Woodlawn and Brown Characteristics and Constraints** The lands at Woodlawn and Brown have been designated Gateway Economic Centre and Core Natural Heritage System. The site's Core Natural Heritage System is more specifically characterized as Non-Provincially Significant Wetlands, which is a designation that is less rigorous and constrained than the Provincially Significant Wetland definition. The site is near to the edge of the urban boundary, and benefits from excellent transportation connectivity with easy access to Highway 406 and is bisected by a short-line railway line owned and operated by Port Colborne Harbour Railway, a subsidiary of GIO Rail, which offers connectivity to the Great Lakes System. The site is directly opposite a large commercial SmartCentre, which features several everyday commercial amenities and services, as well as a hotel. Directly south is	

			also a contiguous large area designated as Gateway Economic and then Light Industrial. **Woodlawn and Brown Land Use Analysis** The site's geographic advantages can support regional growth and stimulate economic opportunities. The site's location adjacent to a highway and short-line rail is an advantage for facilitating seamless transportation and logistical operations. Similarly, direct access to Port Colborne Harbour and its connectivity to the Great Lakes System, this area is an important node in the regional transportation network. This strategic positioning not only enhances accessibility for businesses, but also streamlines the movement of goods, fostering efficiency and competitiveness in the market. The current designation of the environmental feature as "Non-Provincially Significant Wetland", means that the site has not met the threshold that would have included greater restrictions under the Provincially Significant Wetland designation. Nevertheless, under current policy it is almost as restricted as though it were classified as such. An EIS is currently underway to better understand the characteristics of this environmental area. However, the site's important strategic location should be balanced against policies that are overly restrictive in terms of helping Welland meet its economic potential. This is especially true as the planning landscape is changing, and the restrictions that were in place when this land was designated are now changing, with both the role of the Conservation Authority and the Region coming under a	

			new re-alignment that will give Welland more oversight over its lands in terms of determining highest best use, best land use planning outcome, and economic importance. The client aims to develop these lands in a manner that maximizes the site's connectivity, thereby generating employment opportunities and bolstering Welland's labor market and regional competitiveness. Preserving this land as an isolated pocket bounded by the Highway 406 onramp, Highway 406, and Gateway Economic Centre lands, does not serve Welland's overall development and growth. **Conclusion** In summary, the change to Residential for the lands at River and Woodlawn, and the change to Gateway Economic Centre for the lands at Woodlawn and Brown, are in the best interest of the City and represent the highest and best use of the properties. The ecological features of the site are overly restrictive and should be balanced against the unique opportunities offered on both sites.	

Tony Mancini	131, 149, 151 Broadway Avenue, Welland, ON	Tuesday, February 13, 2024	Lots to be combined. Requesting to change from Low Density to Medium Density Residential.	The site is redesignated to Medium Density Residential on the proposed Land Use Schedule B.
Tony Mancini	528 Quaker Road, Welland, ON	Monday, August 28, 2023	Requesting to redesignate 528 Quaker Road to CC2.	City Staff have redesignated the property to Mixed Use Commercial in the Appropriate Schedules
Marsha Rempel	349 Ridge Road, Welland, ON	Friday, July 8, 2022	Requesting to redesignate from Industrial back to Agricultural. I am sending you the letter you requested further our telephone conversation the other week. I was pleased to see that other people at the virtual meeting held September 29 were as interested in preserving both heritage and green space. It is important in creating an OP to have balance that includes all necessary aspects and not be in favor of a single priority. economic development is important but so are heritage, culture, green space preservation, agriculture and affordable housing. The participants of the Wednesday evening meeting made in lear that the above mentioned items were of concern not only future jobs. Industry in this town has become exhausted and the future job market needs to be restructured. Heritage, culture, green space, and agricultural lands are all important and cannot be replaced once demolished or	It has been determined that the City requires more Employment Lands. Removal of Employment Land will not be supported No change is proposed to the land use designation of the subject site. The current agricultural uses will have as of right permissions in the Zoning By-law to continue.

			built upon creating too much priority. To destroy agricultural lands is to create a famine in our country, whether intended or not. One cannot rely on food imports especially in the event of a global food shortage which would lead to export shutdown and countries feeding their own nation first. I am requesting once again that in the future Official Plan Update to be released April 2022 that my property, Lot 16 Concession 7 Parts 1-4 be rezoned from the current industrial designation back to the original zoning of agricultural as it is currently being used for such purpose. The crops harvested this summer were the best quality of all my land tenant' s rental properties. I am requesting any future rezoning of all properties in my ownership during an Official Plan Reviews be sent to me by written request via Canada Post as I was not made aware of the rezoning to the current industrial designation. My final request is that the City Staff learn a valuable lesson from their failed attempt to expropriate my property not only because agriculture is as important as industry but due to the amount of pushback created nationwide and the way they embarassed our city by thinking it acceptable to uproot ANY citizens for the so called greater good.	
Marsha Rempel	349 Ridge Road, Welland, ON	Friday, April 30, 2021	Further our telephone conversation of April 23, 2021 I am submitting a written request that as property owner of Lot 16 Concession 7 Parts 1-4 that said lands be rezoned from industrial currently, to agricultural during review of the new Official Plan in June 2022. In addition, I would request any future rezoning of all properties in my	It has been determined that the City requires more Employment Lands. Removal of Employment Land will not be supported No change is proposed to the land use designation of the subject site. The current agricultural uses will have as of

			ownership during any Official Plan Reviews be sent to me by written notice via Canada Post.	right permissions in the Zoning By-law to continue.
Joe Tomaino - on behalf of Mancini Developments	131-151 Broadway Avenue	Monday, July 15, 2024	On behalf of Mancini Developments Inc. we are providing the following comments to be considered when updating the City Welland's Official Plan. We have reviewed the Draft Land Use Schedule and seems only the property known as 151 Broadway was considered for medium residential. We request both 131-151 Broadway be designated medium residential. Please find attached meeting notes from a recent pre-consultation meeting with the City, discussing the intensification of the subject lands. Preliminary development plan attached for the subject lands.	City Staff have redesignated 131-151 Broadway to Medium Density Residential
Marsha Rempel	349 Ridge Road, Welland, ON	Thursday, August 15, 2024	I have read the City of Welland Official Plan update for 2024. The zoning for my property Lot 16 Concession 7 Parts 1-4 remains Gateway Economic industrial zoning. I fail to understand why my request is still being ignored when as the property owner it was changed without my knowledge or consent. I have requested that the industrial zoning be removed and it be changed back to the original Rural Agricultural designation since April 2021 and have yet to see any results. Furthermore, I received a letter from the Niagara Region in 2022 stating that there is a natural environment system feature on my property reflected in the proposed Official Plan mapping. This to me is all the more reason to return the Rural Agricultural designation to my land. As the property owner I should be able to see this change made and should have a say in how my property is zoned in the future.	It has been determined that the City requires more Employment Lands. Removal of Employment Land will not be supported. No change is proposed to the land use designation of the subject site. The current agricultural uses will have as of right permissions in the Zoning By-law to continue.

Julia Sajn	765 Clare Avenue	Wednesday, August 14, 2024	Thank you for speaking with me regarding the vacant lands owned by the late Valentin and Katarina Sajn, now municipally known as 765 Clare Avenue, Welland. We understand that when the Region was updating the Official Plan, they designated this property as Significant Woodland. Valentin and Katarina Sajn purchased this piece of land in 1958. Prior to Valentin's passing in 2008, this property was used to plant tomatoes and Christmas trees. Unfortunately, when he took ill the trees were left unkept. At the time Katarina passed in 2022 at the age of 92, the Region was updating their Official Plan. We don't recall receiving any notice from the Region regarding this change. We do not agree with the Region's designation of this property. Several years back we reviewed mapping prepared by the City of Welland showing the extension of Michael Drive through this property fro the south to connect with the north side of Michael Drive. We are wondering if this mapping still exists and we would like the opportunity to discuss this with you . We have had Trees Unlimited attend at the property and we understand they are preparing a report with respect to the growth on this property. We are hoping this report will be available for review soon. Moving forward, we would be pleased if you could keep us informed of any developments pertaining to this property.	A Woodlands Quality Assessment was provided on November 24, 2025 to support the property owners comments. The assessment has identified that the feature is not to be considered Significant Woodlands and is considered an abandoned Christmas Tree Planation of Norwegian Spruce.
NPG Solutions on behalf of Turris Holdings	223 Southworth Street, North	December 12, 2024	<u>Official Plan Update and 223 Southworth Street</u> NPG Planning Solutions Inc. ("NPG") was retained by Turris Holdings, owner of lands known municipally as 223 Southworth Street North ("Subject Property"), to provide professional planning services.	City Staff recommend changing the designation for LDR to MDR

			On behalf of Turris Holdings we have reviewed materials prepared as part of the Official Plan update currently underway, including draft updates to the City of Welland Official Plan. Please accept this letter as our comment on the draft Official Plan policies and mapping as they relate to the Subject Property. Preliminaries The Subject Property was previously part of 175 Southworth Street North and is identified as Block 22 on the recently approved Plan of Subdivision, 59M-520 (see Appendix A). The Subject Property, as shown on the approved Plan of Subdivision attached to this letter, is triangular and located behind lots for single-detached dwellings along Southworth Street North and Laugher Avenue. The lot area is approximately 9,440 square metres with frontage along Southworth Street (9.15 metres) and Laugher Avenue (15.24 metres) for access. The southern lot line abuts a narrow strip of open space that historical air photos indicate were part of a right-of-way for a rail line removed decades ago. The current City of Welland Official Plan designates the Subject Property as “Residential” on Schedule B: Land Use Map and “Low Density Residential” on Schedule B1: Residential Hierarchy Land Use Map. From draft mapping available on the City’s website and dated to May 2024, we understand that the Subject Property is located along a portion of Southworth Street North identified as an “Intensification Area” on draft	

			Schedule ‘A’ – City Structure and is proposed to be designated “Low Density Residential” on draft Schedule ‘B” – Land Use. For reasons outlined in this letter, it is our professional planning opinion that the Subject Property has merit to be used for medium density resid` “Medium Density Residential” as part of the Official Plan update. <u>Location and Surrounding Context</u> The Subject Property is located within a long-established part of Welland (see Figure 1 above), with proximate residential development evident on historical air photos dating back to the 1940s. The predominant land use in the area surrounding the Subject Property is residential. To the north, south, and east, low-rise detached dwellings are the most common housing type. The Woodrose Co-op is located about 150 metres to the west and abuts the Rose City Plaza, which stretches from Ontario Road northward to Morningstar Avenue (becomes Laugher Avenue east of Southworth Street North). The Rose City Plaza is a modest community shopping centre with a Shoppers Drug Mart, Fresh Co (supermarket), LCBO, fast food restaurants, such as Tim Hortons and KFC, and various other convenience retail and small commercial businesses. Other commercial uses are located along the south side of Ontario Road and north of Laugher Avenue along Southworth Street North in proximity to the Subject Property. There are various public service facilities within a 1-2 kilometre distance of the Subject Property, including	

			several public schools, a secondary school, and the Niagara Health – Welland Hospital. Downtown Welland is approximately 2 kilometres to the northwest. Memorial Park is located just over a half kilometre to the east. Plymouth Park is located under 1 kilometre to the west. <u>Policy Context for Request</u> The 2024 Provincial Planning Statement (“PPS”) forms a key part of Ontario’s policy led planning system and sets the policy foundation for regulating the development and use of land across the province. The Subject Property is located within a Settlement Area for which policies in Section 2.3 apply. This Section of the PPS provides that Settlement Areas are to be the focus of growth and development (with growth focused within Strategic Growth Areas) and that land use patterns are to be based on densities and a mix of land uses, per Policy 2.3.1.2, that: a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight-supportive. Further, the PPS requires planning authorities support general intensification and redevelopment to support the achievement of complete communities and establish and	

			implement minimum targets for intensification and redevelop within built-up areas, based on local conditions. The Niagara Official Plan provides a minimum intensification targets of 75% and 10,440 units (2021-2051) for the City of Welland and directs Local Area Municipalities to prepare intensification strategies to set out where and how they will accommodate these targets. Policy 2.2.2.10 in the Niagara Official Plan sets out how Local intensification strategies are to be implemented. We note that the draft Welland Official Plan has expanded the Intensification Areas identified on Schedule 'A' such that Southworth Street North between Ontario Road and East Main Street now corresponds to a local corridor, per Policy 2.2.2.10 b) in the Niagara Official Plan. That Southworth Street North has been identified as an "Intensification Area" indicates that Subject Property, which has frontage along this stretch of Southworth Street North, is part of a priority area for development where higher densities than currently exist can be achieved. The Subject Property may also be considered generally as an opportunity site for intensification, per 2.2.2.10 c) in the Niagara Official Plan. The draft Welland Official Plan recognizes the minimum intensification target of 75% stipulated for Welland in the Niagara Official Plan and provides in Policy 3.4.4.1.5 that its strategy for achieving this target includes: ii. Directing intensification to the Regional Growth Centre, other Intensification Areas and Intensification Corridors as	

			identified on Schedule A and set out in Policy 3.4.4.1.3 of this Plan; iii. Designating lands with intensification potential in this Plan as Medium or High DensityRise Residential, or as mixed-use through an Area Specific Policy; iv. Providing land use compatibility Policies in this Plan to ensure that intensification occurs in an appropriate manner; v. Providing Policies in this Plan which allow for appropriate infilling throughout the Built-Up Area; In relation to the above, we note the Subject Property is proposed to be designated “Low Density Residential” on draft Schedule ‘B’ despite the direction provided in the above draft policy that lands with intensification potential be designated as Medium or High Rise Residential. Subsection 4.2.2.2 in the draft Welland Official Plan provides policy direction on the planned function, permitted uses, scale and compatibility, and design for lands designated “Low Density Residential”. We note that within this designation draft policies in Section 4.2.2.2 provide that low-rise apartments are only permitted along arterial, collector, and regional roads up to 3-storeys in height and at a density not exceeding 60 dwelling units per net hectare. Subsection 4.2.3.6 in the draft Official Plan encourages infilling and intensification throughout Welland’s existing built-up areas and provides criteria that should be addressed as part of development proposals. This	

			subsection also includes direction that the City may allow residential infill and intensification development to exceed the maximum building height and densities set out in the Plan by 40% without an Official Plan Amendment, subject to approval of a Zoning By-law Amendment. Exceeding the permitted maximum building height of 3 storeys noted above for lands designated “Low Density Residential” could increase the maximum height to 4 storeys. In our opinion, the potential to increase the maximum permitted building height on the Subject Property to 4 storeys under the “Low Density Residential” designation does not achieve the direction provided in Policy 3.4.4.1.5. To better align the development potential of the Subject Property with the direction provided in Policy 3.4.4.1.5, the lands should be designated “Medium Density Residential”. This would allow, in accordance with Subsection 4.2.2.3 in the draft Official Plan, the development of mid-rise apartment building between 4-8 storeys in height on the Subject Property. The permitted density range for lands designated “Medium Density Residential” of 35-125 dwelling units per net hectare also provides flexibility to ensure compact form and efficient use of the lands is achieved. <u>Appropriateness of Request</u> Draft Official Plan Policy 4.2.2.4 provides criteria that infill and intensification development in built up areas should address. In our opinion, the Subject Property is an appropriate site and location for the form, scale, and density of development envisioned for lands designated “Medium Density Residential”. We note that the criteria	

			are essentially carried over from the current Official Plan and speak to: • land use compatibility and fit with existing neighbourhood character in terms of scale and massing, as well as lot pattern and configuration; • ability of the site and surrounding context to accommodate infill and intensification with regard to accessibility, traffic impact, parking, and servicing requirements; • constraints (natural and cultural heritage protection) and, • potential contribution to achieving objectives such as increasing transit ridership and meeting residential intensification targets. As we noted above, the Subject Property is in an established part of Welland and located proximate to a range of retail-commercial services, public service facilities, parks, and recreation facilities. The Subject Property is also located along an arterial road that is identified as an “Intensification Area” on Schedule ‘A’ of the draft Official Plan and convenient walking distance to existing public transit services running along Ontario Road and Southworth Street South. The approved Plan of Subdivision, 59M-520 (see Appendix A) shows the configuration of lots for single detached dwellings along Southworth Street North and Laugher Avenue. These lots have been registered as shown on Figure 1 above. The Subject Property, shown	

			as Block 22 on the approved Plan of Subdivision, could accommodate a well-designed mid-rise apartment building that achieves the land use compatibility policies of the Official Plan. This could increase housing choices and introduce more affordable housing options to the area. Permitting the Subject Property to develop in accordance with the “Medium Density Residential” designation will significantly increase the potential contribution of these well situated lands to achieving the minimum intensification target of 75% and 10,440 dwelling units set out in the Niagara Official Plan and draft Welland Official Plan. <u>Conclusion</u> For the reasons outlined above, it is our professional planning opinion that the Subject Property should be designated “Medium Density Residential” on draft Schedule ‘B’ before changes to the Official Plan are adopted by City Council.	
Abdul Khan	Parcels: (25698) Humberstone Road parcel between West Side Rd and Canal Bank St	Friday, February 28, 2025	I would like to get the zone change from Vacant land to Light industrial and Commercial. Also as discuss before with the city, I need access from Canale Bank road. Please let me know if you need any more information. I know the city drawings are getting updated, therefore its a best time to get this changed.	City Staff recommend changing the designation to Transitional Employment
Mitchell Holland	731 South Pelham Road	Friday April 4, 2025	I’m inquiring about changing the zoning for our property at 731 South Pelham Road to Medium Density through the new Official Plan. It is currently zoned as RL1.	City Staff are agreeable to this request.

Jeff and Teresa Claxton	62 South Pelham Road	May 29, 2025	I am the land use planner representing Jeff and Teresa Claxton, owners of 62 South Pelham Road, immediately to the south of the Cardinal Lakes Golf Club. The landowners are aware of the ongoing Official Plan Review, and I am pleased to make this submission on their behalf respecting the appropriateness of designation proposed on the subject lands. The lands in question are currently designated Agricultural in the City's Official Plan and located outside of the urban boundary (Figure 1). Lands to the south of the property and east along Colbeck Drive are also designated Agricultural. To the north and west of the property is the Cardinal Lakes Golf Club, which are designated Open Space and Recreational. Treed areas and lands adjacent to the Welland River are designated as part of the City's Core Natural Heritage System. The draft Official Plan proposes to maintain these designations and expand the Natural Heritage System. I am submitting that Council and staff consider, as good planning and in the public interest: 1. These lands should no longer be designated Agricultural (as Prime Agricultural Lands). A new rural designation or future urban designation is more appropriate for this part of the City. 2.The proposed Natural Heritage System is too broad and should be reconsidered. While the Growth Plan no longer exists, there is reference in the Province's Publication 856, Implementation Procedures for the Agricultural System in Ontario's	Determination of Prime Agricultural Lands and Rural Lands would have been analyzed as part of development of Regional Official Plan (ROP) which was adopted in 2022. This request in not in line with the Mapping of the ROP. The Natural Heritage System of the Growth Plan Mapping has since been removed from the Natural Environment System Mapping of this Plan.

			Greater Golden Horseshoe. The detailed mapping prepared by the Province to support official plan development considered a refinement process. The Publication repeatedly speaks to the definition of prime agricultural lands, which remains a core concept of the 2024 Provincial Planning Statement. The Publication is of use to identify areas where refinement of prime agricultural lands should be considered. The Publication notes that a Land Evaluation and Area Review (LEAR) analysis was undertaken to identify prime agricultural lands, which includes the subject lands (as shown on Schedule F of the 2022 Regional Official Plan) and most of rural Niagara that is not shoreline or the location of major infrastructure. Quoting Section 2.1.3 of Publication 856: For the purpose of the GGH LEAR, prime agricultural areas include large, continuous areas, generally 250 hectares or larger. They may have some areas of lower capability land and scattered non-agricultural uses. Prime agricultural areas should not divide individual property parcels or exclude small, non-agricultural uses that are surrounded by agricultural uses. Such refinement can happen collaboratively between municipalities and OMAFRA, with examples of where “more precise local information” could be provided (Section 3.3.2.1), including contiguous areas greater than 250 hectares of existing, permitted non-agricultural and non-residential uses, unlikely to be rehabilitated to agriculture and are not characteristic of prime agricultural areas. Uses in this category include golf courses.	

			Together, the Claxton lands and its entire surroundings within this western corner of Welland occupies 160 hectares of land (more when the golf course lands in Pelham and adjacent natural area are factored in). This is under the threshold identified in Publication 856. The subject lands and the cluster of lands surrounding have moved away from agricultural use. An aerial photograph is shown on Figure 3, on the following page. Active uses in this area include: • An RV storage yard. • A rural industrial facility on Colbeck Drive. • Multiple estate residential lots, including recently built homes on Colbeck Drive on lots created through consent. • Three lots that remain in agricultural use. • The Cardinal Lakes golf course. The current Official Plan does not permit agricultural uses on Open Space and Recreational lands—reestablishing farming on the golf course would not be permitted without a planning application to redesignate the lands (plus a zoning by-law amendment) to permit the use. The smaller lots and encroaching of Welland make these areas less desirable for farming. Older soils mapping identifies the lands as Haldimand-type soils, with heavy clays and imperfect to poor drainage. There is also consideration to recognize key natural heritage features where agricultural uses are non ongoing, and to recognize a contiguous agricultural land	

			base across municipal boundaries. The golf course extends into the Town of Pelham, further isolating the area from other agricultural lands. Adding the natural barrier of the Welland River, what results here is a rural exclave separates out from prime agricultural lands further west. Refinements are discouraged, in the same section of Publication 856, where they only include small pockets of non-agricultural lands. Reviewing the whole area is appropriate, and a greater than site-specific review warranted in this context. It would likely determine the impracticality of reestablishing agricultural uses on the subject lands, and that a rural designation apply to reflect the existing and future conditions for the area. Going back to Figure 1, what is left is a crescent-shaped inverted C of lands largely unfarmed, on poor soils, and unlikely to return to farming. Alternatively, a special study designation may be appropriate to provide more time to consider appropriate interim and future uses of these lands given the transition away from agricultural. Comparing Figure 1 and Figure 2 from earlier in my letter, the extent of Natural Heritage System is proposed to increase significantly in the current draft Official Plan. The source of that expansion is Schedule C1 (Natural Environment System Overlay and Provincial Natural Heritage Systems), which itself is sourced from the now-repealed 2020 Growth Plan.	

			Much has changed since May 2024 with respect to the Provincial land use policy framework: • It falls to the lower-tier municipalities of Niagara Region to decide if or what elements are to be kept from the 2022 Regional Official Plan. • The 2020 Growth Plan and its corresponding Provincial Natural Heritage System no longer applies. The majority of these lands in Figure 4 are not environmentally significant. As part of preparing the final draft Official Plan, the extent of the Natural Heritage System can be scaled back to align with the 2024 Provincial Planning Statement. Thank you for the opportunity to submit this submission. I am requesting to be added to the project mailing list and to receive a copy of all notices going forward, including of statutory meetings and decisions. I also commit to reaching out to the project team's staff contacts for a meeting to discuss the issues and work toward a resolution.	
NPG Solutions on behalf of The Crown Group Developments Inc.	Lands known legally as Concession 4 Part Lot 27 59R8771 Part 15. (East of Logan Ave Unopened Road Allowance	October 16, 2025	<u>Official Plan Update and Logan Avenue Property</u> NPG Planning Solutions Inc. ("NPG") was retained by The Crown Group Developments Inc. to provide professional planning services regarding lands known legally as Concession 4 Part Lot 27 59R8771 Part 15, City of Welland ("Subject Property"). The Crown Group Developments Inc. has entered into an Agreement of	City Staff recommend changing the designation for Low Density Residential to Medium Density Residential

			Purchase and Sale for the Subject Property and is currently conducting due diligence. The purchase is set to close on December 1, 2026. On behalf of The Crown Group Developments Inc., we have reviewed materials prepared as part of the Official Plan update currently underway, including draft updates to the City of Welland Official Plan. Please accept this letter as our comment on the draft Official Plan policies and mapping as they relate to the Subject Property. Preliminaries The lot area of the Subject Property is approximately 10,143 square metres with frontage along the unimproved portion of Logan Avenue (60.3 metres), between Forks Road E and Glenwood Parkway. The Subject Property is bordered by dwellings along its north property line, fronting Forks Road E, primarily consisting of one-storey single detached dwellings. To the northwest, at the intersection of Forks Road E and Kingsway, is the Carrie Lynn Pinard Memorial Centre and adjoining apartment complex. Immediately west of the Subject property is a 1 to 2 storey multi-unit residential complex. Deeper residential lots exist to the south of the Subject Property, containing single detached dwellings fronting Kingsway and a treed area at the rear where the Subject Property's southern lot line abuts. The current City of Welland Official Plan designates the Subject Property as "Residential" on Schedule B: Land Use Map and "Low Density Residential" on Schedule B1: Residential Hierarchy Land Use Map. Notably, both	

			adjacent multi-residential sites are designated “Medium Density Residential” on Schedule B1. From draft mapping available on the City’s website and dated to May 2024, we understand that the Subject Property is proposed to be designated “Low Density Residential” on draft Schedule ‘B’ – Land Use. The treed area immediately south of the property is designated as part of the Natural Heritage System in draft Schedule ‘C’ – Core Natural Heritage System and is identified as Other Wetlands in draft Schedule ‘C1’ – Components of the Core Natural Heritage System. For reasons outlined in this letter, it is our professional planning opinion that the Subject Property has merit to be used for medium density residential purposes, and we respectfully request that the Subject Property be designated “Medium Density Residential” as part of the Official Plan update. Policy Context for Request The 2024 Provincial Planning Statement (“PPS”) forms a key part of Ontario’s policy led planning system and sets the policy foundation for regulating the development and use of land across the province. The Subject Property is located within a Settlement Area for which policies in Section 2.3 apply. This Section of the PPS provides that Settlement Areas are to be the focus of growth and development and that land use patterns are to be based on densities and a mix of land uses, per Policy 2.3.1.2, that: • efficiently use land and resources;	

			• optimize existing and planned infrastructure and public service facilities; • support active transportation; • are transit-supportive, as appropriate; and • are freight-supportive. Further, the PPS requires planning authorities to support general intensification and redevelopment to support the achievement of complete communities and establish and implement minimum targets for intensification and redevelop within built-up areas, based on local conditions. The Niagara Official Plan provides a minimum intensification target of 75% and 10,440 units (2021-2051) for the City of Welland and directs Local Area Municipalities to prepare intensification strategies to set out where and how they will accommodate these targets. Policy 2.2.2.10 of the Niagara Official Plan outlines how these local intensification strategies are to be implemented, including the establishment of development standards that support the creation of complete communities, facilitate a compact built form, and enable all forms of intensification within the built-up area while avoiding or mitigating risks to public health and safety. The definition of 'intensification' in the Niagara Official Plan includes the development of vacant and/or underutilized lots within previously developed areas. Based on this, the Subject Property, being a large vacant lot surrounded by a mix of residential uses, can be considered as an opportunity site for intensification.	

			The draft Welland Official Plan recognizes the minimum intensification target of 75% stipulated for Welland in the Niagara Official Plan and provides in Policy 3.4.4.1.3 that intensification is encouraged throughout the Built Up Area. For achieving the intensification target, Policy 3.4.4.1.5 requires: • Designating lands with intensification potential in this Plan as Medium or High Rise Residential, or as mixed-use; • Providing land use compatibility Policies in this Plan to ensure that intensification occurs in an appropriate manner; • Providing Policies in this Plan which allow for appropriate infilling throughout the Built-Up Area; In relation to the above, we note the Subject Property is proposed to be designated “Low Density Residential” on draft Schedule ‘B’. Lands to the immediate west along Kingsway, and to the northeast at the intersection of Forks Road E and Kingsway, are proposed to be designated “Medium Density Residential”. This includes the aforementioned multi- residential properties. Lands to the immediate north along Forks Road E are proposed to be designated “Low Density Residential”. Given that the Subject Property is vacant, is of sufficient size for intensification (1.01 ha), and is adjacent to lands proposed to be designated “Medium Density Residential”, our opinion is that they should be designated the same. The City may also wish to consider applying this designation to the remaining properties along Forks Road E, west of Logan Avenue.	

			The “Medium Density Residential” designation would allow, in accordance with Subsection 4.2.2.3 in the draft Official Plan, the development of all forms of townhouses, low- to mid-rise apartment buildings, at densities between 35 to 125 units per net hectare of land on the Subject Property. The broader density range under this designation provides flexibility to achieve a compact form and efficiently use the land. Appropriateness of Request Draft Official Plan Policy 4.2.3.6 provides criteria that infill and intensification development in built up areas should address. In our opinion, the Subject Property is an appropriate site and location for the form, scale, and density of development envisioned for lands designated “Medium Density Residential”. We note that the criteria are essentially carried over from the current Official Plan and speak to: • land use compatibility and fit with existing neighbourhood character in terms of scale and massing, as well as lot pattern and configuration; • ability of the site and surrounding context to accommodate infill and intensification with regard to accessibility, traffic impact, parking, and servicing requirements; • constraints (natural and cultural heritage protection) and, • potential contribution to achieving objectives such as increasing transit ridership and meeting residential intensification targets.	

			The Subject Property is well-situated, being proximate to a range of services and uses. As a vacant parcel surrounded by existing residential development, some of which are proposed to be designated for medium density residential development, the site is an ideal candidate for compatible intensification. The lands have access to a public road network, and municipal water and sanitary services. Redesignating the lands to “Medium Density Residential” would better align the development potential of the property with the direction of Policy 3.4.4.1.5, which supports higher density built forms. Furthermore, permitting a higher density development under this designation would contribute toward achieving the City’s minimum intensification target of 75% and 10,440 dwelling units established in the Niagara Official Plan and draft Welland Official Plan. Conclusion For the reasons outlined above, it is our professional planning opinion that the Subject Property should be designated “Medium Density Residential” on draft Schedule ‘B’ before changes to the Official Plan are adopted by City Council. Should you have any questions or wish to discuss the above request, please contact Aaron Butler at abutler@npgsolutions.ca or 905-246-1576	
Gorrie Kambo		December 18, 2025	As part of the upcoming Official Plan review, we formally request that the subject lands municipally known as 201–229 Iva Street be evaluated and considered for an RM	It is recommended that this request be considered through a concurrent Official Plan and Zoning By-law Amendment as

			designation. This request is made in recognition of the site's suitability for medium-density residential use and its alignment with the Official Plan objectives related to intensification, efficient land use, and the provision of diverse housing forms. Please advise if any documentation is required to facilitate this request.	the request involves other property owners.
SETTLEMENT AREA BOUNDARY EXPANSION REQUESTS				
Shirley Wang	649 Buchner Road	Thursday, January 4, 2024	My name is Shirley Wang and I'm writing this email on behalf of 1000626045 Ontario Inc, the owner of 649 Buchner Road Welland, ON L3B 5N7. We are requesting for this property to be included as part of this upcoming Welland urban boundary expansion and we are very excited about the opportunities for this property. We would like to receive more information about this upcoming urban boundary expansion and are excited to learn more about the growth of this wonderful city.	The land's are split designated Natural Environment System and Agriculture. These lands are not contiguous with the urban area. The request does not meet the criteria of policy 3.5.1.
Gord & Judy McQueen	Ridge Road to Netherby	Friday, June 9, 2023	My family has discussed the Netherby Road property following our discussion and we would like to formally request that the City consider including this property into the Urban Area Boundary as part of the Official Plan review and compliance.	Potential logical location for an expansion. Need to undertake analysis to determine if the expansion request meets criteria of policy 3.5.1 and the PPS.
Peter Kouretsos	754 Forks Road	Saturday, August 5, 2023	I have owned 754 Forkes Road for the past 8 years. I can clearly see that the development of properties in our area have been earmarked for additional residential dwellings. With the completion of the east and west connection of	These lands have been proposed to be included in the Urban Area.

			Forks Road by building the new Dain City Bridge, it would be beneficial to the residents to extend the Urban Boundary. Giving this request by myself and a few residents near Highway 58 will allow us to sever our land to allow for new residential development, within the city boundary, giving accessed to connecting arteries for potential satellite employees of Toronto. I trust that council will consider this request seriously.	
Roger Demers	800 Forks Road West	Monday, August 7, 2023	I am the owner of the Forks Road address and have owned it for a number of years. I have been watching the development going on in Dain City noticing that Empire Homes has nearly completed the new Bridge spanning the old Welland Canal allowing the connection of Forks Road East to West once again. I am requesting that my home be extended into the Urban Boundary. As a retired senior my request would allow me the opportunity of applying for severances of my property to supplement retirement funds.	These lands have been proposed to be included in the Urban Area.
Harold Froude	98 Colborne Street		I understand that several of my neighbors are seeking your support to move the urban boundary. My wife and I have been property owners of 98 Colborne Street for many decades. We endorse their goal to bring us back to the urban area. We've seen considerable urban development east of our properties. New roads, subdivisions, a new bridge being built, parks in development, and recreational improvements along the canal corridor. Being in the urban area will increase the value of our homes when the time comes to sell. Continued growth in the South end of Welland will need more urban space to accommodate the influx of new residents expected in the next few years, be they commercial, residential or employment lands. It is now	These lands have been proposed to be included in the Urban Area.

			time to expand the urban boundary from the canal west past Hwy 58 and south of Forks Road. The roadways in this corner of Welland are up to date and would provide adequate access for such a development. Municipal sewer and water services would be easily tied into the new Dain City infrastructure, or can be accessed from the southern links at Shaw and Clark streets. I hope the city recognizes the potential of this area.	
Dan Froude	122 Colborne Street	Wednesday, August 9, 2023	I am writing this letter to support our neighbours in our mutual request to move the urban boundary. My wife and I have been property owners of 122 Colborne Street since the 1990s. Since being removed from the urban boundary a few years ago, we've seen considerable urban development east of our properties. New roads, subdivisions, a new bridge being built, parks in development, and recreational improvemenets along the canal corridor. Continued growth in the South end of Welland will need more urban space to accommodate the influx of new residents expected in the next few years, be they commercial, residential or employment lands. It is now time to expand the urban boundary from the canal west past Hwy 58 and south of Forks Road. The roadways in this corner of Welland are up to date and would provide adequate access for such a development. Municipal sewer and water services would be easily tied into the new Dain City infrastructure, or can be accessed from the southern links at Shaw and Clark streets.	These lands have been proposed to be included in the Urban Area.
James and Carole Anne Jones	148 Colborne Street	Wednesday, August 9, 2023	My wife and I are writing to support our neighbors in a mututal request to move the urban boundary to include our lands West of the Welland Canal. We are property owners of 148 Colborne Street in Dain City. Since being removed from the urban boundary a few years ago, we've	These lands have been proposed to be included in the Urban Area.

			seen considerable urban development east of our properties such as new subdivisions, new or improved roads, a new bridge being built, parks in development, plans for new schools, and recreational improvements along the canal corridor. Continued growth in the South end of Welland will need more urban space to accommodate the influx of new residents expected in the next few years, be they commercial, residential or employment lands. It is now time to expand the urban boundary from the canal west past Hwy 58 and south of Forks Road. The roadways in this corner of Welland are up to date and would provide adequate access for such a development. Municipal sewer and water services would be easily tied into the new Dain City infrastructure, or can be accessed from the southern links at Shaw and Clark streets.	
Shirley Wang	649 Buchner road	Monday, August 12, 2024	I notice that 649 Buchner road is right outside of the proposed urban boundary, and future development zone. This property is also outside of the planned service area. The owner of this property intends to partially develop this property into a warehouse/ employment area which would be consistent with the direct neighbour and surrounding planned land use. Is it possible for the city to reconsider and include this property within the urban boundary if not just the non-heritage portion of the property so that it will be easier for the owner to develop this property? A large portion of this property is flat, has no natural heritage protection , no wetland and according to other proposed maps, it appears there will be a planned road running next to the property. This makes it an ideal property for growth and development for the city. I look forward to	The land's are split designated Natural Environment System and Agriculture. These lands are not contiguous with the urban area. The request does not meet the criteria of policy 3.5.1.

			hearing from you, and I'm looking forward to your suggestions.	
Jeffrey Ward	797 Forks Road West	Monday, August 7, 2023	I am the owner of the Forks Road address and have owned it for approximately 5 years. I have done major renovations on the two homes as well as a ton of landscaping. I have been watching the development going on in Dain City as well as being cognisant of the fact that Empire homes has nearly completed the new Bridge spanning the old Welland Canal allowing the connection of Forkes Road East and West. I am requesting that my home be extended into the Urban Boundary. As a retired senior my request would allow luxury of applying for severances on the property. An additional request for 797 Forks Road will be for Community Commercial zoning on 10 acres of my land as I am preparing a site plan for a Circle K Service center. The initial development plan will be like the one on South Pelham. Initiating dialog with the franchise department solidified the fact that they, as well as myself, feel this would be an addition to Empire Homes very large development of housing on the surrounding properties.	These lands have been proposed to be included in the Urban Area.

Manni Chauhan G-force Urban Planners and Consultants	Lands South on Fork Road and East and Elm Road.	Wednesday, August 14, 2024	Consult "INCLUSION OF SUBJECT PROPERTY WITHIN THE SETTLEMENT AREA OF CITY OF WELLAND" Document in the Extended Comments Section of Appendix II.	These lands have been proposed to be included in the Urban Area.
Ayo Sanusi	129 South Pelham Rd and other lots south of the new Subdivision – South of Webber Rd	Friday, September 6, 2024	It is common knowledge that our city continues to experience geometric population growth over the years. Following the recent publication of the Niagara Regional Official Plan Population Forecast to 2051 for Welland; and the City of Welland Population Forecast to 2041 is estimated to increase by 48,641 people. The Population Growth Projections, and the housing pledge which is the plan approved by the Council (and the Province of Ontario), is the premise upon which the City will meet the target of providing 12,257 dwelling units by 2031 (7 years). This paper therefore is developed with a view to highlight the potential viability and availability of lands, which are located along South Pelham Road, south of Webber Road - south of the new subdivision in the South-west corner of the City of Welland. The geographical location of the lands in question includes lots of addressed as 129, 134, and 150, South Pelham Road, etc. The lands under this discussion, are currently outside the urban area, and mostly zoned A1. They are viable and can favorably be considered to contribute towards the achievement of this laudable and achievable development feat. This we believe is in consonance with the recommendations contained in the Official Plan Policy Directions Report, City of Welland (May 2022) …… related to secondary residential units, an additional policy could be created to encourage the City to consider implementing alternate zoning by-law standards ……. The need for the city to provide additional 12,257 dwelling units for an estimated 48,641 people within the next 7	Potential logical location for an expansion. Need to undertake analysis to determine if the expansion request meets criteria of policy 3.5.1 and the PPS. In addition, an EIS should be undertaken to determine the boundaries of the features of the Natural Environment System.

			years, provides the basis for opening up new areas like our neighborhood on South Pelham Road (south of Webber Road - towards the Cardinal Lakes Golf Club), as mentioned above. This would greatly help in the conversion of the lands for multi-family housing; and thereby solve the problem of the “Missing Middle”, while also, still promoting, projecting, and enhancing the natural areas and green spaces on these lands. This is because it is very important to protect the natural “beauty and balance” that these natural entities bring to the environment. Opening up this area will enhance the construction of a minimum of 60 – 100 dwelling units (single detached/semi-detached/row and townhouse dwellings); and address the city’s housing needs as it prepares to meet the housing growth targets. The contribution of additional dwelling units in our neighborhood, will contribute enormously to the economy of Welland. Bountiful revenue would consequently by generated for the city from building permits fees, local development charges, and subsequently, property taxes that will run into millions of dollars yearly. Other benefits which will accrue from opening up our areas includes job provision and general increase in commercial activities in all its ramifications.	
Rachelle Larocque	Lands South of Regional Road 58A and West of the Welland Recreational Canal		Consult "September 2, 2025 Document: City of Welland Comprehensive Official Plan Review Forks Road Urban Boundary Expansion Request TBG Project Number 25322 " in the Extended Comments Section of Appendix II.	These lands have been proposed to be included in the Urban Area. See staff report for detailed response.

Joe Boersma	South Pelham Road {South of Webber Rd)	September 10, 2025	Request for the Expansion of the City's Urban Boundary on South Pelham Road {South of Webber Rd) In consideration of the upcoming City Council meeting, we hereby wish to join our voice in addition to those of other A 1 land owners on South Pelham Rd (south of Webber Rd); and kindly request that you please consider extending the urban boundary, beyond our lands up to Coyle Creek. As-our city continues to grow, it has become very important and necessary to partner with the city in meeting the target of providing 12,257 dwelling units by 2031 Oust 6 years from now). Also, statistics, shows that the City of Welland's population forecast to 2041 is estimated to increase by 48,641 people. As such, we feel strongly, and desire to take part in the current development plan of our beautiful and accommodating city. Aside the many financial (revenue) benefits that this would bring, extending the urban boundary to enable the development of more dwelling units, south of the new subdivision will definitely go a long way to meet the current and estimated housing needs. Important to note as an incredible value-add of this noble, laudable and strategic initiative, is the fact, that it would increase the safety of both pedestrians and motorists on our South Pelham Road. This is because motorists traveling within our neighborhood, would be constrained to keep within the city's speed limit (of 40- 50 km/h). Currently, motorists travel dangerously at break-neck	Potential logical location for an expansion. Need to undertake analysis to determine if the expansion request meets criteria of policy 3.5.1 and the PPS.

			speed south of the new subdivision, to and from the direction of the Cardinal Lakes Golf Club. In conclusion, we are thankful to the city for recently installing, a solar-powered speed monitor screen on the hydro pole which is located in front of 129 South Pelham Rd, as a warning to motorists. We have no doubt that expanding the urban boundary, would give us rest of mind against speeding motorists and power bike-riders who want to turn our peaceful neighborhood road into a race track.	
URBAN CHICKENS				
Augusto Duminuco	37 Henley Court, Welland, ON	Monday, May 22, 2023	I am interested in the possibility of urban farming being permitted in Welland. As we discussed on the phone, I wanted to share my recommendations for urban farming. You stated having chickens was being considered. I would also like you to consider miniature goats, sheep and minature cows. I am hoping the city would take in to account the economic climate and severity of the situation to invesstigate the viability of this livestock being allowed in Welland. As we know 50% of Canadians are struggling to feed themselves. If things become much worse this livestock could become a necessity for survival. Since there is a carbon tax being charged to Ontario farmers some of the farmers will not be able take on the added expense nor will they be competitive compared to importers selling the same produce. This means farmers may choose not to produce certain goods which would leave Canadians with higher prices or shortages altogether. I sincerely hope my municipal government will take these factors into account and adapt accordingly in the interest, safety and wellbeing of Wellanders.	Thank you for your comments. This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the residential low density designation.

Casey Wintle		Monday, March 29, 2021	Welland currently has a bylaw which does not allow backyard chickens. It has come to my attention a motion is being brought forward this April to look into allowing chickens within city limits. I would like to provide evidence-based facts to support why this bylaw needs to continue to be enforced within city limits. Chickens and their eggs can be infected with Salmonella Enteritidis which can be airborne. 1. Chickens can get Avian influenza virus which can become airborne from their feces. 2. If chicken excrement is not composted properly, it can spread disease. 3. The Government of Canada also recognizes that backyard flocks can spread disease. 4. Rodents that have contact with the chickens, coops, or excrement can transmit salmonella and campylobacter. 5. The most commonly found rodents around chicken coops are the house mouse and brown rat, which bread year-round and pose a risk of spreading pathogens. 6. Utah State University released an article in 2018 stating that when ordinances were passed allowing urban residents to raise backyard chickens there was a link between an explosion in the rat population and the growth in backyard chicken ranching. Residents there reported seeing more rats, and in areas where they haven't been before. Pest control companies in the area also reported a brisk spike in business. 9. Raccoons are highly attracted to backyard coops. 7. Coyotes are increasingly being found in urban landscapes and are a predator of chickens. 8. The CDC states chicken coops can carry zoonotic diseases (germs spread between animals and people). The CDC also states harmful fungi can be found in chicken droppings which can be inhaled and cause infection. 10. A laying hen produces for only two to maybe three years; however, has a lifespan of 7-12 years. 11. Swine flu and Bird flu started from livestock, and possibly COVID-19 as	This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will recommended as part of the Zoning By-law Update and a separate By-law.

			well. Where there is prey there will be predators and where there is a food source there will be rodents. The rodents are not going to live in the coop, they are going to make their homes at the neighbouring properties. These facts raise several questions: What is going to happen to the hens that do not lay? Will these “Urban Farmers” keep accumulating more hens? Will a maximum number of hens be enforced? What about roosters? How will this be enforced? What is the safe disposal for chicken carcasses when they die? How will potentially disease-carrying chicken excrement be disposed of? What will be done in the summer months for complaints about smell? How will rodents and predators be dealt with? Will chickens be allowed to roam properties or must they be cooped? Will there be a minimum lot size to allow chickens? Will there be a minimum setback between coops and property lines? How many chickens can a person or house hold have? (The 2016 population of Welland was 52,293, if every resident wanted to exercise their right to 2 chickens that would be over 104,500 chickens in the city). Personal Impact: I moved into my property 2008 and have never had an issue with rodents until these new backyard neighbours have moved in. I have now been battling mice, skunks, and raccoons. This particular neighbourhood is known to have rats. The “Summerlea Association” president has put out memos to all residents on Montgomery, Topham, Crerar, and Summerlea regarding the problem this neighbourhood is already having with rats and how to help prevent them from entering yards including to keep bird seed off the ground, feeders need to be up on poles and proper storage of the feed. The chicken feed is being thrown onto the grass attracting these rodents to my backyard.	

			Please vote NO to city chickens and enforce the removal of complainant coops.	
Mariane Vocal Ferencevic	67 Erin Cr. Welland, ON	Tuesday, August 10, 2021	I have heard that an “Urban Farming” municipal by-law is being considered and I wanted to write and let you know the reasons why I am in support of such a bylaw and why I think you should be too. First of all, I understand that it sounds easier, from an administrative perspective, to keep things the way they are. But I would argue that doing nothing is harmful to the spirit of the community. By only investigating complaints about chickens, you are encouraging disputes between neighbours. Establishing a bylaw for keeping chickens will promote good neighbourly relations and contribute to making Welland a nice place to live. I understand that the by-law addressing the keeping of chickens and other animals that are typically considered ‘farm’ animals was put in place to keep our city clean and pleasant to live in. I would argue though	This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will recommended as part of the Zoning By-law Update and a separate By-law.

			that all the concerns about keeping farm animals are already addressed by other city by-laws (ex.: noise, smell and refuse). I believe a conversation with your by-law officers will confirm that it is possible to keep animals without causing any infractions regarding noise, smell or refuse. There are also advantages to keeping chickens. They are a great solution for decreasing food waste going to landfills. A large portion of a family's fruit and vegetable scraps can be consumed by as few as two backyard chickens. Not only does this reduce landfill waste, but it makes the chickens, and the eggs they lay, healthier. So it's a win-win situation. Just as in the case of backyard composting, attracting rodents is not a concern if meat and dairy products are not part of the diet. Allowing backyard chickens helps to create a healthier environment and a healthier diet for the citizens of Welland. My daughter and I volunteer at the Meier Family Organic Farm on River Rd. We have seen firsthand how difficult it is to produce enough eggs to satisfy all the customers. The Meiers would probably have to keep 4 times the number of chickens to be able to satisfy the egg demand! And though the chickens are very well loved and treated at the farm, it is easy to see how the quality of life for a chicken decreases as the number of them who live together increases. When chickens are kept in low density, for example a few chickens per backyard, they cause extremely little to no smell or property damage, are extremely healthy and can easily supply a family with enough eggs. Contrast this with an egg production operation, where thousands of chickens are kept together indoors, the smell is noxious and living conditions so inferior that feed must be medicated to prevent sickness. No one wants such a building in their neighbourhood, and for good reason! And I know which eggs I would rather	

			eat. By joining the group of Canadian municipalities that allows the keeping of chickens, Welland will be making a name for itself as a progressive and forward-thinking city, and that's the kind of city that I want to live in.	
Kiron D. Bondale		Thursday, September 1, 2022	As it specifically pertains to urban farming, while I do see the benefits it would provide to those who wish to pursue it, I am concerned about the impacts to the neighbourhoods in high density areas (e.g. West of the Waterway) including potential increases in rodents, disease outbreaks, escapees, more foxes and coyotes entering backyards and tension/disputes between neighbours resulting from real or perceived violations of any new bylaws or regulations. I'm concerned that without proper training and occasional spot checks by inspectors, this could create many more problems than the benefits expected. I don't have a concern in those Welland neighborhoods which are low density (e.g. the areas East of the canal around Moyer Road) but not in the Welland core.	This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the **residential low density designation.** Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.
Christine Walker		Thursday, March 4, 2021	I am just reaching out to you to let you know that I believe it is time to amend the by-law concerning backyard chickens in Welland. I feel that they are just like any other pet and should be treated the same as dogs and cats are	This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further

			in Welland. I cannot think of any problem that chickens could pose to the community that cannot be addressed by proper regulation (licensing; limits on numbers; noise issues - no roosters; smell issues - chicken feces do not smell any different than other pets and like any pet owner, would have to cleaned up; predator worries - proper regulation on chicken pen construction). The benefits to raising chickens are that they provide eggs for the community. Other municipalities in Ontario larger than Welland allow chickens including Niagara Falls, Waterloo, Guelph and even Toronto has a pilot project in place which has had only a small number of complaints	provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.
Brenda Kerezsi.		Saturday, September 3, 2022	I am writing you to approve the idea of urban chickens. I think this is a great idea for not only allowing residents to become self reliant, especially with raising food prices but it also allows us to teach our children where our food actually comes from. I know many people will complain, stating noise, smell or rodents but here are my arguments against these. Noise...as long as it is only hens allowed in city limits they make less noise than most dogs. I hear dogs at all times during the day and night and are a lot louder than most chickens I have heard. 2 Smell....as long as daily/weekly cleaning takes place there is very little/no smell with chickens. Using food grade lime also cuts on the smell as well Rodents.... rodents can be a problem with chickens if they are not cleaned up but as long as food scraps are taken care of ,rodent populations could actually go down as chickens love to snack on rodents, frogs, toads, bugs and worms. This can also help with tick, flea and mosquito populations, which in turn makes a healthier environment for humans.	This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.

Jennifer Voss		Tuesday, September 21, 2021	I am writing to you this afternoon to request that you support the above noted motion proposed by Councillor McLeod on tonight's Council meeting agenda requesting Staff to prepare a report to Council indicating how backyard chickens can be accommodated within the City of Welland. Coincidentally, my son Ben and his partner Morgan, who are residents of Ward 1, received a notice from the By-law enforcement division today advising that because they have chickens who reside in their backyard, they are in contravention of the City's Zoning By-law. As a registered professional planner with thirty years of experience, I reviewed the City's Zoning By-law and could not find where it specifically states that chickens are prohibited within residential zones. Because there is no clear regulation, I'm assuming that By-law Enforcement is relying on the definition of "Agriculture" which states: "means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilitates, manure storages, value-retaining facilitates, and accommodation for full time labour when the size and nature of the operation requires additional employment". Ben and Morgan do not raise their chickens for food, fur or fibre. They have never sold the eggs, which in the case of Ben's and Morgan's chicken's are simply a by-product of the pet. They regularly give the eggs to their neighbours, friends and family for free. They do not eat their chickens nor do they raise them for fur. In short, their chickens are strictly pets. There is nothing in the City's Zoning By-law which states that chickens cannot be kept as pets and I'm assuming that By-law Enforcement would	This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.

			not take a similar position that fish kept as pets are prohibited in residential zones in Welland. In addition to Ben and Morgan's chickens, they also have an extensive backyard garden in which Ben grows grapes and a multitude of vegetables. At the time of inspection, I'm sure the By-law Enforcement Officer noticed the extensive garden and vines, however the notice received today did not state that the growing of crops including horticulture crops was in contravention of the City's Zoning By-law as is clear in the definition of agriculture which according to the City's similar interpretation of chickens, only permits the growing of crops in Agriculture, Rural Residential and Rural Employment zones. Technically, in accordance with the Zoning By-law, residents in residential zones would be prohibited from growing any type of crop, including for example tomatoes, and grape vines. In short, clear, transparent regulations which allow for responsible ownership of chickens in residential zones is required to allow for chickens to be accommodated in a manner that does not create land use conflicts. Simply relying on an intended piece of legislation, namely the City's Zoning By-law to prohibit chickens does not provide the municipality with effective rules to regulate or prohibit chickens within residential zones. On behalf of Ben and Morgan, I request that you support Councillor McLeod's motion tonight and direct Staff to prepare a report to investigate how backyard chickens can be accommodated and provide clear regulations for all.	

Vanessa Milley	340 Kingsway, Welland, ON	Friday, March 26, 2021	I am writing to you today to speak about Urban Chickens. I understand each municipality in Ontario is making their own decision to allow or disallow urban chickens. I would like to recommend Welland revisit their current position to not allow any pets beyond Dogs and Cats. A wide variety or small animals make very nice pets and additions to the richness of our communities families lives. Families have over time enjoyed the keeping of bunnies, chickens, quail, ducks; in some cases where there is a lot of room, geese, swans, pet pigs and miniature goats. I understand from time to time the city is called with a complaint about domestic poultry, and responded with requiring the removal of the animals of levying fines. This is disappointing to those who are caring for their pets poultry as they would for any other animal Keeping these kinds of pets is life enriching for families with children as children can learn how to care for the animals and have the benefit of the comradery and relationships pets offer. For families without children these kinds of pets provide a healthy life enriching comfort and something to care for. Pet keeping is often recommended to singles and the elderly as a healthy life choice. Animals like the chickens, quail and ducks have the added bonus of eggs. It is a special joy to go out in one's own back yard and collect fresh eggs to breakfast or baking. This letter is focused on Urban Chickens, but with an expectation that perhaps any bylaw changes, or zoning variances also include bunnies, quail and ducks, as they are of a similar size, and require a similar size housing need. Perhaps a separate bylaw variance needs to be considered for pet miniature goats and pet miniature pigs, geese and swans. I recommend against Guinea fowl as they are known to be quite loud – great tick eaters, - but loud. Some but not all of the reasons Chickens and other fowl are ideal for any	This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.

			average backyarders: Small & relatively quiet (no roosters){much quieter than a barking dog} If cared for properly are not a smell issue {an uncleaned up after dog creates equal or more smell, and if the neighbor's cat uses under your porch as a toilet, it is definitely a smell issue}. If cared for properly outdoor bird pets are not messy animals {they definitely make less mess than the plethora of Canada Geese that are everywhere here}. Birds are exceptional bug eaters, so help to control insect populations; they particularly like to seek out ticks. Which is important in the Niagara area, as we are an area known for a lot of ticks. Birds will pick through the grass they are on picking out tasty weeds. Hens who are allowed to roam freely in their own yard naturally return home at night to roost in their own coop. Hens are relatively quiet, unless they feel threatened, then like any animal they will make noise. The Roosters are the really loud ones and are not appropriate for anyone with neighbors. Caring for chickens is good for children, it can teach them responsibility, and how the food chain works. Raising your own chickens and harvesting their eggs is a great way to manage the chicken's food sources and potentially decreasing egg sensitivity. Chickens can be fed kitchen scraps as part of their diet, reducing the amount of green waste a family produces. For the home Gardner, allowing the chickens to roam in the garden enclosure at the end of season will not only clean up the spent garden plants but leave behind a natural fertilizer to fortify next year's crops. For the home Gardner chickens can help manage the small pop up weeds that grow between the mature garden plants. Raising small outdoor pets like chickens, ducks, quail, rabbits, or pigeons; can help connect a person with the land we live on grounding us to our environment. During this season of COVID, pets both	

			indoor and outdoor were very supportive to comfort, positive mental health, and a reminder that as much as our world has changed, somethings will remain the same. This is a good stress reducer. Some of the challenges that are cited by those not in support of urban chickens and the like: Smell – not an issue if coops are properly cleaned and refuse is properly disposed of. Mess – not an issue if coops are properly cleaned, and in maintained in good repair. Unsightly – not an issue if coops and runs are in good repair and structured to compliment the surrounding neighborhood. Noisy – If there are only hens kept, they may do some clucking, and make noise if harassed, they are not generally noisy. Further to this Chickens do not “wake up” until the sun comes up, and they do not cluck or chatter until they come out into their yard in the morning. The chicken’s morning time is dependent on their keeper opening up their doors so they can come out. Additionally they all go home to their coop each night as the light of the day begins to fade. So quietly go to bed well before dark. Manure pile – not an issue if bylaws prevent open piling of coop refuse, properly disposed coop refuse is no different from cat litter, dog pile clean up, or diapers. Proper respectful management and disposal is the key. Increased scavengers (rats, raccoons) – not a problem if feed is properly stored; not a problem if animals are not overfed and left over food left out; not a problem if coop and run are secured leaving no value to scavengers hanging around. This is also no greater risk with urban chickens and the like that there would be if a family chose	

			to store their dog food outside, or put their cat food outside on the back deck. Or stored their garbage and recycling outside. The scavenger draw would be identical. Increased predators (weasels, ferrets, mink, fox, coyote) – not a problem if coop and run are clean; not a problem if coop and run are secure; no greater problem than a family whose small dogs and cats are out of doors unsupervised or at large. If coops and runs are clean and in good repair a predator will not have a big draw to come in, and will have no reason to stay, as they will have received no benefit to have come by. I am an advocate of the benefits of urban chickens and the like, but understand there needs to be proper boundaries and expectations. After all our communities are most comfortable when we are all operating under the social structure of bylaws and polices we are all comfortable with. I would like to recommend: Rather than having a ban on all pets other than dogs and cats, Rather than sending out bylaw officers to investigate complaints, Rather than sending out a letter informing the constituent that they will be fined if they do not rehome or destroy their pets. Instead of all of these – draft a new bylaw for a permit to have urban chickens and the like. I would recommend there be an annual permit fee for all Backyarders, with the expectation they fulfill all the requirements of the Bylaw/permit. For example Annual renewal of the permit – with a one size fits all fee, or a fee per animal (fee per animal could help with the city's awareness of the numbers of outdoor pets – if this matters to the city). Minimum of 2 birds, or rabbits (as these are social animals, and keeping only one would be cruel to the animal). Animals must have a coop structures that is separate from the main house or garage, but may not along with other out buildings occupy more that 10%	

			of the total property (this is the same 10% I understand pertains to sheds/garages/ and out buildings of other kinds). Animals must have a minimum of 3 square feet of coop space each, and 4 square feet of run space each. (This is the general recommendation for coop building; the permit/bylaw needs to respect the animals as well as the people). Coop and run structures must be in good repair, and appropriate for the surrounding neighborhood. Coop and run must be in the back yard of the home. All permanent structures must be a minimum of 3 meters from any other buildings or the property line Animals must have appropriate food and water available to them. Animals may not free range beyond their owner's property. Animals may not be in the front/street view, of the family home. Any lighting for the coop may not be shining towards any neighboring homes. All coop's and runs must be regularly cleaned, and maintained to be in a clean state. All refuse from cleaning of coops and runs must be either; contained in a yard waste sack and put out for green waste pick up; contained in yard waste sack and delivered to the city dump green recycling; deposited in an enclosed composter; or buried. No refuse may be deposited in an open composter, or stored for any length of time in any form of pile in the owner's yard. All feed must be stored in a sealed container or cabinet, within a structure or building. It must not be exposed to the elements, or available to natural wildlife. There is to be no keeping of Roosters, as they are too loud. There is to be no Guinea fowl, as they are too loud. There are to be none of the avian animals noted in the exotic pets bylaw – 7540 Pet pigs and goats, are not covered by this permit/bylaw. I recommend a separate bylaw/permit for the keeping of per pigs, pet goats, geese or swans. I understand the city receives complaints currently	

			regarding the keeping of pet chickens. I understand the city is required to investigate and seek removal of the pets. I understand this is a administration/cost burden to the city. I believe a change to bylaw/creation of a permit for the keeping of Chickens and the like could potentially elevate the cost demand, as a permit can come with an annual fee. I believe the city's investigation of any complaints will be to support compliance to the permit criteria, which is best for the urban chicken keeper as well as the surrounding neighbors. I believe the occurrence of current complaints may or may not change, but with a bylaw/permit guideline if observed should diminish or limit complaints. I additionally believe people call in dog & cat complaints regularly, and this has not caused the city to choose to disallow these as pets, instead the city sees the value of the pets and seeks to maintain boundaries on their owners of the pets in support of the community.	
Debi Katsmar		Tuesday, September 6, 2022	I am very much in favour of urban farming – specifically the ability to have chickens. I have always loved my farm fresh eggs, and prefer to have my own chickens accordingly. They are easily kept, and in today's marketplace there are numerous small chicken coops on the market to make housing them properly easy for the protection of the chicken and neighbours alike. I have had	This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be

			a farm with over 30 chickens in years past, and have had back yard chickens as well since no longer having a farm. Chickens themselves are relatively quiet (soft cooing) and provide a source of eggs for the family. They will also help with organic waste – as chickens will eat household leftovers, ie: table scraps, cobs of corn, squash and pumpkin shells, fruit and more… I believe if chickens are allowed • the number of chickens on the property should be based on the size of the property. • Having a secure, enclosed area to house the chickens with a run for them. I do not believe they should roam free on the entire property. • Not allow roosters, (the reason for this is – the roosters are the noisy ones, and can be aggressive). Also, if there is no rooster present, the eggs will not be fertilized and remain as eggs, not developing into chicks if the eggs are not collected – (controls population of the chickens on the property and less chance of neglect due to over abundance of the chickens by an owner).	recommended as part of the Zoning By-law Update and a separate By-law.
Vanessa Milley	340 Kingsway, Welland, ON	Thursday, May 5, 2022	I would hope if urban chickens are allowed quail may also be allowed, but I noticed ducks are generally still not allowed - I understand this as they are a good messier for an urban plan to manage, they I understand with them being water foul they have a greater possibility of carrying illness than land based birds. I personally am not looking to have rabbits but I understand other families are interested in raising these as well, but I am not sure the current bylaw disallows them anyhow. We will continue to be patient and hope for good things for next summer - for now we will continue to spray for the ticks, keep our property clear and wish the city would improve the ditch that far too passively drains the backs of all our wet yards	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.

			out here in Dain city. (this is part of the tick issue around here)	
Grant Durfey		Friday, March 4, 2022	I am a resident of Welland and live in Ward two of the city and am emailing you today about the ability to raise backyard chickens in Welland. Currently Welland bylaws do not allow this which I find to be a very outdated position. Chickens are not only quieter than other pets currently allowed (dogs for example) they also provide multiple direct benefits. Not only do chickens provide food in the form of eggs, they are also great at controlling the tick population. With the increasing number of ticks in our area that can spread Lyme disease, having a natural way to reduce that population is essential and more nature friendly than chemical forms of control. Further benefits of chickens can be found here. Lastly, I am an emergency management/disaster management professional by trade and chickens provide a great and cheap way to address local food insecurity. In addition to backyard vegetable gardens, eggs and possible meat from chickens can provide a cheap and healthy supplement to regular diets, reducing food costs, especially as chickens can eat your left over food scraps. This allows for friendly and healthy food composting. I hope Welland looks at changing this bylaw as I would like to raise chickens in my yard, but right now the City is the only thing stopping me from being able to do this is in a safe, healthy way.	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.
Melissa McGlashan	490 Clare Avenue, Welland, ON	Tuesday, October 12, 2021	I am writing to provide public input into Welland's next Official Plan. In this email I would specifically like to discuss urban farming. These past 18 months many Welland residents have been isolated at home due to the	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further

			ongoing public health emergency, and this has led many people to look for ways to stay active and engaged on their own property (whether they own or rent). There are Welland residents interested in having chickens on their property for various reasons. Chickens can be limited in number, restricted to hens only, and kept away from property lines. They can be fed healthy food as simple and fresh as vegetable compost, such as cucumber and carrot peels. They produce healthy eggs which residents can consume themselves meaning that all farming can be recreational and not-for-profit. These practices are highly educational for children and teach them about farming, sustainability, and get them outdoors. It has also been suggested that chickens can help prevent spread of tick-borne illnesses (such as Lyme disease) by eating ticks. Several cities, including Toronto which currently has a pilot project, have already put bylaws in place to permit very limited urban farming such as keeping hens. These bylaws can limit the number of hens, make requirements of their shelter, dictate distance from property lines, and require inspection. I find it difficult to comprehend that a resident of Toronto can have hens, but a resident of Welland in the beautiful, agricultural Region of Niagara, cannot. I would like to see the City of Welland make proposals in its newly drafted Official Plan for urban farming, at a minimum to allow for keeping of chickens within the urban boundary. There are many other cities with such bylaws whose experience we can draw on to create a bylaw that suits the needs of residents. In addition, council retains the ability to amend the bylaw going forward as the need arises.	provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.

Melissa McGlashan	490 Clare Avenue, Welland, ON	Monday, April 11, 2022	My children were greatly saddened to see during our walk today the photo attached to this email. They could not imagine a member of our community being so heartless as to demand that a family get rid of their animals. As indicated in the sign in the photo, urban chickens are being considered in the new official plan. I have seen motions come to council regarding urban chickens several times during this term, and the response has always been to do nothing now, but to refer it to the new official plan. These past 2 years many Welland residents have been isolated at home due to the ongoing public health emergency, and this has led many people to look for ways to stay active and engaged on their own property (whether they own or rent). There are Welland residents interested in having chickens on their property for various reasons. Chickens can be limited in number, restricted to hens only, and kept away from property lines. They can be fed healthy food as simple and fresh as vegetable compost, such as cucumber and carrot peels. They produce healthy eggs which residents can consume themselves meaning that all farming can be recreational and not-for-profit. These practices are highly educational for children and teach them about farming, sustainability, and get them outdoors. Chickens can also help prevent spread of tick-borne illnesses (such as Lyme disease) by eating ticks. Please read the article in the attached link. The urban chicken program in Toronto has led, far from trouble, but instead to a recommendation to expand the program. As the article states, "Doing nothing is always easier than doing something. But new ideas are how cities get better." https://www.thestar.com/opinion/contributors/2022/03/22/critics-cried-fowl-over-torontosbackyard-chicken-program-four-years-later-its-ready-to-spread-its-wings.html Please	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.

			include bylaws and regulations in the new official plan that permit limited urban farming in our city	
Kristen and Nicholas Cartmell	53 McCrae Drive, Welland ON	Wednesday, August 31, 2022	I am writing to inform the city council that family and I would love to see urban farming allowed in Welland. With the rising cost of food, inflation, gas, and the looming economic crash, families are having a hard time providing for their families. We have 3 small children and it's becoming increasingly difficult to support them on a single income. Being able to have a few ducks on our property would help with the grocery bill.	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.
Carole & Bruce Saalmans		Thursday, June 27, 2024	We are against chickens being allowed in urban areas. There is a house near me that has hens. They are loud. We sleep with our windows open and it is close to our neighbour's fence. If there was chickens there they would wake us up at sunrise. Chicken coops smell if not cleaned regularly and attract rats and mice. Who would be on call to complain to? Chickens being present on the other side of the fence would drive our dog crazy. She is rescue from up north and was capturing her own food. She would bark at them and then we would have to deal with complaints. Where would an urban farm by law lead to? There are miniature horses and cows would those be allowed. What about goats and sheep to keep lawns cut?	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. City Staff are of the opinion that 4 hens is an appropriate number to mitigate perceived nuisances. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.

			Leave the farm animals on the farm where they have the space to be accommodated without disturbing neighbour's and costing tax payers money for by law enforcement.	
Robyn and Corey Haslam		Monday, July 8, 2024	I’m just emailing to ask you to lift the backyard chicken ban in Welland. No one should be limited on how/where they get their food source.	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.

Steph McCormick		Monday, July 8, 2024	I heard from a friend of mine that lives in Welland, that you're considering allowing backyard chickens?! I think this is a fantastic and exciting idea! I live in St Catharines, but plan to move in the next year. Silly as it may seem to some, if Welland allows chickens, I'd happily buy a home in your city! I went to elementary and high school there, and a few of my dearest friends still live in Welland. I'm an avid gardener, and it's been a dream of mine to have a small flock of chickens as the next step in my hobby of growing good food for my family and community. Anyway, I just wanted to let you know my thoughts on this idea. It's an enthusiastic yes please from me, a potential future homeowner in your city!	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.
Kimbra Claveau		Monday, July 8, 2024	Good morning! I am emailing in favour of allowing backyard chickens. Chickens are loving and friendly and chickens like silkies are clean and very quiet and cuddly! As long as coops are maintained wellanders pay very high taxes and should be allowed to do what we wish with our yards (within reason, of course.) Many of us heavily rely on our gardens for food and would love to have our own eggs as well. Grocery store prices are outrageous.	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.
Melinda Walker		Wednesday, July 3, 2024	As a welland resident i am in favour for urban chickens for many reasons. Fresh, Home-Grown Eggs. One of the primary reasons people keep backyard chickens is for fresh, home-grown eggs they help with pest control, waste reduction, mental and physical health, and education purposes for my 4 year old son, teaches a	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be

			sense of responsibility aswell! Having laying hens would be phenomenal!	recommended as part of the Zoning By-law Update and a separate By-law.
Ashley Annable		Monday, July 8, 2024	Hi my name is Ashley Annable. I want you to know that I am definitely in favour of backyard chickens! Please reconsidering allowing the residents of Welland to have them again.	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.
Tammy Tomassetti		Wednesday, July 3, 2024	I'm righting this as a long time Welland resident. To allow urban chickens to be apart of our bylaws, gives us a Great place to raise hens and have our own eggs. It teaches our kids the importance of self sufficiency. It gives us as residence a chance to save a small amount of money and pride to raise our own food. Allowing us to have a few hens in a safe size cope fenced is not bothering anyone around. Please consider passing the bylaw to allow a few hens	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.
Karyn		Monday, July 8, 2024	Hi my name is Karyn. I want to let you know that I'm in favour of backyard chickens! Please reconsider allowing the people from Welland to have them again.	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.

Mariam Gibbons	14 Glen View	Tuesday, July 30, 2024	I have read the Official Plan with interest. Page 47 Section 4.2.2.2.5 regarding the raising of chickens concerns me. Feeding chickens is a necessity and with it comes mice and rats that also enjoy being fed. As a farm girl from long ago, I am fully aware of the short life span and end of life process for chickens. I do not support this initiative.	This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. City Staff are of the opinion that 4 hens is an appropriate number to mitigate perceived nuisances. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law.
Emma Naar		March 10, 2025	Our family moved to Welland a few years ago and have been residents in the River rd area neighbourhood. I'm writing in hopes that we can get the city to reconsider their chicken by laws. Not only are chickens significantly less of a disturbance than dogs, there's many added benefits to having chickens, including a reduction on landfill waste for the city to deal with, specifically organics. Not to mention the	Thank you for your comments. This Plan is recommending to permit a maximum of four (4) chickens, no roosters, per property in the residential low density designation.

			contribution to sustainable living which is a benefit to any society. Strongly hope the council sees the benefit of allowing chickens and follows suit with many other cities around Ontario.	
GENERAL COMMENTS RECEIVED				
Michael Belcastro, President, Doral Holdings Limited/Seaway Mall Alanna Galeota, Director of Operations, Doral Holdings/Seaway Mall		Thursday, July 7, 2022	As noted, we have reviewed the background materials associated with the development of the Policy Direction Report including the Economy Background Review. Nowhere in that Review is there any mention whatsoever of the Eastern Approach nor in the Policy Direction Report save for the proposed recommendation to delete the Eastern Approach designation. While there may be some rationale for the proposed recommendation, we would appreciate that rationale being shared with us. Further, could you clarify whether the proposed deletion was the result of a request by a third party? For your convenience the current Official Plan policies for the Eastern Approach are set out below: “4.4.2.4 Eastern Approach 4.4.2.4.A Planned Function. The Eastern Approach is intended to serve as a regional focus of retail and service activity in the City in an unenclosed shopping centre with generally large scale freestanding facilities containing new large format retail (“big box”) stores. 4.4.2.4.B Permitted Uses - East Side: Permitted uses on the East Side of the Eastern Approach are limited to one department store, a home and auto supply store, business offices, personal service establishments, banks, restaurants, fast food outlets and other such	Rationale for removal of the Eastern Approach has been provided in the staff recommendation for the OP report to Council. The consent provisions have been updated to provide for no maximum number of consent. Enabling policies have been created for Community Planning Permit system. The City has provided enabling policies for minor zoning by-law amendments and community planning permit systems.

			complementary uses, provided the minimum gross floor area per unit for each non-department store DSTM use is 4,000 square feet. West Side : Permitted retail uses on the West Side of the Eastern Approach are limited to one home improvement store. Big box retail and wholesale uses are permitted on the undeveloped portion of the West Side, south and west of the existing home improvement store, provided that they are consistent with policies 4.4.3.2, 4.4.3.3 and 4.4.3.5 of this Plan. A range of commercial service uses, including automobile dealerships, service stations, restaurants, fast food outlets, business service establishments, business offices, banks, commercial recreation uses, hotels, motels and call centres as well as fabricating and processing establishments and warehousing operations are also permitted on the site. 4.4.2.4.C Scale The Eastern Approach will be planned to provide for a total of up 448,000 square feet of commercial retail and complementary service type uses, comprised of the following: East Side i. One 177,500 square foot department store; ii. One 101,000 square foot home and auto supply store; and iii. 45,000 square feet non-department store DSTM and/or complementary service type uses. West Side i. One 124,500 square foot home improvement store (including 50,700 square feet of storage, 17,500 square feet for a garden centre and 56,300 square feet for a home improvement store). ii. Other uses (see 4.4.2.4.B) are also permitted on the site. 4.4.2.4.D Minimum Floor Size: The minimum floor size for commercial retail units is 4,000 square feet.” As you may	

			or may not be aware the current above noted Official Plan provisions were the result of protracted negotiations between the Calloway REIT (Welland) Inc. and the City of Welland. For further background, we wish to advise that in August of 2013 Calloway REIT (Welland) Inc. made a second settlement offer to the City of Welland the results of which are reflected in the current Official Plan policies. The policies were confirmed by OMB order PL111171 issued by board member M.C. Denhez on 13 May 2014. As noted in the decision and supporting documents, Doral Holdings Limited/Seaway Mall was a party to the negotiations but not directly involved in the negotiations between the City and Calloway REIT (Welland) Inc. To now have those policies abandon without explanation, rationale or comment is for us problematic. Additionally, please advise if it is the intention of the City to delete Policy 4.4.3.5 of the current Official Plan which reads as follows: “4.4.3.5 Major Applications Market Impact Studies and Peer Reviews are required for all major applications, including expansions and redevelopment proposals. The City, in consultation with the Region, reserves the right to determine what constitutes a major application based on a series of qualitative and quantitative criteria. Generally, major applications are defined as any application greater than 30,000 square feet. However, size alone should not be considered the sole factor in determining what constitutes a major application. Applications proposing less than 30,000 square feet may still be considered a “major application” within the context of any one of the following: i. The need for the proposed use;	

			ii. Location, size and scale of the proposed development; iii. Potential for compatibility issues; iv. Potential market impacts on the City's existing and planned commercial structure; v. The potential for negative impacts on the natural environment; vi. The adequacy of the existing transportation infrastructure, including pedestrian, transit and cycling infrastructure, serving the proposed use; or, vii. The adequacy of the existing water and waste water infrastructure and other municipal services." Again, this Policy was developed as part of the protracted negotiations between Calloway REIT (Welland) Inc. and the City of Welland referenced earlier. In our view Policy 4.4.3.5 Major Applications should be retained or if it is to be removed some explanation/rationale given for its removal. We wish to support and in fact recommend to Council that the City adopt in their entirety the Recommendations in the Implementation Section of the Policy Directions Report as reproduced below: "Recommendations • Section 7.9.1 of the Official Plan should be updated to eliminate the maximum number of lots that can be created through the consent process within the Urban Area; • An additional section should be included within Section 7 of the Official Plan to include the required enabling policies for the establishment of a Community Planning Permit (CPP) By-law. This should be done to ensure that should the City decide to implement a CPP By-law in the future, that an Official Plan Amendment will not be required at that time. The enabling policies must address the matters set out in the applicable Provincial Legislation, including the following key matters:	

			o The location for which the CPP By-law will apply; and o A list of what the CPP By-law will address, which should include permitted and discretionary uses, performance standards, requirements for notification, the process of amending or varying the by-law, and the establishment of classes of development permits. • It is recommended that the enabling policies establish that the entire City be identified as an area where the CPP By-law could apply". Finally, we would also recommend that any planning approval that can be delegated to staff be so delegated. With an increasingly competitive development environment time becomes an even more important element to the success of the City. Shovel ready lands, as pointed out in the Economy Background Review, are important but getting development, which meets all City regulatory requirements, approved, and initiated is essential and ought to be one of the overarching priorities in the implementation of the new Official Plan.	
Michael Belcastro, President, Doral Holdings Limited/Seaway Mall Alanna Galeota, Director of Operations, Doral Holdings/Seaway Mall		Tuesday, July 9, 2024	1) Page 70 Section 4.4.2.3.2 Permitted Uses in the Regional Shopping Centre Node would permit residential uses in mixed use buildings. Doral is fully supportive of this policy addition and would encourage Council to approve this measure. 2) Page 70 Section 4.4.2.3.3 Scale (i). We wish to advise that with the demolition of the former Target department store that the Seaway Mall has a footprint of some 42,275 square metres in area versus the 54,500 square metres noted in the draft Official Plan. However, we would wish that the redistribution of that commercial space be restricted to the Regional Shopping Centre Node designation and further that any redevelopment of the Seaway Mall to accommodate all or a portion of the	1) No action 2) Thank you for this information. Provision indicates that there is no maximum for commercial space. 3) No action. Staff recommend height to remain at 16 storeys. The Regional Shopping Node previously did not permit mixed uses. Environmental features identified on 18 Woodlawn Road have been appropriately refined.

			demolished space be specifically exempt from Policy 4.4.3.5 in its entirety. 3) Page 70 Section 4.4.2.3.3 Scale (ii) We again wish to support the addition of mixed commercial/residential uses to the land uses designation and would again encourage Council to approve the measure. Additionally, the City may also wish to consider an increase in building height to 20 to 22 stories especially where there is no abutting low rise residential development. 4) Page 106 policy Location of Natural Heritage System 6.3.4 (vi) Significant Woodlands and (vii) Other Woodlands and the mapping of same on Schedule C1 Components of the Core Natural Heritage System. The current OP shows significant lands in the Northen Reach as having Significant Woodlands,. However, the update shows no such woodlands. Further the updated OP shows a Significant Woodland on Doral Lands (18 Woodlawn Road) whereas the current OP does not show such woodlands. We understand that the Northern Reach has been largely cleared by the current owner while the lands were held by the City. Recollection suggests that part of the rationale for a woodland to be judged as “significant” is its relationship to other woodlands. In as much as the larger woodlands on the Northern Reach have been cleared, we would wish to see the Woodlands designation, “Significant” and/or “Other” removed from the 18 Woodlawn Road lands. There is also some question about the value of the “woodlands” on 18 Woodlawn Road. Previous reviews of the tree cover make reference to significant amounts of dead ash on the lands. Finally, the title of Schedule C1 should delete the word Core as the text at page 105 has deleted the term.	

Scott Loudon, Director, Real Estate Development, LFL Group	777-803 Niagara Street, Welland, ON	Tuesday, January 9, 2024	We are owners of land located at 777-803 Niagara Street in Welland, ON. The site is improved with Leon's Furniture and Peavey Mart retail stores. The remainder of the site is used for parking / vacant. These lands are currently designated Regional Shopping Node in the City's Official Plan (as adopted May 4, 2010) and currently limited to commercial uses. We have submitted a Site Plan Application to the City and are proposing to demolish and reconstruct the Leon's store in the north-west portion of the site, as well as adding ancillary retail uses primarily located along the Niagara Street frontage. We believe residential use(s) is appropriate at this location, especially in context of residential uses being proposed (and permitted) at nearby sites located on Niagara Street, such as Seaway Mall. We are hereby recommending the following amendments to the Regional Shopping Node designation in the City's Official Plan, specifically concerning the lands located at 777-803 Niagara Street: - By amending "Section 8" to include the following permitted uses for the Regional Shopping Node designation: o Short-Term Rental o Dwelling, Apartments o Dwelling, Converted 2 o Dwelling, Multiple o Dwelling Units Above Permitted Uses Residential permissions should allow flexibility for low, medium, and high-density buildings. At this stage, our analysis and recommendation pertain to only the lands located at 777-803 Niagara Street. Allowing for the previously referenced permitted uses in the Regional Shopping Node OP designation, will assist the City's efforts in meeting the necessary housing targets set by the Province. It will also help to enhance and promote vibrant and healthy communities.	The Regional Shopping Node has been amended to permit residential uses in mixed-use buildings. Specific residential built-forms permissions will be considered at The time of updating The Zoning By-law.

Richard TenDen	48 St. George Street, Welland, ON		My perspective is not only as a life-long citizen of Welland but as a Developer/Builder located in Welland, working around Niagara. I believe the Official Plan Review Regionally and Municipally is of huge importance and has the opportunity to enhance our communities within Niagara not just to deal with housing intensification but encourage and protect enhancements for Recreational, Cultural and Community living for all. Many comments from the meeting echoed that sentiment as well as protection of agricultural lands, connections to parks, enhancements along the Recreational Canal and Merritt Island. All of these things will become ever more important as our population sees unprecedented growth within the next 30 years. Many of the other comments also favoured increased densities and intensifications in order to stop urban sprawl and damage Natural Heritage Lands. I agree with that sentiment. As in-fill builders we see the benefits of evolving, changing neighbourhoods. New families move in, children breathe new life into old residential neighbourhoods. Infill development and intensification offers a partial solution to the Housing Crisis and supports Attainable Housing. These intensified lands and projects offer value to purchasers and uses existing services, roads, infrastructure both Municipally and Regionally. I would strongly support changes, revisions to the existing Official Plan that not only encourages In-fill, intensification projects but further enhances and rewards those possibilities. Currently there is much discussion about housing issues and possible solutions. Terms such as Inclusionary Zoning, Missing Middle development, Gentle Density increases, Affordable Housing and Attainable Housing are all thrown into the mix and become easy catch words. While we wholeheartedly support these ideas the reality is	The updated Official Plan supports infill and intensification by proposing the following (including but not limited to): Increased intensification target, increased densities, increased residential building heights, denser residential unit types permissions in low density designations, permitting residential uses in commercial designations. These changes fall in line with provincial interest.

			NIMBYism is the roadblock to many of these. I believe changes to the Official Plan(s) need to address the process and firmly include these in upcoming revisions. I am concerned about changes coming from Provincial, Federal and Regional levels that may not get reflected into Official Plan Revisions, Planning Policies and Zoning Regulations.	

Kiron D. Bondale		Thursday, May 23, 2024	The page numbers are the PDF document numbers, not the printed page numbers on the pages. Page 18, point xii: The "where possible" should be removed given Welland's current lower than idea tree canopy coverage Page 25, Housing Forecast Growth image: Wouldn't this be met within the next ten years by current planned projects including Warbler Place & LIV? Page 52, 4.2.2.2.5: Is this within the urban boundaries of Welland or in the agricultural areas? If the former, wasn't this supposed to be brought to Council as a separate item? What risk mitigation measures will be implemented to ensure this doesn't result in unintended consequences such as increasing the rodent problem we have across many parts of the city? Page 53, 4.2.2.4.3: Doubling the maximum height will result in shadow and privacy impacts on adjoining low density residential areas. How will that be avoided? Page 56, Point i (top of page): What does neighborhood character compatibility mean and how does that come into play when a high density area is adjacent to a low density one? Page 56, New sentence in middle of page: "Reduce the impact" is vague. What is an acceptable impact for things like shadow? Other municipalities such as Mississauga have clearly articulated this - e.g. no more than 1 hour impact on existing sunlight duration. Page 56, Last paragraph re: 40% increase in height: That means that a high density high rise building could be as much as 22-23 stories high. There is nothing in Welland which is that	• Numbering resolved. • “Where possible” in Section 2.5.2 x.i.i. • Projection included as part of the Official Plan are minimums. City Staff have updated projections with projections derived from the 2022 Development Charge Background Study • Urban Chickens are to be included in Urban Area. More detailed provisions will be provided in zoning and/or a separate by-law. • Matters such as shadow effect, massing and distance from low rise developments have been considered in Section 4.2.3.6. Similar matters can also be addressed through site plan control and required studies to reduce or mitigate impacts. • Policy 4.2.3.6 does not permit a 40% increase in height. It negates the requirement of an Official Plan Amendment subject to certain criteria. The proposal is still required to be approved for a Zoning By-law Amendment. • The previous Accessory Dwelling policies no longer conform with the Planning Act. Detailed provisions for Accessory Dwellings are more appropriately to be included in Zoning.

			high right now, and that would create a number of issues anywhere other than in the downtown intensification area. Page 56, Last paragraph, first bullet: Again "minimal impact" - that is vague and needs to made a lot more specific to be helpful. Page 59, 4.2.3.13: Why have the guidelines and constraints on accessory building units been removed? This means someone could choose to rent out a 12x12" garden shed? Page 155, 8.2.6, last sentence: Given Welland's current below norm tree canopy level, it would be good to change "may" to "shall". Page 164, 9.2.30: There needs to be something added with regards to preserving and protecting existing public art to ensure we don't lose significant contributions such as many of the murals	• Language concerning a Tree Canopy Target has been changed to “shall”. The protection of existing public art is a matter that is more appropriately to be considered in a Cultural Master Plan.

Travers Fitzpatrick		Sunday, June 9, 2024	1. Page 29 policy 3.4.4.2.5 Incentives – I believe the second line should say “This will include butis not limited to programs offered through the Brownfield Community Improvement Plan” I think the word to is missing in the original draft. 2. Page 43 policy 4.1.3.10 Bonusing. Not sure why the previously included bonusing polities are proposed to be removed. Bonusing can assist in achieving desired results without public money having to be expended. The following policy Agreements should also be revisited if bousing is left in place. (To be clear I haven’t kept up with all of the changes to the Planning Act so the answer might be – Not permitted any more. 3. Page 47 -policy 4.2.2.2.5 Chickens is a bad idea and an invitation for conflict between neighbours. 4. Pages 47 & 48 policy 4.2.2.3.4 Design. There is a reference to increasing density with a Plan amendment where underground parking is proposed in medium density development. There is however no firm upside of the densities that may be permitted. Reference to design standards of the Plan is looking for arguments. A firm upside density is suggested. 5. Page 48 - policy 4.2.2.4.1 - High Density Residential Planned Function. There is a reference to a minimum density of 75 uph which is in order save and except if there are geological factors which make it excessively expensive to meet that density. The owner is then forced to apply for an OPA to reduce the density. As an example 16 Seaway Drive where Toth had to do an OPA due to	1. Grammar error has been corrected. 2. Bonusing is no longer permitted and has been replaced with Community Benefits Charges. 3. Only a maximum of four chickens is recommended to mitigate and perceived nuisances. More detailed policy for Urban Chickens will be utilized in Zoning and/or a separate By-law. 4. Providing a maximum density is not recommended as built form and height must still be complied with as well as zoning provisions. Reference to design policies has been removed and made to be consistent with the High Density Designation structured parking provisions. 5. See Section 4.2.3.3. where geotechnical constraints have been included for consideration to reduce density requirements. 6. See response #4. 7. Similar wording has been included. 8. Discretion is to be left to the director as the level of constraints can range greatly as well as corrective measures. Geotechnical constraints have been included. 9. This is noted however there are several other properties adjacent to the listed Plazas/Centres that are also designated as CCN.

			the soils. I would suggest a comment on geology in the policy given some of the lands along the former Canal may be problematic due to soil conditions/geology. 6. Page 49 – policy 4.2.2.4.4 Design. Same comment as # 4 above. 7. Page - policy 4.2.3.3 Location of Elementary School Sites. I would suggest additional wording that would see the City “encourage local school boards to consider shared school sites” rather than use up serviced land for duplicate sites at increased expense to the public. 8. Pages 56 & 57 – policy Density Requirements. The idea is good but rather than making an OPA exemption to the discretion of the Director of Planning & Development simply state that given circumstances such as soils/geology/lot configuration density requirements need not be achieved. Discretion can lead to some unwanted commentary from Councillors or the public. 9. Page 69 – policy 4.4.2.1 (iv) Community Commercial Nodes a-f. I would suggest that municipal addresses be added to each of the nodes so that people can identify their locations. 10. Page 70 Policy 4.4.2.3.3, Scale of the Draft OP states: “The Regional Shopping Node should be planned to accommodate approximately a minimum 54,500 square metres (585,000sq.ft.) of enclosed commercial space within the Seaway Mall and an additional 46,500 square metres of commercial space surrounding the Mall along Niagara Street for a total of approximately 1.085 million square feet 100,800 square metres of gross floor	10. This figure has been reduced by 12,000 sq.m. to acknowledge the removal of enclosed commercial space at the Seaway Mall. Requirement for a Market Impact Assessment has been removed for what was considered major commercial applications in the prior version of the OP. This would relieve any discretionary issues.

			area commercial space." I am not sure that this is the correct size of the Mall after the demolition of the Target store. 11. Pages 76 & 77 policy 4.4.3.5 Major Applications. I would suggest that the original text remain in place, with the exception of excluding the Region in any consideration, so as to avoid any negative comments about discretion exercised by the Director. (see comment 8 above)	
Tia DeAgazio		Thursday, May 26, 2022	Where is Welland's tree canopy by-law, that Councillor Bonnie Fokkens put forward? C'mon Welland, if big, bad Toronto can do it, so can we! Here is a picture my friend took of Rosedale Valley Road in Toronto, and his caption: "The tree canopy in Toronto is amazing in places. I'm so happy now that everything is green and beautiful again."	A Forestry Policy is being developed in collaboration with this OP Update. Recommendations regarding how the City can enhance/protect its Tree Canopy will be derived out of this policy. This may include the development of a Tree By-law.
Councillor Graham Speck		Tuesday, March 28, 2023	So the expansion of the health and wellness downtown cluster and the allowance of shipping containers on A1 agricultural lands are the two things I would like to see in the new plan.	The CIP Area expansion will be considered as part of the DHWC and Brownfield CIPs update. Policy 14.10.2.1 of this Plan speak to the City considering CIP Area Expansion. Policy 5.1.2.2 now permits one sea can on Agriculturally Designated properties.

Highlights of Growing Welland Discussion (Nora Reid)		Thursday, March 24, 2022	What Welland is doing Well • Welland has a lot of good parks • Welland has great waterfront areas that could be better animated for public use • Welland has developed some good downtown improvement plans that should be dusted off and put into effect • Welland has some great community recreational/social/cultural venues • The people of Welland are friendly and committed to their community • New people moving into the community are bringing new energy and ideas What Welland Could Do Better • Implement Downtown improvement plans • Better protect heritage buildings that give the Downtown, especially, its character • Create great public spaces like squares, interesting parkettes, pedestrian areas, green areas with benches and seating, multi-use spaces that can be put to different uses • Value volunteers more — to difficult (too much bureaucracy) to get community improvements achieved; too many suggestions from volunteer groups and committees are ignored • Stop creating car dependent communities; new developments should have higher density, more types of housing that are more affordable; over-building of single-family homes in within new greenfield areas is not meeting community needs/addressing affordability concerns • Elected Officials should have a better understanding of planning both from a policy perspective and from an	Thank you for providing these comments. Per the second set of bullets: • Welland is in the process of updating it's DHWC CIP. That said, the current DHWC CIP has the greatest uptake of all of Welland's CIPs. • Policies have been included regarding the encouragement of implementing a Cultural Master Plan. The Downtown CIP Update will consider the urban design and historical characteristics of the Downtown. • New policies have been included to encourage active transportation/create active transportation infrastructure. Higher densities/built forms have been recommended in this draft along with other language to encourage intensification and missing middle development. • Policy 4.1.2.2.10 notes the review of Main and Division Street traffic patterns. This will also be a matter of the DHWC CIP update. Planning processes are held in compliance with provincial policy and legislation. All planning decisions must be consistent with provincial policy.

			urban design perspective as most of their time is spent on planning matters and yet they have no specific training in this area • Main street in Welland is a highway that takes people out of the community. It should be slowed, narrowed, made more pedestrian and bike friendly with wider sidewalks and trees/greenery/spaces for cafe patios to attract people. • Public consultation should be more engaging and meaningful. Citizens should feel that their input has impact.	
Masonry Works		Wednesday, March 9, 2022	We are reaching out to touch base after our recent engagement with your planning team. Masonry Works Council of Ontario is the voice of Ontario's brick, stone and block masonry sector, and we're pleased to provide input to help communities raise the bar on urban design and built form. The neighbourhoods communities plan and build today will be part of the urban fabric for generations. Whether they become the heritage landmarks of the future or the eyesores of the next generation comes down to the decisions urban planners will make today. It makes sense to go into these development projects with a planning vision that	Most matters concerning enforcing exterior design provisions of buildings through Planning Applications have been removed from the Planning Act through Bill 23. That said, this plan includes policies for the encouragement of using the City's Urban Design Guidelines. These Guidelines are also incentivised through the City's CIPs. Policy 14.12.16.1 notes the requirement of a Heritage Impact Assessment where

			prioritizes building the most highquality possible buildings and neighbourhood, ones with the architectural beauty and durability to stand the test of time. Strong urban design policy, enabled through Official Plans and other supporting documents, is vital to ensuring that new communities are built to standards that residents and planners can take pride in, now and in the future. The Province of Ontario has empowered communities, through provisions in the Planning Act, to have significant input into matters of exterior design and character. The applicability of council-approved Urban Design Guidelines has been upheld by the Local Planning Appeals Tribunal in various cases over the years. These powers were granted to communities to be used. For the better part of a decade, Masonry Works has been working with Ontario municipalities to provide advice, recommendations and best practices on policies that can help raise the bar on urban design and built environments at all scales of development. We're pleased to offer recommendations here based on that advice. It's our hope these recommendations will help you develop strong, comprehensive design policies and continue to build tomorrow's heritage neighbourhoods, today. OUR RECOMMENDATIONS We recommend the following adjustments to the Official Plan and supporting planning documents: 1. Ensure that revisions to the OP add an Urban Design section that is both comprehensive and unambiguous. The Complete Communities Background Report identifies adding a section of Urban Design policies that apply city-wide, with placemaking as an important element. This should be followed through on comprehensively, with an eye towards not only issues of massing and siting, but	demolition is proposed for a Heritage building.

			ensuring a high quality of exterior built form. Care should be taken to avoid policy language such as “encouraging high-quality design,” as this is open to interpretation and debate, factors known to delay project approval by leading to disputes between planning staff and builders. Instead, the City should select language that lays out clear objectives, such as specifying the use of durable, natural building materials with long lifespans, such as brick and stone, as primary materials. This objective is also outlined by City staff in the Background Review. 2. Set a higher expectation for compliance with Urban Design Guidelines. Section 4.2.3.17 of the current OP states that, until current design guidelines are completed, proponents will be encouraged to implement Niagara Region’s model design guidelines where feasible. This language is out of date, considering that Welland now has a manual for urban design in place. Nevertheless, the language in this part of the Plan uses the word “encourage” – that is, it does not require conformity with Council-approved Urban Design Guidelines. Past planning appeals have shown that Urban Design Guidelines approved by Council have the same level of legitimacy as planning policy as any Official Plan. As such, the Official Plan should set a higher standard of expectation for compliance with these guidelines. The language here should be more in the nature of “shall” than “should,” or “require” or “expect” rather than “encourage.” 3. Implement deconstruction policies that discourage outright demolition and encourage recycling of preservable materials. Particularly for heritage properties, the current OP allows for properly-permitted demolition if	

			restoration is not feasible. In these conditions, the Municipality should require not demolition, but deconstruction, in which as much heritage material as possible is preserved. In particular 100% of masonry can be saved in a proper deconstruction process and recycled into new building material or road bed bases. Refer to the City of Seattle's policies concerning deconstruction for further detail. 4. Expand the coverage of Site Plan Control. The current Official Plan specifies that Site Plan Control will be used to enforce compliance with Design Guidelines for commercial developments. While the OP does specify language from Section 41 that empowers communities to exercise input into matters of exterior design, the mention of commercial design guideline compliance is the only instance in which the City makes clear that Site Plan Control will be used to enforce the guidelines. Further, Site Plan Control currently exempts several types of dwellings that may have an impact on neighbourhood character, namely triplexes and duplexes. Site Plan Control should be extended to cover dwellings on this scale and potentially to single-family homes in key areas. Further, the OP should clarify that Site Plan Control will be utilized to give force to council-approved Urban Design Guidelines	

Mariane Vocal Ferencevic		Saturday, February 12, 2022	In particular, I find the concept of the community hub to be interesting. I didn't know these were being proposed in the new city plan, and I'm excited to hear about them! I want to share why I find them interesting to give more context about how I imagine this kind of thing to exist and be used: I stayed home with my 3 children when they were small (starting in 2005), and I couldn't believe the isolation I felt. This was not during Covid times, there were plenty of library programs and early years' centres and planned activities to do in the daytime, but where I felt alone was at home. I could go on and on about this, but I think there are many studies documenting this occurrence, and I'll skip ahead to what my 'solution' was. Ideally, I thought, what I would like is a village. If there were people outside my door doing things, working, helping each other, living! If I didn't have to drive somewhere to find other kids for my kids to play with. If they could just step outside and find a playmate. And if it doesn't work out, they can just come home or play with someone different. If there were many moms with different levels of experience, we could learn from one another and make each others' burdens lighter. How wonderful would it be for a more seasoned mother to take an hour with a fussy baby, while that young mother goes and helps to cook something, happy to be moving and useful and to get a break from carrying her little munchkin, and knowing her baby is well cared for and nearby. Everything still gets done, no one feels put out and it doesn't have to be formalized and paid for and scheduled and 'all day' like a daycare... and doesn't everyone benefit? And the same is true for the elderly. How much more interesting is it to sit and watch children play and have them come say hello on the porch for a few minutes or to listen to a story. And the act of making sure	Thank you for providing your comments. A central theme of this new plan is to create and enhance complete communities. The PPS 2024 Defines Complete Communities as: places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services

			this elderly person is fed and safe falls on many shoulders, it is a pleasure instead of a burden... so much nicer than "having" to go visit grand-parents in an institution, full of people who are incapacitated, where it smells funny, where the food that is served is unpalatable. And how to make that community happen? Ok, I admit I'm not sure and I also admit I don't know a lot of people who would willingly go live in an intentional community. But the ingredients for this village are in EVERY neighbourhood already! It's just people! I think the deliberate separation of people by age class, even to the point of sub-classifying children by year at school, is harmful. When we all live together, we can build upon each others' strengths and not feel our weaknesses as much. I have heard (but not verified) that during the world wars, there were community centres built in every neighbourhood to serve the needs of women who had children at home but who had to go to work in factories. Without husbands around, these women needed help to run their households, watch over their children AND go to work. These community centres were run by the residents of that neighbourhood in the sense that they organized themselves to help each other cook in a communal kitchen and there were beds for the children whose mothers had to work the night shift, and someone there to watch them. What a beautiful solution! Of course we don't have exactly the same economic need for this kind of establishment, but I would argue that our emotional well-being is just as, if not more, important. The trouble is, we have no infrastructure in our neighbourhoods to allow that kind of community to develop. But maybe it isn't that hard to do... What if we kept our housing system the same (everyone owns or rents their own house and has their own space), but we had many places where people	

			could congregate if they wanted to? Maybe one for every 50-100 houses? Where there was a communal kitchen and people could share the task of making meals? Where children could go and play together, under the general supervision of adults who were nearby, not necessarily actively watching, but near enough to help if help is needed. I know that certain community centres have had this vision, and that certain churches manage this within their congregations, and the YMCA attempts to fill this need to a certain degree. But it all seems too formal, and having to schedule and to pay really takes away from the feeling of it all, which is probably the most important part. Too much insurance and waivers and fees and schedules. There is a lot of work to do to encourage people to be outside again and to be together again. These have become activities that feel 'risky' for the average person. Maybe to start, it should just be a pavillion with outdoor kitchen facilities? But it needs to be beautiful. And there needs to be room for nature and imagination and play nearby. Maybe every new neighbourhood could have one of those? But *centrally* located, in the middle of the neighbourhood, not on the edges, designed to draw people in, not pull them away. Perhaps this could be a space that is owned by the city but that has some leeway in that each individual community can determine how best to use that space? Or have some freedom to invest in it themselves?	

Mariane Vocal Ferencevic		Saturday, February 12, 2022	One of the survey questions had a choice between the words 'encouraged' and 'required' (sorry, I can't remember the exact subject). I chose 'encouraged' because I don' t think anyone likes to be told what they can and cannot do on their property. It is nice when common sense can be used rather than blanket policies. In regards to tree removal: The presenters made it sound like the rule would be the same for private properties as for developers. I think rules should be more stringent for developers and they should also be required to plant from a specific species list to ensure they are not just planting ornamental trees. If a tree has to be taken down, 5 more should be planted. Perhaps we can consider that if a tree must be taken down on a private property, they don't need to be replaced on that same property, but should be replaced nearby. All trees planted, especially those planted by the city, should be endemic species to Niagara (i.e. no more Norway Maples), it would be smarter to plant slow growing sugar maples and oaks, or enhance the Carolinian species that are so valuable. We definitely would like chickens to be allowed. When we had some in our yard that backed on to Maple Park, we met new people EVERY DAY in the summer who told us how happy it made them to see the chickens. All the small children in our neighbourhood would come daily to see them. People would ask us questions like "Are these chickens? Do they lay eggs? Do you eat the eggs?" There was important education happening! This was valuable! It baffles me that we would listen to the ONE person who complained rather than the 100+ people who were happy. Wouldn't it be more valuable to ask that ONE person WHY they were unhappy? And try to address that problem? I guess I am saying that in addition to being allowed to keep chickens, I would feel happier and safer	A Forestry Policy is being developed in collaboration with this OP Update. Recommendations regarding how the City can enhance/protect its Tree Canopy will be derived out of this policy. This may include the development of a Tree By-law. This Plan is recommending to permit only a maximum of four (4) chickens, no roosters, per property in the residential low density designation. City Staff are of the opinion that 4 hens is an appropriate number to mitigate perceived nuisances. Further provisions regarding the keeping of chickens in the urban area will be recommended as part of the Zoning By-law Update and a separate By-law. Chapter 6 of the of the OP speaks to policies of the Natural Environment. This chapter also speak to the City's and NPCA regulated jurisdictions as it pertains to the Natural Environment.

			in a community where we were heard and we could solve problems together instead of being reduced to obeying the language of a written rule. I would be interested to know what the official overlap is between city plan and NPCA jurisdiction? It has been my experience that the rules prevent people from executing on interesting ideas for improvement of the land whereas they don't seem to prevent developers from ripping the whole thing down.	
Tia DeAgazio		Monday, January 31, 2022	Thanks for the meeting tonight, unfortunately I was having major problems going back and forth between menti.com and the zoom link. I also wish we were given the opportunity to ask questions/get clarification on the voting options. It was very rushed. I have two questions for the planning department: 1. There were some colour-coded areas as "designated greenfield", does this mean these designated greenfield areas are slated for development? 2. The focus for intensification is 68% single dwellings, 22% townhomes and 10% apartments. Can these percentages be changed? I would like to see less single dwellings and more apartments to lessen urban sprawl. I don't want to sacrifice greenspace for single dwellings (sub-divisions).	Greenfield Areas are now referred to as Designated Growth Areas as per the PPS 2024. These lands are identified for future development per interests of the province. The housing mix percentage has been updated to 40% Low Density, 29% Medium Density Development, 31% High Density Development. The City's intensification target has increased to 70%.

Tia DeAgazio		Monday, January 31, 2022	From a CBC article I just read: Some jurisdictions in Ontario have adopted inclusionary zoning — a planning tool that municipalities use to force developers to include a certain number of affordable units in new builds, particularly those that are near public transit corridors. Toronto city council adopted inclusionary zoning late last year. Mississauga councillors are in the process of deciding whether they'll follow suit, but currently have no such control over developers. And that, according to a spokesperson for Transportation Minster Caroline Mulroney, is why Metrolinx was not obligated to insist developers include an affordable housing component in their bids. "Each individual municipality mandates their own affordable housing policies and thus any third party developer is required to follow that municipalities planning process," Dakota Brasier, a spokesperson for Mulroney, said. Does Welland have "inclusionary zoning"?	Per the legislation of the Planning Act, the City is not permitted to administer Inclusionary Zoning. The City may utilize incentives such as CIPs to attract affordable housing development.

Nora A. Reid, M.A.		Tuesday, March 8, 2022	I agree that urban boundaries should not expand to the detriment of natural areas or agricultural areas, however, this should not mandate the loss of the history, individual character and liveability of the urban area. • Thank you for sending the detailed map (including street names) of the “Regional Growth Centre” proposed for Welland. • This “Regional Growth Centre” area is centred around the historic and Heritage Designated Main Street Bridge and includes the first three blocks of West Main Street, Niagara Street between West Main and the Welland River, the first three blocks of East Main Street east of the Bridge, the first two blocks of King Street south from the Bridge and Division Street. • This area was where settlement in Welland first grew up and thus contains virtually all of the historic 19 th century commercial buildings in the downtown core. Turning this area into nothing more than a forest of faceless modern high rises would truly be a recipe to make this a downtown uninviting for residents and visitors and a magnet for crime and despair. Let us not be coy here. Simply targeting those historic downtown streets as the only area for the most intense growth (125-150 people/jobs per hectare) is a death knell for the heritage buildings contained within that area. The City will have a hard time denying developers the right to knock those buildings down for high rise developments if the Official Plans of both the Region and the City say nothing more than that it is a “Regional Growth Centre”. .	The Regional Growth Centre was identified by the Region of Niagara through the adoption of the 2022 Official Plan. The Regional Growth Centre generally encompasses Welland’s Downtown Core, which has long been identified as an area for intensification and economic development. This focus has been further reinforced through multiple Community Improvement Plans for the Downtown. Lands to the east of the Regional Growth Centre, along East Main Street, are also identified as Strategic Intensification Areas. Properties designated under the Ontario Heritage Act are subject to the processes and requirements of the Act for any alteration that falls within its provisions. The City’s current Official Plan, as well as future updates, will encourage and incentivize the preservation and adaptive reuse of historic buildings in accordance with applicable urban design guidelines. Additional policies related to designated buildings are provided in Section 9.2 of the Plan.

			• Even designation of specific properties under the Ontario Heritage Act does not prevent, only delays demolition of heritage buildings. • Recognition for and exemption of these properties of cultural heritage significance within the “Regional Growth Centre” will have to be written into the plan UP FRONT rather than people having to fight to save these buildings one by one against developers armed with an Official Plan that simply mandates intensification. • There are, however, areas immediately adjoining the proposed “Regional Growth Centre” where there are very few structures of historic significance and specific properties within the proposed “Regional Growth Centre” with no cultural heritage significance (even on those streets mentioned above) where the intensification could be shifted to. • Most of the area within the proposed “Regional Growth Centre” map that lies east of the Transit Hub (bus station) on East Main does not have properties of cultural heritage value (with one or two exceptions) therefore intensification (high rise 8 to 16 stories) should be concentrated there. This is just as close to the transit hub and the historic downtown area as the area to the west of the bus terminal. • In addition, there are specific properties interspersed within the historic blocks mentioned in point three that could also be used to construct new buildings with higher occupant loads. But again, these details need to be incorporated into the plan UP FRONT. • Another option is to move the Regional Growth Centre completely eastward on East Main as suggested above	

			and/or to King Street south of the Museum (third block of King Street southward from the Museum at 140 King) to Lincoln Street. • Presenting a new City of Welland Official Plan document that pretty well mandates destruction of our core downtown heritage buildings would turn our downtown from one of character and charm for residents and tourists into nothing more than a forest of high rises surrounding the waterway. This is just very poor planning and very short sighted. • Preserving our historic downtown with our 19 th century buildings by specifying the protection of those properties of cultural heritage significance from destruction to meet intensification targets will provide for our new residents some enjoyable downtown assets which will make the urban core liveable for all residents (viz historic areas in Toronto like St. Lawrence Market area, Kensington Market area, Cabbagetown and Distillery District and Niagara-on-the-Lake where the historic downtown is preserved while the more intense high-rise development is moved to areas surrounding the historic downtown core). • Like the preservation of natural environment and agricultural lands - which it seems are finally being taken seriously - the preservation of cultural heritage and character in the downtown should be incorporated into all planning as a basic value for community health and liveability and accepted as part of the framework of all planning decisions. It is not enough just to give lip service to “cultural heritage preservation” in general statements within the Plan. I trust you will see the wisdom of making these refinements to the new Official Plan, specifically to	

			the proposed “Regional Growth Centre”, to preserve our historic downtown area as a vibrant, liveable, charming, and attractive hub for all the current and new residents who will be living adjacent to it.	

Eleanor Protz		Thursday, March 24, 2022	Niagara Region needs to keep its Agricultural land!	Thank you for your comment.

Travers Fitzpatrick		Tuesday, June 11, 2024	1) Page 70 Policy 4.4.2.3.3, Regional Shopping Node Scale. Having spoken with Mall personnel, I can advise that the former Target store was 130,000 square feet in area so with its demolition the Mall is now some 455,000 square feet (42,275 square metres) in area. It may be necessary to provide that the difference in space be allocated to the Mall and adjacent lands on Niagara Street. 2) Page 88 policy 5.1.3.1.2 on Lot creation - there is a reference to Regional requirements concerning sewage disposal. The City has for some time reviewed this issue to the exclusion of the Region. You may wish Page 89 to check to see if this is still the case and if so the reference to Regional requirements can be deleted. 3) Page 89 – policy 5.1.3.2 Dwellings for Farm Help. The policy is vague and can lead to future conflicts given that there are no farms in Welland of a scale that dwellings for farm help would be required. 4) Page 141 policy 7.5.4.10 Archaeological Preservation. The provision to allow the Director to waive an archeological assessment where a site has been altered may not conform with the subdivision submission requirements of the Planning Act. You may want to review this matter with the City's outside legal Counsel. 5) Page 217 policy 14.6.3 Conditions of Approval. I would suggest that the timeframe of 3 years to fulfill conditions of draft plan approval may not be always be in order. I refer you to the Empire developments as examples. Given the scope and size of such developments I would suggest that the three year provision be removed and the following substituted in its place: "The applicant shall fulfill	1) Change made. Allocations for this designation are minimums. 2) Change made 3) No action required 4) Policy updated to reference archaeological provisions. 5) Policy has been updated to not specify timeframe 6) Policy has been updated to include City discretion. 7) No action required. 8) No action required. 9) No action required. Policies updated

			the conditions of draft plan approval within the timeframes established at the time of said draft plan approval which timeframe shall be a minimum of three years from the date of draft approval." This provision would permit staff to consider all factors including the size of the subdivision in settings timeframes as well as relieving staff of the need to prepare extensions reports on the draft approval. Staff time is better spent on expediting development rather than process issues. 6) Page 217 policy 14.6.5 Existing Draft Approval. To remove/withdraw existing approval of a plan of subdivision could lead to some serious legal repercussions and I would strongly suggest that this provision be carefully reviewed by Welland's outside legal counsel. 7) Page 212 policy 14.9.1 Purpose of Consents. The removal of the 2 lots limit for consents is in order. There are situations where multiple lots can and should be created by consent where there are no planning issues which require detailed review. 8) Page 226 to 230 policy 14.11 Community Planning Permit System. The implementation of such a system provides the opportunity to speed the approval process and should be implemented as soon as possible after adoption of the new OP. 9) Page 244 policy 14.17 Committee of Adjustment. It is good to see the provision of subdivision approval added. I would also take this opportunity to point out there is no provision in the Planning Act for the 2 Committee to provide a variance from the provisions of the Official Plan	

			especially where there are very specific numerical provisions are enumerated. 10) Finally, I have raise concerns about the use of staff discretion in my comments. I support the use of discretion by staff but would suggest to avoid unwanted and unwarranted comments from whomever that discretion should “in consultation with” the CBO/Engineer etc. or that fairly specific parameters be specified for the exercise of the discretion.	
Chris Paley Builtup Developments Inc. Niagara HP Properties Inc.	4999 Victoria Ave, Niagara Falls, L2E 4C9	Wednesday, June 12, 2024	It appears that 334/348 Thorold Road retains a natural heritage feature and other woodland designation. These should be removed as they do not exist. 264 Riverside Dr also appears to have a natural heritage feature and other wetlands designation. This overlay should be removed as they are not in fact present on the property as per the EIS that was completed on this property and included in the site plan submissions. This property should also be designated as medium density given the current proposal for this site.	The features for each site have since been removed per the Environmental Studies.

Travers Fitzpatrick		Thursday, June 20, 2024	However, in the interim and given the recent heavy rain I thought about the probable basement flowing in some sections of Welland. I looked at the OP provisions concerning climate change and thought that mention of building heights would be helpful to the extent if the maximum height limits for one, two and three storey were increased by one (1) metre those buildings could avoid have window wells and have basement windows ½ metre above grade versus ½ metre below grade inside window wells. That may well assist with overland basement flooding. Perhaps a discussion with the builders and the engineering department could support or dismiss the proposal. In any case, I have made a suggestion where commentary could be added. It may not be the best place to add the provision if the builders and engineering staff think the increase in height may be helpful so I'll leave it with you. 8.2.5 Support Flexibility in Development Approvals Process. The City will update Zoning provisions and site planning standards to accommodate flexibility in building orientation, landscaping designs, lot coverage and other site or building characteristics, including building heights for one, two and three story residential buildings, to provide for increased energy efficiency and to assist with overland flooding.	Thank you for this suggestion. This policy has been updated. Suggestions for increased heights would be considered through updating the Zoning By-law

Tia DeAgazio		Tuesday, July 16, 2024	The City of Welland needs to take people with disabilities into consideration. While bicycle lanes are nice, parking accommodation is crucial for the Carrie Lynn Picard Community Centre, which is essential for the well-being of Dain City residents. WHERE IS THE ACCOMMODATION FOR PEOPLE WITH DISABILITIES WHO NEED TO ACCESS THE COMMUNITY CENTRE? The City of Welland is sadly lacking in consideration for people with disabilities. Do we even factor in with the official plan? Are we not part of the well-being of this City? It was said that senior citizens don't drive, well, yes we do.	The City strives to comply with the Accessibility for Ontarians with Disabilities Act (AODA) and will address any circumstances where compliance is not achieved. The City will ensure accessible and barrier-free design in all new City facilities. Private developments are subject to the accessibility requirements of the Ontario Building Code; however, the City will encourage additional measures that enhance accessibility and promote barrier-free design within buildings and neighbourhoods.
James Takeo	17 East Main Street, Unit 8B, Welland ON	Monday, July 29, 2024	Consult " Building a Vibrant Future: A Critical Analysis of Downtown Welland's Development" in the Extended Comments Section of Appendix II.	Thank you for providing these comments. The proposed Official Plan provides direction and updated objectives related to many of the topics discussed in the analysis of strengthening the downtown. This includes, but is not limited to, economic development, strong urban design, incentives, heritage preservation and adaptive re-use of historical buildings, active transportation, mixed-use development, public–private partnerships, and parkland.

Tim D'Anna		Thursday, August 15, 2024	In general, the plan is thorough and ambitious. 1) you waste time on "climate change" - Wellanders cannot affect how the climate will change. We can focus on clean water, clean air, infrastructure improvements, etc. but reducing greenhouse gases should not be a huge part of the plan like it is. 2) I saw very little about improving Wellanders current quality of life. I didn't see plans on improving traffic flow/signals, nor did I see any regard for improving existing infrastructure. 3) I saw nothing about how you will not raise taxes but a ton about how you want spend on transit and incentives for low income housing. Is this how Wellanders want to spend their tax dollars? You should send out a survey with all these objectives to Welland residents to see which ones they align with. Great work to the document writer. Section 2.1.1 - Where does this overview of what Welland is come from? Is this definition of Welland from the perspective of residents? Councilors? City staff? Provincial staff? Section 2.2.2 iv. - What is "positive change"? Who does the change benefit? Section 2.2.2 vi. - What are "times of transition"? Section 2.2.2 viii. – What is “mode share”? Section 2.3.1 - Does this include building new schools in areas where population density is rising? Or just building portables? Section 2.3.2 iii. - How will promoting improved access to housing improve Welland? Section 2.3.2 v. - How? Will you tell builders what to build? Not a good strategy. Section 2.3.2 vi. - Have you asked the people of Welland	Official Plans are intended to be comprehensive, long-range policy documents that address a wide range of matters affecting the municipality, including land use, growth management, infrastructure, transportation, environmental considerations, housing, and community well-being. As such, they provide high-level direction and a coordinated vision for the future of the municipality rather than detailed implementation measures or project-level decisions. Many of the topics raised in your comments, such as infrastructure improvements, transportation operations, service delivery, taxation, incentives, and quality-of-life initiatives, are addressed in greater detail through other municipal tools, including zoning by-laws, master plans, strategic plans, budgets, and Council-approved policies. These documents implement and refine the direction of the Official Plan over time and are informed by technical studies, financial analysis, and public and Council input.

			if this should be a strategic direction? Who pays the bill? Taxpayers? Section 2.3.2 ix. - Why special emphasis on arts and culture? We should emphasis sport - it is heathier and creates lasting bonds. Arts is far more individualistic. Sport is part of Welland's appeal, not arts and culture. Section 2.3.2 xiii. - Why are we prioritizing transit? Is this what Wellanders want? Do studies show this? Who is pushing this agenda? Don't most people drive cars and own their homes in our community? Section 2.3.2 xv. - When you say "all citizens" do you mean "all citizens of Welland"? WE cannot plan and design for the entire world. Section 2.5.2 i. - How will you ensure this strategic direction does not come at the cost of taxpayers/general happiness of Wellanders? Section 2.5.2 iii. - How will this benefit the people of Welland? IS Welland known to have poor air quality? Section 2.5.2 vi. - How will you design neighbourhoods to reduce emissions? How will you ensure this doesn't affect the quality of life for Wellanders? This concept is ridiculous when you consider the size of our city. This point should remove "neighbourhoods". Section 2.5.2 vii. - The people of Welland do not need their city to "encourage" them to make environmentally friendly decisions. This should read "Welland will set an example as environmental stewards". Don't try to tell people how to live. Section 2.5.2 x. – How? This is good. Section 2.5.2 xv. - You can't just say "climate change" over and over again. This is an extremely broad term with little impact on our community (fortunately). Can you make the weather less warm? Can you make it rain? Focus on our community, not the entire world.	

			Section 2.6.2 xi. - There should be specific emphasis on sport and leisure. Section 2.8.2 iv. – But we will put Wellanders first, right? Section 3.2 iii. - This scares Wellanders. We want to be sure you're going to build new schools and non-residential development along with it. We're already seeing Quaker Rd and Ross schools with portables being built at the expense of current Wellanders. This should be a planning objective. Section 3.4.4.1.2 - How do the citizens of Welland feel about intensification? Do current Wellanders want their communities to be intensified? Do they want schools to be overpopulated? Grocery stores jam packed? Section 4.2.1.4 - How do you plan a development based in citizen "abilities"? How does a builder do this? This is hogwash. Section 4.2.2.2.5 - Why four chickens? What an arbitrarily tiny number. Section 4.2.3.10 ix. - What incentives? Why are my taxes paying for others' homes? Section 7.1.7 - What incentives? Why are my taxes paying for others' homes? Section 7.1.8 - Why is this removed? Quality of life improvements for citizens are hard to be found in this document. This should be an objective. Whose idea was it to remove it and what is their reasoning? Section 7.1.12 - his is hogwash. How will the we we design parks or open spaces affect climate change? Who wrote this hogwash?	

			Section 8.1.1 – How? Will you improve traffic signals/reduce traffic congestion? Section 8.1.4 - this is a bad idea. Did you ask Welland citizens if they'd want this? Section 8.1.6 – This should be 8.1 Section 8.2.6 - Why do new neighbourhoods have zero mature trees? Clearly this isn't being followed. Section 9.2.1 – and Italians? Table 6 3: Planned Road Widenings; City of Welland: this is the best information you've provided in this entire document and you want to remove it? Why not let Wellanders know when and where they can expect road enhancements? Section 10.2.3.4 ii. - Why? Why force transit into a neighbourhood if everyone drives a car? You should study if it makes sense to bring transit to a new development. This is silly. Section 10.2.3.4 v. - What new technology? Do taxpayers of Welland want to continue investment in transit vehicles? Have you done studies on green buses in other areas? They end poorly almost always. Section 10.2.3.6 - This is dumb. Waste of resources. People will want to drive, they like the freedom. This isn't Toronto. Section 10.2.3.7 - Have you considered how this will affect on-road parking when people don't transit? I don't think you're considering human nature. Or, how about	

			families with multiple kids? grocery shopping? Going to the zoo? Section 14.10.5.1 - Why are my tax dollars going towards other people's mortgages? Or to builders? Here is an article from CBC that we should pay attention to - transit is unaffordable and not what people want. If they can't make transit affordable in big cities, what chance is there to make it work in Welland? https://www.cbc.ca/news/canada/edmonton/broke-and-broken-report-says-canada-s-public-transit-in-critical-funding-state-1.7296940	

Giuseppe Ferreri The Biglieri Group - on behalf of SmartCentres		Tuesday, August 13, 2024	On behalf of client SmartCentres, the owners of 102 and 165 Primeway Drive, the Biglieri Group (“TBG”) has prepared the following letter in response to the City’s request for comments on their Draft Official Plan document. TBG recognizes the work undertaken by the City to prepare this first draft of the comprehensive Official Plan Review project. We offer the following comments in response. The lands are currently designated as Eastern Approach in the City of Welland’s Official Plan, which was the result of an Ontario Municipal Board (now the Ontario Land Tribunal) appeal, and subsequent settlement. This designation created strict criteria for uses and unit sizes permitted on these properties to ensure the continued commercial viability of both the Seaway Mall and the Downtown. This designation has been in place for more than ten (10) years and has created some limitations on the SmartCentres properties being utilized to their full potential. When the City implemented their new Zoning By-law in 2017, there was no corresponding Eastern Approach Zone created. This has resulted in the subject parcels being orphaned and subject to the regulations in the former 2667 Zoning By-law. This has resulted in the City being unable to fully repeal their former Zoning By-law 2667 with the implementation of Zoning By-law 2017-117. In reviewing the Draft Official Plan, the Eastern Approach designation has been maintained, with some minor modifications. It is our opinion that greater modifications to this designation should be made as this is the City’s opportunity to take a comprehensive review and propose modifications which better reflect the current and future needs of the community. The proposed modifications are listed below: Creation of a New Special Exemption Regional Shopping Node The Regional	The Eastern Approach designation has since been updated to Regional Shopping Node – Eastern Approach. Market Impact Studies are no longer provided for in this designation specifically and will be considered on a case-by-case format.

			Shopping Node designation is defined as being a commercial hub which provides services to an area which expands beyond the municipal boundaries of Welland, providing commercial services to benefit neighbouring municipalities. This designation currently only appears on the Seaway Mall lands. It is our opinion that the description of the commercial services provided by the Regional Shopping Node designation is consistent with scale of commercial uses on the SmartCentres properties. The Walmart and RONA stores service an area that is greater than the Welland community, with residents of Thorold, Port Colborne, Pelham, and Niagara Falls, at a minimum, regularly shopping at these stores as they are closest in proximity, making them a shopping node for the Region. In order to differentiate these lands from the Seaway Mall, we propose that it becomes a Special Exception, Regional Shopping Node – Eastern Approach. We propose that the Special Exception would still outline the permitted uses but would no longer create minimum and maximum sizes for the units as this will provide better flexibility for future commercial tenants. Creating a new Regional Shopping Node – Eastern Approach designation would also allow the City to bring the zoning on the property into Zoning By-law 2017-117 by creating a Site Specific Regional Shopping Node (RS) Zone for the property which is consistent with the Official Plan designation. This would allow the City to become closer to repealing the 2667 Zoning By-law entirely.Section 4.4.3.5 – Major Applications The draft Official Plan policies identify that where there is a major commercial operation proposed, a Market Impact Study is required. These studies would be required for all Official Plan and/or Zoning By-law Amendments which proposed greater than 2,787 square metres of new commercial	

			area. Our concern with this policy is that there is no discretion provided which allows the Director of Planning and Development Services to waive this requirement. The only discretion provided to the Director is whether to require a study for those applications proposing less than 2,787 square metres of new commercial area. There are also no longer criteria provided which would give guidance for when these studies should or should not be waived. We would request that this policy be modified further to provide additional discretion to waive the requirements for a Market Impact Study for new commercial uses, regardless of proposed size. In addition to the policies above, 4.4.3.2 of the draft Official Plan speaks to balancing the demand and supply of commercial lands in the City to determine if additional lands are required. It is our opinion that the intent of this policy is to ensure that there is not an over, or under, supply of commercial lands within the City. It appears that these policies go hand in hand with the intent of the policies in Section 4.4.3.5, and would be more efficient to consolidate these sections. Rather than simply being a section which reviewed the need for major applications, it could also provide general policies which would guide all requests for expansions to commercial designations. To assist the City in their review, we have provided a tracked changes excerpt of the Official Plan outlining the complete changes we are proposing. We would again like to thank the City of Welland for the opportunity to provide comment on their draft Official Plan and look forward to continuing to discuss the changes we have proposed.	

The Biglieri Group - on behlaf of 2599587 Ontario Ltd.	289 Daimler Parkway	Thursday, August 15, 2024	The Biglieri Group Ltd. (TBG) is the land us planner for 2599587 Ontario Ltd. who owns the land known municipally as 289 Daimler Parkway (the “subject site”). TBG recognizes the work undertaken by the City to prepare this first draft of the comprehensive Official Plan Review project. We offer the following comments with regards to the Draft Official Plan (May 2024) and how it interacts with the existing approvals granted at 289 Daimler Avenue. Conceptual Planned Corridor – Schedule ‘E’ Schedule ‘E’- Road Hierarchy, in the Draft Official Plan shows a Conceptual Planned Corridor running east-west through the site, approximately in alignment with the existing Oxford Road right of way to the west of the subject site, on the west side of Highway 406. To create this connection, it would require an overpass of Highway 406. As part of the submission for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, a complete package was submitted, including a Transportation Impact Study (TIS). The findings of the completed TIS demonstrated that no need currently exists for a full secondary access to the site, such as the one being described as a Conceptual Planned Corridor on Schedule ‘E’. As part of the conditions of Draft Plan Approval, staff did not recommend that a full access be provided, but that an emergency only access was sufficient. This access was agreed to by the Ministry of Transportation. Council, at their pleasure, included a condition of Draft Plan Approval which would require an overpass to be constructed when development of the 600th unit commences. The inclusion of this condition was contrary to the recommendation of staff. In addition to be overpass not being needed from a traffic perspective, our other concern with the potential	It is recommended that the east–west conceptual planned corridor remain in accordance with Council’s decision and the Ontario Land Tribunal Mediated Settlement Decision. The proposed development at 289 Daimler Parkway can be considered a strategic intensification area, as the entirety of the lands are located within the Built-Up Area. Any future residential development would support the City in achieving its residential intensification targets.

			future provision of this Conceptual Planned Corridor stems from the challenging grading conditions that exist in the Conceptual Planned Corridor area. The elevation difference between Oxford Road on the west side of Highway 406 and the east side of Highway 406 on our Client's property is significant. The overpass will impact the overall design of the draft plan of subdivision, as well as the South Village Draft Plan of Subdivision. Existing grading conditions may require additional engineered solutions, which may add undue cost to the development being pursued by our Client. Additionally, addressing these grading challenges in the delivery of the Planned Corridor may require changes to the approved right-of-way alignment and lot structure of the subject site, as detailed in Schedule 'B' – Land Use. Such an outcome would have severely negatively impact on the housing delivery outcomes at the subject site, by potentially adding undue costs and delays to the project. As such, it is our professional opinion that the Official Plan Review team should consider alternatives to the east-west Conceptual Planned Corridor, as currently defined in the Draft Official Plan. Intensification Area Designation – Schedule 'A' Schedule 'A' – City Structure, of the Draft Official Plan, identifies the entirety of the subject site as an Intensification Area. While we understand the importance of intensification in existing urban areas, in addressing both climate and housing emergencies, we would like to flag our concerns around the overlay being shown on our Client's property. The Draft Official Plan includes broad strategies for intensification, including a City-wide target. However, no mention of density or built forms are used to describe the City's vision for intensification of these areas.	

			In our opinion, Intensification Areas should be directed to areas within the City which have a range of services – including commercial, institutional – as well as robust transit and active transportation connections. This is reflected in the other areas which have been identified as intensification areas in the draft Official Plan, such as the area along Niagara Street and the Seaway Mall. The former Hunters Pointe Golf Course is not in a location which has a mix of land uses which can support development at a higher density. Due to the ambiguity of the language being used for our Client's site, there is concern that the new language could create the expectation that they will eventually provide density above and beyond what is planned for the subject site. Such an expectation does not take into consideration that the site has draft plan of subdivision approval and there is no recourse for the City to require the plan to be modified to increase the overall density. Our original Official Plan Amendment and Zoning By-law Amendment applications were approved by Council but were appealed by neighbouring landowners due to the perceived excess in density and incompatibility. Approvals on these applications were eventually granted at the Ontario Land Tribunal (OLT) by means of a mediated settlement in 2022. It is our professional opinion that the density provided on the Subject Site remains appropriate and that all municipal policies should continue to be permissive of the proposed development, as adoptedand in full. As such, we would like to ensure that the language used in the Draft Official Plan does not put into jeopardy the decisions made at the OLT. We appreciate the opportunity to provide comments and welcome any additional opportunities to engage with planning staff	

			throughout the Official Plan Review project. TBG, along with our client, look forward to working with staff to ensure that the policies in place are supportive of the approved development, allowing for a significant and timely contribution to the City of Welland's housing ecosystem.	

Zelinka Priamo Ltd. - on behalf of CP REIT Ontario Properties Limited		Friday, August 16, 2024	We are the planning consultants for Choice Properties REIT Ontario Properties Limited(herein referred to as “Choice Properties REIT”), the registered owner of the lands municipally known as 821 Niagara Street in the City of Welland, Ontario (the “subject lands”). The subject lands are located at the north end of Welland, with frontage along Niagara Street, which is developed with larger format retail and commercial uses, and associated surface parking. The subject lands are abutted to the west/southwest by low-density residential neighbourhoods, and by Trelawn Park to the northwest. The subject lands contain a Zehrs supermarket use, with an associated parking lot. Part of the parking lot area is used for a seasonal Garden Centre. The subject lands have two (2) vehicular access points along Niagara Street, one to the north, forming one leg of the four-leg Lancaster Drive intersection, and a right-in-right-out at the south extent of the property. On behalf of Choice Properties REIT, we have been monitoring the City of Welland’s Official Plan Review process. It is our understanding that as part of the City’s Official Plan update, the Draft Official Plan dated May 2024 was released for public comment. We have reviewed the Draft Official Plan in the context of the Choice Properties REIT lands, and we have preliminary comments as outlined below. We will continue to review the Draft Official Plan and may provide further comments as required based on furtherreview and subsequent draft releases. According to the Draft Official Plan, the subject lands are proposed to be identified as follows: *see table in cell below* At this time, our preliminary comments for the Draft Official Plan are as follows: 1. Policy 4.4.2.3.3 provides that maximum heights for the Regional Shopping Node are 16 storeys. In addition to	1. 16 storeys was determined to be an appropriate height. The current Plan did not permit residential uses in this designation. 2. Staff are of the opinion that the minimum commercial area is appropriate to assure that current commercial space is maintained to accommodate Welland’s growth. Standalone residential uses does not meet the primarliy commercial function of the Regional Shopping Node. 3. 4.4.2.3.3 has been updated. 4. 4.4.3.5 (now 4.4.3.6) regards Commercial Uses permitted in this Plan. It is not mandatory in nature and identifies good planning design. No change is required. 9.3.2.1 has been updated 9.3.2.5 Staff disagree with this interpretation. This policy is currently written to suggest that some form of impact may be acceptable. 10.2.1.2 Staff suggest no change 14.18.2 (Now 14.17.2) has been updated.

			our above comments 1 and 2, we seek clarification as to how 16 storeys as a maximum was determined, including if it is based on any background study. While we agree with striving for harmonious land uses and appropriate transitions, we suggest there may be instances where amaximum height of 16 storeys may be appropriate, subject to the specific site conditions and surrounding context. We kindly request clarification as to how this figure was determined and ask the City to reconsider this regulation. 2. Policy 4.4.2.3.3 proposes to introduce residential permissions to the Regional Shopping Node, which Choice is supportive of. However, in our submission: a. Policy 4.4.2.3.3i) continues to maintain significant minimum commercial gross floor area requirements for development. With the introduction of a “full range of residential” with commercial uses at the base of buildings, it is unclear if the existing minimums are appropriate or desirable to maintain. In particular, the current form of development is conducive to larger format commercial / retail uses; however, in our submission it is less typical to see such large format retailing at the base of residential buildings, and it may be appropriate for the policy to consider how much commercial GFA is appropriate and feasible upon redevelopment. We suggest that the minimum commercial GFA be reconsidered or removed; and b. Policy 4.4.2.3.3ii) would allow residential uses only when commercial uses are located at grade within the same building. In our submission, the policy should allow for standalone residential uses when commercial uses are provided elsewhere on site. In other words, the Policy should plan for mixed use sites, rather than require every	

			building be a mix of uses. Similar wording exists in Policy 4.4.2.3.2. 3. Policy 4.4.2.3.3 provides the scale of development contemplated. Based on our review, other Commercial Area sub-types specify that single storey buildings are permitted (i.e. Policy 4.4.2.6.3). We suggest that the policy be revised to specify that single storey commercial uses shall be permitted. 4. Policy 4.4.3.6 provides policies for Commercial Uses fronting onto Corridors. Firstly, we seek clarification as to what constitutes a “Corridor”, as this is an undefined term in the OP. There are several references to “Corridor” within land use designation titles (e.g. Community Commercial Corridor, Conceptual Planned Corridor), however it is unclear if this is the intended reference. We request clarification as to which areas or contexts this policy is applicable to. 5. Policy 9.1.5 states that “the City will ensure, where applicable, that urban design principles and guidelines are considered and at the forefront of land use planning decisions.” We seek clarification as to what is intended by the use of the term “forefront”, and whether urban design matters are intended to take precedence over other land use planning considerations and matters of Provincial interest (for example housing supply and affordable housing). We suggest that revised wording be considered. 6. Policy 9.3.2.1 states “streetscapes and public spaces shall [emphasis added] be designed to prioritize the pedestrian environment with high quality landscaping, street furnishings, patios, public art, lighting, signage or other distinct placemaking elements that are	

			complimentary to and emphasize the existing character of the street." We suggest and alternative phrasing as follows: "streetscapes and public spaces shall be designed to prioritize the pedestrian environment, including elements that may include [emphasis added], high quality landscaping, street furnishings […]". This would clarify that not all of the listed elements are requirements but are rather options to utilize in the objective of improving the pedestrian experience. 7. Policy 9.3.2.5 states that "the siting and massing of new building should not result in adverse impact on adjacent properties in regard to privacy and shadow." We suggest that additional language is required to add clarity. As currently written, this could be interpreted to mean that no adverse impact whatsoever will be considered acceptable (including zero overlook or shadowing). However, in our opinion this is not practical or reasonable, and some level of impact should generally be expected for in an urban environment. We would suggest language such as "unacceptable adverse impacts" to recognize that some impacts are to be expected. 8. Policy 10.2.1.2 states "The City shall ensure development applications will not negatively affect the functionality of existing or planned corridors." We suggest an alternative wording of this policy that may refer to the appropriate traffic impact studies being completed to demonstrate no unacceptable adverse effects to corridors. As currently written, the policy is suggestive that any development that generates traffic would not be permitted, which we believe is not the intent. 9. Policy 14.18.2 states that applicants are "required" to consult with the City prior to submission of a Planning Act Application. Please note the revisions to the Planning Act resulting from Bill 185, Cutting Red Tape to Build More	

			Homes Act, 2024 which no longer grant municipalities the power to make pre-consultations mandatory. We note other policies within this section including Policies 14.18.3 and 14.18.4 which have similar wordings and should be revised accordingly. We will continue to review the Draft Official Plan process and subsequent revisions, and may provide further comment on behalf of Choice Properties REIT as necessary. We would welcome the opportunity to meet with Staff to discuss our comments further. Please kindly ensure that the undersigned is notified of any further meetings with respect to this matter, as well as Notice of applicable decisions. We request that a copy of this letter be provided to Council prior to any decisions being made on this item.	
Lee Carr Executive Director Welland Downtown BIA		Friday, August 16, 2024	Consult "Comments for SGL" folder in the Extended Comments Section of Appendix II.	Thank you for providing these comments. The Official Plan is intended to function as a high-level, long-term policy framework that establishes the overall vision, objectives, and land use structure for the City. It is not meant to resolve all detailed or implementation-oriented matters, particularly for areas such as Downtown Welland. Rather, it

				provides the policy foundation that guides and informs more detailed plans, guidelines, and strategies that translate this vision into action. This hierarchy ensures clarity, consistency, and flexibility, allowing the City to respond to evolving needs while remaining aligned with the broader planning framework. More detailed matters related to urban design, placemaking, wayfinding, branding, streetscape treatments, and public realm character are appropriately addressed through the City's Urban Design Guidelines, which are currently being updated. These guidelines are the primary tool for establishing consistent design principles, standards, and visual cohesion across the Downtown and other areas of the city. In a similar manner, business investment, façade improvement programs, infrastructure repair, temporary uses, sidewalk patios, storefront enhancements, economic development initiatives, and improvements to connectivity are addressed through the Community Improvement Plan (CIP), which is also currently undergoing an update. As part of this update, the CIP Area is proposed to be expanded, and the incentive programs are proposed to be enhanced and more strategically targeted to better

				support reinvestment, revitalization, and economic development objectives. In addition, the City's Parks, Recreation, and Culture Master Plan, currently being updated, will play an important complementary role. This plan provides an opportunity to further address connectivity between Downtown and recreational assets, cultural facilities, trails, open spaces, and the Welland Recreational Waterway. Together, the Official Plan, Urban Design Guidelines, Community Improvement Plan, and Parks, Recreation, and Culture Master Plan form an integrated planning framework, with each document serving a distinct but interconnected role in shaping a complete and vibrant Downtown Welland.
Joe Tomaino - Upper Canada Consultants		Friday, August 16, 2024	• Chapter 12 -Northwest Secondary Plan o Schedule F- the proposed collector road should be removed o Schedule F and Schedule C1-Core Natural Heritage System – Environmental Conservation designation on the east side of Rice Road adjacent to Niagara College lands needs to be removed and designated residential. o Policy 12.5.5-additional policy to be added as a condition of approval "City to obtain confirmation from land owners group that they have fulfilled obligations for cost sharing in accordance with Section 19.3.3" • City Wide Policies	- The proposed corridor is recommended to remain for the purposes of this plan. - Identified Environmental features have been removed per environmental study findings for Schedule F, C, and C1 - Updated to provide flexibility due to technical studies. - EIS boundary adjustments provisions have been updated.

			o Policy 4.2.3.8 Conversion of High Density Residential sites needs to be more flexible. o Policy 6.3.7 Why only minor boundary adjustments, should be any boundary adjustments supported by an EIS. o Policy 6.3.20 iv buffer can be reduce to 7.5 in accordance with NPCA Policies and a Geotechnical Report. o Policy 6.9.2.v -refer to NPCA Policies in urban boundary. Top of Slope can be reduced with Geotechnical Report.	- Conversion of High Density has been made more flexible to consider technical studies and built form. - Region OP Sates 15 metres for Significant Valley Lands. Valley lands that are regulated by the NPCA is 7.5 metres per Section 6.9. 6.9.2v has been updated.
Biglieri Group - on behalf of Ambria (First-Welland) Ltd.		Tuesday, August 20, 2024	On behalf of our client, Ambria (First-Welland) Limited, The Biglieri Group (“TBG”) is pleased to submit this letter in response to the City’s request for comment regarding the Draft Official Plan. As you are aware, applications for Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) for the site municipally known as 744 First Avenue were submitted in February, 2024 to redesignate the lands to a Special Policy Medium Density Residential and a Site Specific Residential Medium Zone. The purpose of these amendments was to permit the development of the property with 357 stacked townhouse units. The Special Policy Medium Density Residential was required to recognize an increase in the permitted density. In reviewing the draft City of Welland Official Plan, we were pleased to see that the policies are consistent with what has been proposed in the site specific amendments. The draft policies increase the maximum densities for the Low, Medium, and High Density designations. The Ambria (FirstWelland) project will fall within the permitted density proposed in the Medium Density Residential designation, which will now have a maximum density of 125 units per hectare. The	Noted – thank you

			proposed density provisions will have a positive impact on the overall development of the City and encourage a range of housing types in all neighbourhoods. We look forward to additional opportunities to comment on the draft policies, and are encouraged by the residential density policies proposed. Thank you for considering our application. We look forward to your feedback and are available to provide any additional information you may require.	
Ennio Paola		Sunday, August 25, 2024	I, Ennio A. Paola, Composer, President, “Seaway Arts and Furniture Music Gallery”, [a division of Significant Music®™], along with supportive Welland citizens of Ward 3 welcome this invitation as a welcoming, more hopeful, opportunity to participate in the upcoming September 2024 City of Welland Official Plan Review. In Welland Mayor Frank Campion’s own words: City of Welland launches downtown revitalization project FOR IMMEDIATE RELEASE May 14, 2024 “Updating our Downtown Community Improvement Plan is an important first step in revitalizing our city, especially our downtown area,” said Mayor Frank Campion. “The excitement and potential of this endeavour cannot be overstated. This is about creating a downtown that reflects the spirit and diversity of our community and paves the way for a vibrant and sustainable future for Welland.” At this time, our impacted community has both the spirit and offers the diversity of talent sought by Mayor Campion to work together in bridging Welland’s Past, Present and Future. It is in this spirit, that we here, — today’s community of stakeholders and voices, share our constructive interests, along with present day concerns via Engage Welland — for serious, more meaningfully discourse as a call to action “for a vibrant and sustainable future”; as well to	Provincial Plan conformity is a critical component of the Official Plan update process. In recent years, the Province has introduced wide-ranging initiatives aimed at reforming Ontario’s planning system, with a strong emphasis on increasing housing supply. These approved foundational policy changes have significantly shaped the approach to updating the Official Plan. The City has hosted several public and stakeholder engagement sessions, two public open houses, and a statutory public meeting to present and collect feedback on multiple drafts in compliance with the Planning Act. It is recommended to participate in the updating of the Downtown Community Improvement Plan that will deal with more detailed considerations for Welland’s Downtown.

			serve as a living historical legacy reaching out to voices in that future. Therefore, we call upon you, and Planning Supervisor - Policy City of Welland to include the following topics for the upcoming agenda Welland's Official Plan Review - underscored by the general theme "An Official Plan Review that works for the Future — with successes in Bridge building — Past to Present. Kindly include the following topics and concerns on the City of Welland Official Plan Review September 2024 agenda. 1. Democracy: Respect and Community Voices 2. Full Transparency in decision making - from: LiveStream to: Minutes 3. File No. 8017-2024WELL, File No. A22-2024, of August 21, 2024, A Critical Path Study: as a living example for future tax paying citizens, residents and home land owners making Welland their home. A speedy reply is requested in this matter, along with any additional notes that apply — for democracy has no timeline and it can not be denied tax paying citizens at present and in future. The past has built the bridge that binds. Finally, during this 200th celebratory year of our very own Welland Ship Canal, … "canals" … VideoPoem composed Merritt Park, Welland Downtown, in the shadow of Bridge 13, Ward 3 … from: The Historical Society of St. Catharines (note: Spoken Word-Poem Audio starts at timestamp: (0':30") https://stcatharineshistory.ca/spirit-of-the-big-ditch/canals-by-ennio-a-paola	
Myriam Mccombs Mimi Seredine		Tuesday August 27, 2024	This is a joke right? The city ploughs through a contract to pay a homeless shelter in my end of town..using our green space protecting no one..and promoting what..nothing..I guess this official plan does not include anyone living in the area of ontario road and southworth..which the city is currently turning into a	Noted – no action

			ghetto unsafe for adults and children who live here..but hey if they're ok with it they can put it in their neighbor hood...i work my butt off and pay my taxes but that may change ..[redacted] ...sooo your official plan is lies lies lies	
William Heikoop	Upper Canada Consultants	Tuesday, September 10, 2024	Further to the comments below specifically the Northwest Welland policies in Section 12.5.5 we would like the wording of the policies expanded, please see below: “In order to ensure the appropriate and orderly development of the Secondary Plan area, and to ensure the costs associated with the development of the Secondary Plan are equitably distributed among all landowners, development within the Secondary Plan area shall only be permitted to proceed when the majority landowners in the Secondary Plan area have entered into a cost sharing agreement or agreements amongst themselves to address the distribution of lands and costs associated with development in a fair and equitable manner. Individual developments in the Secondary Plan area shall not be given final approval until the subject landowner has become a party to the landowners’ cost sharing agreement and is demonstrated to be in good standing with the cost sharing agreement. The use of conditions, holding provisions or other mechanisms shall be used to secure this requirement.”	Thank you for this comment. This language would not be appropriate for an Official Plan.

Terry Grand	70 Adah Court, Welland	Tuesday, September 10, 2024	I am looking at the Official Plan today and am very supportive of the open space systems to link destinations within the city. I am particularly pleased with the plan to have well maintained accessible pathways within the community. I live on Adah Court in Welland and am looking forward to the pathways connecting up the neighboring streets to Jennifer Park in Welland and down to the canal pathways. Great plans! Thank you.	Noted – thank you .
Ennio Paola		Monday, September 9, 2024	I, Ennio A. Paola, Composer, President, “Seaway Arts and Furniture Music Gallery”, [a division of Significant Music®™], along with supportive Welland citizens of Ward 3 appreciate having the opportunity to raise our concerns in the spirit outlined as a first step in updating the City of Welland Official Plan (2025). Currently, concerns outlined in a letter dated August 25/24 to you do not appear to be reflected in the current published draft; which raises new concerns and compounds both the scope and magnitude of previous ones noted. As a reminder: previous concerns: Democracy: Respect and Community Voices Full Transparency in decision making - from: LiveStream to: Minutes File No. 8017-2024WELL, File No. A22-2024, of August 21, 2024, A Critical Path Study: as a living example for future tax paying citizens, residents and home land owners making Welland their home.	Provincial Plan conformity is a critical component of the Official Plan update process. In recent years, the Province has introduced wide-ranging initiatives aimed at reforming Ontario’s planning system, with a strong emphasis on increasing housing supply. These approved foundational policy changes have significantly shaped the approach to updating the Official Plan. The City has hosted several public and stakeholder engagement sessions, two public open houses, and a statutory public meeting to present and collect feedback on multiple drafts in compliance with the Planning Act. To address potential built-form compatibility concerns associated with higher-density and multi-storey developments, the updated Official Plan introduces and expands policies related to design, compatibility, and location.

			New questions & on-going concerns 1. Under Democracy and Transparency — Made In Welland ? Q. Why does Welland not create a “Made In Welland” “City of Welland Official Plan” for its citizens? Re: “Draft:City of Welland Official Plan” The document’s cover announces the “City of Welland Official Plan”, Prepared by: SGL Planning and Design Inc. in association with GEI Consultants, Inc., and urban metrics inc. Comparing the City of Welland’s Mission Statement to that of SGL Planning and Design Inc. City of Welland | published Mission Statement: “Our mission is to inspire and promote an active, resilient, and sustainable community delivering the best quality of life possible for all. We respond to the diverse needs of our community in a timely, innovative, and effective manner through teamwork and partnerships.” SGL Planning and Design Inc. | published Mission Statement: “At SGL, we strive to integrate proven planning and design principles as well as innovative public engagement strategies to our projects in order to contribute to strong vibrant communities that are memorable places to live, work and play.” Both, City of Welland and SGL Planning make similar points in reaching their final destination.	These policies address transitions in height, density, and massing adjacent to low-rise residential neighbourhoods. There are also requirements for supporting studies and landscape buffering to minimize impacts related to massing, overlook, and shadowing. It should be noted that the Official Plan is intended to function as a high-level, long-term policy framework that establishes the overall vision, objectives, and land use structure for the City. Site specific concerns such as these are appropriately dealt with at zoning, sit-plan control, minor variance and the subdivision stage of the development.

			…but each organization differs in the trails taken to reaching their destination; framed by their respective audiences — with purpose and responsibilities towards the tax paying, land owning citizens rated in accordance with each group's own interests and priorities. City of Welland, democratically elected officials; the people's voice and people's representatives. vs. SGL Planning and Design Inc., (SGL) a fully integrated planning and design business firm. A situation which may cause an unusual degree of bias, conflict of interests; in both the duty, and in the balance of weighing citizen rights vs. city aspirations. Then again, the "City of Welland Official Plan" (Revised: November 4, 2019) was published under: Dillon Consulting Company. Looking forward to our children's, children's, child … … these facts raise an array of questions on the integrity of the current "Draft: City of Welland Official Plan" document — for without its own "mission statement" and without published acknowledgements of land rights owed both to our indigenous past; as well as present day tax paying, land owning citizens — it fails to deliver to future generations what is owed as a bare minimum — a "Made In Welland" "City of Welland Official Plan" with a focus on its future citizens' audience. So BIG QUESTIONS as the current Draft process continues:	

			Will a published ”Made In Welland” Mission Statement be forthcoming on an updated “City of Welland Official Plan”? Will Land Rights be addressed and published? or Re: Land Rights and “City of Welland Official Plan” Are tax payers and land owners to refer to what is left unwritten re: Land Rights? United Nations Universal Declaration of Human Rights? In 1948, Canada signed the United Nations Universal Declaration of Human Rights, Article 17 which reads: “Everyone has the right to own property alone as well as in association with others.” Province of Ontario, Bill 190, Property Rights and Responsibilities Act, 2009 Rights and responsibilities 9.1 (1) "Every person has a right to own the real and personal property that he or she has acquired in accordance with law and, except to the extent provided by law, to the peaceful enjoyment and free disposition of the property.” Act and the Human Rights Code to enhance the protection that Ontario law gives to owners of property, whether real or personal.	

			The amendments to the Human Rights Code also include the moral responsibility to maintain one's real property. Currently, Zone 3 citizens, residents and land owners feel the moral right to gracefully age in peace is being threatened by removing: • priceless privacy • shear enjoyment found in the normal use of landscaped properties • loss in the environmental serenity offered our long established “quiet” neighbourhoods • and negatively forever altering the overall character and aesthetics of our Zone 3 neighbourhood Finally, as Ward 3 participants via — File No. 8017-2024WELL, File No. A22-2024, we look forward to help shape the on-going “draft” of this important document and look forward to receiving a reply on our questions and related matters thus far and in preparation for this September’s meeting on the 19th. “Everything changes once you put your eye to it.” Re: 8. Climate Change 8.1.6 Changing Climate The City recognizes that some aspects of climate change may be unavoidable, the City shall develop and implement plans, where appropriate, to adapt to potential impacts in collaboration with Niagara Region, the Niagara Peninsula Conservation Authority and other stakeholders. 8.2.1 Clean Air Initiatives	

			The City may establish clean air initiatives in relation to development and future infrastructure projects to achieve air quality that is safe and considers the impacts of climate change. I am not an expert by any means, but in my travels have noticed a growing trend, often mandated, in how a number of nations, communities around the globe are incorporating a “smart climate change planning initiative” designed to simultaneously provide: greater air quality and air circulation, afford smart shared “right of way” alleys for all adjacent neighbours and neighbourhoods creates easier access by first responders and emergency services to navigate and reduce emergency response times. Attached are photos of Recife, Brazil where I first learned that this planning model is mandated in all new builds. “Everything changes once you put your eye to it.” 9. Arts, Culture & Design As a life long classically trained composer — working extensively in educational Collaborative Arts settings and scenarios, this chapter holds the most interest in my studios participation in the sharing of ideas, information and prgramming initiatives.	

			SeawayArts & Furniture Music Gallery A division of Significant Music®™ note: a sample of my studio's past award-winning retrospective work with schools and youth can be viewed: https://pages.pathcom.com/~sigmuse/Enhanced/awards.htm New commission [in preparation for 2025] "White | Darkness: In Tacit Understanding" /w Moving Classics, Munich, Germany … Anna Heller, pianist At this time, would welcome discussions & networking opportunities on the following City of Welland topics … most notably Installations opportunities in the Collaborative Arts 9.1.10 Public Realm The City will endeavour to ensure elements of public realm be designed to the highest quality possible and located to provide interest, safety, diversity and focal points within the community. 9.2.29 Supporting the Arts, Culture and Heritage The City will endeavour to support initiatives which enhance, expand and support existing and new arts and cultural activities in Welland. 9.2.30 Public Art	

			The City encourages and supports the display of art in public places as a means of enhancing the public realm, enriching the visual experience of residents and visitors and promoting Welland's culture. The utilization of public art will celebrate Welland's cultural heritage resources as well as enhance existing cultural heritage resources where appropriate. The City will promote the creation of public art that reflects the City's cultural diversity and heritage by: i. Encourage public art initiatives on properties and within buildings; ii. Encourage the inclusion of public art in all significant public and private sector developments; iii. Promote the concept of soliciting gifts of cash and gifts in-kind to the Town to implement public art initiatives; and iv. Encourage the implementation of temporary public art, murals, and interactive displays with the potential for them to become permanent. 9.3.4 Public Art The City will encourage the implementation of temporary public art, murals and interactive displays with the potential for these installations to become permanent at key locations within the community. MADE IN WELLAND Networking: Arts and Cultural partnerships with Made In Welland sectors; as well as local schools, Niagara College, Brock University etc. —- possible? Re: Engage Welland Meeting, Sept 19/24 …	

			Will there be any City of Welland Arts representation with networking opportunities on bringing together ambitious Realm and Public Art Installations incorporating Urban Design, Collaborative Arts, Technology etc. ?	
Alyssa Payne	32 Dufferin Street, Welland	Monday, September 16, 2024	I just wanted to write to express that I am in full support of the official plan updates. I particularly appreciate the integration of public art, placemaking, accessibility, higher density and mixed-used, along with prioritization of transit and active transportation. The updated official plan makes me feel more excited for the city's future!	Noted – thank you .
Sam and Jackie Kalmuk	248 Gadsby Avenue	Monday, September 16, 2024	Thank you for the opportunity to Critically Review your Official Play on Future Housing in the City of Welland....I am a Resident at 248 Gadsby Ave., Welland of nearly 40 Years, and part of the Fox Estate Resident Group .From your proposed Official Plan, you talk about the Housing Forecast. You showed some Numbers from the Year 2006 at 20715 to the year 2021 at 24250, and then your Projected Number for the year 2026, at 26000 and in the year 2031 at 27590 housing units. With these Projections, do they include All the Proposed Projects, that have Not been Approved for Development yet ? And are these Proposals High Density Projects.... ? With your Employment Forecast - You have some Big Numbers of Job "Growth". Have you deciphered these Jobs, by "Salary Levels" - Low, Medium, High paying jobs ? What are they ?? This may indicate "Affordability" of Purchase vs Rentals for Local Residents . Does this affect the Planning Objectives of Affordability, as it may Not allow Local Residents to New Housing in Welland ... ? Support the City's existing and Planned	The Housing and Population Forecasts are based on the City's 2022 Development Charges Background Study and the City's 2024 Housing Needs Assessment. The City projects a population of approximately 129,525 residents and 56,605 households in Welland by 2051. Residential growth projections are based on: historical dwelling unit growth trends derived from building permit data, the City's records of approved and ongoing residential development activity; and anticipated increased intensification within identified intensification areas. To address potential built-form compatibility concerns associated with higher-density and multi-storey developments, the updated Official Plan introduces and expands policies related

			Residential Fabric....This Policy is to "Support & Enhance": the City's EXISTING Neighbourhoods... example Fox Estate Residents.. How does this Policy, play into Your Planned Proposal for the East side Niagara St which is High Density, "adjacent" to theFox Estate Residents ?? Your Plan shows that it will ENSURE Protection for stable residential areas from "Inappropriate change" and will encourage stategies, which assist residential neighbourhoods in transition to revitalize, with "Minimal Negative Impact" to adjacent areas ...How does your Official Plan "Support Existing areas & Designations" that are R-1 Zoned single detached Homes as in Fox Estate ... ??? Your Official Plan shows Residential Hierarcy, Low, Medium & High Density..The Medium & High Density Bldgs are NOT to cause significant issues with casting Shadows & obstruction of Views for adjacent dwellings... You have shown 5 to 8 Story Bldgs on this Niagara St., Property, so How would a High Density Bldg, MUCH HIGHER than 8 Stories (12- 22 stories) affect the Single Dwelling R-1Residents with Cast Shadow & obstruct View enjoyment .. ? How High a Buffer can one build between High Density Bldgs and adjacent single dwellings ??? What Type of Buffer ? Your Official Plan will Maintain and Improve Existing Neighbours through -- by-laws on parking, beautification, heritage conservation initiatives, urban design guidelines .... Can You Elaborate on this Proposed Plan for the Existing Neighbours at Fox Estates .... ???? Infill & Intensification Dvlpment – Can you Elaborate on the compatability of Land-use and Neighbourhood character with Hi-Rise & Single Dwelling Houses ? Can you Elaborate on Car Parking with Hi-Rise Dvlpmet and the Life-Style of 2 Parents Working, and Driving to Work with 2 Cars on site .. ?? With the Hi-Rise Dvlpmt and 2 Cars	to design, compatibility, and location. These policies address transitions in height, density, and massing adjacent to low-rise residential neighbourhoods. There are also requirements for supporting studies and landscape buffering to minimize impacts related to massing, overlook, and shadowing. It should be noted that the Official Plan is intended to function as a high-level, long-term policy framework that establishes the overall vision, objectives, and land use structure for the City. Site specific concerns such as these are appropriately dealt with at zoning, sit-plan control, minor variance and the subdivision stage of the development. Through appropriate setbacks and required studies. It should be noted that the high density on the subject lands along Niagara Street has been carried over from the previous official plan.

			per Family, How will that affect the Potential for additional Traffic on Niagara St ...? And Parking itself ?With the Hi-Rise Dvlpt, and a Maximum Density of 125 Units per net Hectare of Land, and 2 Parent Families, How will that affect the available capacity of Municipal infrastructure i. e. the Sewer systems on Niagara St. Two New Buildings already exist on the West Side of Niagara St.... ??? With this Niagara St Site (East Side), How will the City of Welland, Protect any Heritage & Conservation of Species in this Location ?? As a Fox Estate Residential Group, we would OBJECT to the City allowing residential infill intensification to exceed maximum bldg height by 20 % ....Your Oficial Plan shows High Density Residential within Downtown, Brownfield sites, along Recreational Canal and Welland river and existing transit routes ...Niagara St (East Side) is such a "Traffic Nightmare" NOW ... Approving another Hi-Rise in that area would be a DISSASTER...	

Carolyn Fast	Not provided	Thursday, September 19, 2024	CH 2- COMMUNITY STRATEGIC DIRECTION 2.5. XI,XII Stronger language needed 2.5.XIV Including natural solutions to invasive species 2.6.2 IX In compliance with OADA CH 3- GROWTH MANAGEMENT POLICIES 3.5.2 IV Language needs to be stronger 3.5.2.XV Articulate how we will protect crops, grasslands CH 5- AGRICULTURAL &REC USE 5.1.3.5 Some of this needs to be put back in – there needs to be parameters identified here and extraction of minerals needs to be defined/more clearly articulated. What environmental protections are in place here? CH 6- NATURAL ENVIRONMENT 6.1.2 Will – stronger language needed here 6.1.6 Policies need to be articulated here around retaining mature trees on city property. A tree policy needs to be in place for the whole city. 6.3.3 II Need to have an independent assessment by someone who is respected in the field. 6.3.3 V Loopholes here- again the language is not strong enough 6.3.3 VI Again- no alternative or cannot be avoidant is a loop hole – needs to be stronger language here 6.3.3 VII	Thank you for providing your comments. Many of these comments have been addressed in the draft Official Plan. Please be advised that the Region of Niagara is no longer the Planning Authority for the City of Welland with respect to the Natural Environment System, and the Growth Plan for the Greater Golden Horseshoe has been revoked. As a result, the corresponding policies have been removed from the Plan. The Official Plan is intended to function as a high-level, long-term policy framework that establishes the City's overall vision, objectives, and land use structure. A Forestry Policy is being developed concurrently with the Official Plan update, and recommendations on how the City can enhance and protect its tree canopy—including the potential development of a Tree By-law—will be informed through this work. The urban forest policies were newly incorporated into the Plan to support the long-term objective of maintaining or enhancing the City's urban forest by 2051. This section establishes a framework for urban forest enhancement and protection through coordinated public and private initiatives, stewardship practices, land acquisition and

			6.3.5 & 6.3.6 6.3.9 6.3.15 6.3.16 This needs to be put back- if this is reflective of provincial changes it doesn't mean we don't put protections in place! There is a Canadian Environmental Protection Act that can direct us here. We need to put back what was crossed out here What was removed needs to be left in. We cannot allow development in Natural Heritage Sites regardless of what the province has repelled or changed. We need to protect Conservation Areas so how are we doing that? 6.3.19 6.3.21 6.3.22 6.3.25, 26 & 27 Again we need independent studies here by people who are respected in their field What are we putting in to replace what was removed? Natural Heritage Corridors are diverse areas and need protection. What are we doing to protect these areas? Again, just because the province doesn't mandate it doesn't negate our responsibility and duty to be good stewards and protect these areas. We need to define these areas and protect them according to best practises. Natural Heritage Corridors are required to maintain wildlife & biodiversity 6.3.3O	dedication, planning studies, and development-related requirements. Conformity with Provincial Plans and the Regional Official Plan is a critical component of the Official Plan update process. Many of the policies referenced in the comments are directly aligned with Regional Official Plan policies related to the Natural Environment System and the Agricultural System, as well as the provisions of the Provincial Planning Statement, 2024. Both the Ministry of Municipal Affairs and Housing (MMAH),Ministry of Natural Resources and Forestry (MNRF) and the Ministry of the Environment, Conservation and Parks (MECP), and the NPCA have reviewed the proposed plan, and all comments received have been addressed to ensure conformity. Consider these

			6.3.34 6.3.40 6.5.2 6.5.14 6.6 6.6.1 replace "may consider compensation" with "will require compensation" replace "are encouraged to use native plant species" with "are required to use native plant species" This is problematic and should not be considered in Environmental Conservation Areas of adjacent lands The language here is far too weak and does not ensure our drinking water is protected. We must have safeguards in place. This needs to be put back in place. Need to keep natural vegetation and wildlife in title Need to name targets re forest cover and wetlands and buTer zones. Very important to mitigating climate change. 6.6.3 We need a tree cutting bylaw 6.6.4 We need a tree bylaw and it does need to be overseen by a member of professional forestry organization. 6.6.6 I think this needs to be added back in. 6.8.3 This needs to be put back in. 6.9.2 II Still need set backs and that needs to be identified re how much of a set back. Consultation with the region is a good practise.	

			CH 7- OPEN SPACE & REC 7.1.6 Do we have a waterway plan? 7.1.7 Add this back in 7.1.8 Again, do we have a waterway plan and if so it should include some of this. If not, we need one and it should include some of these points. 7.1.11 Support needs to be defined- too ambiguous. 7.1.12 The city will prioritize initiatives that (need to be decisive) 7.2.1.2 Environmental conservation and parks should go hand in hand 7.2.1.6 II Universal building designs should be the status quo 7.2.1.6 IX There needs to be some governing oversight re golf courses 7.2.1.10 Region should be consulted 7.3.1.3 Yes- a condition of development needs to be land that is set aside for parks/conservation 7.4 This whole section needs to be reviewed- where is the waterway plan? We can't scrap it just because we don't have a plan? 7.5.2 Why are we replacing the word waterway with corridor? 7.5.7 Community trails strategy needs to ensure that existing trees are not being removed for trails! CH 8 CLIMATE CHANGE 8.1.1 Needs to be more specific. How are we managing/reducing the reduction of greenhouse gas emissions? 8.2.1 Language needs to be stronger- not may but will	

			establish clean air initiatives…that address and mitigate the impact of climate change 8.2.2 Expand green infrastructure 8.2.3 Not should…will develop 8.2.4 Who is developing the Green Development Strategies? 8.2.6 Not may include but will include a tree canopy policy and targets. 8.2.7 Remove generally CH 11 INFRASTRUCTURE & UTILITIES 11.1.1 Re Land designated- what land- be specific 11.2.4 Re appropriately landscaped- this needs to prioritize the protection and retention of natural vegetation and existing trees 11.2.6.5 & 11.2.6 Again, not a consideration but facilities will be designed to reduce energy consumption and greenhouse gas emissions 11.2.7.4 Remove where appropriate 11.2.7.7 Guidelines need to be put in here to replace what was removed 11.2.10 Adjacent lands need to be included 11.2.12 Not will consider but the city will consult and collaborate with members/stakeholders of the First Nations because we stand with and promote the wise stewardship of the First Nations people. CH 12 NORTHWEST SECONDARY PLAN 12.4.1.4 V Remove wherever possible 12.4.2.4 V Remove wherever possible	

			12.4.8 III Retain existing wetlands needs to be mandatory. Wetlands serve to naturally reduce urban flooding, restore water quality and filter pollutants. They are eTective carbon sinks and home to 40% of plants and wildlife essential in maintaining biodiversity in cities. They also incorporate “blue-green infrastructure” which serves to promote the health and wellness of citizens. See attached article. 12.4.8 V & VI Duplication here 12.5.1 New developments must show how they are going to incorporate green technology and sustainability 12.5.1 II 12.5.1 IV Need to prioritize not encourage and this should not be determined by the development process Not should- will CH 13- AREA SPECIFIC POLICIES 13.2.4.1 Not consider- will follow CHAPTER 14- IMPLEMENTATION 14.3.2 14.12.2.1 14.12.4.1 14.12.4.3 II & IV 14.12.5.2 14.12.17.1	

			What about groundwater? We still need to consult with people who have expertise even if we are not mandated to such as the NPCA Put in consultation with city back in Remove where appropriate and where possible. Not strong enough language Still think we need to consult with experts such as a biologist and NPCA Negative impacts need to be considered Some outstanding questions I have is what is being done to protect groundwater and vulnerable aquifers? The other question is that the Green Committee submitted research regarding municipalities who have tree policies in place and requested it be reviewed in conjunction when developing the OTicial Plan. I don't see reflection of the research that was provided in the oTicial plan? There are also bylaws we can adopt/adapt/follow like the Region's Woodland policy. That doesn't seem to be reflected in this plan. There is also the Environmental Assessment Act and Green Energy Act. Carolyn Fast	

Tia DeAgazio	not provided	Monday, September 9, 2024	Hello GAC members: Here are my comments regarding Chapter 6 of the draft official plan for discussion at today's meeting: 6.1.2. I like the addition of "will" instead of "aims to", as "will" is much stronger legal language. 6.1.6. for discussion re LIV item that removes mature trees on City property. 6.3.3 (ii) need to add "independent" environmental assessment. (How do we avoid a developer using their own people to sanction their environmental assessments, and ensure the integrity of the process?) 6.3.3 (v) "unless there is no alternative" and "cannot be avoided" are loopholes that negates other clauses. 6.3.3 (vii) this section has been crossed out and needs to be put back in, with "will be required" replacing "may be required". 6.3.5 and 6.3.6 have been removed. Where are these items covered? 6.3.9. We need to put this back in. 6.3.11 was removed. Where else is this covered? 6.3.15 Allows for development within the Natural Heritage System?	Thank you for providing your comments. Many of these comments have been addressed in the draft Official Plan. Please be advised that the Region of Niagara is no longer the Planning Authority for the City of Welland with respect to the Natural Environment System, and the Growth Plan for the Greater Golden Horseshoe has been revoked. As a result, the corresponding policies have been removed from the Plan. The Official Plan is intended to function as a high-level, long-term policy framework that establishes the City's overall vision, objectives, and land use structure. A Forestry Policy is being developed concurrently with the Official Plan update, and recommendations on how the City can enhance and protect its tree canopy—including the potential development of a Tree By-law—will be informed through this work. The urban forest policies were newly incorporated into the Plan to support the long-term objective of maintaining or enhancing the City's urban forest by 2051. This section establishes a framework for urban forest enhancement and protection through coordinated public and private initiatives, stewardship practices, land acquisition and

			Table 6.1 (page 110). In this in compliance with, or does it exceed Regional regulations? 6.3.17 (i). Remove this 6.3.19 add "independent" to all studies 6.3.21 remove "a portion of" This entire paragraph is problematic. 6.3.22 Why was this section removed? We are now allowing development in the Natural Heritage System. Figure 6.1 where is the replacement chart for this? 6.3.25 and 6.3.26 removal of ANSIs ? 6.3.27. Natural Heritage Corridors are required to maintain wildlife 6.3.30 replace "may consider compensation" with "will require compensation" 6.3.34 replace "are encouraged to use native plant species" with "are required to use native plant species". 6.3.40 last paragraph allows for new residence and accessory uses "in whole, or in part, within an Environmental Conservation Area of adjacent lands" 6.5.2 Water Resources System replace "may be required" with "will be required". This occurs twice. THIS IS OUR DRINKING WATER, if we don't require the various studies and mitigative measures and monitoring,	dedication, planning studies, and development-related requirements. Conformity with Provincial Plans and the Regional Official Plan is a critical component of the Official Plan update process. Many of the policies referenced in the comments are directly aligned with Regional Official Plan policies related to the Natural Environment System and the Agricultural System, as well as the provisions of the Provincial Planning Statement, 2024. Both the Ministry of Municipal Affairs and Housing (MMAH),Ministry of Natural Resources and Forestry (MNRF) and the Ministry of the Environment, Conservation and Parks (MECP), and the NPCA have reviewed the proposed plan, and all comments received have been addressed to ensure conformity.

			then we risk poisoning our water. 6.5.12 needs clarification for me 6.5.14. This was removed and we need it. Very important. 6.6.1 Why were these targets removed? 6.6.3. why was section (i) removed? 6.6.6 replace "are encouraged" with "are required" 6.7 Where did this section go? 6.8.3. replace "may require" with "will require" 6.9.1. why was "and the Region of Niagara" removed? 6.9.2. is the title Hazard Land or Hazardous Land? Thanks! Tia	

Joe Schonberger	372 Darby RR #1 Port Robinson	Thursday, September 19, 2024	I am an independent commentator. All the words and ideas herein contained are my own and are not meant to reflect those of any Organization or Committee that I may now or ever have served on. I am a lifelong resident of Crowland Township. We are administered by and pay taxes to the City of Welland. A few thoughts in no particular order of importance: • Agricultural land is a scarce and precious non renewable resource which must be protected. According to the last Census Ontario loses 319 acres of farmland everyday. We need to do better. • Welland is an Urban Municipality with a mostly Urban Council, and Urban Staff. Urban folks do not always have a good understanding of Rural and Agricultural lands and people. It would be greatly appreciated if that could be improved. • Minimum Distance Separation is an important issue in agricultural areas. It is noted that the Draft says that new development must comply with MDS. It has been observed that Urban Planners rarely object to a MDS 1 calculation being reduced by a Committee of Adjustment when a dwelling is proposed but often seem less supportive when a livestock farmer goes to the local COA to build a barn. Some clarification of Policy would be helpful. • It is not recommended that the City develop Bylaws regarding woodlands less than one hectare or individual trees on private property. It is also recommended that woodlands or tree matters not be delegated to Niagara Region. • It is noted that there is extensive development throughout the City. This displaces a lot of fill. The City needs to have a plan to do something with that fill besides prohibiting its use or storage anywhere. This is why the	Thank you for providing your comments. The City considers MDS 1 and 2 guidelines for all Planning Application for where they are applicable. These guidelines can be reviewed in OMAFA's The Minimum Distance Separation (MDS) document. Policy regarding further tree protection is being considered through the City's forestry guidelines. The policies concerning topsoil and fill have been carried over from the Region of Niagara's Official Plan. Any placing of fill must meet the requirements of the City's Site Alteration By-law and Ontario Regulation 409/19. This policy is mainly pertaining to the stockpiling of unknown fill.

			trucks haul fill to neighbouring Municipalities who don't want it either. • It is noted that the removal of top soil in agricultural areas is "discouraged". "Prohibited" might be a stronger word. • It is noted that the placing of fill in the agricultural area is "prohibited". As a farmer I would not want to see millions of tons of fill piled on to farmland either and I understand that some fill might be contaminated. That said most residential development in rural and agricultural areas involves bringing in some fill. If fill is clean there can be some benefit to filling in holes in farm fields to enhance drainage and productivity if done properly. Perhaps that is something which could be considered. Thank you for the time taken to read this. It is hoped that you found it helpful.	

Nicholas Rimar		Friday, September 20, 2024	I would like to add my comments on the proposed official plan for the city of Welland. It has been noted that the city is encouraging an abundant tree canopy. While this is generally a good thing, my concerns are with how the official plan may apply to private property. That is property that a homeowner or others owns and pays taxes to the city and region. Private property should not be impacted by any future alterations to the official plan and including the proposed tree by-law. Specifically with regards to removal of any trees whether they have been on the property or planted incidentally by the homeowner. Nor should there be any financial impact, fees, or penalties for the removal of any trees or other landscaping. Further, no private property homeowner should have to pay for, in lieu of replacing a tree on their property, tree replanting in another area by the city of Welland. Private property homeowners pay a high property tax to enjoy their property. They should not be penalized for altering their property's landscaping, including removal of any trees they see fit.	Thank you for providing your comments. The Official Plan is intended to function as a high-level, long-term policy framework that establishes the overall vision, objectives, and land use structure for the City. Any further protection of trees on private land other than on identified environmental features would be addressed and enforced through a separate policy or By-law, not the Official Plan.
Nora Reid, Secretary City of Welland Heritage Advisory Committee	City of Welland Heritage Advisory Committee	February 19, 2025	The City of Welland Heritage Advisory Committee has asked me to submit the following comment for the Official Plan update on their behalf: “The City of Welland Heritage Advisory Committee would like to see a section added to the City of Welland Official Plan that indicates that the City will leverage all City	Added a related policy to 2.7.2

			owned Heritage assets such as the Courthouse, Central Fire Hall, and Market Square for tourism purposes and for the promotion of a Downtown Welland Heritage District."	
Welland Green Advisory Committee	Welland Green Advisory Committee	March 14, 2024	CH 2-COMMUNITY STRATEGIC DIRECTION 2.5. XI,XII Stronger language needed 2.5.XIV Including natural solutions to invasive species 2.6.2 IX In compliance with OADA CH 3- GROWTH MANAGEMENT POLICIES 3.5.2 IV Language needs to be stronger 3.5.2.XV Articulate how we will protect crops, grasslands CH 5-AGRICULTURAL&REC USE 5.1.3.5 Some of this needs to be put back in – there needs to be parameters identified here and extraction of minerals needs to be defined/more clearly articulated. What environmental protections are in place here? CH 6- NATURAL ENVIRONMENT 6.1.2 Will – stronger language needed here 6.1.6 Policies need to be articulated here around retaining mature trees on city property. A tree policy needs to be in place for the whole city.	Thank you for providing your comments. Many of these comments have been addressed in the draft Official Plan. Please be advised that the Region of Niagara is no longer the Planning Authority for the City of Welland with respect to the Natural Environment System, and the Growth Plan for the Greater Golden Horseshoe has been revoked. As a result, the corresponding policies have been removed from the Plan. The Official Plan is intended to function as a high-level, long-term policy framework that establishes the City's overall vision, objectives, and land use structure. A Forestry Policy is being developed concurrently with the Official Plan update, and recommendations on how the City can enhance and protect its tree canopy—including the potential development of a Tree By-law—will be informed through this work. The urban forest policies were newly incorporated into the Plan to support the long-term objective of maintaining or enhancing the City's urban forest by

			6.3.3 II Need to have an independent assessment by someone who is respected in the field. 6.3.3 V Loopholes here- again the language is not strong enough 6.3.3 VI Again- no alternative or cannot be avoidant is a loop hole – needs to be stronger language here 6.3.3 VII 6.3.5 & 6.3.6 This needs to be put back- if this is reflective of provincial changes it doesn't mean we don't put protections in place! There is a Canadian Environmental Protection Act that can direct us here. 6.3.9 We need to put back what was crossed out here 6.3.15 What was removed needs to be left in. We cannot allow development in Natural Heritage Sites regardless of what the province has repelled or changed. 6.3.16 We need to protect Conservation Areas so how are we doing that? 6.3.19 Again we need independent studies here by people who are respected in their field 6.3.21 What are we putting in to replace what was removed? Natural Heritage Corridors are diverse areas and need protection. 6.3.22 What are we doing to protect these areas? Again, just because the province doesn't mandate it doesn't	2051. This section establishes a framework for urban forest enhancement and protection through coordinated public and private initiatives, stewardship practices, land acquisition and dedication, planning studies, and development-related requirements. Conformity with Provincial Plans and the Regional Official Plan is a critical component of the Official Plan update process. Many of the policies referenced in the comments are directly aligned with Regional Official Plan policies related to the Natural Environment System and the Agricultural System, as well as the provisions of the Provincial Planning Statement, 2024. Both the Ministry of Municipal Affairs and Housing (MMAH),Ministry of Natural Resources and Forestry (MNRF) and the Ministry of the Environment, Conservation and Parks (MECP), and the NPCA have reviewed the proposed plan, and all comments received have been addressed to ensure conformity.

			negate our responsibility and duty to be good stewards and protect these areas. 6.3.25, 26 & 27 We need to define these areas and protect them according to best practises. Natural Heritage Corridors are required to maintain wildlife & biodiversity. This is 100% true, scientifically proven, and no small thing. Tom Lovejoy, ecologist and 'godfather' of biodiversity, warned that "human activity has created an obstacle course for the dispersal of biodiversity" [The Sixth Extinction, Elizabeth Kolbert]. Natural Heritage Corridors are critical to supporting biodiversity 6.3.3O replace "may consider compensation" with "will require compensation" 6.3.34 replace "are encouraged to use native plant species" with "are required to use native plant species" 6.3.40 This is problematic and should not be considered in Environmental Conservation Areas of adjacent lands 6.5.2 The language here is far too weak and does not ensure our drinking water is protected. We must have safeguards in place. 6.5.14 This needs to be put back in place. 6.6 Need to keep natural vegetation and wildlife in title 6.6.1 Need to name targets re forest cover and wetlands and buffer zones. Very important to mitigating climate change.	

			6.6.3 We need a tree cutting bylaw 6.6.4 We need a tree bylaw, and it does need to be overseen by a member of professional forestry organization. A tree by-law is a priority of the Green Committee that is not punitive but constructive and elective in retaining mature trees on private and public property and specifically land that is bought for development. We have provided by-law examples to council from other municipalities. The Official Plan is not a replacement for such a policy but should promote the creation of one. 6.6.6 I think this needs to be added back in. 6.8.3 This needs to be put back in. 6.9.2 II Still need set backs and that needs to be identified re how much of a set back. Consultation with the region is a good practise. CH 7- OPEN SPACE & REC 7.1.6 Do we have a waterway plan? 7.1.7 Add this back in 7.1.8 Again, do we have a waterway plan and if so it should include some of this. If not, we need one and it should include some of these points. 7.1.11 Support needs to be defined- too ambiguous.	

			7.1.12 The city will prioritize initiatives that (need to be decisive) 7.2.1.2 Environmental conservation and parks should go hand in hand 7.2.1.6 II Universal building designs should be the status quo 7.2.1.6 IX There needs to be some governing oversight re golf courses 7.2.1.10 Region should be consulted 7.3.1.3 Yes- a condition of development needs to be land that is set aside for parks/conservation 7.4 This whole section needs to be reviewed- where is the waterway plan? We can't scrap it just because we don't have a plan? 7.5.2 Why are we replacing the word waterway with corridor? 7.5.7 Community trails strategy needs to ensure that existing trees are not being removed for trails! CH 8 CLIMATE CHANGE 8.1.1 Needs to be more specific. How are we managing/reducing the reduction of greenhouse gas emissions? 8.2.1 Language needs to be stronger- not may but will establish clean air initiatives…that address and mitigate the impact of climate change	

			8.2.2 Expand green infrastructure 8.2.3 Not should…will develop 8.2.4 Who is developing the Green Development Strategies? 8.2.6 Not may include but will include a tree canopy policy and targets. 8.2.7 Remove generally CH 11 INFRASTRUCTURE & UTILITIES 11.1.1 Re Land designated- what land- be specific 11.2.4 Re appropriately landscaped- this needs to prioritize the protection and retention of natural vegetation and existing trees 11.2.6.5 & 11.2.6 Again, not a consideration but facilities will be designed to reduce energy consumption and greenhouse gas emissions 11.2.7.4 Remove where appropriate 11.2.7.7 Guidelines need to be put in here to replace what was removed 11.2.10 Adjacent lands need to be included 11.2.12 Not will consider but the city will consult and collaborate with members/stakeholders of the First	

			Nations because we stand with and promote the wise stewardship of the First Nations people. CH 12 NORTHWEST SECONDARY PLAN 12.4.1.4 V Remove wherever possible 12.4.2.4 V Remove wherever possible 12.4.8 III Retain existing wetlands needs to be mandatory. Wetlands serve to naturally reduce urban flooding, restore water quality and filter pollutants. They are elective carbon sinks and home to 40% of plants and wildlife essential in maintaining biodiversity in cities. They also incorporate “blue-green infrastructure” which serves to promote the health and wellness of citizens. 12.4.8 V & VI Duplication here 12.5.1 New developments must show how they are going to incorporate green technology and sustainability 12.5.1 II Need to prioritize not encourage and this should not be determined by the development process 12.5.1 IV Not should- will CH 13- AREA SPECIFIC POLICIES 13.2.4.1 Not consider- will follow CHAPTER 14- IMPLEMENTATION 14.3.2 What about groundwater?	

			14.12.2.1 We still need to consult with people who have expertise even if we are not mandated to such as the NPCA 14.12.4.1 Put in consultation with city back in 14.12.4.3 II & IV Remove where appropriate and where possible. Not strong enough language 14.12.5.2 Still think we need to consult with experts such as a biologist and NPCA 14.12.17.1 Negative impacts need to be considered Outstanding Questions: What is being done to protect groundwater and vulnerable aquifers? The Green Committee submitted research regarding municipalities who have tree policies in place and requested it be reviewed in conjunction when developing the Official Plan. I don't see reflection of the research that was provided in the official plan? • Other policies to consider implementing/referencing in the Plan – The Region's Woodland Policy, Environmental Assessment Act, Green Energy Act Summary Comment: It's really quite simple. We do not exist separate from the environment. When we prioritize the environment, we are actually prioritizing ourselves.	
A.B. Murphy	July 16, 2025		Thank you for sharing this extensive long term plan to reshape Welland's future and for inviting our feedback.	Thank you for providing your comments. The Official Plan is intended to function

			As a starting point, how about addressing and dealing with Welland's existing problems? Whether a resident or a visitor to the city of Welland, let's face it, it's an embarrassment. One has to ask the question, are we driving in a third world country or what? The downtown streets, especially Main and Division Streets, are a mess (as well as the flagship Seaway Mall's parking lot.) Can something be done sooner rather than later? Nature does not grow flowering plants in mid air. So why bother? Hanging these huge planters from downtown street poles does not really add to the overall aesthetics. Why not do away with them and reallocate the tax dollars towards the asphalt street repair budget, if there is one? Good luck with both your long and short term plans to make Welland a proud place to live in.	as a high-level, long-term policy framework that establishes the overall vision, objectives, and land use structure for the City. These comments regarding detailed concerns related to the Downtown's aesthetic are more appropriately addressed through the ongoing Downtown Community Improvement Plan Update and the ongoing update to the City's Urban Design Guidelines. These concerns should also be communicated to the Downtown BIA.
Pat Rocca	684 Niagara St	October 31, 2025	1) Will this change to the Official Plan change the zoning height from 8 stories to 16 stories? 2) Why has the zoning for my property at 684 Niagara St not changed to R4 from R1? 3) Is my property at 684 Niagara St designated for R4 development under the Official Plan? 4) Why were we left out of the 2017-117 comprehensive zoning bylaw changes? 5) As I recall, back when the City was mandated to update the Official Plan and Zoning Bylaws, they were running out of time, and because of that, and because the Fox Estate Group had lost their OPA77 bylaw, which was	In response to your questions, 684 Niagara Street is proposed to remain designated as High Density Residential. It is currently designated as High Density in the existing Official Plan. Under the proposed update, the High Density Residential designation would permit development of up to 16 storeys. With respect to zoning, the lands on the east side of Niagara Street were originally identified for inclusion in the

			no longer in existence, their resistance and legal threat, the City kept the East side of Niagara St out of the R4 zoning but changed the zoning on the West side of Niagara St to R4. It appears that the City of Welland, for no apparent legal reason, discriminated against the East side of Niagara St by keeping us in a R1 zoning. Why were we zoned R4?	High Density Residential (RH) Zone. However, due to potential appeals, these lands were excluded from Zoning By-law 2017-117 and have therefore remained zoned R1 to this day. It is anticipated that once the updated Official Plan is adopted, a new Zoning By-law will be prepared to implement the Official Plan changes.
Kiron Bondale	47 Melissa Crescent		• In Section 4.1, there should be some mention of the objective of increasing security and reducing crime within downtown spaces • The Public Art (9.2.29) section makes no mention of preserving existing public art from the elements and development as much as possible (e.g. outdoor murals). • Urban chickens (4.2.2.2.5 Additional Policies) should only be introduced as a pilot project in one neighbourhood and broader expansion across the city based on the outcomes from that pilot. There should be strict requirements for any residents wishing to participate including required training, fencing and so on. Also, how will the risks of avian flu and other diseases be managed? • The increase in proposed density for low, medium & high density areas (4.2.2.4.3 Scale) needs to also take traffic congestion into consideration (e.g. Niagara & Woodlawn intersection traffic congestion issues) and not just shadowing & privacy. Compatibility with the existing neighborhood also needs to be taken into consideration.	• Section 2.6 Speaks to creating a Safe, Healthy, and Accesscible City as applicable through an Official Plan. • The preservation of public art would be more effectively addressed through a Cultural Master Plan, as identified in Policy 9.2.30. • Traffic considerations for development and redevelopment are addressed in Section 14.12.6 • The City is recommending 30% forest cover for the City as it is important to note that there is tree canopy within the agricultural areas. Efforts can also be made to monitor and expand the City's agricultural area Tree Canopy. The City's Agricultural Area is relatively small compared to other municipalities. • Recreational Corridor is an individual land use designation

			• While the plan calls for 30% forest cover by 2051, it would be good to set a target for the urban tree canopy of at least 30% as Welland is currently in the bottom third of Niagara Region municipalities for this measure (8.2.6 Tree Canopy). • For the Recreational Waterway updates (section 7.5), it would have been good to have prioritized the potential uses of new or replacement development along the waterfront. Ideally, the plan should refer to cities such as Port Colborne as a model of how to truly exploit the opportunities of waterfront land. There is no good reason why the aesthetics and services along West Street & Clarence Street could not be replicated along the Waterway.	located along the Recreational Canal. It is intended to support a mix of uses.
OFFICIAL PLAN OPEN HOUSE NOVEMBER 20, 2025				
Shashank Chitale and Partners *(Welland Land Development Inc)* Shashankchitale@antrix.ca	1109 Britannia Road E, Mississauga	November 20, 2025	• *We support the proposed Urban Area land expansion into the settlement area.* • *We would like to join all the land owners group for the secondary plan.*	Noted- Thank you for your comments
Sean Neamtu	559 Lyons Creek Road, Welland	November 20, 2025	• DO NOT USE AGRICULTURAL LAND EXPLORE INDUSTRIAL SITES ALREADY FOR SALE HOW ARE THESE LOTS GOING TO BE SERVICED INFRASTRUCTURE IS NOT IN PLACE	It has been determined that the City requires an additional 77 hectares of employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result,

				the City currently has a limited supply of shovel ready vacant industrial lands available for development. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. It has been determined the subject lands are serviceable. The City will be servicing the subject lands.
Peter Tulumello	524 Buchner Road, Welland	November 20, 2025	• No rezoning agricultural lands into light industrial • No more grow-ops for Cooks Mills	It has been determined that the City requires an additional 77 hectares of employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Uses for the proposed lands have not yet been determined.

Jim Fazzari	244 Gadsby Ave, Welland	November 20, 2025	• *Similarly to OP4A, the City Planning Team hasn't identified remedies to the issues that come from high density.* • **1) Transportation** – *Unrealistic publication of public transit and biking. Public transit isn't going to all the places people need to know, and the 30-minute schedule between buses is not convenient, so cars are a necessity.* • **2) Parking** – *.3 of a spot for smaller footage apartments is not realistic. A bachelor apt could require a vehicle. (Graham Ave issues)* • **3) Traffic** – *The plan does not include ideas for turn lanes, etc., to show how traffic will be mitigated. Regional roads are not being addressed ahead of the build.* • **AFFORDABILITY** – *UNREALISTIC – LOOK AT THE HOMELESS #'s IN WELLAND* • **STRATEGIC DIRECTION** – *THERE IS A LOT OF "WELLAND WILL PROMOTE, WILL PROVIDE, WILL PLAN, WILL ENCOURAGE," BUT THESE STRATEGIES HAVE NO PLAN BEHIND THEM.* • *HOW WILL WELLAND PROMOTE, PROVIDE, PLAN TO MEET ALL THE RESPECTIVE STRATEGY POINTS* • *YOUR SIGNS POST ABOUT BUSINESS AND EMPLOYMENT OPPORTUNITIES. BUT NOTHING IS POSTED OR PROPOSED — NOTHING ABOUT POTENTIAL NEW INDUSTRY OR SUBSTANTIAL JOB OPPORTUNITIES.*	**1) Transportation** – The Niagara Region currently provides Transit Services to Welland. **2) Parking –** The OP does not establish specific parking numerical requirements. Accordingly, this comment should be addressed through the Zoning By-law Update. **3) Traffic -** The OP provides forecasts for Welland's projected growth and considers associated infrastructure requirements, including the provision and expansion of road networks. The OP identifies arterial and collector roads intended for future road widening. Traffic impacts related to individual developments are addressed at the development application stage**.** The Transportation Master Plan builds of the OP's Projections to identify infrastructure needs. **Affordability –** The City of Welland is proactive in addressing homeless encampments in an efficient and compassionate manner. The City also provides incentives and support for multiple affordable housing projects. **Strategic Direction** –The Official Plan is intended to function as a high-level, long-term policy framework that establishes the overall vision, objectives, and land

				use structure for the City. Section 14 of the Draft OP "Implementation" outlines how the policies of this Plan will be addressed.
Amanda Jansen	426 Buchner Road, Welland	November 20, 2025	• *As a rural community, we feel very frustrated (and demeaned by the way this has gone down) that Welland is proposing/announced without any input from the community, for a light industrial area on farmland. There seems to be many other industrial properties for sale nearby + without the same effects as the current proposal on Ridge Rd will cause.* • *We have a horse farm across the street + view this proposed change as a client safety concern + animal welfare concern.*	It has been determined that the City requires an additional 77 hectares of employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report.
Peter Inman	227 Gadsby Ave, Welland	November 20, 2025	• *Establish Niagara Region Urban Design guidelines as a specification for development* • *This will inform developers, in advance, of what would be acceptable* • *Conduct a Community Energy Plan that would involve District Heating (2-pipe low-temp system) as a means to make Welland a resilient city* • *Eliminate narrow intensification zones along areas with low-density residential*	The City of Welland is currently updating its' current Urban Design Guidelines, August 2014, commencing in 2026. Note that UDG cannot be enforced, but be encouraged. Thank you for your comment. This can be considered should the City initiate a City Wide Sustainability Plan.

				Intensification Areas are recommended along arteria, collector, and regional roads. While areas are proposed to be designated as intensification areas, future developments will still be subject to zoning reviews and Site Plan Applications.
Mary Tulumello	524 Buchner Road, Welland	November 20, 2025	• No Light Industrial on Agricultural Lands!	It has been determined that the City requires an additional 77 hectares of employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report.
Sean Neamtu		November 17, 2025	It has come to our attention that the City of Welland has recently purchased the parcels of land located at 432 and 476 Ridge Road. We understand that these properties have been identified by the City as "Employment Lands." Ahead of the November 20th meeting at the Welland Council Chambers, several members of the community will be in attendance. In preparation, we are seeking	The City of Welland is the Planning Authority and we are proposing to change this through the City's Official Plan Update. More information can found at the link below: City of Welland Official Plan Update | Engage Welland

			clarity to ensure we fully understand the facts regarding the potential development of these properties. Could you please provide information on the following: • How is the City of Welland able to change the land use designation from Agricultural to Light Industrial? • Is there an opportunity for public or community input regarding any proposed change in land use? • What is the rationale for removing productive agricultural land from an already limited inventory of farmland? • Were these lands designated as Future Employment Lands by the Niagara Region or by the City of Welland? • Has the City of Welland completed an Environmental Impact Study and obtained consultation from the Niagara Peninsula Conservation Authority? Thank you for your time and for addressing these important questions. We appreciate your attention to this matter.	Yes, please attend the open house and statutory public meeting, your can also submit your comments in writing. The City has a very limited supply of vacant industrial land that is available for industrial development. The lands were originally designated Future Employment Lands by the Niagara Region and this was done through a public process. We have consulted with the NPCA as part of a Pre-Consultation Process, we will do a environmental impact study as part of the subdivision process which will come sometime in 2026.
Sean Neamtu via email	Sean Neamtu	November 17, 2025	Thank you for attempting to provide clarification regarding the recent land acquisitions. I would appreciate further details on the following points: 1. **Purchase Price & Funding:** How was the City of Welland able to purchase 432 and 476 Ridge Road? Was the purchase funded through reserves, debt, or external sources? 2. **Expropriation or Voluntary Purchase:** Was this a voluntary purchase or an expropriation? Is this similar to the previous transaction at 349 Ridge Road?	1. City Council approved the purchase of the lands and it is funded through the Economic Development Reserve Fund. 2. This is a normal transaction between a willing seller and buyer. The lands were not purchased through expropriation like was attempted at 349 Ridger Road. 3. Land sales and purchases are not a public process until the purchase is

			3. **Community Consultation Before Purchase:** Why was there no public input from residents of Cooks Mills prior to the purchase? I understand that a statutory meeting is being scheduled after the acquisition—why was consultation not conducted beforehand? 4. **Environmental Assessment:** While the City of Welland reports having consulted with the NPCA regarding the property, **no Environmental Impact Studies have been completed by the NPCA**. Purchasing land prior to conducting a proper environmental assessment appears to contradict the due diligence required when changing the land use from agricultural to industrial. The valley and creek located on the site, along with the wildlife and natural habitats they support, may be compromised if development proceeds. What happens if the NPCA decides that this land should not be switched to industrial use? 5. **Alternative Land Options:** Why not explore land that is currently for sale within the City of Welland and already classified as industrial, such as the 92 acres on Udine Avenue? I would greatly appreciate your clarification on these questions to better understand the City's process and planning considerations.	complete. Municipal land purchases are not a public process primarily to protect the municipality's bargaining position and to ensure the privacy and business interests of sellers. 4. The City of Welland is the Planning approval authority under the Planning Act. This includes development in natural heritage systems. Whereas the NPCA regulates flood control. The proposed subdivision of the land avoids the environmentally designated portions of the land with the exception of a proposed road connection and associated infrastructure. These lands will be retained by the City in a natural state. 5. Larger vacant parcels often possess encumbrances such as contamination, absence of available connections to municipal servicing infrastructure, or fragmentation caused by natural heritage features. At present, the City has a limited supply of Shovel-ready employment lands. The subject lands were willingly sold to the City.
Peter Tulumello	524 Buchner Road	August 30, 2025	Can you tell me when you consulted my neighbours and I, with respect to rezoning agricultural land on Buchner Road into industrial land. Shall I take this to the province for their perspective on your duty to consult?	There have not been any recent rezonings to industrial use on Buchner Road. Your property, along with surrounding properties, is currently zoned and designated as Agricultural in the City's Official Plan.

			Please don't refer to any newspaper advertisement that you might have placed in the Tribune as having fulfilled that duty. Antiquated media would not likely pass muster if brought to the consideration of a court of law. We received nothing by mail, yet we are 20 steps from the land you purchased and rezoned.	However, the Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. The City is currently in the process of updating its Official Plan, during which changes to land use designations will be considered. To stay informed or participate in the process, please visit the project engagement page at: https://engagewelland.ca/city-of-welland-official-plan-update If you'd like, I can add you to our notification list to receive updates as the project progresses.
Peter Tulumello	524 Buchner Road	September 8, 2025	Thank you for your email. It confirms what I already anticipated. The City and Region don't follow a transparent process to inform citizens that are directly affected by changes they are putting into effect. You just count on people not noticing, what you are up to. We should have received letters informing of proposed changes that could affect our property values. Council's decision to purchase 476 Ridge Road at a recent meeting, makes it clear that they are advancing "full steam ahead" with rezoning. Not sure why else the City would purchase agricultural land, if Councillors have not come to a decision to rezone it as "light industrial", regardless of public opinion or input. It's a little like putting the cart before the horse. So by virtue of your	As noted, the Official Plan update has not yet been approved, and further public consultation will take place prior to final recommendations. If you wish, I can add you to our notification list to receive updates as the project progresses. A statutory public open house will also be held, providing property owners the opportunity to present comments directly to Council. Please see below with respect to City Freedom of Information Requests. https://www.welland.ca/clerks/FOI.asp

			decision to purchase the land, Council has already made a decision to proceed with rezoning. That's right, it seems that you will pay lip service to those individuals who attend your "Official Plan Update" meeting in October (with the rezoning of these lands) buried in pages and pages of other materials. But you won't reach out, or send out direct invitations to all the property owners along Buchner and Ridge Roads to let them know that you are rezoning agricultural land and that you already have a plan for that property, that no one within a kilometre of the property will like. The reality is, Mayor and Council has already discussed their intentions in the closed meeting regarding 476 Ridge Road and what is planned for the fifty acres. Let's be honest, the city doesn't purchase agricultural land to plant Soybeans. In fact if I were to do a freedom of information request, I am sure that one of the conditions of purchase was to have the owners of the land to bulldoze the fifty acres of Soybeans a few days before your purchase. The optics of land producing a valuable crop and turning it into a light industrial site wouldn't be great, if people knew the land was being productively used. Would it? So bulldoze it before it can be harvested, to make it look like it is just a vacant lot. You didn't fool me. Why the rush to bulldoze? The Canadian Average yield for soybean fields is about 50 bushels per acre or 3200 hundred lbs per acre, resulting in your direction for the owner to destroy 160,000 pounds of soybeans. 160,000 lbs of soy yields 57,600 lbs of protein. An average person requires 50 grams of protein each day. Well guess how many people that crop would have fed in one year? It would have fed 1,434 people giving them the necessary daily protein. Mayor and Council should be ashamed with all the people	In response to your request for policy details, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors. The City's policy on the sale of City-owned land is available in the below link. https://www.welland.ca/bylaws/Policies/SER-013-0011.pdf Regarding the land acquisition process, potential acquisitions are initially discussed in camera with Council. If approved, a by-law is subsequently presented for consideration during an open Council session. It has been determined that the City requires an additional 77 hectares of employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands

			using food banks in Welland, just to survive, and you just decided feeding 1,434 people for one year, isn't in your interest. That will make a good story with National Media outlets, how our city had a part in burying a crop that was less than a month away from harvest. So let's return to the question "Why the Rush?" We already know that a certain industry approached the now deceased landowner, and made an offer to purchase the land, and that they wouldn't sell because of the nature of their industry. Yes we know and we don't want that type of industry next to our homes. Not only will it likely devalue our properties it may make them unsaleable. Do you realize once that you made the decision to purchase this property and the deal has been completed, that the public has a right to make a Freedom of Information request, asking that you reveal all those parties with whom you have had discussions regarding that property. Even to divulge what industry approached you to discuss a deal to sell to them. So my next request of the City of Welland is to ask for a copy of your Property Acquisitions and Disposal Policy, and to be informed of whom I should send the Freedom of Information request that my neighbours and I can submit our requests to. I also I would like to state, how disappointed we are with Councillor Richard who is supposed to represent Cooks Mills, but shamefully voted in favour of this purchase. She made no effort to reach out to me, since my first letter was sent.	available for development. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report.
Marsha Rempel		July 8, 2022	I am sending you this letter to continue my appeal to change zoning on my property from industrial back to agricultural. I fail to understand why the zoning has been	It has been determined that the City requires more Employment Lands. Removal of Employment Land will not be supported

			left as is when it is in your power to rezone it but once again I see the Gateway Economic designation remains. I was speaking to a Planner with the Region and was told it is not for them to determine the zoning. When I first requested this change be made I was informed when the New Official Plan would be presented it would be changed but this has yet to happen which leads me to ask both why and when? Even though there has been some effort to rejuvenate the brownfields I am left with the impression that there is still interest in my property and hesitancy to rezone it as requested. Another thing that raises my concern for this is seeing that all the roads out here are scheduled to be widened in the future. That indicates future expectation of increased traffic due to industrial or commercial growth. I will continue in my appeal to have my property's zoning changed back to its original agricultural designation. My other concern is why you are selling the canal lands on the west side of the canal between Woodlawn Road and Highway 406? Colour code on the Land Use Map labels this area as Welland Recreational Waterway and Core Natural Heritage System. In speaking with town people who walk or bike in that area they don't understand why it would be replaced with condos when it is not zoned residential. That area is also designated both as Provincially Significant Wetlands and Significant Woodlots. Why are you not leaving green space for current and future generations as prioritized in the results of the online survey you posted earlier this year where Natural	No change is proposed to the land use designation of the subject site. The current agricultural uses will have as of right permissions in the Zoning By-law to continue.

			Environment, Parks Open Space and Tree Canopy all rated highly? The final page of your Policy Directions Report talks about the Regions Draft Official Plan including a goal to enhance Woodland Cover across the Region by 2051 and encourages protection of existing trees in public and private realm. Seventy percent of people want additional policies within Welland's Official Plan to maintain and enhance Vegetation Cover. In spite of your predictions in population growth over the next thirty years it does not mean people will move here or that Welland should accommodate such growth especially when the current citizens are against our city growing into a metropolis. It would be better if they live in a less populated area where congestion is not a problem. Why not learn from the mistakes of the past instead of repeating them? We do not want to be like Toronto with high rises traffic congestion and a pollution index reading.	
Eleanor Protz	57 Jefferson Court	October 12, 2021	**Official Plan Visioning** Vision is temporary. What we see today was someone's vision in the past. We are attempting to vision for a 30 year span where today's vision may be obsolete even before the 5 year review of this OFFICIAL PLAN, when approved, occurs. Welland has a limited amount of land available for any purpose within its borders and we need to be thoughtfully and carefully managing what we have. Planning involves preserving greenbelt property. Why are individuals,	Thank you for providing your comments. The Official Plan is intended to function as a high-level, long-term policy framework that establishes the overall vision, objectives, and land use structure for the City. It has been determined that the City requires an additional 77 hectares of employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by

			planners and developers in such a rush to sell and develop all of it? Do they think there won't be future generations that will want undeveloped land to acquire, and then develop their vision for it? Are we so arrogant that we think only what we plan is relevant? Welland is an older, beautiful, green canopied city in the middle of Niagara. Any realtor will tell you that existing housing here is in high demand. People have been leaving congested cities and purchasing our homes for various reasons, and it seems more people wish to make Welland home. We need to plan wisely because if this pandemic hasn't taught us anything else, it has taught us that breathing space and elbow room is essential for happy, healthy living. Intensifying, as the Provincial Government ordered will create crowded housing areas and is not going to provide a healthy environment for anyone. As a Crowland/Welland resident for more than 80 years I have witnessed enormous changes to business and industry, to education and healthcare facilities, the relocation of the Welland Canal channel and routing of new highways. Homes in all forms have been built in subdivisions all around the city and Welland grew away from its past Industrial identity. This year in February, the Federal Minister of Natural Resources, Seamus O'Regan announced that funds are available for reclaiming Brownfields. Our former industrial sites at one time were Crown Land, and Crown Land can be expropriated from current owners. Can Welland grasp this Federal offer of assistance and commence the remediation of a least one Brownfield in our city? These	encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.

			Brownfields are situated in valuable urban serviced areas and can't be ignored forever. Surely every square inch of soil within their large confines is not contaminated. Our vision should include future uses for them. In 30 years I won't be alive to see the results of this creative plan, but I am interested in how the city reforms and functions while I am still here. Therefore, I am submitting a few thoughts for your consideration. Existing farmlands whether zoned Agricultural or not should be preserved for food production. We don't regulate how foods are grown or fertilized, or what pesticides are used outside of Canada. Are we comfortable serving more imported foods to our families because no land remains for cultivation by local farmers? Altering of building heights and landscape affects air circulation, drainage, natural light patterns and resounds noise. I have experienced some of these effects since the Lancaster Park Apartment building commenced construction last year. The proposed multiple units of housing at the Seaway Mall property will further compound these conditions. With all the new housing currently being constructed and proposed, is there any thought being given to reserving a new location for healthcare? i.e. a hospital and nursing homes. People coming here are going to expect that there will be medical care available to them for their future needs. There are already waiting lists for surgery and for nursing home care being experienced.	

			Since the Provincial Government Ministry of Municipal Affairs and Housing and P2G now governs how our local municipalities grow, we are being forced to accept their development ideas, like it or not. Is it possible for Welland to create a provision in this new Official Plan that will allow council to pass a by-law that the Ontario Land Tribunal cannot overrule? Every City is unique and should be treated as such. I was very disappointed that so few people registered to participate in the Virtual Public Information Meeting on September 29th. I thank you for the opportunity to express my views.	
Travers Fitzpatrick, on behalf of Dorl Holdings/Seaway Mall	PO BOX 872, Fonthill Ontario, L0S 1E0	November 26, 2025	The following comments are made on behalf of Dorl Holdings/Seaway Mall. 1. Policy 4.4.1.6. **Promote Opportunities for Mixed Use Developmen**t (page 74), we support this policy initiative and would suggest that emphasis be placed on the Niagara Street corridor north of Woodlawn Road as there is limited adjacent residential development that would be adversely affected by such mixed use developments. 2. Policy 4.4.2.3.3 (ii) **Regional Shopping Node Scale** (page 76) we strongly support the inclusion of the provision **" a full range of residential in combination with commercial uses at grade**". Further, we would suggest the maximum height for such development on the Seaway Mall lands be increased to 20 stories from the proposed 16 stories as there is no existing low density	1. The Niagara Street Corridor has been identified as an intensification area. 2. The City will not be increasing the proposed height of 16 storeys to 20 storeys as no residential uses were previously permitted. 3. Environmental features identified on 18 Woodlawn Road have been appropriately refined.

			residential development adjacent to the Mall which could be adversely affected. 3. Policy 6.3.4. **Location of Natural Heritage System** (pages116 and 117) (vi) **Significant Woodlands** and the mapping of same on Schedule “C” Natural Heritage System and Schedule “C1” Components of the Core Natural Environment System. The ***current*** Official Plan shows significant areas in the Northern Reach as having Significant Woodlots however, the draft Official Plan shows no such woodlots. Further the draft Official Plan shows a Significant Woodland on Doral Lands (18 Woodlawn Road). We understand that the Northern Reach has been largely cleared by the current owner while the lands were held by the City. Part of the rationale for a woodland to be judged as “significant” is its relationship to other woodlands. In as much as the larger woodlands on the Northern Reach have been cleared, we would wish to see the Woodlands designation, “Significant” or “Other” removed from 18 Woodlawn Road. In addition to the foregoing, there is also some considerable question about the value of the tree cover on 18 Woodlawn Road. Previous reviews of the tree cover make reference to significant amounts of dead ash on the lands. Condition of the tree cover should be taken into consideration in any designation and we would request the designation be removed. Thank you for the opportunity to comment on the draft Official Plan and we ask that the changes to the draft as set out in these comments be made in the final document.	

Daniel Branzea, Development Manager for Smart Centres	3200 Highway 7, Vaughan, Ontario, L4K 5Z5	November 21, 2025	Policy: 4.4.2.4.4 Design The Regional Shopping Node - Eastern Approach should be planned with careful consideration for all aspects of urban design. The buildings ~~should~~ are encouraged to provide a strong street edge and a distinct sense of place. The node should be user-friendly, barrier-free and accessible. The Regional Shopping Node- Eastern Approach should be accessible to transit users, as well as encourage pedestrian trips between buildings. Building facades, landscaping and site planning, in general, should completement one another to achieve a balanced and aesthetically pleasing built environment. Smart Centres Comment: SmartCentres will make best efforts to provide a strong street edge for new developments, however due to nature of large format retail buildings, this may be challenging depending on site conditions. The buildings have large footprints and may need to be set back on the property to fit appropriately, while also accommodating surface parking for customers. For your reference, please see the attached Site Plan that was submitted to the City for the PAC Meeting held earlier this year. As you will notice, the future build-out of the vacant lands within the shopping centre includes buildings that line the street only in certain sections. Due to these reasons, we are seeking more flexibility in this provision by modifying the words “should” to “be encouraged to”.	Policy – 4.4.2.4.4 Design. City staff are of the opinion that flexibility is achieved by the use of “should” rather than “shall” Policy 4.4.3.2 Balancing Supply and Demand has been updated.

			Policy 4.4.3.2 Balancing Demand and Supply The City of Welland will support its commercial structure by carefully monitoring the demand and supply for retail commercial goods. This will be achieved by exercising control over expansions to existing designated retail areas. New retail areas or expansions to existing retail areas ~~shall~~ should be tied to market demand ~~as per the policies~~ and be consistent with the policies outlined in 4.4.3.5. Smart Centres Comment To clarify, the stringent requirements for a Market Impact Study have been waived, which was one of our primary requests and concerns for this OP update. We are proposing a minor wording correction to improve flow, as the renumbered policy 4.4.3.5 now speaks to building placement and site design. Thank you for considering our request, and if you need any additional information please let me know. Looking forward to receiving your feedback.	

Zelinka Priamo Ltd. - Jonathan Rodger		November 24, 2025	We are the planning consultants for Canadian Tire Real Estate Limited and Canadian Tire Properties Inc. (herein referred to as “Canadian Tire”), the owner of the three (3) parcels lands known municipally as 158 and 210 Primeway Drive, and 790 River Road in the City of Welland, Ontario (collectively, the “subject lands”). The subject lands are developed as a Canadian Tire retail store, warehouse, vehicle service centre and seasonal garden center with associated parking areas to the north and south of the building. The subject lands were subject to Official Plan Amendment (OPA 19) and Zoning By-law Amendment (File No. 2018-06) applications, approved in February 2019. These approvals were to allow for the expansion of the existing Canadian Tire Store onto 210 Primeway Drive and 790 River Road, whereas the store previously was entirely located within 158 Primeway Drive. On behalf of Canadian Tire, we have been monitoring the City of Welland’s Official Plan Review process and submitted comments on August 15, 2024, in relation to the May 2024 Draft Official Plan (May 2024 Draft OP) [Appendix A]. It is our understanding that as part of the City’s Official Plan update, the Draft Official Plan dated October 2025 (October 2025 Draft OP) was released for public comment. We have reviewed the October 2025 Draft OP in the context of the Canadian Tire lands, and we have preliminary comments as outlined below. We will continue to review the October 2025 Draft OP and future iterations and may provide further comments as required based on further review and subsequent draft releases. According to the October 2025 Draft OP, the subject lands are proposed to be identified as follows. The	- Transitional Employment is no longer considered an Area of Employment hence the transition from Gateway Economic Centre. As such, transition clause is not needed. - Regional Shopping Node – Eastern Approach has been added to Schedule B2. - 210 Primeway Drive and 790 River Road have now been redesignated to Regional Shopping Node – Eastern Approach from Transitional Employment - Noted: 4.4.2.4.3 revised - Developed lands may be subject archaeological investigation should they not have been subject to intensive disturbance. - 4.4.3.5 regards Commercial Uses permitted in this Plan. It is not mandatory in nature and identifies good planning design. No change is required. - 9.3.2.1 has been updated

			designations in the May 2024 Draft OP are provided for reference as designations applying to the subject lands have been modified since this prior version. At this time, our preliminary comments for the Draft Official Plan are as follows: 1. New “Transitional Employment” Designation for 210 Primeway Drive and 790 River Road. The northern portion of the subject lands (210 Primeway Drive & 790 River Road) are designated under the current OP as Gateway Economic Centre with a site-specific exception that permits a home and auto supply store as an expansion of the store located at 158 Primeway Drive. This exception was added via an applicant-initiated Official Plan Amendment approved in 2019 (Amendment No. 19): “4.3.3.9 B Notwithstanding Section 4.3.2.4.B, a home and auto supply store with a maximum gross floor area of 5,550 square metres is permitted on the approximately 2.16 hectare (5.34 acre) land parcel known municipally as 210 Primeway Drive and 790 River Road, as an expansion of a home and auto supply store located on lands known municipally as 158 Primeway Drive.” We note that the October 2025 Draft OP conserves Policy 4.3.3.9 B but redesignates the northern portion of the subject lands to “Transitional Employment” and removes the site-specific policy overlay from Schedule B – Land Use (Figure 1). It is unclear why the site-specific overlay was removed from the Schedule and suggest it should be	

			added back, unless alternative action is taken as outlined below. Additionally, the “Transitional Employment” designation is the only one of the four (4) Employment designations that does not have a transition clause. For example, the “Gateway Economic Centre” designation in Policy 4.3.2.5.2 provides that: “Existing standalone offices, retail uses, institutional uses, personal services and other commercial uses that were established on a parcel of land before June 8, 2023 are permitted.” The “General Industrial Area” and “Light Industrial Area” designations have similar transition clauses, however an equivalent policy for the “Employment Transition” designation is notably absent. 2. The Subject Lands Should be Removed from the “Employment Area”. We suggest that the subject lands should not be designated “Transitional Employment” altogether and should instead be designated entirely as “Commercial”, as per the current designation on the front portion of the subject lands (158 Primeway Drive). The Provincial Planning Statement 2024 (PPS) provides the definition for Employment Area as: “means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described	

			by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above [emphasis added]." As the subject lands are developed with a home and auto supply store, which is legally existing and recognized in Official Plan in Zoning, we suggest that the subject lands do not meet the definition of "Employment Area" and therefore should not be designated as such in the October 2025 Draft OP. Instead, we would suggest that 210 Primeway Drive and 790 River Road be designated with the same "Commercial" designation as exists for 158 Primeway Drive. 3. "Commercial" Designation for 158 Primeway Drive The revised Schedule "B2: Commercial Hierarchy Land Use" designates the subject lands as "Community Commercial Node – Eastern Approach", however the October 2025 Draft OP text does not have a corresponding section. There is a section entitled 4.4.2.4 "Regional Shopping Node – Eastern Approach" and a separate section entitled 4.4.2.5 "Community Commercial Node". We request clarification as to which section applies to the subject lands. In lieu of this clarification, we provide comments with regard to both sections. Within Section 4.4.2.4 "Regional Shopping Node – Eastern Approach", policy 4.4.2.4.3 states that "The Regional Shopping Node - Eastern Approach will be planned to provide for a minimum of up to 44,000 square metres of commercial retail and complementary service type uses."	

			It is assumed that the intent of this policy is that a minimum of 44,000 square metres of commercial retail and complementary service type uses be developed. We are generally supportive of a removal of maximum floor area restriction, but suggest that the language of “up to” and “minimum” is confusing and seemingly contradictory. We suggest that the “up to” be deleted for clarity. Secondly, it is unclear why a minimum floor area policy to this effect is necessary and unclear how it would be applied in practice through implementing zoning regulations, given that multiple different properties and respective ownerships. Within Section 4.4.2.5 Community Commercial Node, Policy 4.4.2.5.2 “Scale” provides that “Community Commercial Nodes should be planned to accommodate up to 17,000 square metres of commercial space.” In addition to contradicting the above-referenced Eastern Approach policy for a minimum of 44,000 square metres, it is unclear why a single floor area maximum is intended to be applied consistently across the various Community Commercial Nodes, each of which has a variable size and context. 4. New Schedule G: Areas of Archaeological Potential The new schedule “G: Areas of Archaeological Potential” identifies the northern portion of the subject lands, 210 Primeway Drive & 790 River Road, as an “area of archaeological potential”. The corresponding Section 9.2.17 of the October 2025 Draft OP states that: “Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved or the land has been investigated and cleared or mitigated following the	

			assessment being entered into the Ontario Public Register of Archaeological Reports. Mapped areas of archaeological potential are shown on Schedule G. An archaeological assessment or any other archaeological investigation may not be required for development and site alteration within areas of archaeological potential if the site is been subjected to recent, extensive or intensive disturbance." Given that the subject lands are developed with the existing Canadian Tire store and associated parking, this policy would indicate that archaeological investigation is not required. However, we suggest that this schedule should be reevaluated to encompass only lands that are not developed, since the ultimate intent of the policy is to apply only to lands that have not been developed/disturbed. 5. Policy 4.4.3.5 provides policies for Commercial Uses fronting onto Corridors. Firstly, we seek clarification as to what constitutes a "Corridor", as this is an undefined term in the OP. There are several references to "Corridor" within land use designation titles (e.g. Community Commercial Corridor and Conceptual Planned Corridor), however it is unclear if this is the intended reference. We request clarification as to which areas or contexts Policy 4.4.3.5 is applicable to. Further, we suggest that these policies should be scoped to "where applicable". For example, the subject lands are located in close proximity to the Woodlawn Road Highway 406 interchange, without residential uses located within a reasonable 'walkable' distance, nor a residential OP designation that would permit residential uses under the	

			current framework. As such, we do not believe it is the intent to have buildings located close to the street or with high levels of façade transparency, as the pedestrian traffic for whom that would benefit is sparse. Additionally, for the same reasons noted above, it is not practical to orient the main entrance to the public sidewalk (Primeway Drive in this case), as the vast majority of patrons would be accessing the building from the parking lot, located to the southeast. 6. Policy 9.3.2.1 states “streetscapes and public spaces shall [emphasis added] be designed to prioritize the pedestrian environment with high quality landscaping, street furnishings, patios, public art, lighting, signage or other distinct placemaking elements that are complimentary to and emphasize the existing character of the street.” We suggest alternative phrasing as follows: “streetscapes and public spaces shall be designed to prioritize the pedestrian environment, with elements that may include, [emphasis added] high quality landscaping, street furnishings […]”. This would clarify that not all of the listed elements are requirements but are rather options to utilize in the objective of improving the pedestrian experience. We will continue to review the Draft Official Plan process and subsequent revisions and may provide further comment on behalf of Canadian Tire as necessary. We would welcome the opportunity to meet with Staff to discuss our comments further. Please kindly ensure that the undersigned is notified of any further meetings with respect to this matter, as well	

			as Notice of applicable decisions. We request that a copy of this letter be provided to Council prior to any decisions being made on this item.	
Connie McCutcheon		November 30, 2025	As a Cook's Mills resident and ratepayer, I respectfully submit strong opposition to the proposed Official Plan and zoning amendment that would redesignate 432 and 476 Ridge Road from **Agricultural** to **Light Industrial**.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as

			The Cook's Mills area supports a diverse range of wildlife — including Sandhill Cranes, wild turkeys, deer, turtles, and numerous other species — all of which depend on the existing agricultural landscape and the quiet, low-impact nature of our roads. Converting these lands to industrial use would irreversibly disrupt these habitats and degrade the rural character that our community has maintained for generations. Moreover, the extension of new infrastructure required to service a light industrial use in this location would represent an unnecessary financial burden on the City. Fully serviced industrial lands are already available within Welland, making this proposal neither efficient nor aligned with the principles of cost-effective growth. For these reasons, I respectfully request that Council **deny the proposed Official Plan amendment and zoning change** for 432 and 476 Ridge Road and adjacent lands, and uphold the long-standing agricultural designation of this land. I am also very concerned with the authenticity of the engagement and Official Plan process integrity when a media release dated October 31, 2015 announces this industrial designation is already in place "to attract investment, support business development, and create jobs", even before coming to Council for a decision.	contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Debbie White-Beattie	debbiewbd@yahoo.ca	November 30, 2025	Hello I'm writing because I am firmly against the Industrial rezoning at 432 and 476 Ridge Road and request Council keep it Agricultural.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant

			We have lost so much land to housing and business and now unfortunately our population has sadly exploded. Why is it that the citizens of this area are not consulted about taking vacant farmland and turning it into industrial. I never voted for that ! I've lived just up the road from this proposed land for 30 years and I was also raised here in Cooks Mills along with several generations of my family including my mother who was born in 1942 and grew up on Lyons Creek rd and I can tell you that our road is already too busy with the through traffic especially since the Truck Driving School went in. As someone who has seen many changes happen in Welland, I am dead set against any more building or changing of this area. There are other old closed down factories that the land can be used. Please leave our rural land alone so that the wildlife can hunt and survive and also be used for agriculture. We need to grow our own products in order to survive.	employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

Amanda Radford	441 Ridge Rd Welland ON	November 30, 2025	I am strongly opposing the industrial zoning at 432 and 476 Ridge Rd and urge the council to reject it! The amount of traffic in the area, and down Ridge Rd in general has already amplified over the last decade. Making the roads already unsafe for those of us that live on it. The roads can longer be enjoyed, even for country walks, by people, kids or horses in the area. One neighbour, in a wheelchair, has had many close calls, trying to enjoy a leisurely walk down the road. You are now wanting to place another 200-800 vehicles on the road with the potential of new employment you had advertised. Let alone the noise, and light pollution this Industrial Park will incur. And what would our property values look like, with an industrial park for a neighbour? No one wants to live beside that. There are better options for Industrial builds in welland. But rather than cleaning up brownfields for future development, it's much easier to seize property being used for food, with healthy soil. Welland has very little green space left. Where will the wildlife go? We need to start contributing to preserving agricultural lands in Welland. We had chosen to build our family and home in this area of Welland because we truly enjoyed the rural location. This would be a completely antithetical decision contrary to where we wanted to live.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

Zelinka Priamo (Jonathan Rodger, Connor Wright – on behalf of Choice Properties REIT	821 Niagara Street	November 27, 2025	We are the planning consultants for Choice Properties REIT Ontario Properties Limited (herein referred to as “Choice Properties REIT”), the registered owner of the lands municipally known as 821 Niagara Street in the City of Welland, Ontario (the “subject lands”). The subject lands are located at the north end of Welland, with frontage along Niagara Street, which is developed with larger format retail and commercial uses, and associated surface parking. The subject lands are abutted to the west/southwest by low-density residential neighbourhoods, and by Trelawn Park to the northwest. The subject lands contain a Zehrs supermarket use, with an associated parking lot. Part of the parking lot area is used for a seasonal Garden Centre. The subject lands have two (2) vehicular access points along Niagara Street, one to the north, forming one leg of the four-leg Lancaster Drive intersection, and a right-in-right-out at the south extent of the property. On behalf of Choice Properties REIT, we have been monitoring the City of Welland Official Plan Review process and submitted comments on August 16, 2024 in relation to the May 2024 Draft Official Plan (May 2024 Draft OP) [Appendix A]. It is our understanding that as part of the City’s Official Plan update, the Draft Official Plan dated October 2025 (October 2025 Draft OP) was released for public comment. We have reviewed the October 2025 Draft OP in the context of the subject lands, and we have preliminary comments as outlined below. October 2025 Draft OP and future iterations and may	1. 16 storeys was determined to be an appropriate height. The current Plan did not permit residential uses in this designation. 2. Staff are of the opinion that the minimum commercial area is appropriate to assure that current commercial space is maintained to accommodate Welland’s growth. Standalone residential uses does not meet the primarliy commercial function of the Regional Shopping Node. 3. 4.4.2.3.3 has been updated. 4. 4.4.3.5 regards Commercial Uses permitted in this Plan. It is not mandatory in nature and identifies good planning design. No change is required. 5. 9.3.2.1 has been updated 6. 9.3.2.5 Staff disagree with this interpretation. This policy is currently written to suggest that some form of impact may be acceptable. .

			provide further comments as required based on further review and subsequent draft releases. At this time, our preliminary comments for the Draft Official Plan are as follows: 1. Policy 4.4.2.3.3 provides that maximum heights for the Regional Shopping Node are 16 storeys. We seek clarification as to how 16 storeys as a maximum was determined, including if it is based on any background study. While we agree with striving for harmonious land uses and appropriate transitions, we suggest there may be instances where a maximum height greater than 16 storeys may be appropriate, subject to the specific site conditions and surrounding context. We kindly request clarification as to how this figure was determined and ask the City to reconsider this regulation. In general, it is our view that such specific performance standards are better implemented through the Zoning By-law which is better suited to respond to the unique contexts of each individual property, rather than through a blanket provision in the Official Plan. 2. Policy 4.4.2.3.3 proposes to introduce residential permissions to the Regional Shopping Node, which Choice is supportive of. However, in our submission: a. Policy 4.4.2.3.3(i) continues to maintain significant minimum commercial gross floor area requirements for development, albeit being reduced from 54,500 square	

			metres to 42,500 square metres since the May 2024 Draft OP. With the introduction of a “full range of residential” with commercial uses at the base of buildings, it is unclear if such minimums are appropriate or desirable to maintain. In our view, it is amply sufficient to encourage commercial uses at grade, per Policy 4.4.2.3.3(ii), as opposed to instituting specific minimum required floor areas. Further, as the policy applies to a large area with many individual properties and landowners within, it is unclear how such a policy would be implemented through the development review process and zoning. b. Policy 4.4.2.3.3(ii) would allow residential uses only when commercial uses are located at grade within the same building. In our submission, the policy should allow for standalone residential uses when commercial uses are provided elsewhere on site. In other words, the Policy should plan for mixed use sites, rather than require every building be a mix of uses. Similar wording exists in Policy 4.4.2.3.2. This is especially pertinent as Policy 4.4.2.3.3(ii) encourages a transition in built form towards low-rise residential neighbourhoods, and lower built forms including ground-related residential uses, typically do not have a commercial component. 3. Policy 4.4.2.3.3 provides the scale of development contemplated. Based on our review, other Commercial Area sub-types specify that single storey buildings are permitted (i.e. Policy 4.4.2.6.3). We suggest that the policy be revised to specify that single storey commercial uses shall be permitted, in order to clarify that expansions	

			to existing buildings and commercial infill buildings are permitted. 4. Policy 4.4.3.5 provides policies for Commercial Uses fronting onto Corridors. Firstly, we seek clarification as to what constitutes a “Corridor”, as this is an undefined term in the OP. There are several references to “Corridor” within land use designation titles (e.g. Community Commercial Corridor, Conceptual Planned Corridor), however it is unclear if this is the intended reference. We request clarification as to which areas or contexts this policy is applicable to. 5. Policy 9.3.2.1 states “streetscapes and public spaces shall [emphasis added] be designed to prioritize the pedestrian environment with high quality landscaping, street furnishings, patios, public art, lighting, signage or other distinct placemaking elements that are complimentary to and emphasize the existing character of the street.” We suggest and alternative phrasing as follows: “streetscapes and public spaces shall be designed to prioritize the pedestrian environment, including elements that may include [emphasis added], high quality landscaping, street furnishings […]”. This would clarify that not all of the listed elements are requirements but are rather options to utilize in the objective of improving the pedestrian experience. 6. Policy 9.3.2.5 states that “the siting and massing of new building should not result in adverse impact on adjacent properties in regard to privacy and shadow.” We suggest that additional language is required to add clarity.	

			As currently written, this could be interpreted to mean that no adverse impact whatsoever will be considered acceptable (including zero overlook or shadowing). However, in our opinion this is not practical or reasonable, and some level of impact should generally be expected in an urban environment. We would suggest language such as “unacceptable adverse impacts” to recognize that some impacts are to be expected. We will continue to review the Draft Official Plan process and subsequent revisions, and may provide further comment on behalf of Choice Properties REIT as necessary. We would welcome the opportunity to meet with Staff to discuss our comments further. Please kindly ensure that the undersigned is notified of any further meetings with respect to this matter, as well as Notice of applicable decisions. We request that a copy of this letter be provided to Council prior to any decisions being made on this item.	
Amanda Kosloski	amanda@armstrongplan.ca	November 28, 2025	Armstrong Planning and Project Management is acting as agent on behalf of 555 Canal Bank Development GP Inc. (Empire Communities) in regards to their land holdings (approved subdivisions) in Dain City, Welland. In that capacity, Empire requested we review and provide comment on the draft updated Official Plan. Please note we provide a few high-level comments followed then by more detailed comments/requests as they relate to certain lands within the settlement area.	• Section 1.2.1 and 2.4 have been revised • This intensification target was derived from the Region’s Municipal Comprehensive Review. The City is currently over achieving this target. • 4.4.2.6.3. has been revised to allow for multiple storey commercial buildings.

			•Section 1.2.1 is called “Conformity with Provincial Policy Statement”; it should be revised to note “Conformity with Provincial Planning Statement”. •Section 2.4 is called “A Vibrant Economic”; it should likely be revised to show “A Vibrant Economy”; •We question the ability to reach an intensification target of 75% of all new growth; •Policy 4.4.2.6.3 limits commercial uses to a single storey within the Community Commercial Corridor; we believe this eliminates options for 2nd and 3rd floors, where appropriate (for example, a medical building), office and professional services. We suggest eliminating reference to maximum heights for commercial uses, or limit to something that allows some flexibility but is less intrusive to adjacent residential uses (for example 3 or 5 storeys); In addition to the above, through this Official Plan review, we see an opportunity for the Municipality to make revisions to certain policies that will ensure flexibility in the ultimate completion of two approved subdivisions in Dain City (“Dain East”, File No. 26T-14-06002 and “Dain West”, File No. 26T-14020007). Build-out of the Dain East and Dain West subdivisions is collectively known as “Empire Canals” and construction is well underway. Dain East Phase 1 and 2 and Dain West Phase 3 are well under construction and/or occupied and we are preparing for the next release (Dain East Phase 3). Site Specific Exceptions 4.2.3.17.3 and 4.2.3.17.4 provide direction for the Dain East and Dain West lands; under the new Official Plan (as per the October 2025 draft), we	

			believe both policies can be eliminated, and through this letter, would formally request that they be deleted. The initial intent of policy 4.2.3.17.3 was to allow a density between 29 and 58 dwellings per net hectare for Dain East to support the lot mix as contemplated by Empire; however, under new OP policy 4.2.2.2.1, the allowable range for low density residential is between 15 to 60 dwelling units per net hectare (whereas, under the current OP it is 15-24 dwelling units per net hectare). As such, the Dain East subdivision will comply and no longer requires a site-specific policy. Policy 4.2.3.17.3 should be deleted in its entirety. In addition, certain lands within the Dain West subdivision are identified as “Community Commercial Corridor” which is a designation given to lands along major access corridors meant to serve the travelling public. Policies in section 4.4.2.6 now recognize that these lands may also accommodate residential uses in a mixed-use format and suggests the scale of buildings should be such that stand alone commercial buildings are limited to a single storey, while mixed use buildings with commercial at grade are permitted up to 16-storeys. Although we do not see the commercial node in Dain West as a destination for those outside of Dain City (as the Community Commercial Corridor designation would suggest), and don’t expect to draw a significant amount of users as “pass-through traffic”, we do recognize the benefit that commercial uses, especially those adjacent to the new community park and recreational canal, will bring to the neighbourhood and support the land use designation in general; however, we suggest that the minimum GFA required by the site specific exception is	

			too onerous and may limit the flexible and practical build-out of the block. Policy 4.4.3.2 states that the City of Welland will “support its commercial structure by carefully monitoring the demand and supply for retail commercial goods”. We believe that policy 4.2.3.17.4 should be deleted from the list of exceptions because it is too specific, limits the overall flexibility of a commercial site and doesn’t conform to policy 4.4.3.2. As written, policy 4.2.3.17.4 does not allow the municipality (or the owner) to respond to market demand and could not be met through development of single-storey buildings on site. The Municipality should strive to provide a mix of non-residential and residential uses on site that will support employment and alternate forms of residential (if/as appropriate) while responding to community needs. We support policies that will encourage the success of this community, and do not want to see the commercial block sit empty while waiting for the right demand and/or user as would be required to meet the site-specific policy. Allowing the commercial block to build-out with municipal input in a way that suits and supports the community reflects municipal policy and represents good planning. In addressing our request to delete the above-mentioned policies and provide more flexibility in the long term the City of Welland is able to support and achieve the following core principles of its Official Plan: 1.Creating Complete Communities; 2.Supporting a Vibrant Economy; 3.Creating a Proud and Attractive City;	

			4.Providing a range of commercial uses in strategic locations and sizes; 5.Promoting opportunities for mixed use development that supports a range of residential uses (including units at various price-points, tenure and size); 6.Supporting local commercial uses that support daily or weekly convenience shopping and service needs of residents; and 7.Supporting growth in an orderly and logical manner. In general, we support the move to add more flexibility and to encourage higher densities where servicing allows, appreciate the progress that supports gentle intensification within existing communities and allows for the inclusion of residential in mixed-use buildings within commercial land uses. We are available to review our request with municipal staff and look forward to your outreach.	
Lise Denommee		December 1, 2025	As a citizen of 26 years in the Cooks Mills community I am 100% firmly opposed and I object to the rezoning of 432 and 476 Ridge rd to industrial and urge Counsel to reject it. We the people need your voice to stand up for what the residents want for our community Please listen to your residents Keep this land Agricultural	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant

				industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Karen and Clyde Head	783 Schisler Crescent Welland	December 1, 2025 (10:40 PM)	I strongly object to the proposed Industrial zoning at 432 and 476 Ridge Road and ask Council to deny the amendment.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or

				fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Jessica LaHay		December 3, 2025	Please find attached my formal open letter regarding the proposed Official Plan amendment and consequential zoning change that seeks to convert agricultural lands at	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant

			432 and 476 Ridge Road, Cook's Mills, Welland, to Light Industrial use. As a dedicated member of the Cook's Mills community, with a family presence dating back to the late 1800s, I am writing to strongly oppose this proposal. The attached letter outlines my concerns in detail, focusing on: * The essential need to preserve prime agricultural land and support food sovereignty. * The fiscal irresponsibility of developing new, unserviced lands when brownfields and existing industrial sites are available. * The destruction of the rural lifestyle, local environment, and safety risks posed by a potential 800-car increase on our non-sidewalk roads. I urge you to review the attached document and take action to either reject the proposed change outright or amend the Official Plan to maintain the agricultural designation of these properties. Thank you for your time and consideration on this critical matter. (Attached letter from PDF) Subject: Formal Opposition to the Proposed Official Plan Amendment and Zoning Change (Agricultural to Light	employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			Industrial) in Cook's Mills (432 and 476 Ridge Road, Welland) To the Mayor, Members of Council, and City Staff: I am writing to register my strong opposition to the proposed Official Plan amendment and consequential zoning change that seeks to convert prime agricultural lands at 432 and 476 Ridge Road, Welland, to Light Industrial use. While I may not currently be an undersigned ratepayer, my family has been deeply rooted in the Cook's Mills community since the late 1800s to present. I speak for a heritage that has witnessed the evolution of this area and understands the profound value of preserving its agricultural and rural character. I urge the City of Welland to reject this proposal in favor of fiscally responsible and sustainable development that prioritizes the preservation of our agricultural land base, local quality of life, and the utilization of existing serviced lands. I. Protection of Agricultural Sovereignty and Fiscal Responsibility The proposed conversion directly conflicts with necessary efforts to protect Canada's diminishing agricultural land base. Ontario loses up to 319 acres of farmland daily, a trend that significantly increases our reliance on global supply chains—making us susceptible to price volatility, climate disruption, and potential food shortages.	

			● Protecting Farmland: We must support Canada’s sovereignty as an agricultural nation by protecting the capacity to "feed ourselves." The City of Welland must cease contributing to the demise of local farmlands. ● Prioritizing Existing Industrial Lands: With many hundreds of acres of vacant, already-zoned industrial lands, including over 300 acres of private land for sale and numerous brownfields, the City must focus its economic development efforts on these properties. ● Fiscally Prudent Development: Taxpayers should not be footing the bill for expensive new infrastructure required to service agricultural land for industrial use. This cost is unnecessary when existing serviced lots are available. We encourage Council to be creative, working with private landowners via public/private partnerships to attract industry, rather than competing with them and acting as the primary developer of properties. II. Preservation of the Cook’s Mills Rural Lifestyle and Safety The conversion of this land to industrial use would permanently destroy the rural character and safety of Cook's Mills, a unique, historic community known for its slow-paced lifestyle. ● Traffic and Safety: Our shared chip-and-tar roads are rural and lack sidewalks. They are currently used safely by pedestrians, joggers, dog walkers, cyclists, and those riding horses and strollers. The estimated increase of up to 800 vehicle trips per day associated with industrial use	

			would create a severe, unacceptable safety hazard for our residents. ● Environmental Destruction: The golden fields proposed for development are essential habitat for significant local wildlife, including Sandhill Cranes, wild turkeys, deer, otters, turtles, and bullfrogs. Industrialization would constitute an environmental eviction notice for these species. ● Sustainable Legacy: I urge Council to choose a sustainable legacy for future generations, focusing economic growth in areas already designated for it, such as the 90+ acres within the City's Gateway Economic Centre Zone on Brown Road. This location ensures better economic spin-off benefits due to its proximity to shopping, services, and growing residential areas, unlike a remote site on Highway 140. Conclusion and Demand I am personally urging the Welland City Council to firmly reject this plan that attacks the rural nature of the Cook's Mills Community and compromises our long-term sustainability. This proposal ignores both our local heritage and the sound economic principles that should guide planning decisions. I formally request that the Welland City Council either: ● Reject the proposed Official Plan amendment and zoning change outright, OR	

			● Amend the Official Plan to ensure the permanent protection of these lands as Agricultural. I trust the Mayor and Council will prioritize long-term food security, fiscal prudence, and the preservation of our (Family connection: Cook's Mills resident since the late 1800s)	
Doug Disher	590 Buchner Road Welland, Ontario L3B5N4	December 4, 2025	I am writing this as a response to the proposed rezoning of agricultural/green space land to industrial. The land in question is East of the 140 and North to Ridge Road from Buchner Road where I live. With no services on my stretch of Buchner Road, I consider my living where I choose, to be fairly low impact on the local environment. This was important to me. 18 Industrial lots of 2 to 3 acres each, imposed on this location would be bad for many reasons. Services would have to be brought in to suit the new industrial demands. Apparently, businesses would like to see “virgin’ lands developed and not already serviced lands on brown fields. This begs a question? Who pays for the development? The provincial government thinks taxpayers should pay and not the developers. Could we be looking at a future where the 18 proposed lots are abandoned to simply create new brown fields which would also not be desired by business? There is a compelling moral argument to develop on existing brown fields and not expand on existing farmland. We are recovering from a decade of anti-business bias from the federal government. One of only four levels of	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City’s larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report.

			government representing us. Is this really the best all this government can do? Let's not swing 180 without giving some serious thought. My home on Buchner Road has been the best place I've ever lived. My wife and I see wildlife that simply was not here in my childhood. We see; deer, turkeys, otters, flying squirrels, birds of many types from tiny larks, juncos, wren and finches, all the way up to cranes, egrets, vultures and eagles. The mixed agricultural/ green space in our area has fostered an environment that has to be considered valuable. And it's here NOW. The prospect of 18 serviced lots and the costs that they consume, are no sure thing compared to what we will lose for sure. Already the stripping of the farmland of a near ready crop of soy is giving us a glimpse of the heavy handed, poorly planned and wasteful approach we are up against. The already compromised Lyons Creek is right in the crosshairs of this unnecessary development. I am all for a business model that makes sense and I will support it when I see it. The Waukesha plant is an example of this.	Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Peter Tulumello	524 Buchner Road	December 1, 2025	With the many acres of vacant (already zoned) industrial lands in combination with the many acres of brownfields in the City of Welland, Mayor and Council need to focus their attention on those properties and away from agricultural lands. Ontario loses up to 319 acres of farmland on a daily basis and Canada is quickly becoming more and more reliant on other nations to feed our citizens. A diminished	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or

			agricultural land base lessens the country's ability to "feed ourselves and feed people in other countries". This increases reliance on global supply chains, which are susceptible to disruptions from climate change, **trade disputes**, or other international crises, leading to price volatility and potential food shortages. We need to protect the farmlands in our community, rather than contribute to their demise. With regards to existing Industrial lands in Welland, I would encourage Council to work with private land owners, to help attract industry to our community, rather than compete with them. Taxpayers should not be footing the bill for new industrial developments and the City of Welland should not act as a primary developer of properties. Be creative and work with the owners of those private industrial lands to attract industry to our community. Form private/public partnerships that will lessen the burden on the City's ratepayers. Currently, there are over 300 acres of private industrial lands for sale in our community and thousands of acres that are vacant or full of deteriorating buildings from by gone eras. Over 90 acres on Brown Road fall within the City's Gateway Economic Centre Zone. Why create a zone if you aren't pursuing and encouraging development in that zone. Situating an industrial park on those lands, rather than on agricultural lands off the highway 140, ensures economic spin off benefits and growth, because of its proximity to shopping malls, grocery stores, gas stations, and growing residential neighbourhoods. You definitely	fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			shouldn't assume those residual benefits for the properties that span Ridge and Buchner Roads. I am urging you to support Canada's sovereignty as an agricultural and resource-based nation and reject a community plan that attacks the rural nature of the Cooks Mills Community. Let's grow our own foods and stop relying on other nations to feed our families, Let's create a sustainable legacy for future generations, rather than the type of legacy that past generations left us - abandoned industrial buildings when economies make adjustments. I vehemently oppose the community plan as it pertains to rezoning agricultural land into industrial lands.	
Heather Fyfe	590 Buchner Road	December 5, 2025	Re proposed official amendment and zoning change from agricultural to light industrial 432 and 476 Ridge Rd. welland East of the Welland canal is a rural area known as Cooks Mills historically significant for the Battle during the War of 1812 that was the last engagement between US and British armies on Canadian soil. The last move by the Americans was to destroy all the grain found in the mill! How reminiscent to the senseless act by the Americans is the destruction of the soy crop at 432 and 476 Ridge Rd. mere weeks before it was ready to be harvested. This crop had the potential to feed 1000 people. Currently these lands are not just producing a food crop but are home to sandhill cranes, great egrets, wild turkeys, otters, flying squirrels, deer, coyotes, Turkey vultures, eagles and osprey. There used to be guided tours to see all our	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road

			owls, but fortunately that practice has been discontinued and they live their lives without disturbance. The city of Welland has acquired these agricultural lands to rezone to light industrial and create ”employment lands” as per the media release dated Oct 31, 2025 at a cost of 3.7M. Now the official plan hasn’t been adopted yet to rezone these lands from agricultural, however the media release addresses the strong market demand for 2 to 3 acre serviced sites for future employment uses. Hello! Have you ever visited Cook’s Mills? We have chip and tar roads that cannot possibly support all the cars for 200-800 jobs. The speed limit is 50kmh on my road. There are no sidewalks. On Buchner we don’t have city water or sewers. Heck we don’t even have real ditches. We share the road with horses, joggers, dog walkers, and a very specialized group of individuals with special needs who are pushed in wheelchairs when the weather permits. The works department doesn’t generally bother clearing or sanding these roads for many days after a snow or ice event. And you want to bring all these cars into our community? Oh so the plan is to service these industrial lots. On Buchner which has a traffic light, there’s Lyon’s Creek and the railway tracks. How many millions of dollars needs to be spent to bring the services to the employment lands if the Buchner route is chosen? For 20 years we have been waiting for the remediation of Lyon’s Creek from the PCB contamination. In 2030 the budget should be available at the NPCA to finally clean up our creek. Now we can have another 18 industries to pollute the creek? Has the NPCA and the federal government been notified of the proposed change of use to light industrial? And Ridge Road is an incredibly busy crossing at the 140 if that is the proposed access to these “employment	near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City’s current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			lands". There exists a turning lane from the 140 but one often waits for significant periods of time to turn or cross the highway at Ridge Road. And there are train tracks before these lands and no services along Ridge Road. Please provide the costed business plan for development along both Buchner and Ridge Road. I am sure the city wouldn't have spent 3.7 M on a land purchase if the bottom line for development was unknown. And what I've seen in the budgets so far is just a fraction of the cost. In the official plan there is much verbiage given to promoting, enhancing and protecting our green spaces and agricultural lands. Welland you have many acres of zoned vacant land and brownfields. Why would you even consider destroying this farmland and green space home to so many species when such a large inventory of serviced, zoned lots already exist? I oppose the plan to convert agricultural lands into industrial lands and encourage the Mayor and Council to support the historic community of Cook's Mills. It's a rural gem. Heather Fyfe proud resident	
Amanda Janssen	Buchner Rd	December 8, 2025	I am writing to you as a resident and owner of a horse farm in Cooksmills to express my strong opposition to the proposed industrial complex development on the working farmland directly across from my property at 426 Buchner Rd. As a longstanding member of our community, I am deeply concerned about the potential negative impacts this project could have on our local environment, economy, and quality of life.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.

			My horse farm has been a part of this area for 17 years, providing equestrian services, boarding, and training to families and enthusiasts throughout the region. The proposed industrial complex, if built on this prime agricultural land, would introduce significant disruptions including increased noise pollution, heavy traffic, air and water contamination, and visual blight. These factors could severely affect the health and well-being of the horses in my care, as they are highly sensitive to environmental changes. Stress from constant industrial activity could lead to behavioral issues, health problems, and ultimately, a decline in my business operations. Furthermore, converting valuable farmland to industrial use contradicts Ontario's commitment to preserving agricultural lands under the Provincial Policy Statement and the Greenbelt Plan. This development risks irreversible loss of fertile soil that supports our province's food production and rural heritage. It could also set a dangerous precedent for further encroachment on protected farmlands, undermining the sustainability of our community. I urge you to consider the long-term consequences for local farmers, residents, and the ecosystem, including potential harm to wildlife habitats including Lyons Creek and the many species it provides a home to including sand cranes, turtles and bald eagles. I respectfully request that the city council reconsider this proposal and explore alternative sites that are better suited for industrial development, such as existing brownfield areas or zones already designated for non-agricultural use. Protecting our farmlands is essential for maintaining the rural character that makes Cooksmills a desirable place to live and work.	As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			Thank you for your attention to this important issue. I look forward to working together to preserve the integrity of our community by revisiting already existing industrial lands for future developments.	
Linda DePottie	525 Buchner Road	December 8, 2025	I strongly object to the proposed Industrial zoning at 432 and 476 Ridge Road and ask council to deny the amendment.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of

				transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Rob Diermair	496 Buchner Road Welland 905-714-3502	December 8, 2025	I am writing to express my concerns and my opposition to the PROPOSED changes to the Welland Official Plan, specifically regarding the PROPOSED "employment lands" development east of Highway 140 between Ridge Road and Buchner Road. My family and I have lived in Cooks Mills, at 496 Buchner Road, across from the proposed "employment lands" since 2004. Cooks Mills is a very special community within the City of Welland. We have had every reason to believe that commercial and industrial development would continue in the area, but WEST of the rail line on Buchner Road. While we have always enjoyed our pastoral views of the fields and hedgerows across from our home, we have always expected that, one day, we would see rural residential housing developed there. One to two acre rural residential lots would be reasonable and keeping with the character and spirit of our Cooks Mills Community, and an appropriate use of these lands (outside of continued agricultural land use.) The proposed changes to the Official Plan and the proposed development on the lands speculatively purchased by the City of Welland are unacceptable.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road

			My main concerns are as follows: Increased Traffic The creation of 200 - 400 jobs on these lands, as touted by the City of Welland, could equate to 400 - 800 additional cars daily on Ridge and Buchner Roads from employees alone. What will the totals be when employers have multiple shifts, and customer traffic and commercial truck traffic are added? The answer is that no one knows. Were any traffic studies completed prior to the City deciding to purchase this property for commercial/industrial development? Has anyone considered the safety of children on Ridge and Buchner Roads? There are no side walks on either Buchner or Ridge Roads. Has anyone considered the safety of pedestrians and cyclists using these roads? Noise Pollution Cooks Mills residents enjoy a reasonably low-level of industrial and traffic related noise pollution, given our proximity to the Highway 140 Corridor. The City's proposed development will likely bring addition noise pollution to our community. How much noise pollution? What are the expected impacts to residents? No one knows. Were any studies completed prior to the City deciding to purchase this property for commercial/industrial development? Light Pollution Has the issue of light pollution been addressed? Have any studies been completed to project the increase in light pollution? Were any studies completed to assess how increased light pollution might affect the residents of Buchner Road, Ridge Road and greater Cooks Mills prior	are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			to the City deciding to purchase this property for commercial/industrial development? Again, no none knows. Out of Place Development The commercial-industrial development, as currently proposed for our community, is out of place. We live in a rural residential area. While I agree with, and support initiatives to bring investment and employment opportunities to Welland, a simple desktop exercise quickly reveals: - 228 acres of existing undeveloped lands appropriate for industrial and commercial development along the Highway 140 corridor. - 80+ acres between Brown Road and Highway 406. That's 300+ acres. 300+ acres in the existing corridor. Still not enough land? Then, please refer to the City of Welland's inventory of brown field lands. The City of Welland should be prioritizing the development of existing lands within the existing corridor, and not be irreversibly expanding and developing "employment lands" in areas unsuited for such development. I expect a logical and sustainable approach to development from my elected officials. My Cooks Mills community members expect this, and I would guess that most Welland residents would expect this.	

			The Way Forward - Putting the Brakes On and Correcting the Error - Acknowledge that real estate purchases are speculative in nature, and that there aren't any guarantees for anyone purchasing property, including the City of Welland. - Acknowledge that the purchase of properties encompassing the proposed "employment lands" between Buchner and Ridge Roads was done prematurely and without proper consultation, study or consideration of the residents of Buchner and Ridge Roads and all residents of Cooks Mills. - The properties that the City purchased between Buchner Road and Ridge Road could, with relative ease and minimal expense, be subdivided into rural residential sized lots that mirror the surrounding community's existing, well established land use and character, and sold for the City's cost-recovery. Given the cost of land, the worst case scenario is an easy break-even win for the city and Welland tax payers. - Purchase land within the existing Highway 140 Employment Lands Corridor, or work with developers and add incentives to facilitate the development of some of the 300+ acres for Welland's current and projected "employment lands" needs. Please put a hold on the proposed changes to the City of Welland official plan and take the necessary time to reevaluate options going forward.	

Adam Janssen		December 8, 2025	I am a resident and the owner of Eagle Wing Ranch, a horse farm located at 426 Buchner Rd in Cooksmills. I am writing to strongly oppose the proposed industrial complex on the productive agricultural land directly across from my property. Since 2008, my family-run facility has offered boarding, training, and riding programs that serve horse owners and families across the region. An industrial development on this site would bring constant noise, heavy truck traffic, dust, light pollution, and potential contamination of air and groundwater. Horses are extremely sensitive animals, and these disturbances would undoubtedly cause stress-related health and behavioural issues, threatening both their welfare and the viability of my business. Beyond my own operation, approving this project would mean permanently paving over prime farmland in direct conflict with Ontario's Provincial Policy Statement and the Greenbelt Plan, both of which prioritize the protection of agricultural land. Once this fertile soil is lost, it cannot be replaced, and the decision would open the door to further erosion of protected rural lands throughout the area. The development would also jeopardize the wildlife corridor along Lyons Creek, home to species such as egrets, turtles, osprey, herons, and many others. I respectfully ask that Council reject this application and instead direct future industrial growth to existing brownfields or lands already zoned for commercial or industrial purposes. Preserving our remaining agricultural and natural areas is critical to maintaining the rural character, environmental health, and quality of life, and economic diversity that make Cooksmills special.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			Thank you for considering the serious and long-lasting impacts of this proposal. I am eager to see the City prioritize redevelopment of existing industrial sites rather than sacrificing more of our irreplaceable farmland. Sincerely, Adam Janssen Owner and Resident of Eagle Wing Ranch on Buchner Road, Welland.	
Karen Head and Clyde Head	783 Schisler Crescent Welland 905.964.3150	December 9, 2025	I strongly object to the proposed Industrial zoning at 432 and 476 Ridge Road and ask Council to deny the amendment.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road

				are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Robbin Corry		December 9, 2025	I oppose the rezoning of 432 and 476 Ridge Road to Industrial and urge Council to reject it. Please vote against the Industrial rezoning at 432 and 476 Ridge Road, which is unsafe and inappropriate for Cook's Mills. I strongly object to the proposed Industrial zoning at 432 and 476 Ridge Road and ask Council to deny the amendment. Industrial development at 432 and 476 Ridge Road is unsuitable and unsafe—please reject this rezoning. I am firmly against the Industrial rezoning at 432 and 476 Ridge Road and request Council keep it Agricultural. We the Cook's Mills ratepayers are strongly opposed to the OFFICIAL PLAN AND zoning change from Agricultural to light Industrial for address # Ridge Road Welland. Our historic community is known for it's golden fields, Sandhill Cranes, wild turkeys, herds of deer, otters,	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road

			horses, turtles, bullfrogs all crossing our slow speed chip and tar roads. We share these non sidewalk roads with bicycles, horses, strollers, dog walkers, joggers and ATVs. Adding a possible 800 car increase will destroy this rural lifestyle. The cost of bringing the infrastructure to support the change to industrial would be an excessive expenditure when available serviced lots exist. Please do NOT do this.	are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Jessica LaHay		December 9, 2025	Please find attached my formal open letter regarding the proposed Official Plan amendment and consequential zoning change that seeks to convert agricultural lands at 432 and 476 Ridge Road, Cook's Mills, Welland, to Light Industrial use. As a dedicated member of the Cook's Mills community, with a family presence dating back to the late 1800s, I am writing to strongly oppose this proposal. The attached letter outlines my concerns in detail, focusing on: * The essential need to preserve prime agricultural land and support food sovereignty. * The fiscal irresponsibility of developing new, unserviced lands when brownfields and existing industrial sites are available.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road

			* The destruction of the rural lifestyle, local environment, and safety risks posed by a potential 800-car increase on our non-sidewalk roads. I urge you to review the attached document and take action to either reject the proposed change outright or amend the Official Plan to maintain the agricultural designation of these properties. Thank you for your time and consideration on this critical matter.	near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Tia De Agazio		December 9, 2025	I am writing to voice my objection to the City of Welland's plan to re-zone agricultural land along Hwy. 140 to industrial. I feel that the bigger plan to convert that area to an industrial corridor is a misguided one, now more than ever. Agricultural land is a valuable commodity, and one that is often under-valued and over-looked. Agriculture brings economic prosperity if nurtured and managed properly. There are statistics that support agriculture as a viable economic option.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant

			Very little land in Canada is arable (suitable for farming) and most of it is in the Niagara Region. We are losing farmland at an alarming rate. We saw the fallout of food supply chain stoppages during the COVID epidemic, and again at the beginning of the war in Ukraine. There is a public outcry on the cost of groceries and the costs are not sustainable for some families. Globally speaking, the future does not look rosy, and the official plan may need to shift its perspective and values. Welland was once an industrial stronghold, but with that came pollution and increased environmentally related diseases, like cancer. Agriculture is a healthier option, if the City's official plan is truly committed to health and wellness for its citizens. Please expand your thinking to appreciate the precious agricultural land commodity that we have and reject the conversion of farmland and green space to industrial use. Our future generations will thank you.	industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Elaine Anderson	195 Leaside Drive Welland, ON L3C 6N4	December 9, 2025	As a ratepayer of the City of Welland, I am strongly opposed to the proposed zoning change in Cook's Mills. While I am not a resident of Cook's Mills proper, it is where both sides of my mother's family settled in 1786. It is home to me. While I admire the City of Welland for its diligence in looking for a location for a business park, much of the communication from City Hall makes it sound like	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or

			decisions have been made without any input from the citizens of Welland and more importantly, without consulting the people of Cook's Mills. The purchase of land and archaeological/environmental assessments have been carried out. The announcement about a business park has been made. According to StatsCan, Canada lost seven small farms a day for twenty years between 2001 and 2021. That is 7% of cropland lost and Canada's municipalities are responsible for the majority of loss of farmland. Once the farmland has been rezoned and used for other purposes, it will not be converted back to farmland. I sincerely believe the day will come that there will be regret that our farmland was not protected more from development. Cook's Mills is a sensitive environmental area due to the wildlife that frequents the area and because of the wetland habitat and Lyon's Creek. Hundreds of geese at a time, sandhill cranes and many other migratory birds use these farms. Residents of Cooks Mills will potentially be exposed to more noise, traffic, dust and other factors which impact the environment if there are indeed going to be 800+ jobs created in the area. The argument that developers want "shovel-ready" land continues to be an issue. There is brownfield land available and some day, someone will have to clean it up. We are putting that on our children and grandchildren while we create more brownfield. It is disheartening that the City of Welland does not see the value in farmland and that the quiet community of	fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			Cooks Mills will be impacted negatively. It is even more disheartening that it appears from the communications from City Hall that this is a done deal, made without input from the residents who will be impacted the most. I urge City Council to consider options that value our farmland and the unique area of Cook's Mills. I strongly oppose the zone change from farmland to light industrial.	
Dupuis Family (David)	770 Ridge Road, Welland	December 9, 2025	I am writing to you today out of deep concern for the future of our beautiful farming community. I urge you please do not allow this cherished agricultural area to be transformed into an industrial zone. This land is more than open space; it is a living ecosystem that sustains all of us. It provides habitat for wildlife, supports our community's identity, and preserves the natural balance that can so easily be lost. Too often, we only realize a species has disappeared when it is already too late when we suddenly notice that something we once took for granted is simply gone. Welland already has numerous vacant lots that are properly zoned for light industrial use. Many of these spaces, both new and long-standing, remain empty and available. Before sacrificing farmland, why not make use of the resources that already exist?	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road

			Allowing a marijuana grow operation in this rural area would have far-reaching consequences for the entire community. The strong, persistent odour will affect our daily lives. Our health~~,~~ both physical and mental~~,~~ will be impacted. Our property values will suffer. Ask yourselves honestly: Would you want to live next to that smell? Would you want your family to? We, the residents, are the people of Welland. We are the families who live here, who pay taxes here, who support this city every single day. We are asking~~,~~ respectfully, passionately, and loudly~~,~~ to be heard. We want our voices to matter in the decisions that shape our neighbourhoods and our future. I implore you: please reconsider this rezoning decision. Put the community first. Put the people of Welland first. Protect the land, the wildlife, the families, and the identity of this area before irreversible harm is done. Thank you for your time, your service, and your thoughtful reconsideration. Sincerely, Dupuis Family	are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

Sabrina Milan	770 Ridge Rd	December 9, 2025	Subject: Opposition to Rezoning Agricultural Lands to Industrial My name is Sabrina Milan, and I reside at 770 Ridge Rd, Welland, ON, L3B5N7. I am writing on behalf of my family and many of our neighbours to express our deep concern and strong opposition to the proposed rezoning of agricultural lands to industrial use in the Cooks Mills area. Our community chose to live in this part of Welland because of its quiet rural character, agricultural heritage, and the safety it provides for our families, animals, and environment. Rezoning these lands to industrial threatens all of this. Industrial development brings increased noise, pollution, heavy truck traffic, and odours—none of which are compatible with farmland or residential well-being. Many residents in this area rely on wells and cisterns. What guarantees exist to prevent contamination of our groundwater? If contamination occurs, how will the city protect the health and safety of the families who depend on these water sources? There are also significant concerns related to the horses on Buchner Road and Ridge Road. These animals, including the ones my daughter and many other local children ride, are extremely sensitive to	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			loud noises and fast-moving industrial traffic. Has the city fully evaluated the safety risks associated with air brakes, construction noise, and increased truck presence? Has the wellness of our community—human and animal—truly been considered in this decision? We also worry about the visual and environmental impact. How will these “employment lands” change the rural character of Cooks Mills? Will industrial buildings be visible from the road? Will berms or buffers be required? What protections will residents have from light pollution, odours, and other disturbances? Beyond environmental and safety concerns, we are deeply troubled by the financial burden this development may place on taxpayers. The cost of new infrastructure, road upgrades, servicing, and long-term municipal support will be significant. Has the City released a transparent breakdown of these costs and their impact on taxpayers? Additionally, property values in rural residential and agricultural areas reliably decrease when industrial lands are introduced nearby. If our home values plummet because of this rezoning, will the City reduce	

			our property taxes accordingly? Residents deserve clarity on how the financial consequences to homeowners will be addressed. The residents of Cooks Mills deserve to be heard. We deserve to feel protected. We deserve to maintain the agricultural landscape and lifestyle that brought us here—long before industrial development was ever proposed. We respectfully ask that Council reconsider this rezoning and preserve the integrity, safety, and heritage of our community. We were here first, and we ask that you honour and respect the people and families who call this rural community home.	

Jennifer Spironello		December 11, 2025	As a long time resident of the cook's Mills Community I wanted to share our concerns over this issue. In my understanding the residents of that local area are rightfully upset in regards to this issue. As a homeowner here I completely understand their concerns. Not only does it negatively affect their property values they should not have to be held hostage by the city in the esthetic negative it will have for these residents. Does the city really feel that they can attract the industrial clientele to operate their businesses in this area? In my observation of the decision making process of council one should look at the decision to allow Linamar to build at the corner of Canal Bank and Ontario streets only for that industrial building to sit vacant. If there are potential candidates to house this new development why don't they utilize the elephant of a building Linamar! And doesn't the city have a wealth of other land zoned industrial they could already use instead of stripping our community of its lush agricultural green space. It seems a bit hypocritical of the city to allow agricultural space to have a rezoning that will require water and sewer services yet you won't allow a property owner to sever their own property . I truly believe that this is an insult to our community and the city could use brownfield space rather than agricultural property.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

Chris and Ali Wills	739 Matthews Road	December 12, 2025	I hope you're well. I'm reaching out as a long-time resident of the Cooks Mills community who is deeply concerned about the proposed changes to our zoning and community plan. After reviewing the recent notice circulating in our area, it's clear that the suggested shift from agricultural lands to light industrial uses would significantly impact the families who live here. This is a quiet, rural community built on safety, stability, and long-standing neighbourhood roots. Introducing high-traffic industrial operations, hundreds of daily truck movements, and facilities such as crematoriums, cannabis production, waste transfer stations, or trucking hubs would dramatically change the nature, well-being, and property values of our entire area. Years ago, the City of Welland stood beside our community when a large grow operation was proposed, and that support meant a great deal. It demonstrated that resident voices matter, and that decisions are made with thoughtful consideration for the people who live, work, and raise their families here. We're asking for that same respect and partnership now. This proposal affects far more than zoning lines. It affects our safety, our roads, our environment, our quality of life, and the future of our homes. Many of us chose this community because of its rural character and peaceful surroundings. Replacing farmland with industrial operations would permanently erase what makes Cooks Mills special. I'm asking the City to reconsider the direction of this plan and take into account the serious concerns of the	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			residents who will be most impacted. We want to be part of the conversation and part of the solution, and we strongly believe there are better alternatives that protect both growth and community integrity. Thank you for taking the time to listen. I look forward to hearing how the City plans to address the concerns of Cooks Mills residents as this process moves forward.	
Glenn Barr – Better Neighbourhoods	Glenn@betterneighbourhoods.ca 605 River Road	December 11, 2025	This is in response to the notice of October 31, 2025, regarding the Official Plan Update. We are representatives for 10986607 Canada Ltd. (c/o The Primeway Group), the owner of 605 River Road. We trust that this submission will be considered as part of the process since the City has not yet adopted the proposed Official Plan. We have been communicating with City staff regarding the development of this property-especially with the implications of the proposed Official Plan. On November 20, 2025, we had a pre-consultation with City staff and other agencies regarding a proposed plan for the site (Concept A attached). That concept would have required removal of a large part of the Significant Woodlands. Our intention was that compensation would be provided outside the boundaries of the site to compensate for the woodlot removal. We learned that removal of any of the Significant Woodlands may be contrary to the proposed Official Plan. We understand that a clause that would have provided a mechanism for "compensation" of woodlands removal had been removed from the draft Official Plan.	605 River Road has been redesignated to Community Commercial Corridor. As such commercial and residential uses are permitted within this designation. Development within and adjacent to the Natural Environment System Features located on the subject lands must be in compliance with Section 6 of this Plan.

			Subsequently, we prepared a concept plan (Concept B attached) that would minimize the impact upon the woodlands and provided compensation entirely within the site itself. The essence of Concept B relating to the woodlands includes: • Location of a mid-rise apartment building along the edge of the significant woodlands. Because the building needs to be rectangular and the edge of the woodlot is by nature wandering, a few trees would have to be removed. • The insertion of a few custom detached houses within the southern portions of the "significant woodlands" that would require removal of a few trees for each siting but would result in maintaining the integrity of the woodlot. • Compensation for trees removed would be provided elsewhere on the site to make the resulting development a special place emphasizing the woodlands environment. • The entire site would be a private Vacant Land Condominium that would manage the trees and woodlands within the site and	

			assist the City in protecting the valleylands. We believe that Concept B is consistent with other Federal, Provincial, Regional and City policies related especially to the generation of housing-including attainable housing. We believe that integrating this housing into the woodlands and expanding those woodlands throughout the site would result in the best use for this development parcel within the City's urban boundary. Accordingly, we respectfully request that the present draft of the proposed Official Plan be amended to accommodate Concept B without an amendment.	
Rachelle Larocque, on behalf of AD (Welland) Inc	Lands South of Regional Road 58A and West of the Welland Recreational Canal	December 12, 205	The Biglieri Group Ltd. (“TBG”) has been retained by AD (Welland) Inc. (“Client”) to comment on the Draft Welland Official Pan. The Subject lands are located, primarily in the area north of the municipal boundary with Port Colborne, east side of Highway 58, south of the CN Rail Corridor, and west of the Welland Recreational Canal and Dain City. TBG recognizes and appreciates the work undertaken by the Municipality to advance this Welland Official Plan process. TBG and our Client had previously provided comments regarding the draft Official Plan and requested that the lands identified in Figure 1 be included within the City’s urban boundary. We were of the opinion that these lands would be required to meet the City’s projected growth. We were pleased to see that the City reviewed the materials submitted on behalf of our Client, which included	Noted – Thank you for your comments.

			a high-level land needs review and servicing assessment, and have included these lands as an expansion area. We recognize that there will be a subsequent Secondary Plan to implement the appropriate land uses and densities, and look forward to working with the City to move the development of these lands forward. TBG has reviewed the remainder of the draft Official Plan and has no concerns with the proposed policies for Chapter 13 (Area 3), Chapter 14.3 (Secondary Plans), Chapter 4.2 Housing and Residential Land Uses and Chapter 6.3 Natural Heritage System It is anticipated that more detailed policies may be required as part of the Secondary Plan preparation and the policies in the draft parent Official Plan provide a strong basis for the creation of the Secondary Plan. TBG respectfully requests to be notified of any future meetings and decisions related to the Draft Welland Official Plan and future Secondary Plan for the subject lands. We thank you for the opportunity to provide comments and trust that you will find all in order; however, should you have any questions or require any additional information, please contact the undersigned at your earliest convenience.	
Michael Scott	Michael D. Scott CM CD 86 Doan's Ridge Road Welland, On L3B 5N4 Email: mdscott@mafeking.ca	December 12, 2025	We are writing to voice our concerns about the City of Welland's plan to re-zone agricultural land along Hwy. 140 to industrial. We feel that the bigger plan to convert that area to an industrial corridor is a misguided one, now more than ever. Agricultural land is a valuable commodity, and one that is often under-valued and over-looked. Agriculture brings	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to

			economic prosperity if nurtured and managed properly. There are statistics that support agriculture as a viable economic option. Very little land in Canada is arable (suitable for farming) and most of it is in the Niagara Region. We are losing farmland at an alarming rate. We also believe there is a significant amount of land already zoned Industrial that has not yet been developed so to add more before that has been used makes little sense. Welland was once an industrial city, but with that came pollution and increased environmentally related diseases, like cancer. Agriculture is a healthier option, if the City's official plan is truly committed to health and wellness for its citizens. Please expand your thinking to appreciate the precious agricultural land commodity that we have and reject the conversion of farmland and green space to industrial use. Our future generations will thank you	municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Victor Denomeee		December 15, 2025	As a citizen of 26 years in the Cooks Mills community I am 100% firmly opposed and I object to the rezoning of 432 and 476 Ridge rd to industrial and urge Counsel to reject it. We the people need your voice to stand up for what the residents want for our community Please listen to your residents Keep this land Agricultural	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to

				municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Mary Tulumello	524 Buchner Road	December 23, 2025	With the many acres of vacant (already zoned) industrial lands in combination with the many acres of Brownfield sites in the City of Welland, Mayor and Council need to focus their attention on those properties and away from agricultural lands.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to

			Currently, your Economic Development website lists four industrial properties devoid of buildings and industry up for sale. That's over 115 acres of land available for Industrial Park development, on your website alone. This doesn't include the eight other properties, with buildings on them, that you are listing with vacancies. I assumed that many of these were built on speculation of tenant industries, or are actually failed industries. A good example is the industrial property on Canal Bank Street – a 300,000 square foot building on 36 acres, that was built but is vacant. Not included on your website is the 92 acres on Udine Avenue and 92 acres on Brown Road, both perfectly situated with quick access to major highways. Also not included on your website is the empty industrial building and 3 lots available and located in your prior established industrial park on Enterprise Drive. Ontario loses up to 319 acres of farmland on a daily basis and Canada is becoming more and more reliant on other nations to feed our citizens. I am going to reference Councillor Lee here who voted in favour of the purchase of agricultural land in Cooks Mills. In a prior debate on converting agricultural lands into a subdivision for housing you referenced Provincial statistics on the loss of family farms to urbanization. I believe that you called it a slippery slope. I find it interesting that you have changed your mind just a few months later. I am hoping that you and others on Council will change your minds again with respect to the property on Ridge Road. A diminished agricultural land base lessens the country's ability to "feed ourselves and feed people in other	municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			countries". This increases reliance on global supply chains, which are susceptible to disruptions from climate change, **trade disputes**, or other international crises, leading to price volatility and potential food shortages. We need to protect the farmlands in our community, rather than contribute to their demise. Back to that same meeting that Councillor Lee referred to the conversion of agricultural lands into development lands as a slippery slope. Our City's Director of Planning and Development stated at that meeting that further urban boundary expansions into areas zoned agricultural would require studies assessing the impact. So did the City commission or complete that study with respect to the lands on Ridge Road? Did you complete an Environmental and Ecological Impact Study? Did you complete a Traffic Impact study and how it might affect residents in our community before recommending that Council purchase the property? Can you tell me what the Ontario Planning Act states in regards to the due process of public engagement? Does it say that you should put the cart before the horse, by getting council to approve budgets for servicing that land, a year ahead of the land purchase and tonight's statutory meeting for the a new Community Plan? Does it say that you should proceed with the acquisition of properties ahead of the approval of a new community plan? Does it say that you should announce a new Industrial Park before gathering public input on whether that is the most appropriate location for the development? Does it say that you should get the prior owner of those lands to rip out a crop of soy	

			that could have provided sufficient protein to feed 1000 people for an entire year? Did you ask your staff to lie at a public open house, stating that the crop had to be removed in order to conduct an archaeological survey of the property prior to its purchase? Sorry for the digression and aggression, I realize you are only following the directions of someone else. But the reality is that the process of public engagement for a new community plan has been compromised with the revelation that decisions have already been made. Mayor and Council, you have slapped the residents of Cooks Mills in the face with your approach to community planning and your complete lack of transparency. With regards to existing Industrial lands in Welland, I would encourage Council to work with private land owners, to help attract industry to our community, rather than compete with them. Taxpayers should not be footing the bill for new industrial developments and the City of Welland should not act as a primary developer of properties. Be creative and work with the owners of those private industrial lands to attract industry to our community. Form private/public partnerships that will lessen the burden on the City's ratepayers. Currently, there are over 300 acres of private industrial lands for sale in our community and thousands of acres that are vacant or full of deteriorating buildings from by gone eras. Over 90 acres on Brown Road fall within the City's Gateway Economic Centre Zone. Why create a prestigious industrial zone if you aren't pursuing and encouraging development in that zone. Situating an industrial park on those lands, rather than on agricultural	

			lands off the highway 140, ensures economic spin off benefits and growth, because of its proximity to shopping malls, grocery stores, gas stations, and growing residential neighbourhoods. You definitely should not assume those same residual benefits for the properties that span Ridge and Buchner Roads. I am urging you to support Canada's sovereignty as an agricultural and resource-based nation and reject a community plan that attacks the rural nature of the Cooks Mills Community. Let's grow our own foods and stop relying on other nations to feed our families, Let's create a sustainable legacy for future generations, rather than the type of legacy that past generations left us – abandoned industrial buildings when economies make adjustments. While Industry provides jobs today, Agriculture provides fundamental resources for future generations. All we need to do is review Welland's history of industries coming and going, and leaving behind wastelands in their wake as a legacy for our community. Agricultural soil is finite and a non-renewable resource – once you pave it over for industry it is lost forever. So Mayor and Council, what sort of legacy do you want to leave for future generations? Do you want to leave the same legacy that our parents and grandparents left us? The one you prefer to ignore? Or do you want to do better? I oppose the community plan as it pertains to rezoning agricultural land into industrial lands and am asking that you remove the properties on Ridge and Buchner Roads from the community plan and keep them as agricultural land.	

Dana Bourque- Greatrix	danabourquermt@yahoo.ca	December 27, 2025	With the many acres of vacant (already zoned) industrial lands in combination with the many acres of brownfields in the City of Welland, Mayor and Council need to focus their attention on those properties and away from agricultural lands. Ontario loses up to 319 acres of farmland on a daily basis and Canada is quickly becoming more and more reliant on other nations to feed our citizens. A diminished agricultural land base lessens the country's ability to "feed ourselves and feed people in other countries". This increases reliance on global supply chains, which are susceptible to disruptions from climate change, trade disputes, or other international crises, leading to price volatility and potential food shortages. We need to protect the farmlands in our community, rather than contribute to their demise. With regards to existing Industrial lands in Welland, I would encourage Council to work with private land owners, to help attract industry to our community, rather than compete with them. Taxpayers should not be footing the bill for new industrial developments and the City of Welland should not act as a primary developer of properties. Be creative and work with the owners of those private industrial lands to attract industry to our community. Form private/public partnerships that will lessen the burden on the City's ratepayers. Currently, there are over 300 acres of private industrial lands for sale in our community and thousands of acres that are vacant or full of deteriorating buildings from by-gone eras.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			Over 90 acres on Brown Road fall within the City's Gateway Economic Centre Zone. Situating an industrial park on those lands, rather than on agricultural lands off the highway 140, ensures economic spin off benefits and growth, because of its proximity to shopping malls, grocery stores, gas stations, and growing residential neighbourhoods. I am urging you to support Canada's sovereignty as an agricultural and resource-based nation and reject a community plan that attacks the rural nature of the Cooks Mills Community. Let's grow our own foods and stop relying on other nations to feed our families, Let's create a sustainable legacy for future generations, rather than the type of legacy that past generations left us - abandoned industrial buildings when economies make adjustments. Examples of lands ready for development: • 546 Brown Road (~89 acres) • 110 Udine Avenue (~92 acres) • 227-acre St. Lawrence Seaway lands • 65 Canal Bank Street (~81 acres) Farmland is finite and irreplaceable. It provides: Local food security Environmental benefits Flood protection Our community's heritage I, and my family of 5, vehemently oppose the community plan as it pertains to rezoning agricultural land into industrial lands.	

Natalie Anger	124 Scholfield Ave S Welland ontario	December 29, 2025	I am strongly against this rezoning. The Cooks mills community can not withstand this changing to industrial, you will destroy the property values all around as well as the peace of the residents who live here. Our community is a small rural one that enjoys the wildlife and country atmosphere. We do not have sidewalks so can you imagine the huge amount of traffic that will be going down our small rural roads and how this will impose safety risks? Who is going to pay to bring the services to Cook's Mills? The tax payers? Buchner Rd doesn't have sewers or city water. Also, the wildlife has been pushed out of everywhere in the city of Welland and now another forest will be torn down. Where will these animals go? We are home to multiple species including sand cranes, otters, deer, turkeys, coyotes, flying squirrels, eagles, osprey's and the creek species. I am sick about how much industrial land is sitting empty with abandoned buildings on them already and the amount of land that is already zoned industrial in Welland, why is the city not utilizing what's already there, why destroy the lives of those living in the small community of Cooks mills and the home to many animal species? This change will directly impact me as I own a horse who lives at a farm in Cook's Mills, I enjoy the daily peace and serenity of being in Cook's Mills to get out of the city environment.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			With the many acres of vacant (already zoned) industrial lands in combination with the many acres of brownfields in the City of Welland, Mayor and Council need to focus their attention on those properties and away from agricultural lands. Ontario loses up to 319 acres of farmland on a daily basis and Canada is quickly becoming more and more reliant on other nations to feed our citizens. A diminished agricultural land base lessens the country's ability to "feed ourselves and feed people in other countries". This increases reliance on global supply chains, which are susceptible to disruptions from climate change, trade disputes, or other international crises, leading to price volatility and potential food shortages. We need to protect the farmlands in our community, rather than contribute to their demise. With regards to existing Industrial lands in Welland, I would encourage Council to work with private land owners, to help attract industry to our community, rather than compete with them. Taxpayers should not be footing the bill for new industrial developments and the City of Welland should not act as a primary developer of properties. Be creative and work with the owners of those private industrial lands to attract industry to our community. Form private/public partnerships that will lessen the burden on the City's ratepayers. Currently, there are over 300 acres of private industrial lands for sale in our community and thousands of acres that are vacant or full of deteriorating buildings from by-gone eras.	

			Over 90 acres on Brown Road fall within the City's Gateway Economic Centre Zone. Situating an industrial park on those lands, rather than on agricultural lands off the highway 140, ensures economic spin off benefits and growth, because of its proximity to shopping malls, grocery stores, gas stations, and growing residential neighbourhoods. I am urging you to support Canada's sovereignty as an agricultural and resource-based nation and reject a community plan that attacks the rural nature of the Cooks Mills Community. Let's grow our own foods and stop relying on other nations to feed our families, Let's create a sustainable legacy for future generations, rather than the type of legacy that past generations left us - abandoned industrial buildings when economies make adjustments. I vehemently oppose the community plan as it pertains to rezoning agricultural land into industrial lands	
Alisha McBride	37 Myrtle Ave Welland Alisha McBride	December 26, 2025	I am strongly against this rezoning. The Cooks mills community can not withstand this changing to industrial, you will destroy the property values all around as well as the peace of the residents who live here. Our community is a small rural one that enjoys the wildlife and country atmosphere. We do not have sidewalks so can you imagine the huge amount of traffic that will be going down our small rural roads and how this will expose safety risks?	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant

			Also, the wildlife has been pushed out of everywhere in the city of Welland and now another forest will be torn down. Where will these animals go? I am sick about how much industrial land is sitting empty with abandoned buildings on them already and the amount of land that is already zoned industrial in Welland, why is the city not utilizing what's already there, why destroy the lives of those living in the small community of Cooks mills and the home to many animal species? This change will directly impact me as I own a horse who lives at a farm in Cook's Mills, I enjoy the daily peace and serenity of being in Cook's Mills to get out of the city environment. With the many acres of vacant (already zoned) industrial lands in combination with the many acres of brownfields in the City of Welland, Mayor and Council need to focus their attention on those properties and away from agricultural lands. Ontario loses up to 319 acres of farmland on a daily basis and Canada is quickly becoming more and more reliant on other nations to feed our citizens. A diminished agricultural land base lessens the country's ability to "feed ourselves and feed people in other countries". This increases reliance on global supply chains, which are susceptible to disruptions from climate change, trade disputes, or other international crises, leading to price volatility and potential food shortages. We need to protect the farmlands in our community, rather than contribute to their demise.	industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			With regards to existing Industrial lands in Welland, I would encourage Council to work with private land owners, to help attract industry to our community, rather than compete with them. Taxpayers should not be footing the bill for new industrial developments and the City of Welland should not act as a primary developer of properties. Be creative and work with the owners of those private industrial lands to attract industry to our community. Form private/public partnerships that will lessen the burden on the City's ratepayers. Currently, there are over 300 acres of private industrial lands for sale in our community and thousands of acres that are vacant or full of deteriorating buildings from by-gone eras. Over 90 acres on Brown Road fall within the City's Gateway Economic Centre Zone. Situating an industrial park on those lands, rather than on agricultural lands off the highway 140, ensures economic spin off benefits and growth, because of its proximity to shopping malls, grocery stores, gas stations, and growing residential neighbourhoods. I am urging you to support Canada's sovereignty as an agricultural and resource-based nation and reject a community plan that attacks the rural nature of the Cooks Mills Community. Let's grow our own foods and stop relying on other nations to feed our families, Let's create a sustainable legacy for future generations, rather than the type of legacy that past generations left us - abandoned industrial buildings when economies make adjustments.	

			I vehemently oppose the community plan as it pertains to rezoning agricultural land into industrial lands	
Ken Scholtens	894 Brown Road	December 21, 2025	Site-Specific Policy Area – 894 Brown Road (Transitional Employment / Significant Woodland) Notwithstanding Policies 6.3.11 and 6.5.9 of this Plan, and any other policies that would otherwise prohibit development and site alteration within a Significant Woodland, and notwithstanding any policies that would otherwise restrict retail and service commercial uses within the Transitional Employment designation, the lands municipally known as 894 Brown Road, as identified on the applicable Schedule to this Plan, shall be subject to the following site-specific policy: 1. The lands shall be designated Transitional Employment and may be developed for: • the full range of uses otherwise permitted in the Transitional Employment designation; and • a supermarket or grocery store, and other retail and service commercial uses, including but not limited to convenience retail, personal service uses, restaurants and quick-serve restaurants, and other commercial uses that serve employees, residents in the surrounding area, and passing traffic; together with associated buildings, structures, access, parking and loading, servicing, stormwater management facilities and site works, within and adjacent to the	A site specific policy has been included to permit a grocery store or supermarket A site specific policy for the environmental features would not be appropriate. Any development proposed within or adjacent to the natural environmental features would be subject to Section 6 of the Plan.

			Significant Woodland located on the property, provided that it has been demonstrated, through the required studies, that there will be no negative impact on: • the Significant Woodland as a natural heritage feature; and • the ecological and hydrologic functions of the Significant Woodland and the broader Natural Environment System. 2. Prior to any development or site alteration within or adjacent to the Significant Woodland, the proponent shall prepare, to the satisfaction of the City of Welland, in consultation with Niagara Region and the Niagara Peninsula Conservation Authority: • an Environmental Impact Study and, where required, a hydrologic evaluation, in accordance with this Plan and applicable regional and conservation authority guidelines; and • a Tree Preservation and Protection Plan, together with a Restoration and/or Compensation Plan and long-term monitoring program, addressing tree retention, removal, replacement, and woodland enhancement. 3. Development and site alteration permitted under this policy shall: • avoid the Significant Woodland and its key ecological and hydrologic functions where reasonably possible;	

			• minimize the extent of any encroachment into the Significant Woodland and its buffers where avoidance is not feasible; • incorporate mitigation, restoration, and enhancement measures to maintain or improve the overall function and resilience of the Significant Woodland and its contribution to the Natural Environment System; and • implement all recommendations of the approved Environmental Impact Study and associated plans through zoning, site plan control, conditions of draft approval, agreements, conservation easements and/or other appropriate mechanisms. 4. For the purposes of this site-specific policy, no negative impact shall be evaluated in a manner consistent with applicable Provincial Policy and the policies of this Plan, using best-available ecological and hydrologic information, and shall include consideration of cumulative impacts at the site and subwatershed scale.	
Shari Redmond		February 12, 2026	I live in the area of ridge road and I'm not for with the plans to change this area into industrial.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant

				employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Mark Strasser	8434 Ridge Road	February 12, 206	We are writing with disgust to express strong opposition to the proposed conversion of productive farmland in the Cooks Mills area to industrial use.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant

			Cooks Mills is a small, historic rural community with deep agricultural roots and a distinct character that residents value and work hard to preserve. Converting farmland to industrial development would permanently alter the landscape, undermine the rural nature of the area, and negatively impact the families who live and farm here. It is especially concerning given that there are existing industrial-designated lands available within the City, including along Enterprise Drive. Before sacrificing valuable farmland and disrupting an established rural community, the City should fully utilize land already zoned and better suited for industrial purposes. Prime agricultural land is a finite resource. Once it is converted, it is lost forever. In a time when food security, sustainability, and environmental stewardship are increasingly important, protecting farmland should be a priority. This is also an election year. Residents expect their elected officials to listen carefully and act in the best interests of the people they represent. The voices of the Cooks Mills community deserve to be heard and respected. I urge Council to reconsider this proposal and to protect the rural integrity and farmland that define Cooks Mills.	employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Heather Fythe	590 Buchner Road		I am writing to you once again regarding the purchase by the City of 432 and 476 Ridge Road and converting of	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant

			said properties to industrial lands. This changes the agricultural and historic nature of our community. As a ratepayer I find the plan to spend 25 million on developing these lots misguided, when the monies could be better directed towards the South Niagara hospital. I can't help but wonder why the City would prefer to grab Agricultural lands and rezone and do major development rather than purchase lands that are already zoned Industrial such as 110 Udine (sales info attached). I contacted the realtor and discovered there was significant wiggle room in the purchase price (from 300k and acre to 200k acre). I am sure the City would be able to negotiate a much better deal on this property! Or on some of the other available appropriately zoned properties in the area (Rushholme, Buchner, Netherby). As this is an election year I will be watching the votes on the official plan closely.	employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors. It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant

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Cécile Sage		February 13, 2026	I live in Cooks Mills with my family and we enjoy the quiet rural atmosphere and cohabitation with wildlife. Cooks	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant

			Mills is a sensitive area with unique species: sandhill cranes, turtles, osprey, ... Futhermore, agricultural land is precious because it nourishes us. We must protect it. I am strongly against rezoning the agricultural area into an industrial zone. Please reconvert land 432 and 476 Ridge back to farmland! There are many industrial lots available in the area and also industrial lots inside Welland with abandoned buildings. Use them instead of our farmland !	employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Martina Peiper		February 17, 2026	They don't make it any more!!! Once this conversion is done the land will forever be lost to dirt, noise and loss of habitat for a large number of	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant

			animals, far beyond the actual acreage under industrial use. •there is plenty of industrial land already available in Welland ,some of it not even sold yet •the increased traffic of employees, deliveries and heavy trucks on our rural roads will impact our entire quiet community, making it impossible for walkers, baby buggies, wheelchairs and horses to move about in peace and safety. •Our Cooks Mill community is part of an important history, not just for our area but for the story of Canada's history. Encroaching with industrial development is a loss for more than just the local residents. I strongly oppose the planned destruction ,devaluation of our property and costs connected to it.	employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.
Danaka Kimber	617 Lyons Creek Road	February, 17, 2026	I am writing as a concerned resident of Welland regarding the ongoing discussions about development and land use in our community.	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant

			As this is an election year, I would like to respectfully remind you that residents are paying close attention. Don't just default to the easiest solution, show us that you really want to put in the effort to keep making Welland better. There is already a significant amount of industrial land available in our area. In particular, there are still unsold lots on Enterprise Drive and other designated industrial zones. Before approving the destruction of additional agricultural or rural lands, it is only reasonable to fully utilize the land that has already been set aside and serviced for industrial use. Looking around, there are lands available for sale, already disturbed and serviced: *110 Udine Avenue – 93 acres, Phase 1 ESA complete, G1 & GEZ, asking $27.8M - this is twice the acreage and costs roughly the same! *180–184 Buchner Road – 28 acres, Phase 1 ESA complete, GEZ, asking $16.8M *116 Netherby Road – 28 acres, G1 & EP, asking $929,000 *649 Rushholme Road – 5 acres, G1 & GEZ, asking $999,000 Once agricultural land is paved over, it is lost forever. These lands contribute not only to our local food security and economy, but also to biodiversity, environmental stability, and the rural character that many residents value. I urge you to prioritize responsible growth and long-term sustainability. Instead of spending tax dollars on	employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

			expanding industrial development into agricultural areas, please focus on strengthening essential services for residents — particularly investment in health care and community well-being. Our tax dollars should support infrastructure and services that improve quality of life, not irreversible environmental loss. Please consider the long-term impact of your vote and the message it sends to the citizens you represent.	
Petition	RE: Proposed Employment Land Expansion	February 16, 2026	PRESCRIBED FORM OF PETITION I/We the undersigned, petition the Council of the City of Welland as follows: We, the ratepayers of Cooks Mills and residents of Welland, are strongly opposed to an Official Plan that converts any Agricultural lands into industrial lands, starting with 432 and 476 Ridge Road. We are asking Councillors to reject any plan that changes the agricultural and historic nature of our community. Our historic community is known for its golden fields, Sandhill Cranes, wild turkeys, herds of deer, otters, beavers, turtles, bullfrogs, all crossing our slow-speed chip and tar roads. We share these non-sidewalk roads with bicycles, horses, wheelchairs, strollers, dog walkers, joggers, agricultural vehicles and ATVs. Adding an estimated 800 cars and heavy truck traffic daily will destroy this rural lifestyle, not to mention the roads. Lacking a Needs Analysis in addition to an Agricultural Impact Assessment, A traffic Impact Assessment, Environmental Impact Assessment (proximity to Lyons Creek), the proposed change in zoning is irresponsible. The cost of	It has been determined that the City requires additional employment lands beyond the 15 hectares added in 2022. Many of the City's larger vacant employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features. As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development. The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands. Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road

			bringing the infrastructure to support the change to industrial zoning would be an excessive expenditure for the Welland community, when available serviced lots already exist in Welland. Consult "Prescribed Form of Petition" Document in the Extended Comments Section of Appendix II.	are provided in the associated staff report. Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

PRESCRIBED FORM OF PETITION

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

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Our historic community is known for it's golden fields, Sandhill Cranes, wild turkeys, herds of deer, otters, beavers, turtles, bullfrogs all crossing our slow speed chip and tar roads. We share these non sidewalk roads with bicycles, horses, wheelchairs, strollers, dog walkers, joggers, agricultural vehicles and ATVs. Adding an estimated 880 cars and heavy truck traffic daily will destroy this rural lifestyle, not to mention the roads.
Lacking a Needs Analysis in addition to an Agricultural Impact Assessment, A traffic Impact Assessment, Environmental Impact Assessment (proximity to Lyons Creek), the proposed change in zoning is irresponsible.
The cost of bringing the infrastructure to support the change to industrial zoning would be an excessive expenditure for the Welland community, when available serviced lots already exist in Welland.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Connie M Cutcheon	478 Doan's Ridge Rd Welland	C.M Cutcheon
Katrina Ammendolia	8 Woodgate Dr Welland	
Domenic Ammendolia	8 Woodgate Dr Welland	
Nancy Teller	822 Buchner Rd Welland Ont	Nancy Teller
Donna Timmerman	929 Ridge Rd	Donna Timmerman
Larry Timmerman	929 Ridge RD	Larry Timmerman
Kirsten J Bartlett	505 Ridge Rd	Kirsten J Bartlett B.A.
Colin Dittner	505 Ridge Rd	
Lynda Lukacs	12080 McKenney Rd	Lynda Lukacs
Ben Riediger	604 Buchner	Ben Riediger
Nicole Ood	200 Denistoun St	Nicole Ood
Alex Ood	200 Denistoun St	Alex Ood
Jessica Ricci	572 Buchner rd.	Jessica Ricci
Paul Ricci	572 Buchner rd.	Paul Ricci
TRACY SCHNEIDER	572 BUCHNER	Tracy Schneider
Anita Busch	572 Buchner	Anita Busch
Sarah Ranalli	554 Buchner	Sarah Ranalli
Todd Sniezek	571 Buchner	Todd Sniezek
Heather Heaney	571 Buchner	Heather Heaney

By signing this petition, I hereby acknowledge that this petition will become a record belonging to the City of Welland and that all information contained in this petition will be available for viewing by the public and may be reproduced in a future Council Agenda.

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Danika Kimber	617 Lyons Creek Rd	
[illegible]	559 LYONS CREEK RD	
Ryan Kimber	617 Lyons Creek Rd	
Jenny Pasquini	755 Ridge Rd	
Alexandra Belardo	760 Ridge Rd	
Jim. Carter	760 Ridge Rd	
Rob DeMagala	28 PEARSON RD.	
J St Laurs	28 Pearson Rd	
Julie Parker	492 Lyons Creek Rd	Julie Parker
Pat Parker	492 Lyons Creek Rd	
Lynda Lukacs	12080 McKenney Rd	
Andrea Repergel	894 Buchner Rd.	Andrea Repergel
Jacqvelyn Repergel	894 Buchner Rd.	Jacquelyn Repergel
Kathy Repergel	894 Buchner RD	Kathy Repergel
Steve Repergel	894 Buchner Rd.	Steve Repergel
Lauren Epema	583 Lyons Creek Rd	Lauren Epema
Jeremy MacArthur	583 Lyons Creek Rd	
Betty St Germain	638 Lyons Creek Rd	Betty St Germain
Dennis St. Germain	638 Lyons Creek Rd	Dennis St Germain

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Rebecca Clarke	452 Lyons Creek Rd	R Clarke
Bethany Cournoyea	441 Lyons Creek Rd	
Courtney Jones	706 Lyons Creek Rd	
Mike Rush	3711 white Rd	
MIKE MILLER	540 BUCHNER RD	
	540 Buchner Rd	
Rob Diermair	496 Buchner Rd	
Karla Spence-	496 Buchner Rd	
Amanda Janssen	426 Buchner rd	
Adam Janssen	426 Buchner Rd	
Linda Debattie	525 Buchner	
Jackie Vesser	3855 Northern Ct	
	MARC BLVD	
Marie Anderson	195 Leaside Dr.	Elaine Anderson
MIKE SCHNEIDER	37 PEARSON	
Raymond Rousseau	43 Marc BLVD	
MARK DOMITNER	146 PARKWAY	
MARK MACFARLANE	407 BUCHNER RD	
Sharon Hirtle	44 McAlpine Ave S	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Tammy Chambers	940 Schisler Rd Welland	Tammy Chambers
JOANNE LYDDIATT	260 DARBY RD PT ROBINSON, ON	
Kelly Chambers	631 Lyons Creek Rd	Kelly Chambers
DOUG DISHER	590 BUCHNER	
HEATHER FYFE	590 BUCHNER	
SHANNON SPECK	925 LYONS CREEK RD.	
SANDOR BALSO	495 LYONS CREEK RD	
Michael Robillard	254 Dogs Ridge Rd	
Daniel Fournier	632 Ridge Rd	
MARTINA PEIPER	9910 LYONS CREEK	
ROBERT CAMPBELL	9711 LYONS CREEK	
Roger Kelly	478 Dans Ridge Rd	
Mary Tulumello	524 Buchner Rd	
Peter Tulumello	524 Buchner Rd	
GORD TELLIER	822 BUCHNER Rd	
Reid Ackland	610 Buchner Rd	
DREAM ACKLAND	610 BUCHNER RD	
Amber Miller	9508 Yokom Rd	
Philip Miller	9508 Yokom Rd	

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Welland c/o City Clerk 60 East Main
Street
Welland, ON L3B 3X4

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
WAYNE RAE	505 DOAN'S RIDGE RD	
GINA RAE	"	
JACOB RAE	"	
HALEY RAE	"	
Michael Vallee	23 Sycamore Street	
Becky Dixon	61 Smith St.	
TRAVIS MAGEE	61 SMITH ST	
Tanya Dixon	15 Santone Ave	
Patrick MacGregor	15 Santone Ave	
Brenda Dixon	200 Hildred St	
Kayla McCaukey	338 Clare Ave	
Keith McCaukey	338 Clare Ave	

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DEBORAH DIXON	19 DUNKIRK CRT WELLAND	Deborah Dixon
Patti Dixon	527 WOODLAND RD WELLAND	Patricia Dixon
Carolyn Dixon	263 Aqueduct St Welland	Carolyn Dixon
Tim Dixon	263 AQUEDUCT ST WELLAND	Tim Dixon
GARY DIXON	19 DUNKIRK CRT WELLAND L3B4V9	Gary Dixon
KEN DIXON	200 Hildred St, Welland	Ken Dixon
Kaitlyn Dixon	19 Dunkirk Crt Welland	
Alex morris	19 Dunkirk crt welland	
Brittany Dixon	3965 St James Ave Niagara Falls	
Valerie Vallee	23 Sycamore St. Welland	Valerie Vallee
Tammy Leavens	2264 Effingham St	
Samantha Leavens	2264 Effingham St	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Amanda Radford	441 Ridge Rd Welland L3B 5N7	
Tracy Sexton	158 High St L2A 6R1	
Crystal Brigantos	427 Southworth St Welland	
Ravinder B	43 denistan L3C 6W6	
Navgeet Singh	11 Wilton Ave L3C 1Z8	
Sophie Butler	234 Empire Street, Welland L3B 2T3	
Amanda Stokes	80 Acadia Dr. L3C 6L6	
Sherri Visser	382-3033 Townline Rd, Stevensville	
Hector Ibarra	100 Young St. L3B 4C6	
Eric Fitzpatrick	221 Hellems Ave L3B 3B3	
Ryan St. Denis	35 Steven St. Welland	
Kim Lostracco	740 Buchner Rd Welland	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Gordon Allan	366 THOROLD, #95	
Anela Marimon	238 Lincoln st	AM
Johanna Tito	312 Beckett Cres	Johanna Tito
DAGM Theres	58 St. Geo St St Catharines	
KEVIN RIPLEY	484 LEONARD	
Carol Santagata	14 Buckhurst Ave	Carol Santagata
WENDY MAGUIRE	304 AUTUMN CRES	Wendy Maguire
Kristi Koss	33 montgomery RD	Kristi Koss
Debbie Johnston	Welland.	Deb Johnston
Lisa Zack	welland	L. Zack
Tianna Bernard	103 Camrose Welland	
Mikita Bernard	1292 Pelham rd	MBernard
Dalton Desjardins	1292 Pelham rd	
Angela Hall	18 Little John Crt	
Hallie Totten	396 River Rd	Hallie TM
Rebecca Rogers-Watson	909-100 Lancaster Dr. Welland, ON	Rebecca Rogers-Watson
Lynsay Richard	3 Dover Rd	
Lynda Chester	66 Bald St. Welland	
Theresa Noble	265 Wilson Rd	

apt 210

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
RAYMONDE MASSON	50 MILL, WELLAND	Raymonde Masson
Rose Butilkin	16 Randolphe	
MICHAEL STRATTON	114 Edgar St	
Sam Jolicoeur	640 SOUTHWORTH	
Steve Jolicoeur	"	
Stacy Duerden	241 Winaser St.	Stacy Duerden
Jessie Digweed	245 Chantler Rd	Jessie Digweed
ED SIWEK	28 ROYAL OAKS	Ed Siwek
DONNA SCHAUBEL	506 WELLAND	DONNA SCHAUBEL
Ann Piechocinski	4-33 Divisions st	Ann Piechocinski
Lois Lapinski	296 Burgar st	Lois Lapinski
Gabriela Dias	37 Cayuga Trail	Gabriela Dias
Ron Darby	Mill St.	Ron Darby
GEORGE MARSHALL	41 Regina Ave	George Marshall
DON COWELL	66 SCHOLFIELD	Don Cowell
DAVID TODERICK	23 RAYMOND ST WELLAND	David Toderick
Christine Moore	46 FALLING BROOK	Christine Moore
Rebecca Bellivea	31 Woodrush Ave	Rebecca Bellivea
Sophia Kanses	57 Welland St N Thorold	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Greg McNeil	55 barrington dr	G. Mitchell
Kathy Mitchell	55 Barrington Dr	K. Mitchell
James Maur	51 Briarsdale Cres	
Muriel Dyson	99 Maple Ave	Muriel Dyson
Terence Dyson	99 Maple Ave	Terence Dyson
Michel Arseneau	258 Aqueduct St	
Dan Arseneau	258 Aqueduct	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Brittany Hardison	9578 Cart Rd	BHardison
Matt Belzil	" "	
Shannon Clarke	11 Jackson St East Welland	
Justine Beasley	431 Deere St	Beasley
Willow Beasley	431 Deere St	WBeasley
Doug Smith	21 Connaught Ave	Doug Smith
I Sinclair	27 Royal Oak	
Lynn Trembley	15 Second St Welland	
Glenna Miller	25 Crevar Welland	
CNG Willy	104 Cole Crescent	
Amanda Sheridan	145 Centre Ave 25 Aking St.	
Kathy Graveline	122 Hellems	K Graveline
Tony Caletta	175 Main St	
Hamsell	7495 Pelham	
Annette Lucier	497 Wright St	
Jim McGuigan	73 McMaster Ave Welland	
JAMES TAKEO	17 E. MAIN ST	
[illegible]	13 E MAIN	
Keith Moore	46 Fallingbrook	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
JOHN HESSELS	63377 CONCESSION 6 WELLAND	John Hessels
Guillermo D'Cruz	6 AUBURN CRT	
Michelle Grieve	39 Second St	
Kristen Fry	87 Welland St. N	
Colen Ellsworth	2350 Turner Rd	
ALDEN ELLSWORTH	2350 TURNER RD	
RON WALKER	275 McAlpine	
Kathryn Benes	12 Peach tree Pl	
JACK BENES	12 PEACHTREE PL	
Dick Mueller	18 Jennifer Court	
Aurelia Sedefora	18 Jennifer Court	
LARRY L. LUTZ	373 SIMPSON AVE WELLAND	
REINHOLD MESSLINGER	7 SAWMILL CRT	
JOHN EVERING	24 Rose Ln	
Eric Mutrie	37 Dorothy St.	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
BRIAN MICHAEL	PORT ROBINSON	
Nancy Therriault	Welland L3C 1L2	
Cathy BoBinsky	Welland	
JACQUELINE JOHNSTON	WELLAND	
EVELYN YAREMKIW	WELLAND	
KRISTEN PERROTTO	WELLAND	
Melodee Totten	Welland	
Matt McDonald	Welland	
JANICE HAVESY		
Dawn Cormier	Welland	
BRITTANY ANDREWS	NIAGARA FALLS	
Lori-anne Larocque	162 years welland	
GINO VILLELLA	94 Welland Valley	
MARILYN DANIELS	164 Loyalist D.	
DEREK STOWE	WELLAND	
Hardeep momi	Welland	
Jeremy Tupper	590 BUCHNER	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Alisha McBrien	37 Myrtle Ave Welland	
Kim Ferri	105A Montrose Rd, NF	
Natalie Anger	124 Schofield Ave Welland	
Kelly Christenson	6074 Belaire Ave NF L2H 1N2	
John Christenson	6074 Belaire Ave NF L2H 1N2	
Caroline Gallant	287 Caiboro Rd Ridgeville, On	
Kristen Leppert	33064 Wills Rd Wainfleet, on	
Cheryl Gignac	963 Buchner Rd Welland	
Jazmyn Pinkham	963 Buchner Rd Welland	
Lori Flaxy	76 River Road, Welland	
Wayne Roy	76 River Rd., Welland	
Sarah Beauchamp	74 Golden Blvd E. Welland	
John Sider	37 Myrtle Ave Welland	
Randy Rae	6 Bruce St Welland	
Abby McNeil	942 Buchner Road	
Jacob eves	942 Buchner Road	
Nancy Waite	7810 Ethel 98 Buchner Rd	
Kayla Faulkner	9 Elgin St E	

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Normand Petit	60 King St #404	Normand Petit
David Holtby	31 Fawell Ave	
Rosemary Tait	195 Dennistoun Ct	
Mary Moore	17 Clarence	Mary Moore
Alex Giletta	53487 Main	Alex Giletta
Glen CARTMELL	1 SECOND AVE.	
STEPH SOUPPEN	[illegible] WELLAND	

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Carolin Allar	534 Quaker RD	
Julia woodall	534 Quaker Rd	
Tara Tellier	830 Buchner Rd	
TONY HERCHMA	830 BUCHNER RD	
GORD TELLIER	822 BUCHNER RD	
Nancy Tellier	822 Buchner Rd	
Meaghan Brzak	237 Daans Ridge Rd	
Trevor Arthur	237 Daans Ridge Rd	
Sarah Scherle	260 [illegible] drive	
John Falvo	637 Lyons creek	
Lori Falvo	637 Lyons Creek	
Mark Muir	190 Pearson Road	
Christopher Falvo	637 Lyons Creek R	
Trish Muir	190 Pearson Rd.	
Jessica Lattay	822 Leonard Ave	
Marc Nadon	63 Harrison Ave	
Debbie W. Battie	605 Ridge Road	

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Sara Bourne	50 Doans Ridge Rd.	Sara Bourne
Stephen Bourne	50 Doans Ridge Rd.	
David Dupuis	770 Ridge Rd.	
Sabrina Milaw	770 Ridge Rd	
Dominic Dupuis	770 Ridge Rd	Dominic D.
Kim Lostracco	740 Buchner Rd	
Gary Lostracco	740 Buchner Rd	
IAN Lostracco	740 Buchner Rd	
Leah Lostracco	740 Buchner Rd	Leah Lostracco
LISA TOTH	75 Doan's Ridge Rd	
Greg TOTH	75 Doan's Ridge Rd	
ANDREW TIBBS	75 Doan's Ridge Rd	
Kayla Toth	75 Doan's Ridge Rd	
Joe Priestley	749 Buchner Rd	
Kelly Priestley	749 Buchner Rd	Kelly Priestley
Joseph Priestley	749 Buchner Rd.	
Abby Priestley	749 Buchner Rd.	Abby Priestley
MARSHA REMPEL	349 RIDGE ROAD	Marsha Rempel
Clara Simpson	87 Doans Ridge	

By signing this petition, I hereby acknowledge that this petition will become a record belonging to the City of Welland and that all information contained in this petition will be available for viewing by the public and may be reproduced in a future Council Agenda.

PRESCRIBED FORM OF PETITION

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

I/We the undersigned, petition the Council of the City of Welland as follows: (max-1200 characters)

We, the ratepayers of Cooks Mills and residents of Welland, are strongly opposed to an Official Plan that converts any Agricultural lands into industrial lands, starting with 432 and 476 Ridge Road. We are asking Councillors to reject any plan that changes the agricultural and historic nature of our community.

Our historic community is known for its golden fields, Sandhill Cranes, wild turkeys, herds of deer, otters, beavers, turtles, bullfrogs, all crossing our slow-speed chip and tar roads. We share these non-sidewalk roads with bicycles, horses, wheelchairs, strollers, dog walkers, joggers, agricultural vehicles and ATVs. Adding an estimated 800 cars and heavy truck traffic daily will destroy this rural lifestyle, not to mention the roads. Lacking a Needs Analysis in addition to an Agricultural Impact Assessment, A traffic Impact Assessment, Environmental Impact Assessment (proximity to Lyons Creek), the proposed change in zoning is irresponsible.
The cost of bringing the infrastructure to support the change to industrial zoning would be an excessive expenditure for the Welland community, when available serviced lots already exist in Welland.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Stewart Simpson	87 Doan's Ridge Rd	
Adele Bourne	50 Doans Ridge Rd	Adele Bourne
Jim Creighton	98 Doans Ridge	Jim Creighton
Maryde Scott	86 Doans Ridge Rd	
Michael Scott	86 Doans Ridge Rd	
Judy Creighton	98 Doan's Ridge Rd	Judy Creighton

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The cost of bringing the infrastructure to support the change to industrial zoning would be an excessive expenditure for the Welland community, when available serviced lots already exist in Welland.

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Ryan Blovin	631 Lyons Creek Rd	
Theresa Seguin	468 Doan's	
Marc Seguin	468 Doan's	
Patricia Seguin	468 Doan's	
Jessica Seguin	468 Doan's	
Syd Stefanez	71 Doan's	
Nat Travis	71 Doans	
[illegible]	739 Matthews	
[illegible]	739 Matthews	
[illegible]	742 Lyons Rd	
FRED MAY	663 Matthews Rd	
Lori May	663 Matthews Rd	
WILLIAM DINN	623 LYONS CREEK RD	
Shirley Chambers	8338 Lyons Creek	
Matt Brear	352 Matthews Rd	
Jessie Brear	352 Matthews Rd	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Sandra Martin	307 Hwy 140	
Erin Gettler	307 Hwy 140	
Cathy Rodrigues	307 Hwy 140	
Daniel Peart	65 Frazer St, Welland	
Samantha Davis	408 Mcalpine Ave	

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Welland, ON L3B 3X4

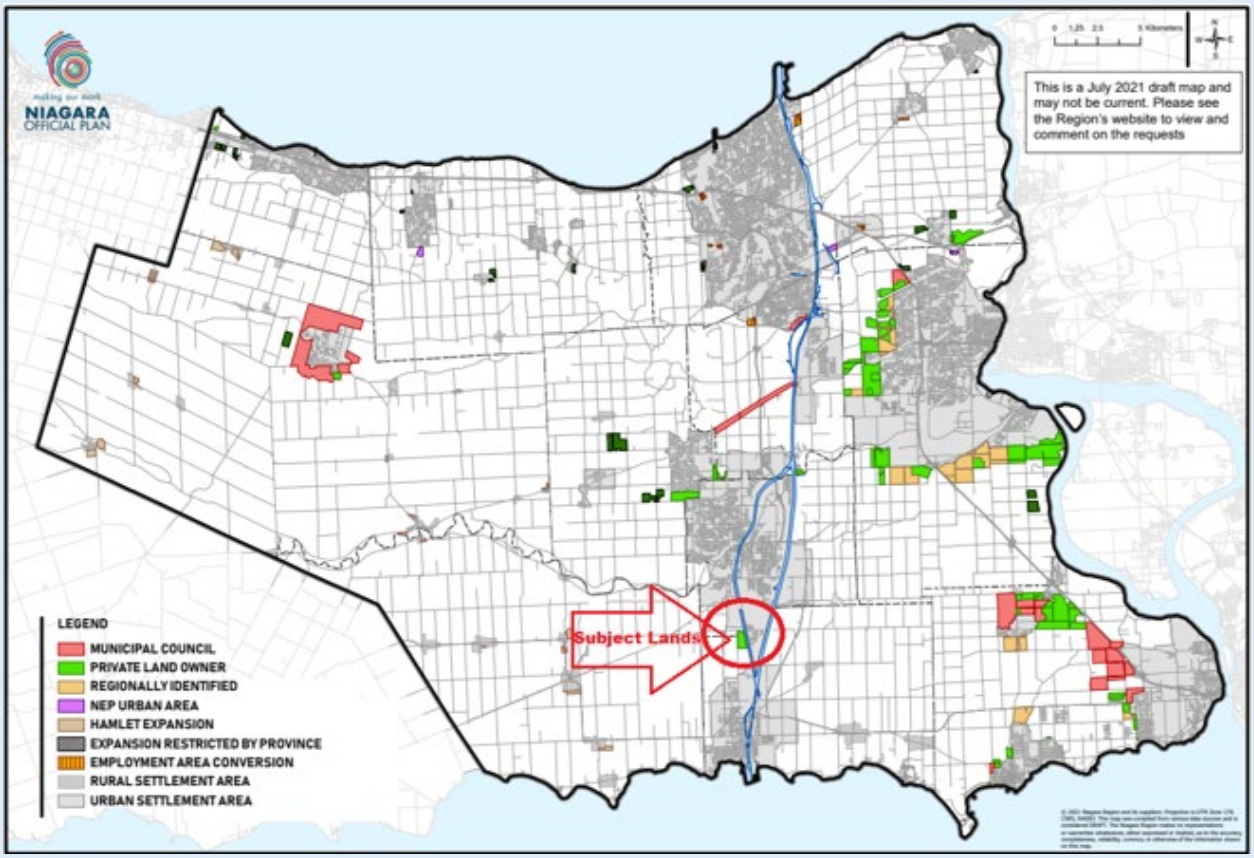
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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Colleen Theriault	42 Colonial St Welland	
Cathy Dixon	3092 Holland RD Thorold	

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INCLUSION OF SUBJECT PROPERTY WITHIN THE SETTLEMENT AREA OF CITY OF WELLAND

Manni Chauhan, MCIP, RPP 8/8/24 IMMEDIATE

Contents

1. EXECETIVE SUMMARY 3
2. Introduction 5
3. Factors Promoting Inclusion Rather Than Exclusion 8
3.1. Appropriateness of Location for Inclusion 8
4. Settlement Area Boundary Review by Region Niagara 9
4.1. Waste Water 14
4.2. Water Services 15
4.3. Transportation 16
4.4. Landuse 18
4.5. Environment, Aggregates and Agriculture 19
5. Conclusion 21

Figure 1: The area Deferred by Region is now included in the Built-up Boundary and Growth across the canal to the east 8
Figure 2: Showing the site in Welland (Red) and the Area most desirable for inclusion in the expansion of the Built-up Areas 9
Figure 3: Inclusion of lands initially 9
Figure 4: Residential proposal on 118 acres for Urban Estate Residential Housing 13
Figure 5: System Sewage Pumping Station Performance 14
Figure 6: Existing Wastewater Systems with Regional, Local and Private systems 14
Figure 7: Forcemain Performance 15
Figure 8: Existing Water Systems 15
Figure 9: Site showing transportation linkages 16
Figure 10: Bike Routes 16
Figure 11: Fixed -route Inter-municipal Transit 17
Figure 12: Higher Order Transit Network -Conceptual 17
Figure 13: New Corridor proposed 18
Figure 14: Interim Trade Corridors 18
Figure 15: Landuse 19
Figure 16: Natural Heritage Systems 19
Figure 17: Provincially Significant Wetlands 20
Figure 18: Significant Woodlands 20
Figure 19: Highly Vulnerable Aquifers 20
Figure 20: Small sliver of land between the Welland Municipal Boundary and the expanded Settlement Boundary 21

Photograph 1: Location of Subject property 8

Table 1: Population allocation to 2051 10
Table 2: Table showing Demand Based Allocations 11
Table 3: Table showing Preferred housing type options..... 12
Table 4: Historical Housing Stock 12

1. EXECETIVE SUMMARY

G-force Urban Planners have been retained to prepare a Planning Brief, requesting the City of Welland include my CLIENTS lands within the Settlement Areas. The Client owns lands in Welland and Port Colborne located at the intersection of Elm Street and Fork Road in Welland. A larger portion of the lands are striding into Port Colborne

The initial discourse with the Region by my clients, revolved around talks regarding inclusion of their lands within the settlement area boundary expansion. On Dec 01, 2021, we received a preliminary feedback email from Mr. John Federici regarding "These sites reflect the most appropriate locations for expansion based on Provincial policy and previously-established Regional criteria".

In a subsequent meeting with Mr. Chris Millar on Dec 15, 2021 it was conveyed that the Region will not be considering the subject land for potential settlement area boundary expansion. During the meeting the current zoning designation (A1 – Regular Agricultural) was discussed and the client was advised that the current regional process of settlement area expansion is not adequate for our development proposal and we need to contact local area municipality to apply for local OPA-ZBL amendment to develop these lands as rural houses on private services (well water and septic system).

Between Dec 15, 2021 and Jan 25, 2022, we have been made aware that during the Official Plan Review process, regional staff is now recommending the conversion of the subject lands from "A1 –Agricultural" to "Prime Agricultural". We have also noted that the natural heritage boundaries have been expanded within the entire118-acre lot. This in-itself was a very disconcerting turn of events and one that is without justification.

Under the Region of Niagara Falls Official Plan, the site was not recommended for inclusion in the Settlement Area, despite our best efforts.

Bill 185 permits applicants to make applications to amend the Official Plan to include lands within the settlement area.

We believe that the Provincial Policy Statement objectives regarding providing a mixed residential type of houses for every age and need of public has been ignored.

Our proposal is to provide Estate Homes of the subject property. Estate homes are largely lacking in the Region and the Municipality of Welland. Post Pandemic public prefer to live on homes and lots sizes best provided by these types of homes.

We also believe that the location of the lands within the Municipality of Welland are most suitable for inclusion within the settlement area of the Municipality of Welland.

As such we would appeal to Council to include the lands within the Settlement area during their OP review and designate the subject lands owned by the client (falling in the Municipality of Welland) as Rural Residential Zone. Such a designation will facilitate the provision of Estate homes on the said lands through the appropriate Planning Processes available under the Ontario Planning Act. The existing houses along Elm Street and Forks Road East are rural residences on private services. Such a designation of rural residential zone would best fit with the existing surrounding neighborhood in terms of the type of Services and urban design.

The following is a brief argument in support of including the subject lands within the settlement area and designating the lands as “Rural Residential Zone”

2. Introduction

The Region of Niagara has prepared and approved the 'Consolidated Draft Niagara Official Plan'. The plan defines how Niagara will use its available land to shape the physical, economic and social development of the region over the next 30 years using objectives and policies that Identify how and where growth will happen, help protect Niagara's natural environment and address our changing climate, ensure Niagara has an adequate and diverse supply of attainable housing, plan for our future infrastructure needs and ensure they're properly funded and create the right conditions to attract and retain jobs in Niagara (Niagara Region, 2022)

The Plan reflects where Niagara's community is today, and where it will be in 30 years. The plan includes land-use policies that cover topics like Niagara's natural environment, land needs, growth allocations, housing, transportation, urban design, employment lands and agriculture. These variables are all interconnected, and must be considered holistically to plan for communities that are sustainable, resilient, vibrant and thriving. The plan includes land-use policies that cover topics like Niagara's natural environment, land needs, growth allocations, housing, transportation, urban design, employment lands and agriculture. These variables are all interconnected, and must be considered holistically to plan for communities that are sustainable, resilient, vibrant and thriving. (Niagara Region, 2022)

The Region looked at the following in determining how growth will take place within various Municipalities under it.

1. Attainable housing: The Region looks to promote a diverse range of attainable housing options as being essential to grow Niagara's economy. The Official Plan acknowledges that housing prices have climbed dramatically in recent years, are supportive of compact, efficient forms of development that includes intensification.

While the strategy is obviously derived from Provincial Policies, they fail to look at diversity of dwelling types in its entirety. Even though affordability is a worthy goal, there are other needs by sections of some people that are being ignored. Cities of Brampton and other larger Municipalities have realized that there is no financial, physical, social or spiritual equality amongst people. For some affordability is an issue, while for some the need is to find acreages for living. Estate Homes have therefore been fully incorporated in the local policies. Niagara has no such policies, even though they admit that densities for them are not like other Urban Areas and that their housing type is unique.

Under section 1.4.3 of the Provincial Policy Statement Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities. It is our opinion that our proposal to have Estate Homes on the subject lands will meet the social, health, economic and well-being requirements of those that have the financial wherewithal to afford it. In pursuit of affordability and attainability the Region must accommodate this segment of people. (Provincial Policy Statement 2020, 2020)

More Homes, More choice: Ontario's Housing Supply Action Plan acknowledges that every town, city and community in Ontario is unique. But no matter where you go, one thing is the same – people are looking for housing that meets their needs and their budget. More Homes, More Choices is about unlocking the development of all kinds of housing. From ownership to rental housing, whether built by private developers or non-profits (Government of Ontario, 2020)

The Growth-Plan-Greater-Golden-Horseshoe support the achievement of *complete communities* that:

a. improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
b. provide a diverse range and mix of housing options, including additional residential units and *affordable* housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and **incomes;** (Places to Grow, n.d.)**.**

The Client proposes to provide Rural Housing on the property if the lands are designated as Rural Residential. Alternatively, if the lands are included in the expanded Settlement area boundary in the Municipality of Welland, then, more housing types, could be considered in that portion of the Lands.

2. Growth

According to provincial growth forecasts, Niagara will gain more than 214,000 new residents by 2051. The objective of the Niagara Official Plan is to direct this growth to where it makes sense. Further down we shall see that, it makes perfect sense to include

the property falling in the Municipality of Welland within the expanded Settlement boundary of Welland.

3. Housing density

Housing density is a measure of how many people and jobs can be accommodated in a given area. The Region acknowledges that Niagara is not the same as in other, more urban communities. By including the subject land, we can still achieve a form of housing in keeping what makes Niagara unique.

4. Environmental protection

Niagara is taking a clear, streamlined, cooperative approach to conserving our natural features. The subject lands include Environmentally Sensitive lands in a part of the property, that falls in Port Colborne. These lands will be preserved under the strictest policies of the province, region and the municipality.

5. Economy

Niagara's admits that it is less competitive than other communities. While they look for solutions in providing employment lands that will help direct investment to those areas, attracting and retaining jobs, and growing Niagara's economy, they have no provisions providing adequate homes for that class of people who invest in those employment lands. While they look to accommodate the workers in attainable houses, they keep more luxurious and appropriately located home out of reach of the investors. This will force people with economic strength moving away to more appropriate locations to live. My client is offering to build estate homes on acreages that will suit the lifestyle of investors and help keep people in the region and municipality.

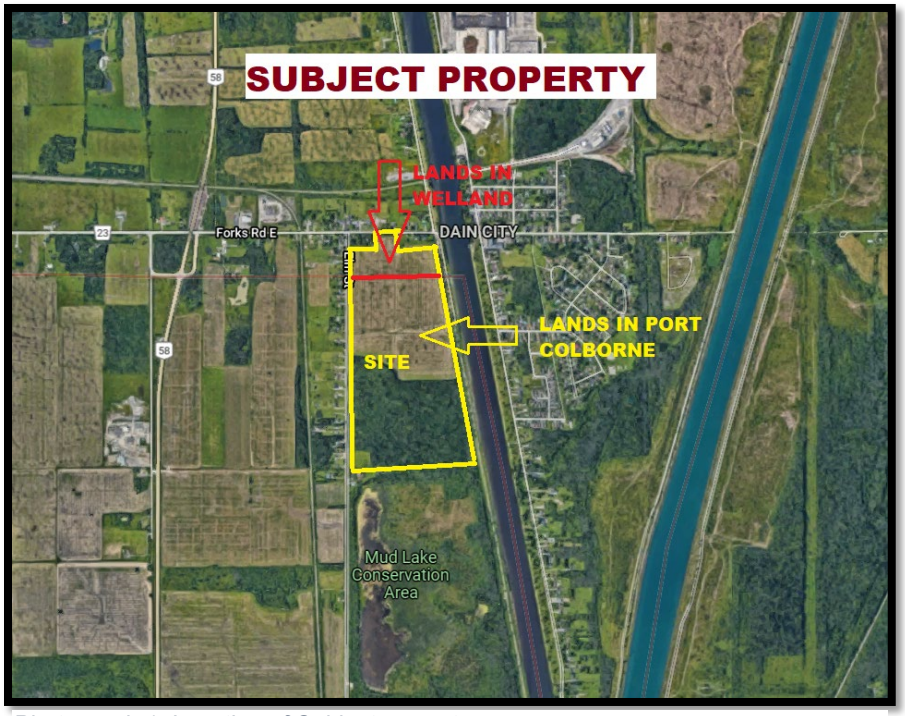
It makes perfect sense including my client's property within the;
1. Expanded Settlement Boundary Area and;
2. Designating the subject property under a Rural Residential Zone

In the later part of the brief, we will try to establish the factors that weigh heavily in favour of inclusion rather than exclusion of the property with the Settlement boundary of the Municipality of Welland.

3. Factors Promoting Inclusion Rather Than Exclusion.

3.1. Appropriateness of Location for Inclusion

The property is located in two municipalities, Welland and Port Colborne. It is 118 acres with a frontage on Fork Road East and Elm Road. The lands are currently being farmed and the property is currently under lease for 5 years to conduct farm operations. A part of the property falls in the Municipality as shown in photograph 1. The portion of lands that fall within the Port of Colborne is equally, under farm and woodlands. The location of the site close to existing Urban Settlements (Welland) to the east and the expanded Urban Settlement boundary to the north makes it a very likely candidate for inclusion into the settlement boundary.



Photograph 1: Location of Subject property

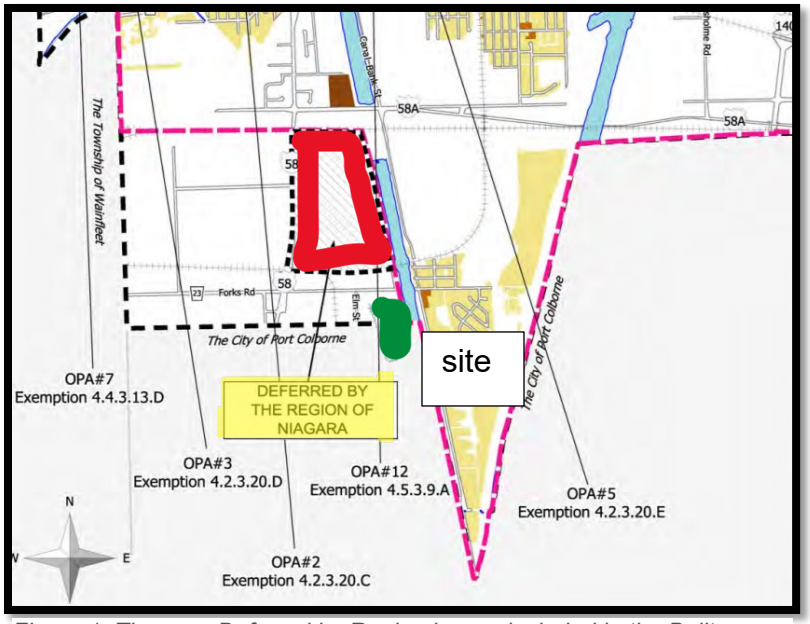


Figure 1: The area Deferred by Region is now included in the Built-up Boundary and Growth across the canal to the east

The area marked red in Figure 1, is already proposed to be included in the settlement boundary. Between the included area (Proposed by the Municipality of Welland) and the Welland Municipal Limits, the area shown in Yellow in Figure 2, represents an ideal piece of property that should be included in the Welland Settlement boundary.

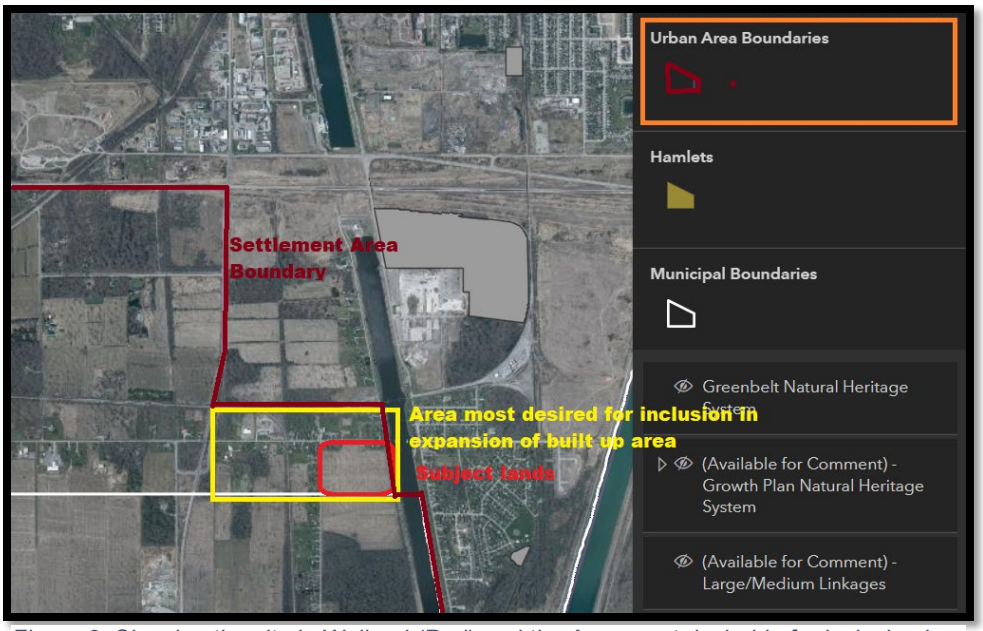


Figure 2: Showing the site in Welland (Red) and the Area most desirable for inclusion in the expansion of the Built-up Areas

4. Settlement Area Boundary Review by Region Niagara

The Niagara Region included the site in the initial review for expansion on the basis of my client request. (Figure 3). A total of 134 locations were considered. The initial test was based on the need for land by the municipality, provincial plans, speciality crop and contiguous boundary.

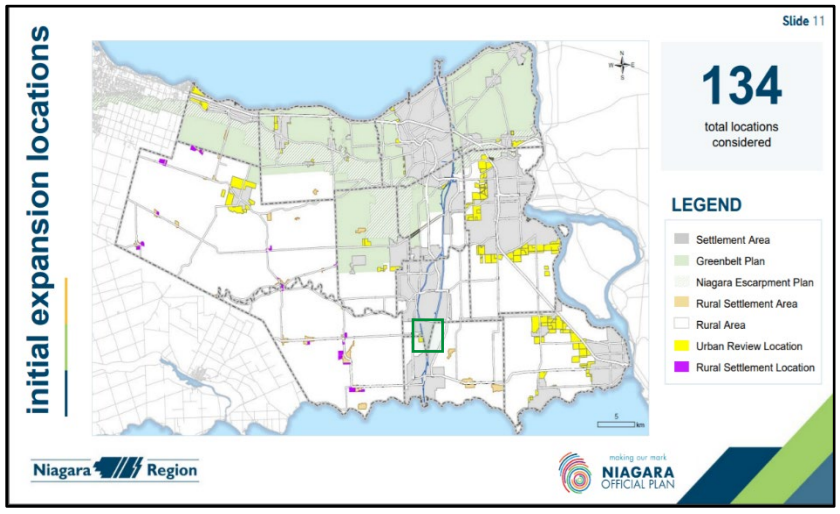


Figure 3: Inclusion of lands initially

The Subject lands cleared the initial test and was considered in the next level of review along with 100 other locations. Under step 2 of the review a number of evaluation

criteria were looked at which include both urban and rural settlement criteria. The Urban Area Evaluation criteria includes

1. Sanitary
2. Water Services
3. Transportation
4. Landuse
5. Environment
6. Aggregates
7. Agriculture

Unfortunately, the subject lands were not recommended. The entire exercise of the initial tests and step 2 tests were just an academic exercise based on the assumption that the Municipality of Welland had sufficient lands for infill development within the defined built-up boundary and did not warrant further inclusion of additional lands.

Growth Forecast Consultation A Place to Grow (2020) ("Growth Plan") establishes a minimum population and employment forecasts for upper- and single-tier municipalities in the Greater Golden Horseshoe. The Made-in-Niagara Forecast of 694,000 people is slightly below the 700,000-population scenario identified by the province. The May 2021 Forecast identified a total population of 674,000 people. The additional 20,000 people above the May 2021 forecast have been allocated to Lincoln and **Welland.** Lincoln's 2051 population has been revised from 35,660 to 45,660 in the current forecast. Welland's 2051 population has been revised from 73,000 to 83,000. The allocation has been provided below:

Table 1: Preliminary Municipal Growth Allocations: 2021 and 2051

Municipality	Population 2021	Population 2051	Households 2021	Households 2051	Employment 2021	Employment 2051
Fort Erie	33,930	48,050	14,150	21,510	10,530	17,430
Grimsby	30,300	37,000	11,470	16,070	10,690	14,670
Lincoln	26,860	45,660	9,590	19,405	11,390	15,960
Niagara Falls	97,220	141,650	38,520	58,740	37,780	58,110
Niagara-on-the-Lake	19,970	28,900	7,910	12,500	11,800	16,960
Pelham	19,320	28,830	7,150	11,280	4,810	7,140
Port Colborne	19,250	23,230	8,210	10,500	5,910	7,550
St. Catharines	140,250	171,890	58,550	78,320	61,780	81,010
Thorold	24,440	39,690	9,230	15,660	8,530	12,080
Wainfleet	7,000	7,730	2,580	3,040	1,400	1,830
Welland	56,210	83,000	23,610	37,540	18,030	28,790
West Lincoln	16,370	38,370	5,330	14,060	4,460	10,480
Niagara Region	**491,120**	**694,000**	**196,300**	**298,645**	**187,110**	**272,000**

Table 1: Population allocation to 2051

According to Region Niagara, forecasts for Lincoln and Welland were likely to be achieved earlier than set out.

In Welland, the additional growth proposed is within the existing urban, built-up areas through “intensification” growth. This kind of development supports more affordable housing mix of townhouses and apartment units. The Region seeks to accommodate the growth to ensure communities are more sustainable, better connected, healthy and safe.

However, the Region is focused on providing Attainable housing for a 10,000-person population growth with considering a mix of residential units that include Urban Residential Estates. Even without the need for supporting services (for which there is surplus capacity), my client still proposes to provide these units. Also, by restricting development to infill areas within the city, the Region is contributing to inflation and high prices for a finite number of lots. This will raise cost of lands and achieving affordability will likely be a lost battle.

According to the Region there is no need for addition land needs to accommodate future population and that as per the “intensification rate” Welland’s intensification rate has risen from 60% to 75%.

This is questionable, as reality often differs from statistics. While Welland’s share of housing growth is adjusted to 9.5% for the 2021 to 2051 period, its growth is being attributed to a significant supply of intensification lands available now. Its growth is again based on projections and available data on applications under process. Given that these are good indicators, we cannot turn our eyes away from the need of the people. As mentioned, time and again, estate housing is in demand, mainly due to the Pandemic. People have realized that working from home in a possibility

Initial Allocation to Delineated Built Up Area by Housing Unit Type Using Market Based Demand Housing Unit Types Housing Mix by Census Housing Type				
2021-51	Single/Semi	Row	Apartment	Total
Fort Erie	41.3%	44.0%	14.6%	100.0%
Grimsby	2.5%	29.5%	68.0%	100.0%
Lincoln	40.5%	27.0%	32.5%	100.0%
Niagara Falls	42.5%	30.4%	27.1%	100.0%
Niagara-on-the-Lake	41.2%	33.3%	25.5%	100.0%
Pelham	34.3%	48.4%	17.3%	100.0%
Port Colborne	58.5%	18.6%	22.9%	100.0%
St. Catharines	21.5%	23.3%	55.3%	100.0%
Thorold	35.8%	55.6%	8.6%	100.0%
Wainfleet	0.0%	0.0%	0.0%	0.0%
Welland	62.8%	20.7%	16.5%	100.0%
West Lincoln	66.6%	11.0%	22.4%	100.0%
Niagara Region	33.5%	28.1%	38.4%	100.0%

Table 2: Table showing Demand Based Allocations

Delineated Built Up Area Housing Mix of Growth, 2021 to 2051 Preferred Growth Option to 2051				
2021 51	Single/Semi	Row	Apartment	Total
Fort Erie	41.3%	44.0%	14.6%	100.0%
Grimsby	2.5%	29.5%	68.0%	100.0%
Lincoln	39.0%	25.1%	35.9%	100.0%
Niagara Falls	41.8%	30.2%	28.0%	100.0%
Niagara-on the Lake	20.9%	30.4%	48.7%	100.0%
Pelham	34.3%	48.4%	17.2%	100.0%
Port Colborne	58.6%	18.6%	22.8%	100.0%
St. Catharines	13.2%	23.3%	63.5%	100.0%
Thorold	35.8%	55.6%	8.6%	100.0%
Wainfleet	0.0%	0.0%	0.0%	0.0%
Welland	17.5%	33.0%	49.5%	100.0%
West Lincoln	67.2%	10.4%	22.4%	100.0%
Niagara Region	25.2%	29.1%	45.7%	100.0%

Table 3: Table showing Preferred housing type options

and has gained favor with office going staff. People would like to stay in larger homes with more space for themselves. The region is ignoring this segment of people in their focused approach to provide affordable homes.

Table 2 provided the demand for housing type, while table 3 shows the preferred growth options for housing. We notice that the Region's approach can be very ambitious and therefore removed from reality. Most of the new construction is directed towards apartments and Row homes whereas the market demand for this is 16.5% and 20.7% respectively. Singles and semis still are the largest group.

According to a report by Niagara Region, in the City of Welland, is very focussed on singles and semis and reduces the likelihood that there is reasonable development potential for Row Housing and Apartment units.

The shift in housing mix reducing the singles/semis and increasing the apartment is unlikely to make more room for demand in future. The City of Welland in their housing analysis have concluded that a housing mix for the city for 2016 to 2041 as per table 3 above is not likely. A mix of 34% singles and semis and 33% each of rows and apartments was proposed which, in our opinion is, again ambitious.

Table 1 Housing stock by dwelling type, 2016

Dwelling Type	Number of Dwellings	Percentage of Total Stock
Single-detached	126,208	68%
Semi-detached	9,734	5%
Duplex Apartment	6,050	3%
Row house	13,701	7%
Apartment 5 stories or less	19,975	11%
Apartment over 5 stories	9,864	5%
Other	486	0%
Total	**186,018**	**100%**

Table 4: Historical Housing Stock

Historically, Welland has supported Single Detached homes and by clubbing semis with single detached dwellings, for an overall percentage of 62.8%, the Region, somehow wants to convey that semi-detached houses are in demand in Welland. Whereas the fact is that semi-detached have a small presence in Welland as well as the Region-only 5%. (Table 4) and it is unlikely that, the future demand for this is going to change. The GTA is an example of how people are finding their way to remote areas to live in Detached homes. Estate Homes represent a major housing demand.

In singles, a farm house type of estate living is completely missing, whereas we have, according to our own study, determined that this type of housing is in high demand, everywhere in Ontario.

This is a great opportunity for the City to expand their vision and include the subject property (Below) into the proposed Built-up area of the City of Welland and also designate the property as Rural Residential in its entirety.

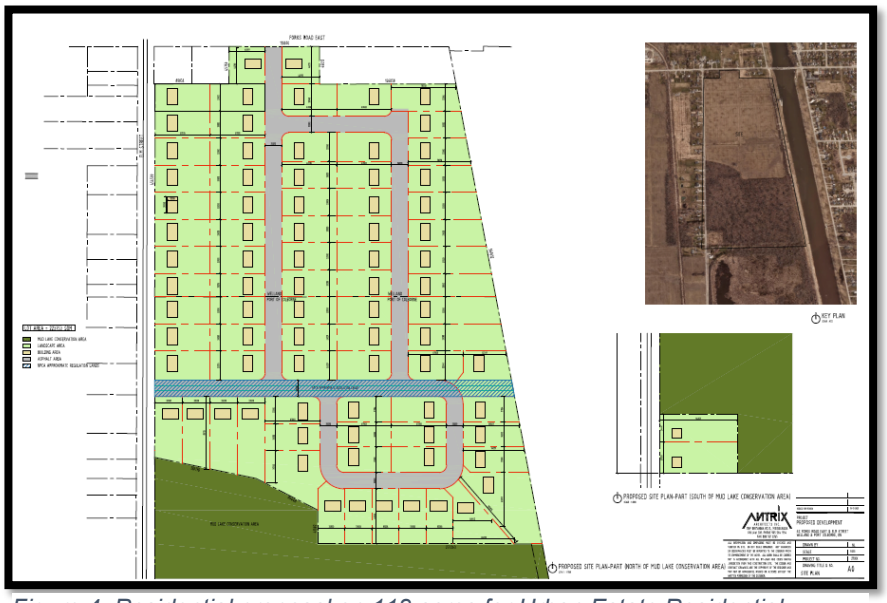


Figure 4: Residential proposal on 118 acres for Urban Estate Residential Housing

Having said this, we will take a look at the Urban Area Evaluation criteria that the Region has used to evaluate the inclusion of properties within an expanded Built-up boundary and relate that to the subject property:

1. Waste water (Sanitary)
2. Water Services
3. Transportation
4. Landuse
5. Environment
6. Aggregates
7. Agriculture

4.1. Waste Water

The Welland wastewater system services the City of Welland, Town of Pelham and the Port Robinson area of the City of Thorold to service 68,722 residents and 27,380 employees. The system is serviced by the Welland Wastewater treatment Plant with a current rated capacity of 54.6 MLD and a peak flow capacity of 136.2 MLD. This capacity is sufficient to meet the needs of resident till 2041. The subject property is likely to be within the catchment area of the Feeder Road SPS. The 2041 design of the peak wet weather flows indicate that this system has a surplus of 14.1 L/s surplus flows. This indicates that if the area mentioned in Figure 2, including the subject property, is included in the built-up area, it could have recourse

Table 4.K.12 System Sewage Pumping Station Performance

Sewage Pumping Station	Contributing Catchments	Facility Operational Capacity (L/s)	Existing Design Peak Wet Weather Flow (L/s)	2041 Design Peak Wet Weather Flow (L/s)	2041 Surplus/ Deficit (L/s)
Timmsdale Sewage Pumping Station (SPS)	Timmsdale SPS	5.0	3.1	3.2	1.8
Towpath Road SPS	Towpath Road SPS	141.7	111.7	199.3	-57.6
Hurricane Road SPS	Hurricane Road SPS	39.0	45.6	51.5	-12.5
Foss Road SPS	Foss Road SPS	26.6	43.3	67.3	-40.7
Feeder Road SPS	Feeder Road SPS	41.0	22.6	26.9	14.1
Seaway Heights SPS	Seaway Heights SPS	65.7	18.8	26.9	38.8
Ontario Road SPS	Ontario Road SPS Dain City SPS	600.0	250.6	311.2	288.8
Dain City SPS	Dain City SPS	94.0	37.7	70.7	23.3
Kelly Street SPS	Kelly Street SPS George Street SPS South Street SPS	34.4	33.1	33.1	1.3
George Street SPS	George Street SPS	8.0	6.1	6.1	1.9
South Street SPS	South Street SPS	8.1	0.0	0.0	8.1
Park Lane SPS	Park Lane SPS	4.0	3.0	3.0	1.0
Dailmer Woods SPS	Dailmer Woods SPS	7.4	3.3	3.4	4.0

Figure 5: System Sewage Pumping Station Performance

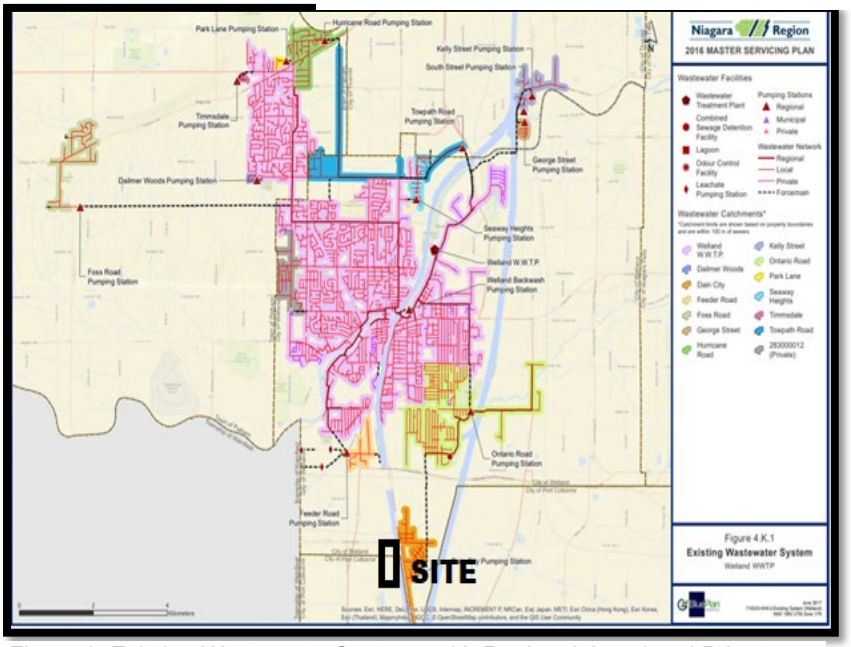


Figure 6: Existing Wastewater Systems with Regional, Local and Private systems

to municipal sewer services.
Likewise, the forcemain performance is also in surplus.

4.2. Water Services.

The water systems are available to the areas immediately north of the site through the Shoalt's Drive High Lift Pumping Station. The water system design has an effective capacity of 16.4 MLD whereas the maximum day demand is only daily 3.3 MLD. Keeping in mind population growth and targets fixed by the Region for growth, the expected day capacity in 2041 is 4.9 MLD. The system is therefore in

Table 4.K.13 Forcemain Performance

Sewage Pumping Station	Pump Station Operational Capacity (L/s)	Capacity @ 2.5 m/s (L/s)	Existing Design Peak Wet Weather Flow (L/s)	2041 Design Peak Wet Weather Flow (L/s)	2041 Surplus/ Deficit (L/s)
Timmsdale Sewage Pumping Station (SPS)	5.0	19.6	3.1	3.2	16.4
Towpath Road SPS	141.7	1,021.0	111.7	199.3	821.7
Hurricane Road SPS	39.0	122.7	45.6	51.5	71.2
Foss Road SPS	26.6	78.5	43.3	67.3	11.2
Feeder Road SPS	41.0	122.7	22.6	26.9	95.8
Seaway Heights SPS	65.7	176.7	18.8	26.9	149.8
Ontario Road SPS	600.0	706.9	250.6	311.2	395.7
Dain City SPS	94.0	122.7	37.7	70.7	52.0
Kelly Street SPS	34.4	78.5	33.1	33.1	45.4
George Street SPS	8.0	19.6	6.1	6.1	13.5
South Street SPS	8.1	19.6	0.0	0.0	19.6
Park Lane SPS	4.0	19.6	3.0	3.0	16.6
Dailmer Woods SPS	7.4	19.6	3.3	3.4	16.2

Figure 7: Forcemain Performance

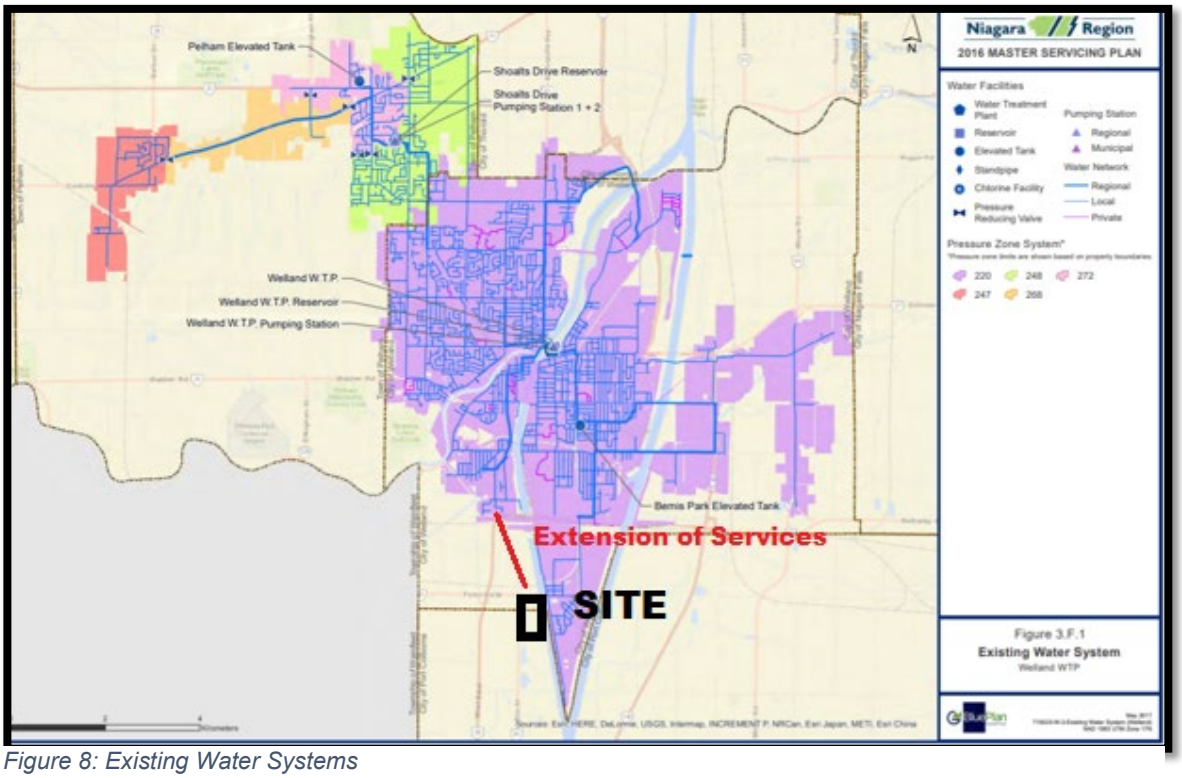


Figure 8: Existing Water Systems

surplus and could effectively accommodate any development taking place on the subject property.

4.3. Transportation

The Site is conveniently located on Elm Street and Fork Road (RR23). It is connected to Highway 406 through Hwy 58, 58A and 140. The property is also accessible from Colborne Street.

The site is also close to the existing Cycling Facility. The Bikeways Master Plan also proposes to extend bike along Elm Street in future and along Colborne Street. Bike lanes are also proposed along Fork Street. This activity goes very well with the Estate Residential proposal on the subject property.

Our opinion is that Welland needs to be an attractive place to live. With all the infrastructure surrounding the subject lands and its near perfect setting to the Bike Lanes and Highways, we believe that the Municipality of Welland must be given the opportunity to expand on the proposal for Estate Homes and, as a result, the Region must consider the Site for Designation as Rural Residential and include that portion of the Subject site into the expanded Built-up Boundary of Welland.

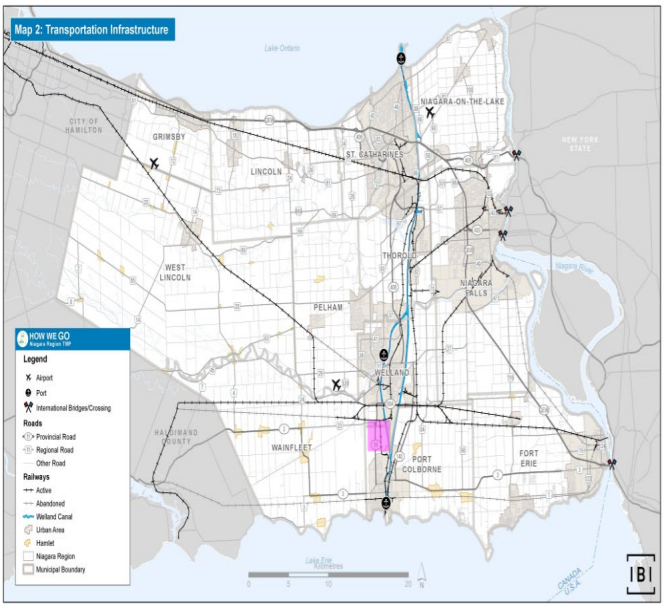


Figure 9: Site showing transportation linkages

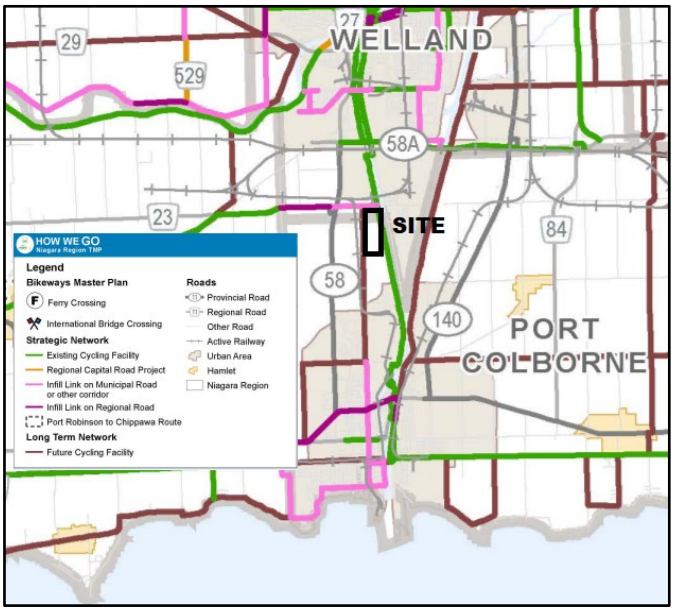


Figure 10: Bike Routes

Even when we consider the Conceptual Transit Network, the Region proposes to introduce Fixed-route Inter-municipal Transit that will further give access to the site. (Figure 11).

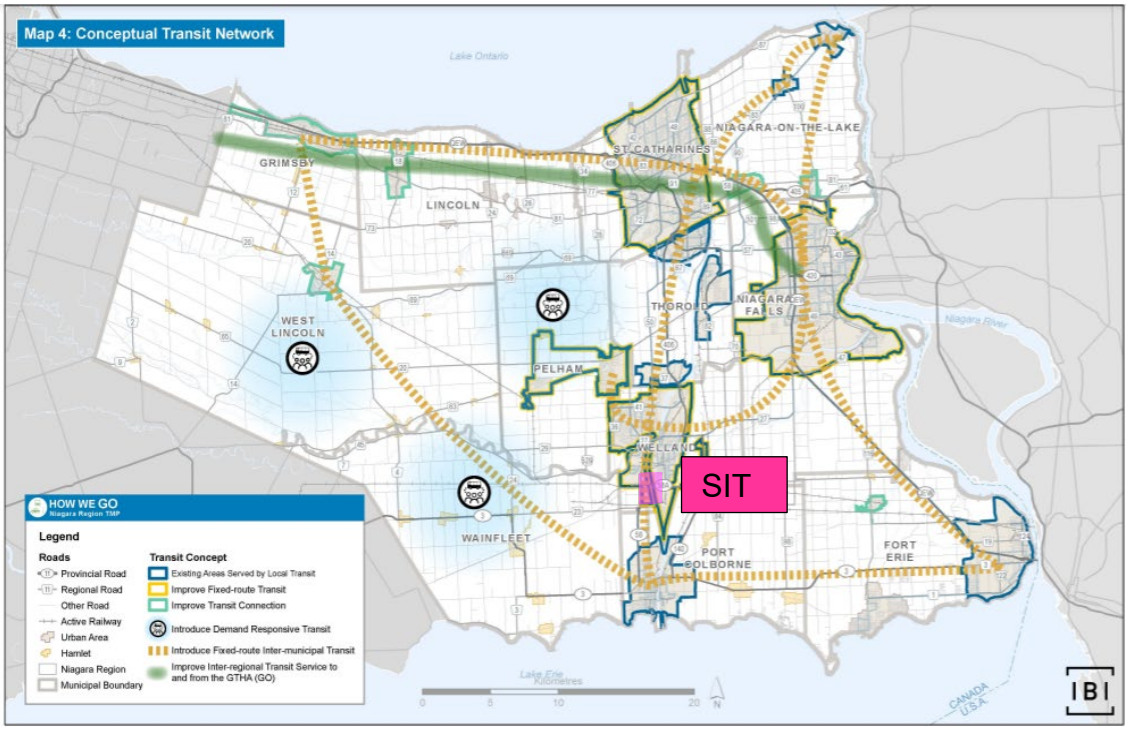


Figure 11: Fixed -route Inter-municipal Transit

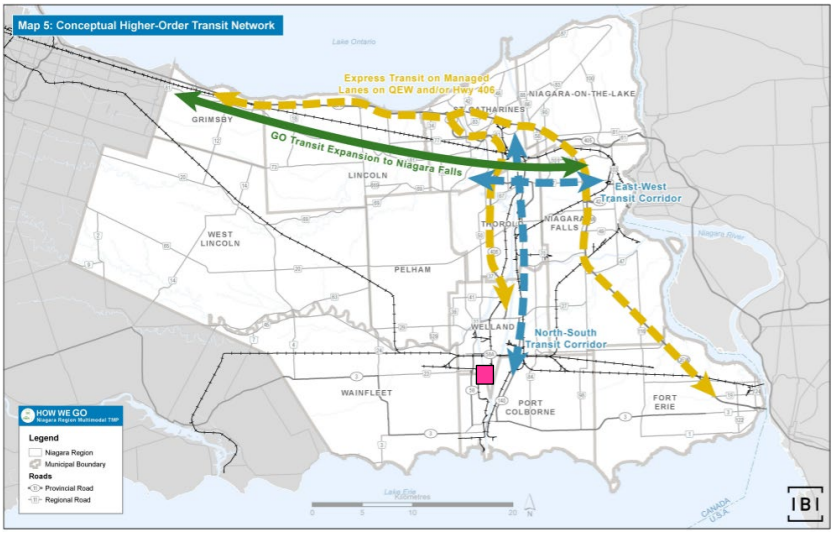


Figure 12: Higher Order Transit Network -Conceptual

The Subject Property will also benefit from the proposed Higher Order Transit network as shown in Figure 12.

Likewise, the Region has 'Committed Projects' that will link Highway 58A to Highway 406 and create a new corridor that will link Hamilton to the east and the QEW to the west. This corridor will have impact all surrounding lands. The subject lands will have great accessibility and potential for

providing housing to meet provincial and regional targets.

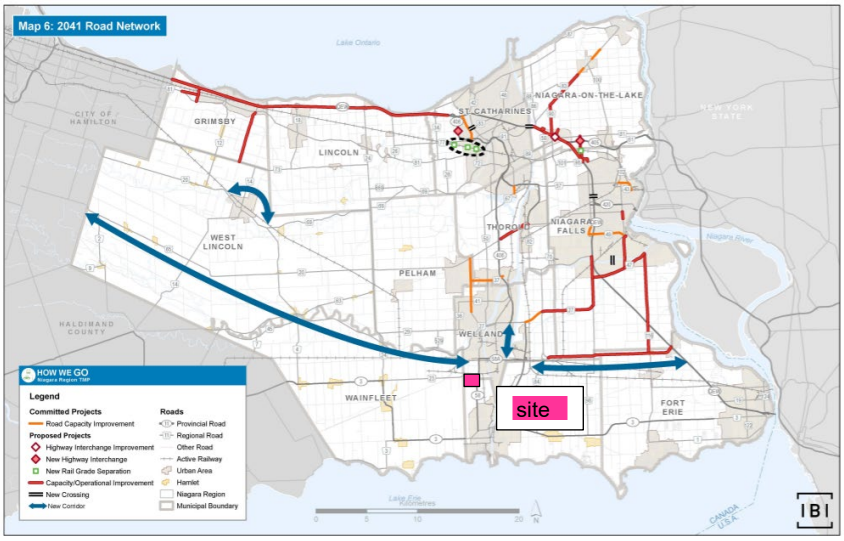


Figure 13: New Corridor proposed

In the interim Highway 23, 24, 20 and 58A will serve as Trade Corridor (See Figure 14).
From a transportation view point, the subject property is well connected and must pass all evaluation for inclusion on this basis alone.

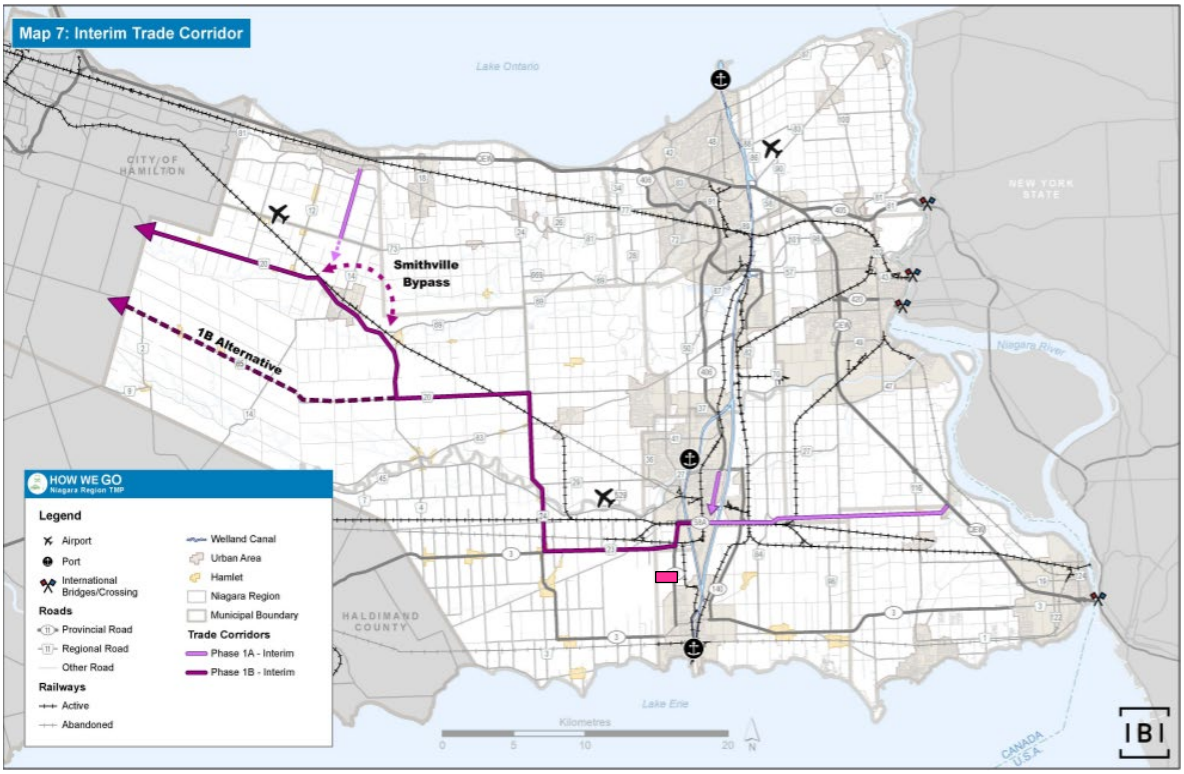


Figure 14: Interim Trade Corridors

4.4. Landuse

The subject lands are designated as Agriculture and Rural Areas. (Figure 15). In the Zoning Bylaw of Welland, the property is zoned Agriculture and Environment

Conservation Area (Partial). In Port Colborne it is zoned Agriculture and Environmental Protection. (Figure 15)

We are seeking change of designation to Rural and Environment Protection (Port Colborne) and inclusion of that portion of the lands that fall in Welland in the Expanded Built-up Boundary.

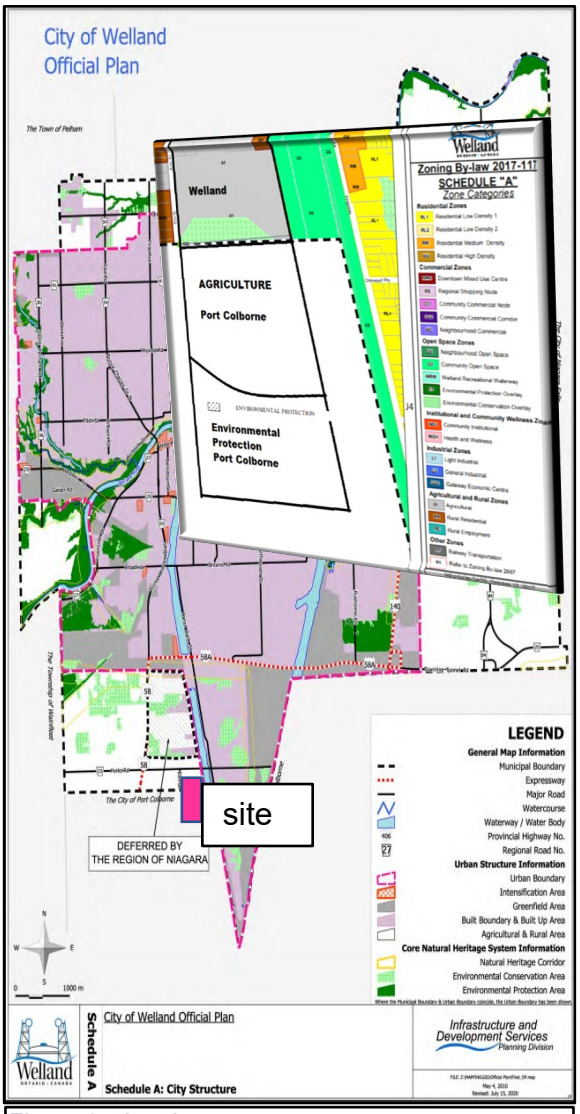


Figure 15: Landuse

4.5. Environment, Aggregates and Agriculture

The Subject Property is designated and zoned Agriculture and Environmental Protection. Apart from that the site falls partially in the Natural Heritage System. Most of the area under this system is due to the environmental area in Port Colborne and along the canal. These areas will not be violated in any future residential estate proposal. The subject lands are free from any significant woodlands, provincially significant wetlands, lakes and waterbodies and areas of Highly Vulnerable Aquifers.



Figure 16: Natural Heritage Systems

<u>Resultantly, when we look at all the points of the evaluation criteria, we can safely conclude that the Site should be included within the Built-up area of Welland and the entire 118 Acres of the subject property be designated Rural in the Niagara Official Plan.</u>



Figure 18: Significant Woodlands

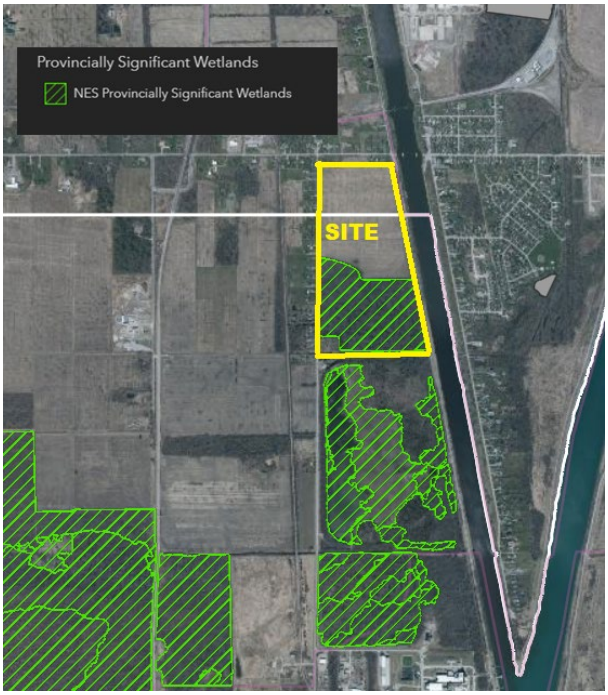


Figure 17: Provincially Significant Wetlands



Figure 19: Highly Vulnerable Aquifers

5. Conclusion

We have had a good look at the evaluation criteria for inclusion of the subject lands within the built-up settlement area boundary for that part that is within the City of Welland. We believe that the site passes all the major evaluation criteria, except that it's current uses is Agriculture. A large part of Welland that was Greenfields have been included in the boundary. Also, it seems pointless to leave a small sliver of land wedged between the municipal boundary and the settlement area and not consider it for inclusion.



Figure 20: Small sliver of land between the Welland Municipal Boundary and the expanded Settlement Boundary

As pointed out the subject lands passed the 1st step of evaluation and despite having in place the 2nd step for evaluation, based on certain evaluation criteria, the subject lands were not included in the proposal to bring the lands within the built-up area. That evaluation, I believe did not happen because the Region based the land availability in the City of Welland, on the basis of a visualized 33% division of Singles/semis, Row Houses and Apartment buildings. Historic trends show that the City of Welland has 68% Singles and that the Regions analysis and directions are very optimistic and more aligned on enforcement than proper projections.

In our opinion, the City of Welland will face a shortage of land for housing and lands within the city will become unaffordable as will the resultant attainable housing. Though

the directions are correct in providing affordable housing, it should not be at the cost of reduced land requirements.

Also, the Region has focused on providing low end housing but ignored the higher end housing market. There is no mention of Estate Housing, but the region talks of being “Unique” as ‘Densities’ have a different meaning and connotation for it. This implies that Niagara Region has large lots and that is what makes Niagara, Niagara.

Throughout the report we have mentioned that Estate Homes are desired and in demand. Lifestyles have changed, due to the Pandemic in part, and so has the preferences of people. A large number of people have left the congestion of cities in Toronto and the GTA and are moving to places like Grimsby, Niagara Falls, Welland and other smaller towns in the Niagara Region. They are all looking for affordable larger lots and not apartments or row houses.

In conclusion, we are of the opinion that the subject lands be included in the Settlement area boundary and designated Rural, so that providing Estate Homes to the public becomes a reality.

We are hopeful that the City of Welland will review the request for such an inclusion, using the well laid out evaluation criteria.

Hope the report will go a long way in understanding the issues related to the development of the site, its inclusion and redesignation.



Manni Chauhan, MCIP, RPP
Principal, G-force Urban Planners
Web: http://www.gforceplanners.ca/
Email: gforceplanners@gmail.com
Phone: 647-296-9175

September 2, 2025

City of Welland
Planning and Development Services
60 East Main Street
Welland, Ontario L3B 3X4

Attention: Mr. Grant Munday, RPP, MCIP
Director of Planning and Development Services

Dear Mr. Munday,

Re: City of Welland Comprehensive Official Plan Review
Forks Road Urban Boundary Expansion Request
TBG Project Number 25322

The Biglieri Group Ltd. ("TBG") has been retained by AD (Welland) Inc. ("Client") to submit this request for Settlement Area Boundary Expansion ("SABE") for their lands in the City of Welland (the "Client Lands"), being those lands identified within **Figure 1**. A meeting with City of Welland staff was held on June 27, 2025 to discuss the potential for including the lands within the Welland Urban Area, staff advised at that meeting that the growth targets had increased and there may be potential to expand the boundaries through the Official Plan Review process, and to submit a request to the City. Based on our review of the comments that were received to date, it was determined that the area shown on **Figure 1** reflected our Client's and the surrounding landowner's requests based on the City's compiled requests and comments from the Official Plan review process.

This letter has been prepared to support the formal request for the inclusion of the Subject Lands in the Settlement Area Boundary Expansion through the City's Official Plan Review ("OPR") process that is currently being undertaken. This letter requests the Subject Lands be included in the *Urban Boundary* and be designated from *Agricultural and Rural Area* to *Designated Greenfield Area* in the City of Welland Official Plan through the current Official Plan Review process. A review of the applicable Provincial and City policies has been provided.

To provide some history on lands within the requested expansion area, the lands shown on **Figure 2** was previously included within the City's Urban Boundary. The Subject Lands were removed from the Urban Boundary in 2021 in order to facilitate the North West Area Expansion. The Provincial policy framework at that time allowed for urban area expansions of up to 40 hectares (which could include multiple expansion requests concurrently) so long as there was no net increase in overall lands within the urban area. The Subject Lands were subsequently removed from the City's urban boundary as it was identified at that time as being difficult to service and not an area of current development pressure. The removal of the Subject

Lands from the Urban Area were subsequently appealed to the Ontario Land Tribunal where a settlement was reached to allow for an estate lot plan of subdivision on lands to the north of the railway line.

Since the removal of the lands from the City's Urban Boundary there has been significant growth in Dain City with the redevelopment of the John Deere site by Empire Communities, the development of the lands along the Welland Shipping Canal by Empire Communities, and the reconstruction of the Forks Road Bridge. This has resulted in upgrades to servicing and transportation access to Dain City, as well as increasing the population of Dain City.

Due to the increased development pressures in the City, and to ensure that there continue to be lands available to accommodate the anticipated residential growth, TBG is requesting that the Subject Lands be included in the City's Urban Boundary.

This letter includes supplementary information in support of the proposed Urban Boundary Expansion. **Appendix A** is a Residential Justification Study prepared by Parcel Economics ("Parcel") which speaks to projected population, jobs and housing needs. **Appendix B** is a Servicing Summary prepared by CF Crozier & Associates ("Crozier") that speaks to water supply, wastewater and sanitary capacities in Welland.

SITE DESCRIPTION AND SURROUNDING LANDS

The Subject lands are located, primarily in the area north of the municipal boundary with Port Colborne, east side of Highway 58, south of the CN Rail Corridor, and west of the Welland Recreational Canal and Dain City (**Figure 1)**. One property on the south side of Forks Road and on the west side of Highway 58 has also been included based on historic interest in being included within the urban boundary.

Figure 1: Aerial View of the Client Lands and Subject Lands



Source: Google Maps

Figure 2: Lands formerly included in Welland Urban Boundary



Source: Google Maps

POLICY FRAMEWORK AND PLANNING ANALYSIS

Provincial Planning Statement (2024)

The Provincial Planning Statement ("PPS") provides overall direction on matters of provincial interest related to municipal planning decisions. Decisions made under the Planning Act shall be consistent with the PPS. Policy 2.3.2 of the PPS outlines the criteria which shall be considered when evaluating applications for Settlement Area Boundary Expansion. As such, we provide analysis outlining how the proposed SABE request is consistent with the 2024 Provincial Planning Statement ("PPS").

The PPS prioritizes compact and transit-supportive design, where locally appropriate, aims to optimize use of infrastructure and public service facilities, and supports the province's goal of building 1.5 million homes by 2031 (Chapter 1). The PPS supports the achievement of complete communities by accommodating a range and mix of land uses, housing options, and transportation options to meet long-term needs (Policy 2.1.6.a).

The PPS also directs that sufficient land be made available to accommodate an appropriate range and mix of lands uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years (Policy 2.1.3). Settlement areas are the focus of growth and development, and planning authorities are to support intensification and redevelopment within settlement areas to achieve complete communities (Policies 2.3.1.1 and 2.3.1.2).

Section 2.3 of the PPS (2024) provides updated policies pertaining to SABEs stating that planning authorities shall consider each of the following provisions as outlined in **Table 1** below.

Table 1: PPS Settlement Area Boundary Expansion Criteria

2.3.2 New Settlement Ares and Settlement Area Boundary Expansions	Conformity Analysis
a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;	As per Parcel's Residential Justification Study's ('Study') key findings, there is a land shortfall of 353 hectares of Community Area land required to accommodate growth. The updated Growth Forecasts for Welland now anticipates a 2051 population of 129,525 and 56,605 households which is significantly higher than the previous Niagara Region Land Needs Assessment (LNA) (2022) forecasts (population of 83,000 and 37,540 households). Additionally, the Study states that the population and housing trends in Welland have increased. For example, population growth has accelerated from 0.4% (2001-2015) to 2.3% annually (2015-2024). On the other hand, housing starts have increased but still lag behind population growth, contributing to a housing supply gap. Lastly, the

	demand for both ground-related and apartment housing types has increased. The additional 165 hectares of Subject Lands will accommodate a diverse and growing population with a mix of housing types. The SABE will respond to the need for Community Areas needed to meet 2051 growth targets, support the development of complete communities by making sure land is available for housing, jobs and infrastructure and lastly, respond to the increase in migration and population growth trends.
b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;	Per the Servicing Letter prepared by Crozier dated August 14, 2025, it identifies that there is capacity for water supply and wastewater for the proposed Subject Lands. Although there is currently no servicing to the Subject Sites, there is capacity projected to be able to service this area by 2051 per the Master Servicing Plan. With regards to sanitary pumping stations, there is currently capacity but may require upgrades for the full Subject Lands depending on the routing, phasing and timing of construction. Additionally, public services within a 1.5-kilometre radius of the Subject Lands are the following: 1. All Saints Anglican Church 2. Saint Augustine Catholic Elementary School 3. Carrie Lynn Pinard Community Centre 4. Welland Flatwater Centre 5. Empire Sportsplex 6. Glenwood Park 7. The Rob Fulbrook Park and The Cove Splash Pad 8. Recreational Canal With regard to active transportation, currently off-road trail bike facilities along Colborne Street which provides connection from Lake Ontario to Lake Erie via off-road trails along the Welland Canal.
c) whether the applicable lands comprise specialty crop areas;	The Subject Lands does not contain the Specialty Crop Area.
d) the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;	The Subject Lands are designated as Agricultural System and Rural Area in the Region of Niagara Official Plan, and Site-Specific Policy Area in the Welland Official Plan. The site specific policy allows for an estate plan of subdivision on a portion of the Subject Lands. The Remaining Subject Lands are designated as “Rural” as per Schedule B of Welland Official Plan and permits limited residential development, small-scale commercial or industrial uses,

	resource extraction or some agricultural uses, but not necessarily prime farmland. Per Ontario Agricultural Systems mapping, small portions of Subject Lands south of Forks Road and west of Highway 58 are identified as *Prime Agricultural Area* and *Candidate Area*. Per the Canada Land Inventory, Subject Lands are identified as "Class 3" where soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices. Further, the limitations on production of crops have effects on one or more of the following practices: timing and ease of tillage, planting and harvesting, choice of crops, and methods of conservation. Based on this classification, they are considered to be lower quality agricultural lands and an appropriate location for expansion.
e) whether the new or expanded settlement area complies with the minimum distance separation formulae;	There appears to be one parcel on the south side of Forks Road, adjacent to Highway 58 which has a small livestock operation, however, the proposal will include those lands within the new boundary. The closest livestock operation is Sunnyside Acres Animal Sanctuary which is approximately 1 kilometre to the west. This is a significant distant from uses that potentially house livestock as the agricultural operations in the surrounding area consist of field crops. As such, there are no concerns regarding compliance with the minimum distance separation formulae.
f) whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance;	Although portions of the Subject Lands are identified as *Prime Agricultural* and *Candidate Area*, the soil conditions of the lands do not yield a large variety of crops and require special farming practices to ensure there is a sufficient amount of harvest at the end of the farming season. The Subject Lands are designated as "Rural" as per Schedule B of Welland Official Plan and permits limited residential development, small-scale commercial or industrial uses, resource extraction or some agricultural uses, but not necessarily prime farmland. The proposed inclusion of the Subject Lands in the Urban Boundary is appropriate.

g) the new or expanded settlement area provides for the phased progression of urban development.	The expansion of the Welland Settlement Boundary to include these lands would re-establish the pre-2021 urban boundary, as well as include additional lands. The Subject Lands represent a logical extension to Dain City, which has seen substantial development pressures. The proposed SABE supports phased progression of the urban development by providing a logical and orderly extension of the existing urban boundary. Dain City, directly east of the proposed SABE, has been developed as low-density residential dwelling. The proposed expansion area is adjacent to the existing settlement area to the east. As such, no "leap frogging" would occur. The Subject Lands can be efficiently integrated into the urban structure through existing and planned infrastructure such as municipal servicing (water, sanitary, storm) and transportation networks. As noted above, the proposed SABE will accommodate the municipality's forecasted population and employment growth. Once these lands are included within settlement area boundary, no development can occur until a Secondary Plan setting out the appropriate land uses, densities, road networks, and parklands have been prepared. The Secondary Plan process will also set out phasing for constructing and servicing. Lastly, the previously approved North West Expansion Area lands are undergoing Plans of Subdivision and servicing plans are being completed. The rate at which these lands are progressing indicates a need for the City to ensure that they have an adequate supply of development ready lands.

It is our professional opinion that the SABE request conforms to the criteria as set out in the PPS (2024).

The City initiated their Official Plan Review ("OPR") in 2021 to align their updated plan with the anticipated timing of the approval of the Region of Niagara's Official Plan. With the approval of the Region's Official Plan in late 2022, the changes to Provincial policy (PPS 2024), and the loss of Regional planning authority, the City's process for Official Plan review is still ongoing. With all of theses changes from the provincial level, it is understood that the City's process is now in Phase 3 of the OPR process.

Section 3.5.2 of the Draft Welland Official Plan (Draft OP) (2024) allows for Settlement Area Boundary Expansion of 40 Hectares or less outside of a Municipal Comprehensive Review of the Official Plan, undertaken every ten (10) years. This policy was consistent with those in the Growth Plan (2020), Policy 2.2.8.6, which provided this direction, as well as the 2020 PPS. The enactment of PPS 2024 replaced

policies in the PPS 2020 and the Growth Plan, resulting in the Growth Plan being repealed. With the Growth Plan no longer in place, the policy regarding the maximum expansion area is no longer in effect. It is anticipated that as part of this conformity exercise that the City is undertaking that the policy restricting urban boundary expansions will no longer be included.

TBG has reviewed Draft OP's criteria in comparison to Subject Lands, see **Table 2** below. This analysis demonstrates that the Subject Lands meets all criteria and should be considered by City of Welland to be included in the Urban Boundary.

Table 2: Welland Official Plan SABE criteria

3.5.2 Settlement Area Boundary Expansion of 40 Hectares or Fewer	Conformity Analysis
i. The lands that are added will be planned to achieve at least the minimum density target of the Designated Greenfield Areas and or Employment Areas set by the Region;	The City's draft policies require that new greenfield development achieve a density of 50 persons and jobs per hectare. The development of the subject lands will achieve this minimum density. It is also anticipated that a Secondary Plan process will be required which will further implement the minimum density requirements.
ii. There is sufficient capacity in existing or planned infrastructure and public service facilities;	Per the Servicing Letter prepared by Crozier dated August 14, 2025, it identifies that there is capacity for water supply and wastewater for the proposed Subject Lands. Although there is currently no servicing to the Subject Sites, there is capacity projected to be able to service this area to 2051 per the Master Servicing Plan. There are options regarding where the servicing connections can be made, but those options will be addressed through the detailed designed process. It is anticipated that there are upgrades to the system required, depending on the ultimate option chosen, however, those upgrades would be required without the development of the Subject Lands. The upgrades to the existing City infrastructure are required regardless if the development of these lands proceed. Additionally, public services within a 1.5-kilometre radius of the Subject Lands are the following: 1. All Saints Anglican Church 2. Saint Augustine Catholic Elementary School 3. Carrie Lynn Pinard Community Centre 4. Welland Flatwater Centre 5. Empire Sportsplex 6. Glenwood Park

	7. The Rob Fulbrook Park and The Cove Splash Pad 8. Recreational Canal With regard to active transportation, currently off-road trail bike facilities along Colborne Street which provides a connection from Lake Ontario to Lake Erie via off-road trails along the Welland Canal.
iii. The infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;	The expansion to allow for residential uses to this area will require the expansion of municipal services to the Subject Lands. This will result in an increase in the amount of municipal infrastructure within the City. The intent is that these lands will meet a minimum of 50 units and jobs per hectare, which will increase the tax base within the City in order to support the expansion of services. The proposed expansion area will not result in improvements to the end of pipe services which were not already planned through the City and Region's Master Servicing Plan.
iv. The proposed expansion, including the associated water, wastewater and stormwater servicing, would be planned and demonstrated to avoid, or if avoidance is not possible, minimize and mitigate any potential negative impacts on watershed conditions and the water resource system, including the quality and quantity of water;	The proposed SABE is not anticipated to have negative impacts on watershed conditions. All required hydrological, hydrogeological, and environmental studies will be undertaken as part of any future development applications.
v. Key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible;	Growth Plan is no longer in effect. The proposed SABE will ensure no negative impacts to the key hydrologic areas and the Natural Heritage System. Environmental studies will be undertaken to ensure that the key natural features and hydrologic features on the Subject lands are appropriately protected.
vi. Prime agricultural areas should be avoided where possible. To support the Agricultural System, alternative locations across the upper- or single-tier municipality will be evaluated, prioritized and determined based on avoiding, minimizing and mitigating the impact on the Agricultural System and in accordance with the following: *a. reasonable alternatives that avoid prime agricultural areas are evaluated; and*	The Subject Lands are designated as Agricultural System and Rural Area in the Region of Niagara Official Plan, and Site-Specific Policy Area in the Welland Official Plan and allows for an estate plan of subdivision on a portion of the lands. The Remaining Subject Lands are designated as "Rural" as per Schedule B of Welland Official Plan and permits limited residential development, small-scale commercial or industrial uses, resource extraction or some agricultural uses, but not necessarily prime farmland. Per Ontario Agricultural Systems mapping, small portions of Subject Lands south of Forks Road and west of

b. Where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;	Highway 58 are identified as *Prime Agricultural Area* and *Candidate Area*. Per the Canada Land Inventory, Subject Lands are identified as "Class 3" where soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices. Further, the limitations on production of crops have effects on one or more of the following practices: timing and ease of tillage, planting and harvesting, choice of crops, and methods of conservation.
vii. The settlement area to be expanded is in compliance with the minimum distance separation formulae;	There appears to be one parcel on the south side of Forks Road, adjacent to Highway 58 which has a small livestock operation, however, the proposal will include those lands within the new boundary. The closest livestock operation is Sunnyside Acres Animal Sanctuary which is approximately 1 kilometre to the west. This is a significant distant from uses that potentially house livestock as the agricultural operations in the surrounding area consist of field crops. As such, there are no concerns regarding compliance with the minimum distance separation formulae.
viii. Any adverse impacts on the agri-food network, including agricultural operations, from expanding settlement areas would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;	As noted above, the soil conditions of the Subject Lands have moderately severe limitations that restrict the range of crops or require special conservation practices. The proposed SABE should not have a negative impact on the agri-food network and agricultural operations. An agricultural impact assessment can be completed through the development application process should the City deem one necessary.
ix. The policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;	The proposed SABE request will conform to Section 4 (Wise Use and Management of Resources) and Section 5 (Protecting Public Health and Safety) of the PPS 2024. Through a future Secondary Planning process, a full environmental review of the Subject Lands will be undertaken to identify constraints and implement appropriate buffers.
x. The settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and	Per the Servicing Letter prepared by Crozier dated August 14, 2025, there is capacity within the existing infrastructure in the City of Welland and the City of Port Colborne to accommodate the development of the subject lands. There are long term upgrades required to the Welland Wastewater Treatment Facility, however, these upgrades are planned and are part of the Region's Master Servicing Plan. It is anticipated that these

	upgrades will be required prior to 2051. Detailed designs regarding servicing connections, designs, and any required upgrades will be undertaken through the Secondary Planning process when master servicing plans are undertaken.
xi. The additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal comprehensive review.	The City, to our understanding, has not completed a formal land needs assessment as part of their OPR, however, has identified growth projections that are higher than those in the Niagara' Region's land needs assessment. The higher population target identified by the City, it is assumed, is based on higher growth to Welland in the past five (5) years. The City's growth projections better reflect the growth pressures that the City has felt.

CONCLUSION

This Settlement Area Boundary Expansion request is in keeping with the criteria as outlined in the PPS (2024). Inclusion of the Subject Lands within the Welland Settlement Area Boundary represents good planning for the following reasons:

- It is located immediately adjacent to the Urban Boundary;
- It is also located adjacent and in close proximity to the existing municipal services and infrastructure that serves the surrounding area;
- The inclusion of the Subject Lands as part of the Settlement Area Boundary Expansion would provide a contiguous Urban Area by means of an orderly and logical expansion; and,
- The Settlement Area Boundary Expansion will contribute to Welland's population projections to 2051 through sequential development of the Welland Urban Area.

For all the foregoing reasons, it is our professional opinion that the Settlement Area Boundary Expansion is appropriate and desirable, represents good planning, and warrants the support of staff and of Council.

Respectfully,

THE BIGLIERI GROUP LTD.

Rachelle Larocque, RPP, MCIP
Partner

Merve Kolcak, RPP, MCIP
Planner

cc. AD (Welland) Inc.
CF Crozier Consulting
Parcel Economics

Appendix A

Parcel

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Rachelle Larocque
The Biglieri Group

August 1, 2025

RE: City of Welland – Residential Justification Study

Parcel Economics Inc. ("Parcel") is pleased to provide the following Residential Justification Study to determine the need for a settlement area boundary expansion in the city of Welland (the "city") to accommodate the revised 2051 target of approximately 129,525 persons and 56,605 households, which is identified in an Official Plan Update Public Open House held on September 19, 2024. These revised targets are 46,525 person and 19,155 households higher than forecasts contained in the *Niagara Official Plan 2051 Land Needs Assessment*, June 2022 (the "Niagara Region LNA").

Based on our review, the City of Welland has not completed a revised Land Needs Assessment to determine if there is sufficient land within the current settlement area boundary to accommodate these higher population and household growth forecasts. Parcel has compared the higher household growth forecasts to land supply information contained in the Niagara Region LNA and identified the need to **expand the settlement area boundary in Welland to accommodate an additional 353 hectares of Community Area lands**.

This land need in Welland supports the inclusion of lands bordered by Townline Tunnel Road in the north, extend south of Forks Road East in the south, Highway 58 in the west, and the canal in the east. These lands—hereafter referred to as the subject lands—are shown in Figure 1 and represent approximately 165 hectares of developable land.

Sincerely,

Parcel

Parcel Economics Inc.

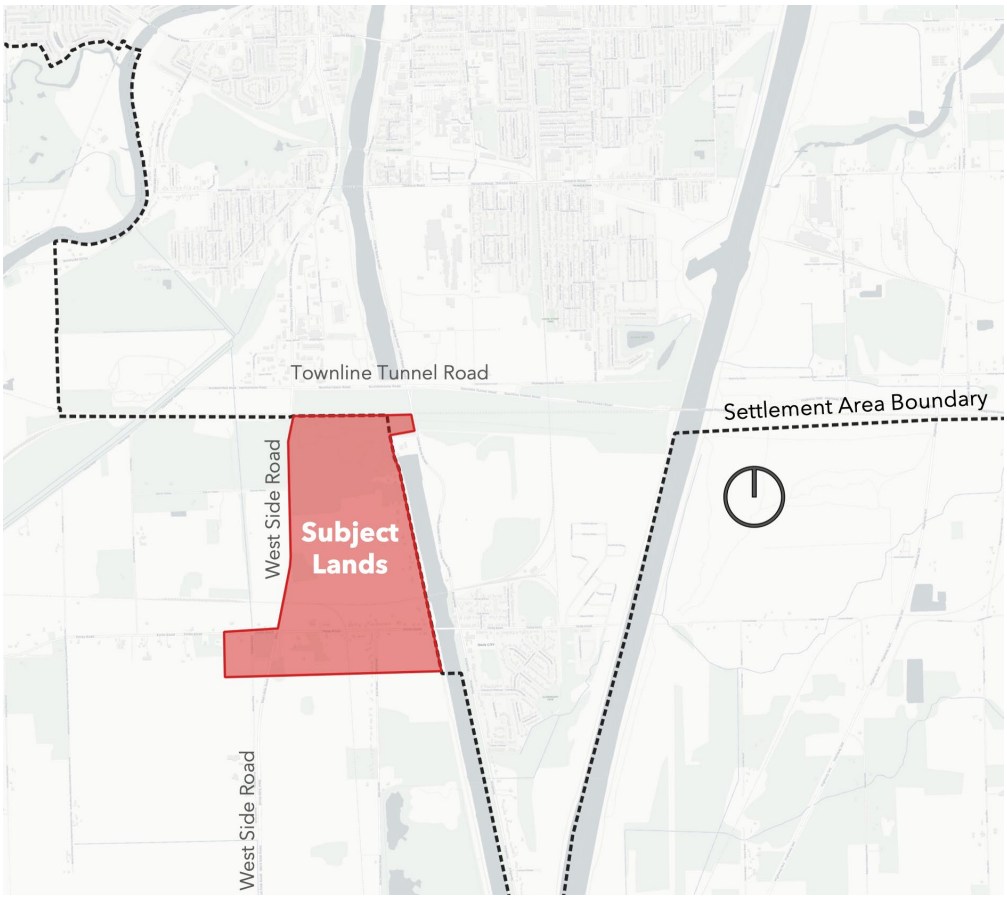
Craig Ferguson
Principal

Background

Parcel has been retained by AD (Welland) Inc. (the "landowner"), which owns a portion of lands located in the area identified as the subject lands. As shown in Figure 1, the subject lands are immediately adjacent to the settlement area boundary in the City of Welland.

Figure 1

Location of Subject Lands



Source: Parcel.

The subject lands were previously added to the settlement area boundary of the City of Welland through Official Plan Amendment No. 67, which was passed by City of Welland Council on November 22nd, 1988. In 2021, the City removed the subject lands from the settlement area boundary to facilitate the addition of lands located in the

northwest corner of the city. The subject lands are now identified as *Deferred by the Region of Niagara* in Schedule A of the City of Welland Official Plan, Consolidation November 4, 2019.

The City of Welland is currently undertaking an Official Plan Update. As part of that update, they have identified population and household growth forecasts that exceed forecasts identified for the city as part of the Niagara Region LNA. As the City of Welland has prepared population and household growth forecasts that exceed the forecasts that were contained in the Niagara Region LNA, Parcel has prepared an analysis to determine if additional lands are required within the settlement area boundary to accommodate these higher growth forecasts.

Planning Context

Provincial Planning Statement, 2024

The Provincial Planning Statement ("PPS"), 2024 is issued under the authority of Section 3 of the *Planning Act* and is the primary provincial land use planning policy document, applying across Ontario.

In determining the need to designate or plan for land to accommodate growth, Section 2.1 Planning for People and Homes, provides guidance on the population and employment forecasts that shall be used in planning for growth, where it states:

1. *As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify projections, as appropriate.*

2. *Notwithstanding policy 2.1.1, municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province for the purposes of land use planning.*

3. *At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.*

   Where the Minister of Municipal Affairs and Housing has made a zoning order, the resulting development potential shall be in addition to projected needs over the planning horizon

> *established in the official plan. At the time of the municipality's next official plan update, this additional growth shall be incorporated into the official plan and related infrastructure plans.*

As noted in Section 2.1.1., municipalities shall now base population growth forecasts on the forecasts prepared by the Ontario Ministry of Finance. As it relates to Official Plan Population Updates, the *Technical Briefing, Protecting Ontario by Building Faster and Smarter Act, 2025*, (the "Technical Briefing") issued by the Ontario Ministry of Municipal Affairs and Housing ("MMAH") on May 12, 2025, states that MMAH will:

> *Require those municipalities to update their plans to align with the Ministry of Finance's October 2024 population forecast, or approved upper tier forecasts, whichever is higher.* (emphasis added)

Based on this provincial guidance contained in the Technical Briefing, in preparing this Residential Justification Study, we have reviewed the Ontario Ministry of Finance forecasts from October 2024 that are available for every Census Division in Ontario.

As it relates to intensification and density targets, Section 2.3 Settlement Area and Settlement Area Boundary Expansions states:

> 3. *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*
>
> 4. *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*
>
> 5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

The PPS, 2024 does not identify a minimum intensification target. As noted in Policy 2.3.1.5 of the PPS, 2024, large and fast-growing municipalities are encouraged to plan for a density target of 50 residents and jobs per hectare across the designated growth area. However, Welland is not identified as a large and fast-growing municipality in Schedule 1 of the PPS, 2024.

As it relates to Settlement Area Boundary Expansions, Section 2.3.2 states:

1. *In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following:*

   a) *the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*

   b) *if there is sufficient capacity in existing or planned infrastructure and public service facilities;*

   c) *whether the applicable lands comprise specialty crop areas;*

   d) *the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*

   e) *whether the new or expanded settlement area complies with the minimum distance separation formulae;*

   f) *whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and*

   g) *the new or expanded settlement area provides for the phased progression of urban development.*

The purpose of this Residential Justification Study is to satisfy Policy 2.3.2.1.a) by determining if there is a need to designate additional land to accommodate an appropriate range and mix of land uses.

Niagara Region Land Needs Assessment

As part of the Niagara Region Municipal Comprehensive Review ("MCR") a land needs assessment was prepared to allocate population and employment forecasts contained in Schedule 3 of *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (the "Growth Plan") to the lower tier municipalities, including the City of Welland. The first land needs assessment was released in May 2021 and revised several times, with the final Niagara Region LNA released in June 2022. As part of the Niagara Region LNA, the city of Welland was allocated a target of 27,250 additional persons and 13,880 additional households between 2021 and 2051. The Niagara Region LNA also identified a 75% intensification target for Welland and a capacity to accommodate 5,705 persons and jobs on vacant lands within the Designated Greenfield Area ("DGA"). As part of this Residential Justification Study, Parcel

has not confirmed if this intensification rate could be achieved or the capacity of the vacant DGA in Welland. However, for the purpose of this submission, we have relied on the intensification target and DGA capacity outlined in the Niagara Region LNA.

Based on the household growth forecasts and the 75% intensification target, the Niagara Region LNA identified the need to accommodate 6,210 persons and jobs within the vacant DGA of Welland. Table 13 of the Niagara Region LNA identified a capacity to accommodate 5,705 persons and jobs within the 115 hectares of vacant DGA lands, or 50 persons and jobs per hectare. This results in a shortfall of 505 persons and jobs that should have resulted in a settlement area boundary expansion. Rather than expand the settlement area by 10.1 hectares accommodate this growth, Niagara Region assumed that all 6,210 persons and jobs would be accommodated on the 115 hectares of vacant DGA lands in Welland, resulting in a density of 54 persons and jobs per hectare.

Population Growth Trends

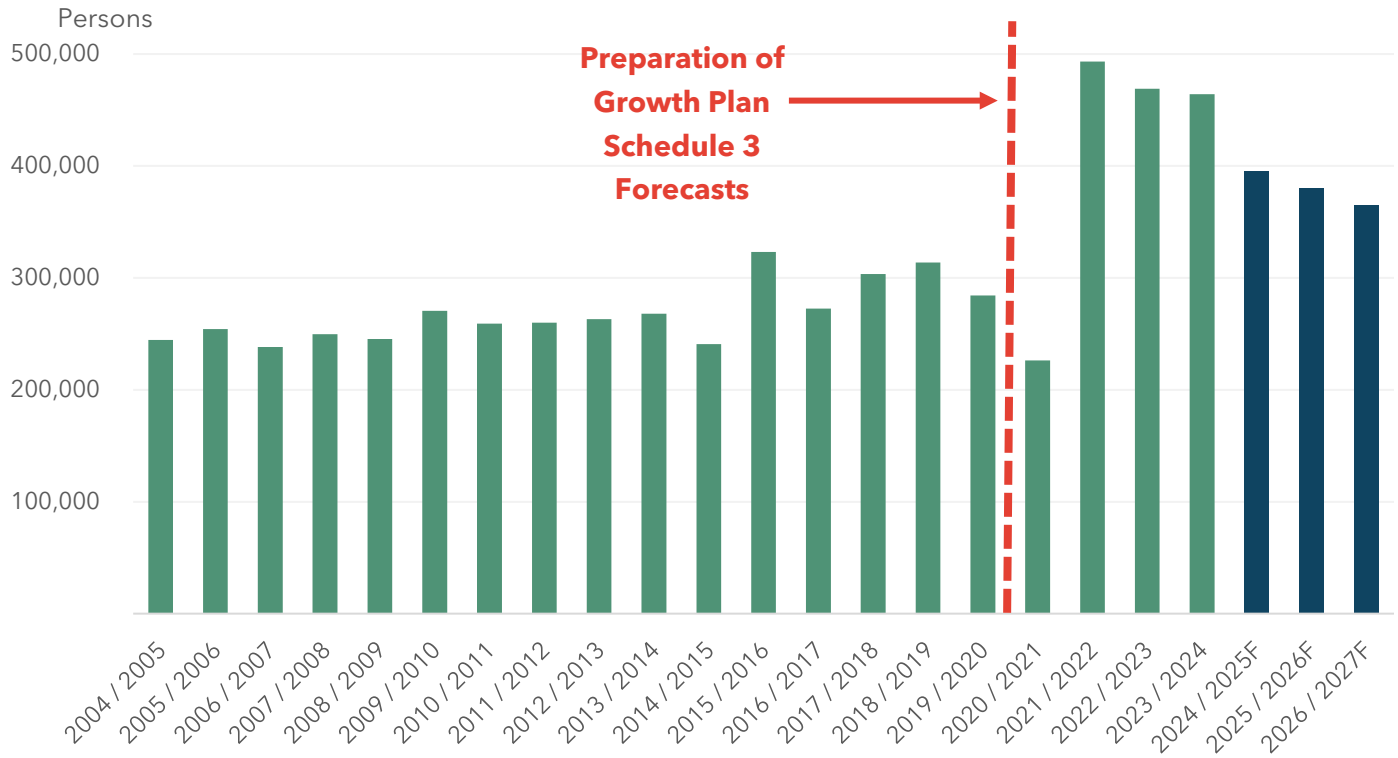
In preparing this Residential Justification Study, we have reviewed recent population growth trends in Niagara Region and the City of Welland to determine if there have been any recent changes that could impact future growth and land needs in comparison to the Niagara Region LNA.

Migration

In recent years, the most significant change to population growth rates relate to recent rates of immigration to Canada and the Federal immigration targets, both of which have increased substantially since the forecasts in the Schedule 3 of *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (the "Growth Plan") were completed in 2020. Higher rates of immigration resulted in Canada experiencing unprecedented population growth. In the 19 years prior to the preparation of the population forecasts contained in the Growth Plan, Canada welcomed approximately 261,000 international immigrants per year. The level of international immigration increased to 387,000 new residents annually between 2020 and 2024, and has been even more pronounced since 2022 at an average of 475,000 new immigrants per year.

Figure 2

International Immigration to Canada, 2004-2027



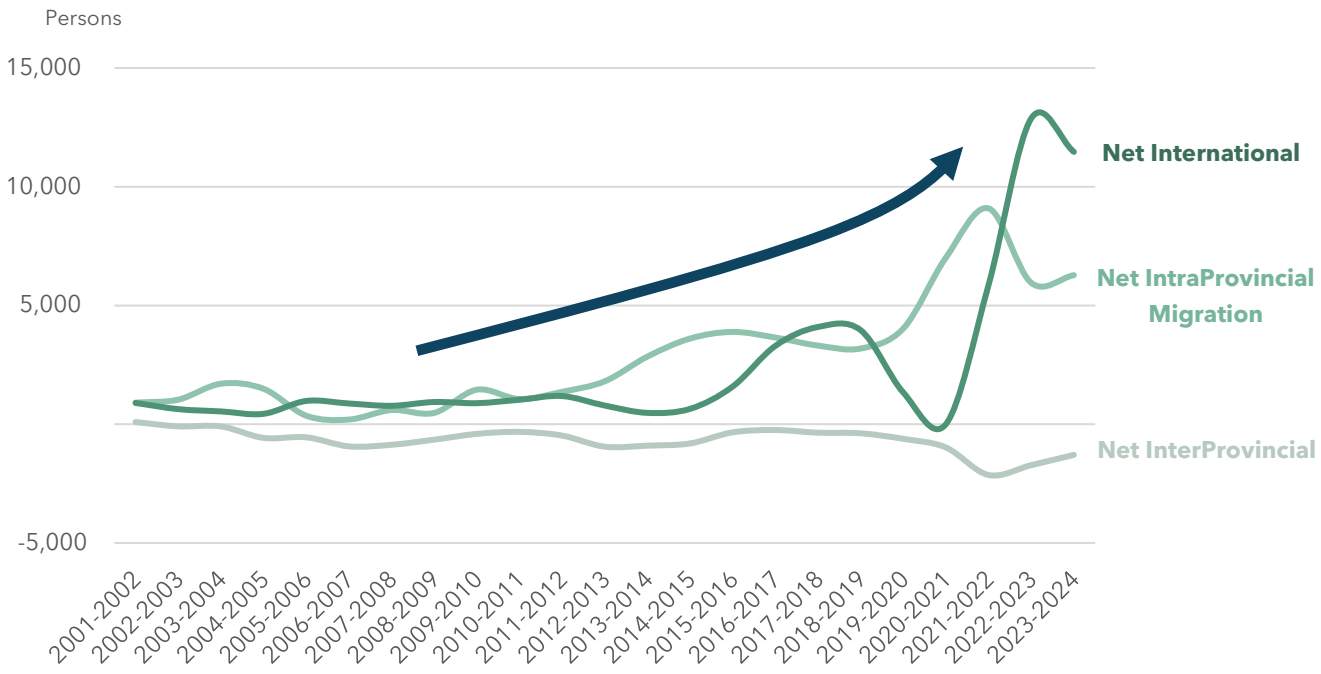
Source: Parcel, based on Statistics Canada (green) and Federal immigration targets (blue)

On October 24, 2024, the Federal Government revised international immigration targets for Canada to the year 2027. In 2025, the Federal Government is targeting immigration of 395,000 persons, declining to 380,000 immigrants in 2026 and 365,000 immigrants in 2027. These revised targets are lower than previous targets released by the Federal Government in 2023, which targeted 500,000 immigrants per year. Despite the decline, these targets remain higher than levels of immigration achieved prior to the COVID-19 pandemic.

Increased migration to Canada is being felt in Niagara Region. While the number of non-permanent residents moving to Niagara Region increased substantially in 2017 (asides from the dip experienced in 2020/2021 likely due to international travel restrictions stemming from the COVID-19 pandemic), Figure 3 shows that this number has remained elevated. It also shows that net intra-provincial migration, which is people moving to Niagara Region from elsewhere in Ontario, remains considerably higher than past trends, which will drive demand for housing.

Figure 3

Niagara Region, Net Migration, 2001-2024

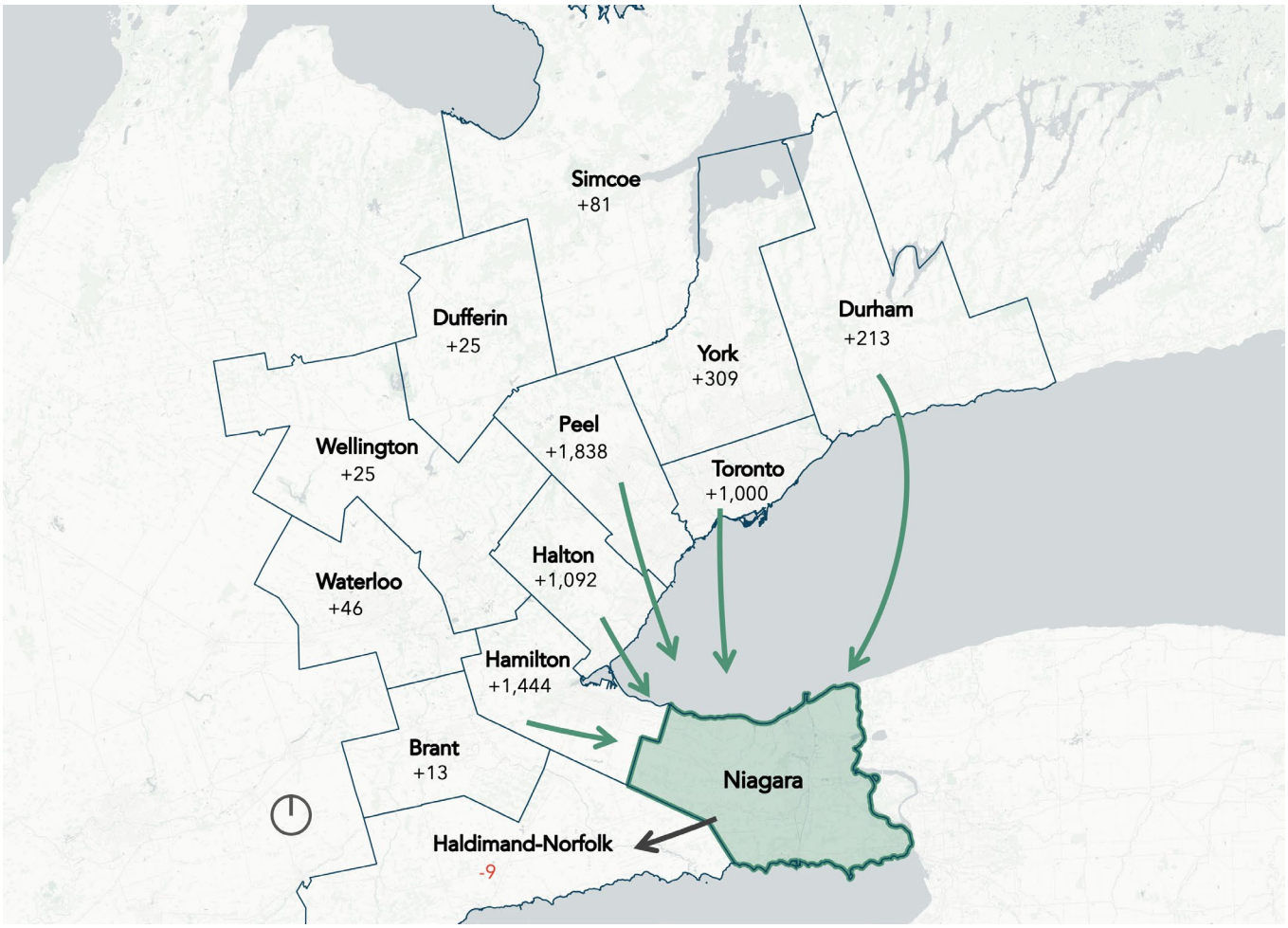


Source: Parcel, based on Statistics Canada

When it comes to net intra-provincial migration, there is a very clear trend of people moving to the region from the Greater Toronto & Hamilton Area ("GTHA") (refer to Figure 4). This includes Peel (+1,838 persons per year), Hamilton (+1,444 persons per year), Halton (+1,092 persons per year), Toronto (+1,000 persons per year), York (+309 persons per year), and Durham (+213 persons per year). These new residents are likely attracted by the quality of life afforded by Niagara Region, as well as the opportunity to purchase ground-related housing that is more attainable in other parts of the GTHA. Therefore, it will be important for Niagara Region to maintain an adequate supply of ground-related housing if it wants to continue attracting migrants from elsewhere in Ontario to support its growing economy.

Figure 4

Average Annual Net Migration (Persons) to Niagara Region, 2017-2022



Source: Parcel based on Statistics Canada Tax Filer Migration data.

Population Growth

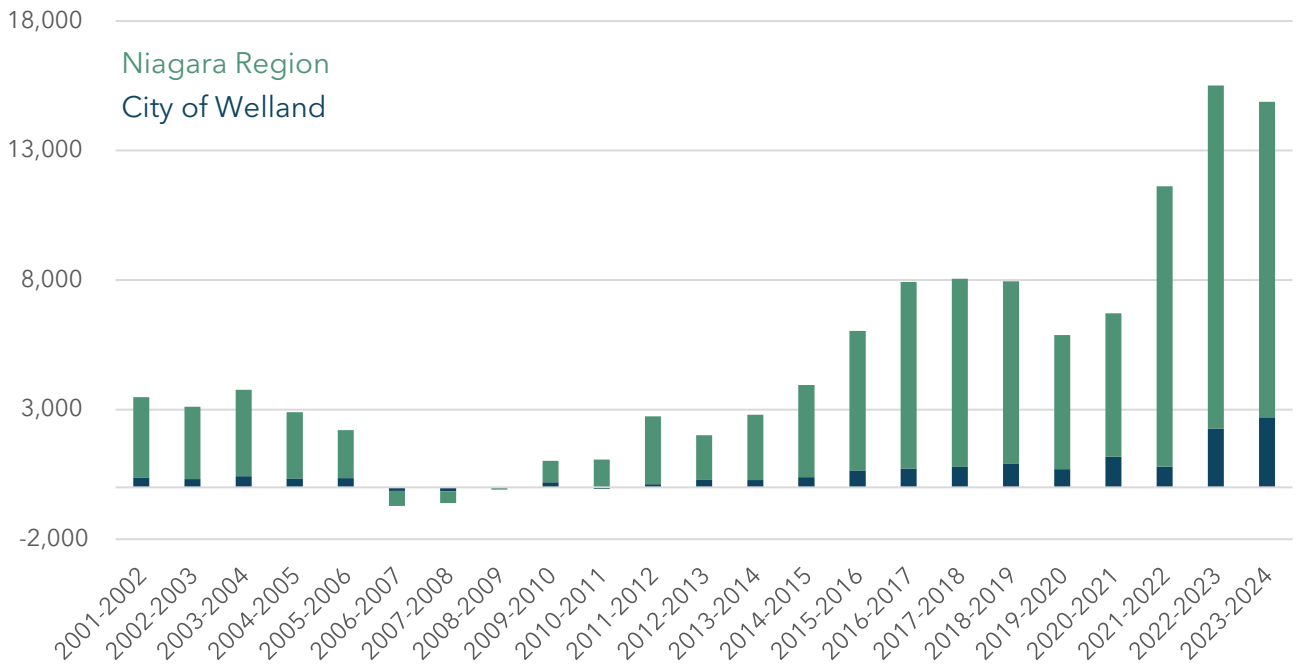
Recent migration trends have resulted in elevated population growth across Niagara Region since 2015. As shown in Figure 6, between 2001 and 2015, the population in Niagara Region grew by an average of nearly 1,972 persons per year. Since 2015, average annual population growth has been nearly five-times higher (9,396 persons per year) than rates experienced between 2001 and 2015.

Figure 5 also shows the share of population growth occurring in the City of Welland. Between 2001 and 2015, Welland accounted for 10% of population growth in the Region. This has increased to Welland accounting for 13%

of population growth in the Region between 2015 and 2024. Therefore, **not only has population growth to Niagara Region accelerated, but a larger share of the population is locating in Welland**.

Figure 5

Niagara Region and City of Welland, Annual Population Growth, 2001-2024

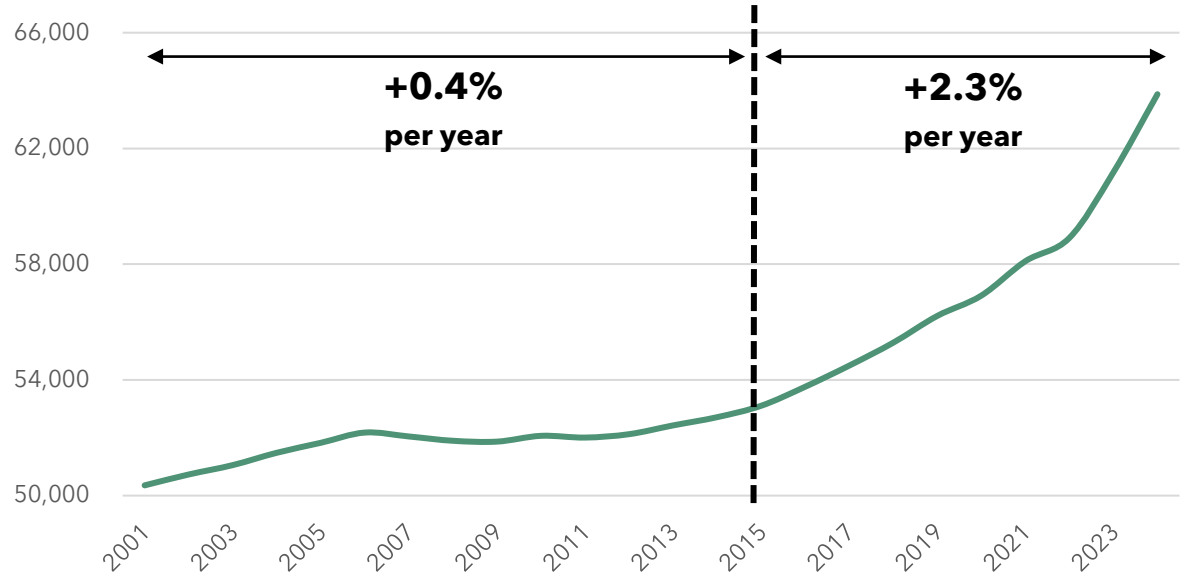


Source: Parcel, based on Statistics Canada

The population growth trends in Niagara Region mirror trends occurring in the City of Welland. As shown in Figure 6, the population in the city grew at an average annual rate of 0.4 per cent per year between 2001 and 2015. However, since 2015 population growth has accelerated to 2.3 per cent per year, on average. To put this in context, between 2001 and 2015 the city added an average of 197 new residents per year. This increased to an average of 1,197 new residents per year between 2015 and 2024, or 6-times higher than previous growth trends–a trend which is more pronounced than that experienced region-wide.

Figure 6

City of Welland, Total Population, 2001-2024



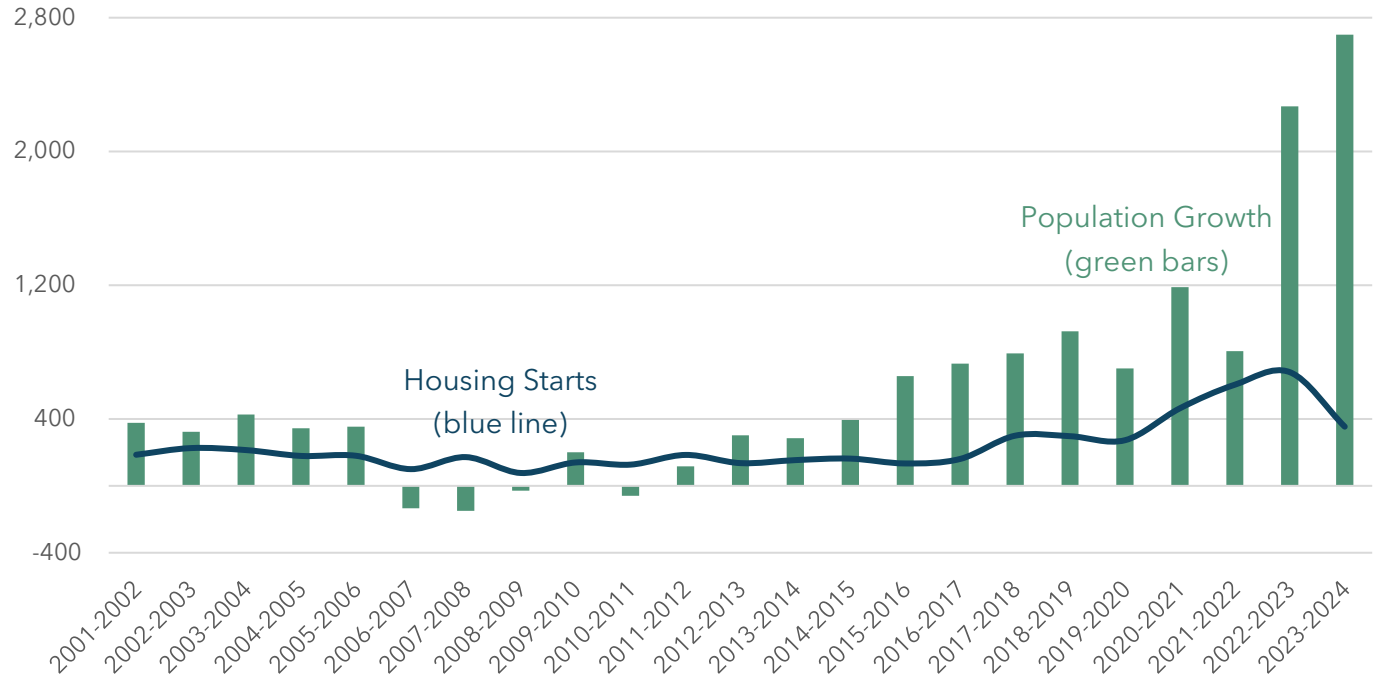
Source: Parcel, based on Statistics Canada

While population growth has accelerated in recent years, the level of housing construction has not kept pace. Based on housing starts information from the Canada Mortgage and Housing Corporation ("CMHC"), on average, there were approximately 160 housing starts in Welland between 2001 and 2015. This jumped to an average of 363 housing starts per year since 2015, which is 2.3-times higher. The number of housing starts was even greater during the past four years, when there was an average of 526 starts per year or 3.3-times higher than the pre-2015 rate.

However, during this 2015 to 2024 period, population growth was six-times higher than growth experienced prior to 2015. This trend is evident in Figure 7. Between 2001 and 2015 population growth (the green bars) was in line with housing starts (the blue line). Since 2015, population growth has significantly outpaced housing construction activity, leading to a housing crisis in Welland.

Figure 7

City of Welland, Population Growth & Housing Starts, 2001-2024

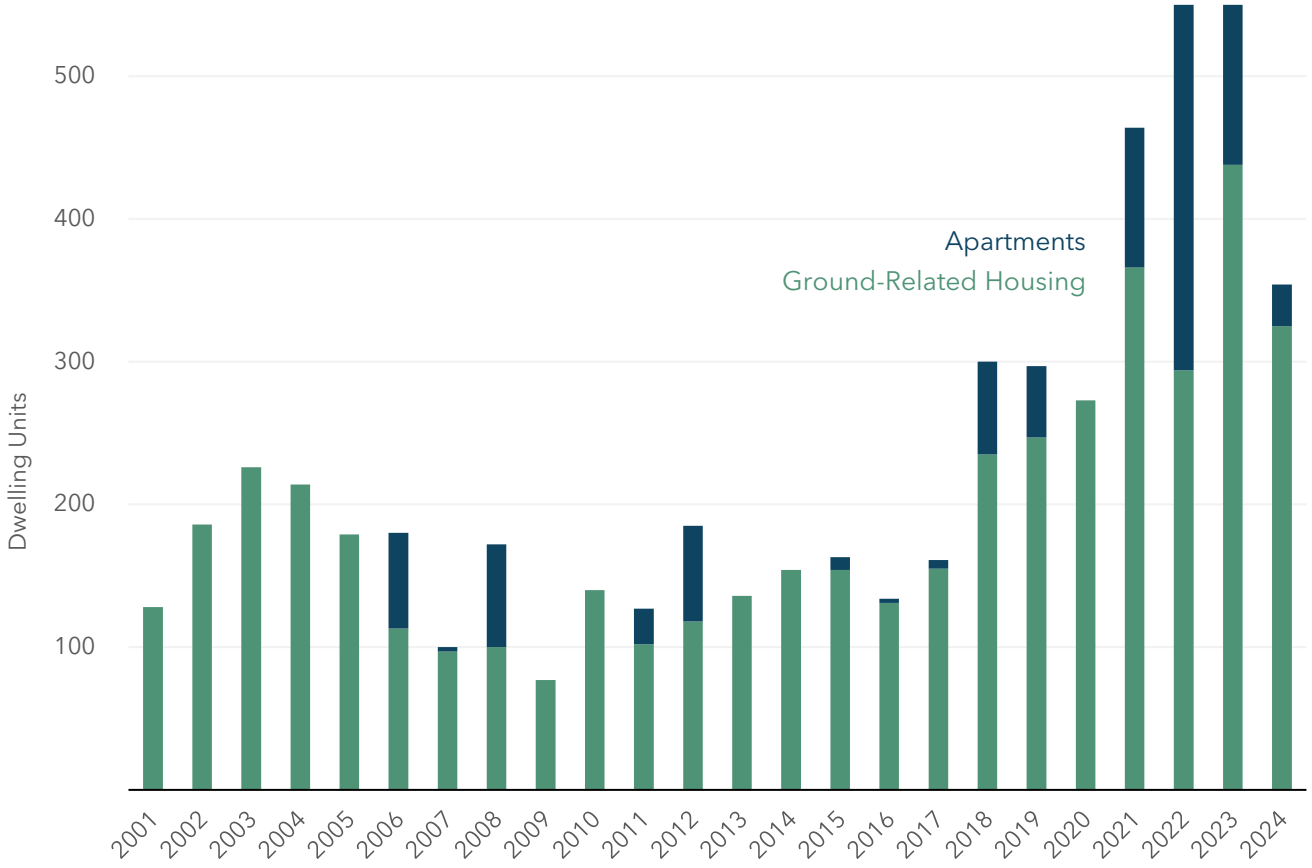


Source: Parcel, based on Statistics Canada and CMHC

In terms of demand for housing by unit type, the number of ground-related housing starts (single-detached, semi-detached and row units) has increased since 2015. Between 2001 and 2015, the City averaged approximately 150 ground-related housing starts per year. This doubled to over 300 ground-related housing starts per year since 2016. This demonstrates continued demand for ground-related housing in the City. Figure 8 also shows there has been increased demand for apartment units in the City, which averaged 100 unit starts per year since 2015.

Figure 8

City of Welland Housing Starts by Dwelling Type



Source: Parcel based on CMHC.

Population and Household Growth Forecasts

In forecasting population and household growth in Niagara Region, we have relied on the Fall 2024 Ontario Population Projections prepared by the Ontario Ministry of Finance, based on Section 2.1.1 of the PPS, 2024 and recent direction from MMAH in the Technical Briefing for Bill 17.

Ministry of Finance Population Forecasts & Methodology

The Ontario Ministry of Finance prepares population forecasts for the province and each of the 49 Census Divisions annually. These forecasts are based on the most up-to-date trends and historical data. The Ontario Ministry of

Finance uses a cohort-component methodology that provides projections of births, deaths, and five migration components (immigration, emigration, net change in non-permanent residents, interprovincial in-migration and out-migration, and intra-provincial in- and out-migration).

The immigration levels used in preparing the Ontario Ministry of Finance forecasts are based on federal government policy. The significant increase in federal immigration targets since 2020 has had an impact on population growth in the province and Niagara Region. While the federal immigration targets were recently adjusted for 2025 and over the near-term to 2027, with the intent of stabilizing national immigration policies, they are still above immigration levels seen historically.

Ontario Ministry of Finance Forecasts for Niagara Region

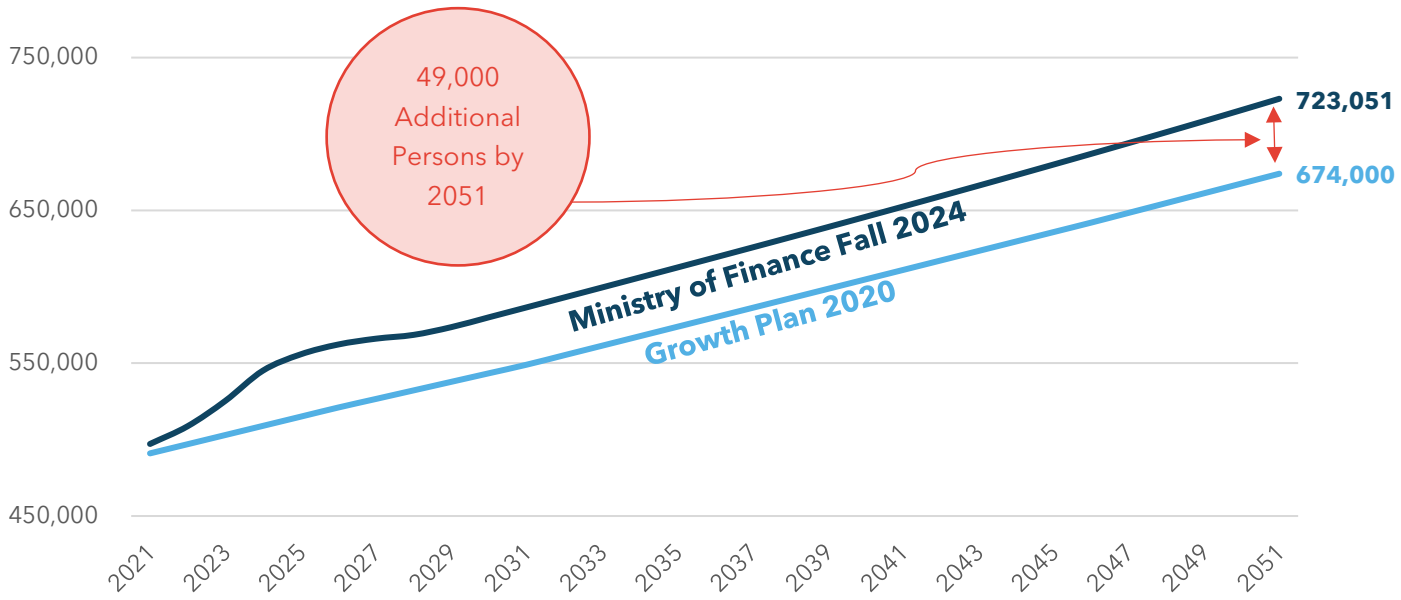
The recent increase in migration to Canada and appeal of Niagara Region has resulted in the Ontario Ministry of Finance revising their population forecasts for the region.

The most recent Ministry of Finance population projections were prepared in Fall 2024 and forecast a population of approximately 723,000 persons in Niagara Region by 2051. This is approximately **49,000 persons more** than the Schedule 3 Growth Plan population forecasts prepared by Hemson Consulting, which were used to prepare the 2022 Niagara Region LNA.

Recognizing significant additional population growth anticipated in Niagara Region to 2051, as well as recent population growth trends, Welland will need to accommodate more population growth than previously anticipated. This will necessitate additional housing in the City of Welland, well beyond what is considered as part of the Niagara Region LNA.

Figure 9

Niagara Region, Population Forecast to 2046 and 2051



Source: Based on Ontario Ministry of Finance Annual Population Projections (Fall 2024) and the Greater Golden Horseshoe: Growth Forecasts to 2051 (Aug 2020) by Hemson Consulting Ltd.

Welland is now in the process of updating their Official Plan ("Welland Draft OP"), including updates to the potential population, housing and jobs that could be accommodated in the city to 2051. As part of the Official Plan Review, the City retained SGL Planning and Design Inc. ("SGL") to update the Official Plan. At a Public Open House on September 19, 2024, SGL prepared a presentation that identified the city growing to approximately 129,525 persons and 56,605 households by 2051. This represents growth of 73,775 persons and 33,035 households between 2021 and 2051 and is significantly higher than forecasts contained in the Niagara Region LNA, as shown in Figure 11.

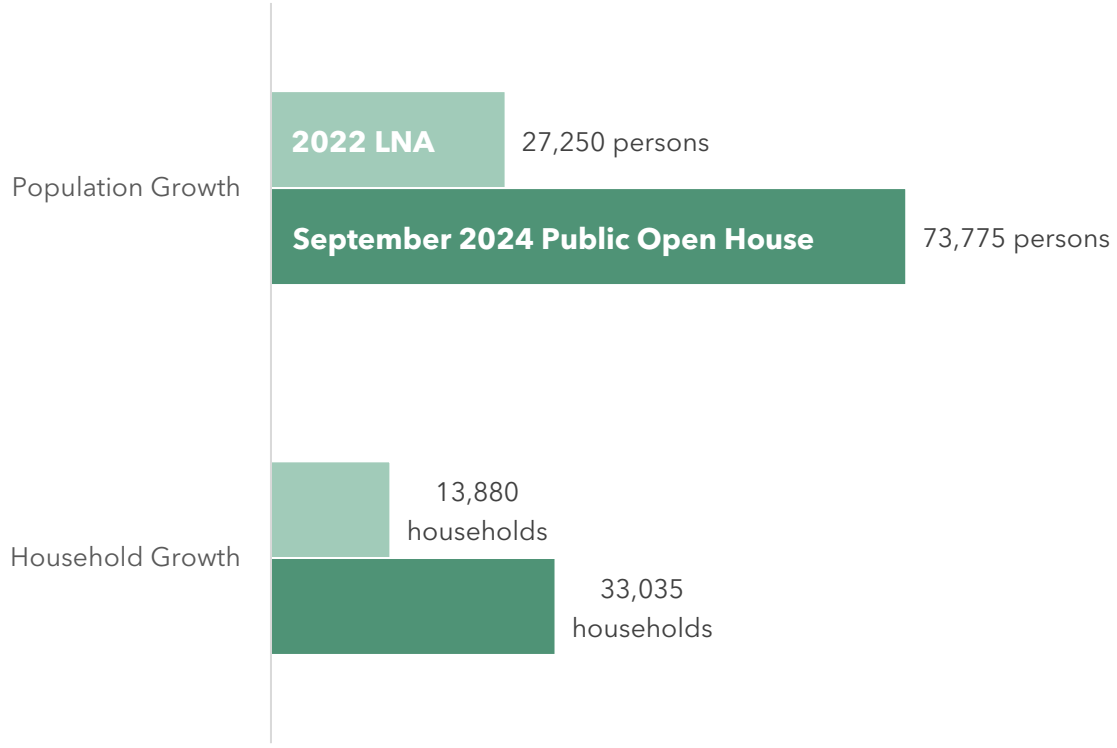
The forecasts presented at the Public Open House build upon more recent forecasts contained in the *City of Welland 2022 Development Charges Background Study & By-Law(s), Final Report*, August 2, 2022 (the "2022 DC Study"). The population and household growth forecasts contained in the 2022 DC Study take into consideration accelerated population growth in the city of Welland, as summarized in this Residential Justification Study.

As shown, **the population and household growth forecasts identified in the Public Open House are more than double the forecasts identified in the Niagara Region LNA**. Despite the significant increase in growth anticipated in Welland, an updated land needs assessment has not been prepared by the City to determine if the existing supply of lands within the settlement area boundary is sufficient to accommodate this growth.

Recognizing that an updated land needs assessment has not been prepared as part of the Welland Official Plan Update, Parcel has determined the sufficiency of land supply in Welland to accommodate growth identified in the September 2024 Public Open House, as summarized in the following section.

Figure 10

Welland 2021 to 2051 Population and Household Growth Forecasts



Source: Parcel based on Niagara Region 2022 LNA and September 2024 Public Open House.

Land Needs Assessment

The starting point for the land needs assessment has been the household growth forecast identified in the September 2024 Public Open House, which assumes an additional 33,035 households in Welland between 2021 and 2051.

In determining a potential unit mix, we have initially relied on the forecast housing mix identified in the 2022 DC Study, which includes approximately 40% single/semi-detached, 23.5% row, 30.5% apartment and 6% accessory

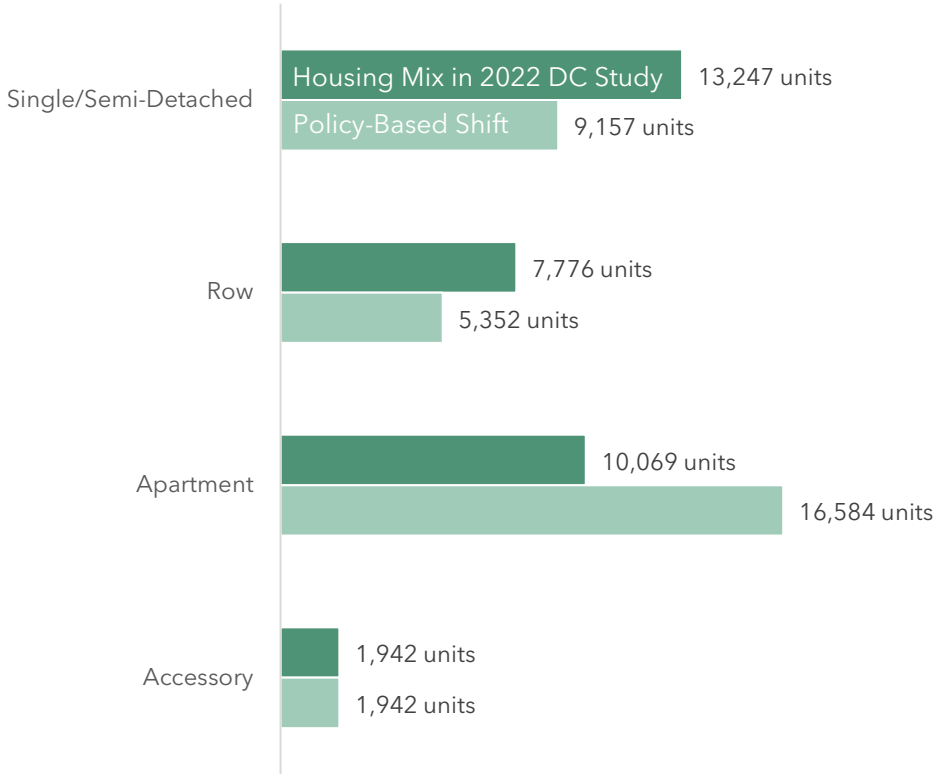
units. This results in demand for approximately 13,250 single/semi-detached units, 7,776 row units, 10,069 apartment units and 1,942 accessory units, as shown in Figure 12.

Utilizing the 75% intensification rate identified in the Niagara Region LNA, Welland would need to accommodate 24,776 additional housing units in its Built-up Area ("BUA"). This is **more than double** the number of households forecast for the BUA in Welland as part of the Niagara Region LNA. While the Niagara Region LNA has not demonstrated that this level of intensification can be achieved, Parcel has relied on this assumption to determine the number of units that would be required in the BUA in light of updated forecasts prepared for the Welland Draft OP.

To achieve a 75% intensification target a policy-based shift is necessary, as there is a fixed supply of 2,920 single/semi-detached units and 3,330 row units in the BUA of Welland. As shown in Figure 12, to achieve the 75% intensification target, the city would need to accommodate an additional 16,584 apartment units within the BUA, with a corresponding decrease in single/semi-detached units and row units.

Figure 11

2021-2051 Household Growth by Unit Type, City of Welland



Source: Parcel based on Niagara Region LNA and 2022 DC Study.

As detailed in Figure 13, utilizing the policy-based household growth forecasts by dwelling type, the DGA would need to accommodate 8,094 additional dwelling units. This is approximately 4,600 units **more** than the estimate included in the Niagara Region LNA. It is also important to highlight that this could be higher if the city is not able to meet its intensification target of 75%.

Figure 12

Welland Household Growth by Policy Area, 2021-2051

	Single/ Semi	Row	Apartment	Accessory	Total
Household Growth (Policy-Based Shift)	9,157	5,352	16,584	1,942	33,035
Share	*28%*	*16%*	*50%*	*6%*	*100%*
Built-Up Area Growth	2,920	3,330	16,584	1,942	24,776
Share					*75.0%*
Rural Area Growth	165	0	0	0	165
Share					*0.5%*
Designated Greenfield Area	6,072	2,022	0	0	**8,094**
Share					*24.5%*

Source: Parcel.

Consistent with the approach in the Niagara Region LNA, Parcel has then calculated the number of persons and jobs to be added in the DGA over the forecast period to 2051. Additional population has been calculated using Person Per Unit ("PPU") assumptions from the 2022 DC Study, adjusted for net undercoverage. Consistent with the Niagara Region LNA, jobs within the DGA are calculated on the basis that there will be one additional job for every eight additional persons. Based on this approach, it is estimated that the DGA in Welland will accommodate approximately 23,350 persons and jobs by 2051, as summarized in Figure 14.

As summarized earlier, based on the Niagara Region LNA, the vacant DGA in Welland only has capacity to accommodate 5,705 persons and jobs. This results in a shortfall of 17,663 persons and jobs that would need to be accommodated through a settlement area boundary expansion.

In determining land needs in Welland, we have relied on a DGA density of 50 persons and jobs per hectare, which is consistent with density identified in Policy 2.2.2.23 of the *Niagara Official Plan, May 2024 Consolidation*, as well as the density target in the PPS, 2024 for large and fast growing municipalities. Based on a density target of 50 persons and jobs per hectare, this amounts to the need to expand the Welland settlement area boundary to

accommodate an additional 353.3 gross hectares of Community Area land. To put this land need in context, the subject lands represent approximately 165 hectares of developable land, or less than 50% of land needs to 2051.

Figure 13

Welland DGA Land Needs Analysis to 2051

	Single/ Semi	Row	Apartment	Accessory	Total
DGA Housing Need	6,072	2,022	-	-	8,094
Persons in DGA	16,009	4,762	-	-	20,771
Jobs in DGA					2,596
Total Persons & Jobs (DGA)					23,368
DGA Capacity (persons & jobs)					5,705
DGA Shortfall (persons & jobs)					-17,663
DGA Density (persons & jobs per ha)					50
Land Needs (ha)					**353.3**

Source: Parcel.

Summary

The 165-hectare subject lands will contribute new housing and be supportive of anticipated population growth across Welland to 2051. The subject lands will help address the forecast shortfall of 353 hectares in the city, helping provide additional opportunities for population and job growth across the municipality and region.

The subject lands are located on lands that are well positioned for residential development, particularly as they were previously included within the city's settlement area boundary. They provide a substantial and unique opportunity for the municipality to prepare for and support heightened population, housing and job growth forecasts for the city to 2051.

The City of Welland has an opportunity to address and respond to the forecast shortfall in land need by including the subject lands within the settlement area boundary of the municipality as part of the Official Plan update.

Appendix B

DATE: AUGUST 14, 2025
PROJECT NO: 2939-7529

The Biglieri Group
2472 Kingston Road
Toronto, ON M1N 1V3

Attention: Rachelle Laroque

RE: SERVICING SUMMARY
FORKS ROAD URBAN BOUNDARY EXPANSION AREA

Dear Rachelle,

This letter is to summarize the servicing capacity of Niagara Region water and wastewater (sanitary) infrastructure to support the Forks Road parcel for inclusion within the City of Welland Urban Boundary. The subject lands total approximately 165 ha and are located at the southwest of the City of Welland. It is generally situated east of Highway 58, south of Townline Tunnel Road, west of Colborne Street and the adjacent canal, and north of Forks Road East.

The estimated population for the subject lands is 8250 people which is equivalent to 50 persons per hectare.

Evaluations of Regional infrastructure and any supporting calculations are based on the Niagara Region 2021 Water and Wastewater Master Servicing Plan (MSP) Update Volumes 3 and 4.

Wastewater (Sanitary)

The subject lands are estimated to generate the following wastewater flows:

Average daily flow	= 2.3 MLD
Peak dry weather flow	= 79.8 L/s (Harmon peaking factor of 2.99)

Due to the location of the subject lands being at the southern limit of Welland, it may feasible to route wastewater flows to Port Colborne instead of Welland. Therefore the Port Colborne wastewater system will also be reviewed in this section.

All wastewater flows in Welland are conveyed to the Welland Wastewater Treatment Plant (WWTP) located centrally to the Welland along the canal. Similarly, all wastewater flows in Port Colborne are conveyed to the Seaway WWTP located centrally to the Port Colborne also along its stretch of the canal. The 2021 MSP Preferred Wastewater Servicing Strategy does not identify any upgrades to either the Welland or Seaway WWTP's for populations projected to 2051.

The capacities of the wastewater treatment facilities are shown in Table 1 below.

Table 1: WWTP Capacity Summary

WWTP	Municipality	Plant Capacity	2021 Rate	2021 Remaining Capacity	2051 Rate	2051 Remaining Capacity
		(MLD)	(MLD)	(MLD)	(MLD)	(MLD)
Welland	Welland	54	34.2	19.8	48.9	5.1
Seaway	Port Colborne	19	11.8	7.2	13.4	5.6

There is sufficient capacity within both the Welland and Seaway WWTP's in both the current future conditions for the additional 2.3 MLD from the subject site. It is noted in the 2021 MSP that the Welland WWTP will reach the 80% trigger in approximately 2041, upon which an upgrade study is required, for which the subject lands projected populations should be included. The Seaway WWTP is not expected to reach 80% capacity until post-2051.

It is expected that all wastewater flows from the subject lands will initially be conveyed to a Sanitary Pumping Station (SPS), of which there are several in proximity. The 2021 MSP outlines the current SPS capacity and the need for an increase in the Dain City SPS to support future population growth beyond 2051. The following project is associated with the Preferred Wastewater Servicing Strategy:

> WW-SPS-049 – Dain City SPS Pump Replacement (2037-2041): *Increase station capacity from 90 L/s to 164 L/s by replacing existing three pumps.*

The following Table 2 summarizes the peak dry weather flow capacities of the SPS's within closest proximity to the site.

Table 2: SPS Capacity Summary

SPS	Municipality	Station Capacity	2021 Peak Dry Weather Flows	2021 Remaining Capacity	Future (2051) SPS Capacity	2051 Peak Dry Weather Flows	2051 Remaining Capacity
		(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)
Dain City	Welland	90	5.8	84.2	164	68.7	95.3
**Ontario Road*	*Welland*	*646*	*82.4*	*563.6*	*646*	*197.8*	*448.2*
Feeder Road	Welland	41	2.5	38.5	41	6	35
Industrial Park	Port Colborne	67	2.5	64.5	67	4.6	62.4

(*) Note: Ontario Road SPS receives all flows from Dain City SPS

Based on the 2021 MSP, the Dain City SPS has capacity to accommodate the dry weather flows from the subject lands. There is surplus capacity within other pump stations, so there may be opportunities to receive a portion of the site flows (ex: a phase 1) or to split flows amongst more than one SPS. Pump station capacities, potential upgrades, and influences of wet weather flows will need to be further investigated at the preliminary design stage.

Water Supply

The subject lands are estimated to generate the following water demands:

Average daily flow = 2.1 MLD
Max Day demand = 3.1 MLD

Welland is supplied with water by the Welland Water Treatment Plant (WTP) which is located centrally to the Welland along the canal. The 2021 MSP outlines the current plant capacity and the need for an increase in plant capacity to support future population growth beyond 2051. The following project is associated with the Preferred Water Servicing Strategy:

> W-F-003 – Welland WTP Replacement (2027-2031): *Replacement of existing Welland WTP with 73 MLD in approximately same location.*

The current and future Welland WTP capacity is summarized in the following Table 3 below.

Table 3: WTP Capacity Summary

Municipality	ID	Existing Plant Capacity	2021 Max Day Demand	2021 Remaining Capacity	Future (2051) Plant Capacity	2051 Max Day Demand	2051 Remaining Capacity
		(MLD)	(MLD)	(MLD)	(MLD)	(MLD)	(MLD)
Welland	Welland WTP	65	34.7	30.3	73	55	18

There is therefore adequate water supply capacity in both the existing and future conditions of the WTP to meet the additional 3.1 MLD demand of project site population.

The subject lands are situated within the 220m Water Pressure Zone of Welland which encompasses the majority of the City. The 2021 MSP Preferred Water Servicing Strategy included the following improvement in the vicinity of the subject site:

> W-M-014 – New feedermain in southwest Welland (2027-2031): *New feedermain on Humberstone Road and Prince Charles Drive. Allows for secondary connection for Dain City (significant projected growth) and closes the Region's feedermain loop across the canal. Include for coordination on potential Regional interconnection with City's planned new watermain on Canal Bank Street.*

This new feedermain project is associated with increase in population for the Empire Canals development situated east of the subject lands across the canal. Additionally, municipal watermain infrastructure has been constructed along Forks Road and Canal Bank Street in recent years to supply Empire Canals. This new Regional and municipal water infrastructure provides opportunity for natural network expansion to the subject lands across Forks Road/the canal as well as for further interconnection toward the north via Highway 58. It is assumed that the subject lands will require similar water pressures and flows as to what is currently being supplied for the Empire Canals development.

Conclusion

The water supply and wastewater treatment capacities of Regional plants generally have sufficient capacity to accommodate the increase in population from the subject lands, both in the existing condition and when projected to 2051 per the Master Servicing Plan. Sanitary Pumping Stations have surplus capacity but may require upgrades for the full site population depending on the routing, phasing, and timing of construction.

Water and wastewater infrastructure has the ability and capacity to accommodate the subject lands and should therefore be considered for inclusion within the Welland Urban Boundary. Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Sincerely,

C.F. CROZIER & ASSOCIATES INC.

Robert Babic, P.Eng.
Project Manager

PROJECT: Forks Rd Urban Boundary
PROJECT NO.: 2939-7529

Water & Wastewater Calculations

Site Statistics

Note: All values and calculations are per the Niagara Region 2021 Master Servicing Plan, Volumes 3 and 4.

Area	165	ha
Density	50	pp/ha
Population	8250	persons

Wastewater

Residential	255	L/c/d	
Employment	310	L/e/d	
Average	275	L/p/d	Note: Average rate based on 78% Res. and 22% Empl. consistent with 2021 MSP.
Average Flow	2268750	L/d	
Average Flow	2.27	MLD	
Average Flow	26.3	L/s	
Harmon Peak Factor	3.04	=1+14/(4+(pop/1000)^0.5)	
Peak Flow	79.8	L/s	
Extraneous Rate	0.286	L/s/ha	
Extraneous Flow	47.19	L/s	
Peak Flow	126.9	L/s	

Water

Residential	240	L/c/d	
Employment	270	L/e/d	
Average	250	L/p/d	Note: Average rate based on 78% Res. and 22% Empl. consistent with 2021 MSP.
Average Demand	2062500	L/d	
Average Demand	23.9	L/s	
Average Demand	2.06	MLD	
MDD Peaking Factor	1.49		
Average Demand	35.6	L/s	
Max Day Demand	3.07	MLD	

Niagara Region

2021 Water and Wastewater Master Servicing Plan Update

Capital Program

- Treatment Plant
- Pumping Station
- Wet Weather Reduction (WW-II-017)
- Forcemains
- Sewers

Wastewater Facilities

- Wastewater Treatment Plant
- Biosolids Storage Facility
- Leachate Pumping Station
- Odour Control Facility

Wastewater Network

- Force Mains
- Regional Mains
- Local Sewers
- Private Sewers

Pumping Stations

- Niagara Region
- Municipal
- Private

Other Features

- Municipal Boundary
- Waterbodies
- Urban Area Boundary

Development Locations

- Post-2051
- Pre-2051

***Note that additional growth in existing built areas is anticipated**

***Project alignments are preliminary and will be refined through subsequent projects (EA and/or detailed design)**

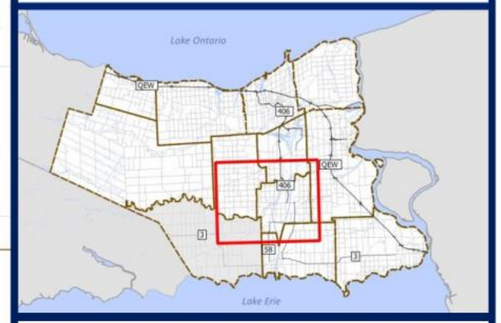


Figure 4.K.10
Welland WWTP System
Preferred Wastewater Servicing Strategy

BluePlan Engineering

December 2022
620126-WW-006
WKID: 26917

Figure 4.K.3 shows the projected future flows at the Welland WWTP.

The plant will reach the 80% study trigger capacity around 2041. The post-2051 flows are expected to exceed the plant capacity; however, the plant can accommodate flows to 2051.

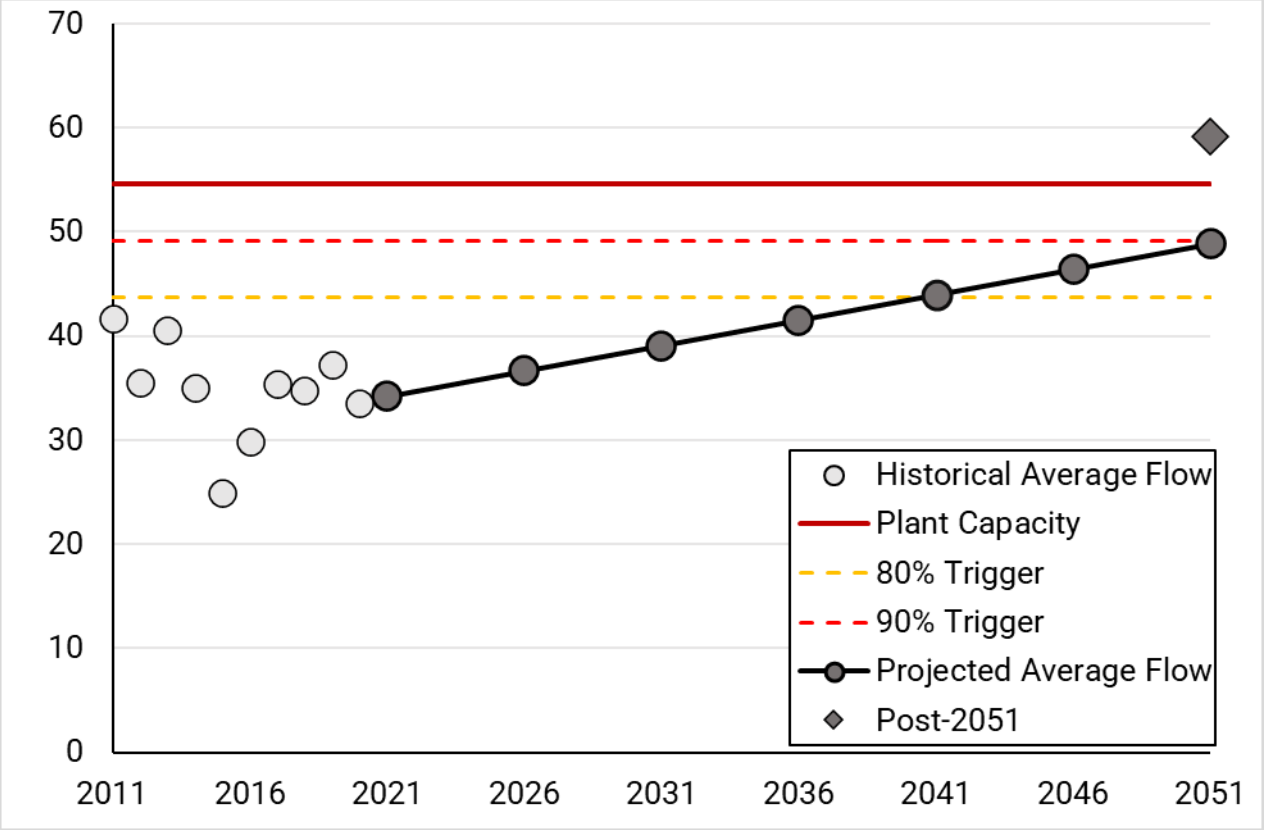


Figure 4.K.3 Projected Sewage Generation at Welland Wastewater Treatment Plant

K.3.2 Sewage Pumping Station

Table 4.K.8 highlights the sewage pumping station operational firm capacities and the existing and projected flows. The existing average and peak dry weather flows were estimated using the wastewater system model, which was updated using the best available billing, flow monitoring, and SCADA data from 2018 to 2020.

Table 4.K.8 System Sewage Pumping Station Performance

Station Name	Station Capacity	2021 Flows				2051 Flows			Post-2051 Flows		
	Operational Firm Capacity	Average Dry Weather Flow	Peak Dry Weather Flow	Design Allowance Peak Wet Weather Flow	5-Year Storm Peak Wet Weather Flow	Peak Dry Weather Flow	Design Allowance Peak Wet Weather Flow	5-Year Storm Peak Wet Weather Flow	Peak Dry Weather Flow	Design Allowance Peak Wet Weather Flow	5-Year Storm Peak Wet Weather Flow
	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)
└→Timmsdale SPS	4.4	0.7	0.6	4.6	1.0	1.1	5.1	1.5	1.6	5.5	1.7
└→Towpath Road SPS	117.9	11.3	13.0	144.8	218.2	173.0	438.8	512.1	229.1	494.9	851.3
| └→Hurricane Road SPS	29.0	7.4	7.7	48.6	61.5	22.1	63.1	76.0	25.7	66.6	75.2
└→Foss Road SPS	24.0	4.6	6.5	57.9	17.9	29.4	91.5	51.4	36.9	99.0	55.9
└→Feeder Road SPS	41.0	2.5	2.5	19.1	91.4	6.0	24.7	97.0	9.4	28.1	118.2
└→Seaway Heights SPS	65.0	2.9	3.3	15.6	33.0	29.1	41.5	58.9	88.2	100.6	160.9
└→Ontario Road SPS	646.0	37.7	82.4	223.1	827.2	197.8	439.8	1,043.8	214.3	456.3	1,084.2
| └→Dain City SPS	90.0	9.0	5.8	39.2	170.1	68.7	147.0	277.9	85.8	164.1	407.9
└→Kelly Street SPS	31.1	3.3	10.2	62.6	42.8	12.7	65.1	45.2	9.5	61.8	50.4
| └→South Street SPS	6.7	1.1	4.7	6.8	6.8	4.9	7.0	7.0	1.8	3.9	5.7
| └→George Street SPS	9.3	0.2	0.3	3.8	1.2	0.8	4.3	1.8	1.1	4.6	1.1
└→Park Lane SPS	6.0	0.2	0.2	2.1	1.0	0.4	2.3	1.2	0.5	2.3	1.1
└→Daimler Woods SPS	5.9	0.5	0.5	3.0	1.6	0.6	3.1	1.7	0.9	3.3	2.0

SUBJECT LANDS
(~2.5km North)

Township of Wainfleet

Industrial Park S.P.S.

WW-SPS-008

Oxford Rd. S.P.S.

Barrick Road

Steele St. S.P.S.

WW-SPS-009

Omer Ave. S.P.S.

Seaway W.W.T.P.

WW-SPS-046

Main St. S.P.S.

Union S.P.S.

WW-SPS-047

Clarke St. S.P.S.

East Side S.P.S.

Fares St. S.P.S.

Fretz S.P.S.

Elm St. South S.P.S.

Clarence Street

City Hall S.P.S.

Nickel St. S.P.S.

Rosemount North S.P.S.

Sugarloaf Street

Sugarloaf S.P.S.

Rosemount South S.P.S.

Arena S.P.S.

Killaly Street

Third Concession Road

Second Concession Road

Chippawa Road

Miller Road

White Road

Minor Road

Elm Street

Main Street

Steele Street

Cement Road

Lakeshore Road

Welland Street

Lorraine Road

Weaver Road

Pinecrest Road

Lake Erie

0 1 2 km

Niagara Region

2021 Water and Wastewater Master Servicing Plan Update

Capital Program

- Treatment Plant
- Pumping Station
- Wet Weather Reduction (WW-II-017)
- Forcemains
- Sewers

Wastewater Facilities

- Wastewater Treatment Plant
- Biosolids Storage Facility
- Leachate Pumping Station
- Odour Control Facility

Wastewater Network

- Force Mains
- Regional Mains
- Local Sewers
- Private Sewers

Pumping Stations

- Niagara Region
- Municipal
- Private

Other Features

- Municipal Boundary
- Waterbodies
- Urban Area Boundary

Development Locations

- Post-2051
- Pre-2051

***Note that additional growth in existing built areas is anticipated**

***Project alignments are preliminary and will be refined through subsequent projects (EA and/or detailed design)**



Figure 4.J.10
Seaway WWTP System
Preferred Wastewater Servicing Strategy

BluePlan ENGINEERING

December 2022
620126-WW-006
WKID: 26917

Figure 4.J.3 shows the projected future flows at the Seaway WWTP. The plant has surplus capacity to support growth and will not reach 80% capacity within the 2051-time horizon.

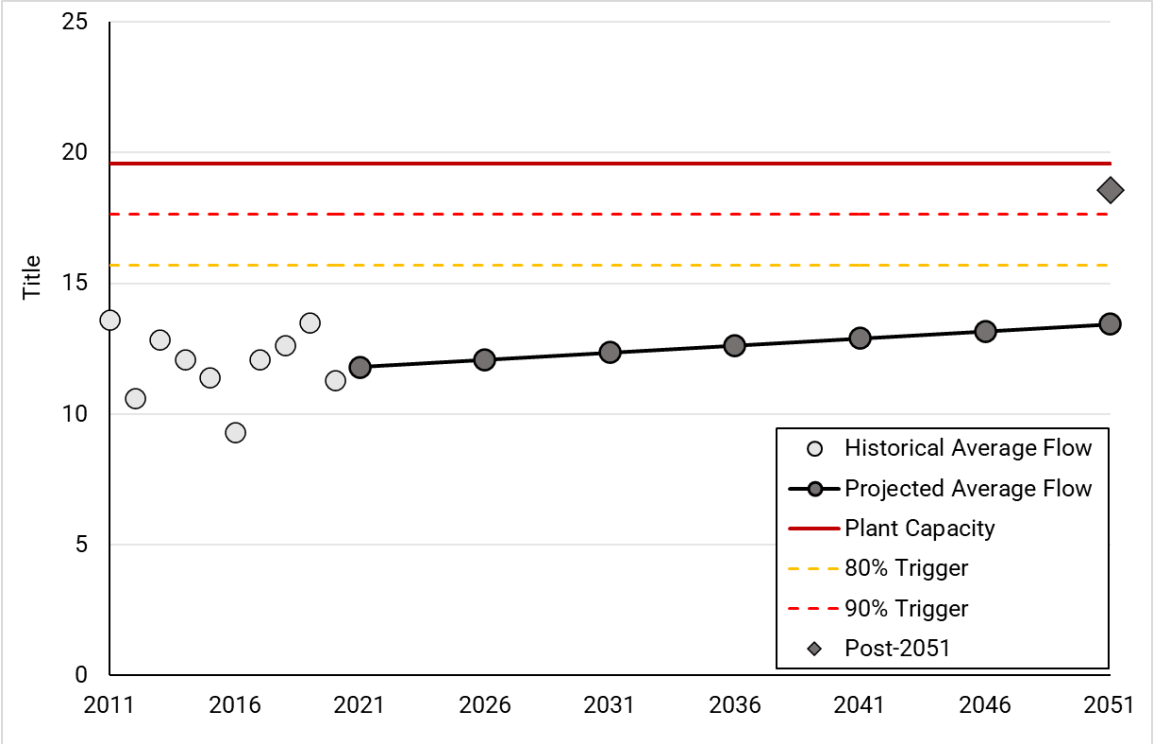


Figure 4.J.3 Projected Sewage Generation at Seaway Wastewater Treatment Plant

J.3.2 Sewage Pumping Station

Table 4.J.8 highlights the sewage pumping station operational firm capacities and the existing and projected flows. The existing average and peak dry weather flows were estimated using the wastewater system model, which was updated using the best available billing, flow monitoring, and SCADA data from 2018 to 2020.

Table 4.J.8 System Sewage Pumping Station Performance

Station Name	Station Capacity	2021 Flows				2051 Flows			Post-2051 Flows		
	Operational Firm Capacity	Average Dry Weather Flow	Peak Dry Weather Flow	Design Allowance Peak Wet Weather Flow	5-Year Storm Peak Wet Weather Flow	Peak Dry Weather Flow	Design Allowance Peak Wet Weather Flow	5-Year Storm Peak Wet Weather Flow	Peak Dry Weather Flow	Design Allowance Peak Wet Weather Flow	5-Year Storm Peak Wet Weather Flow
	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)	(L/s)
└→Industrial SPS	**67.0**	1.4	2.5	29.2	25.0	4.6	31.4	27.2	4.7	31.4	27.2
└→Omer SPS	**108.4**	7.3	11.6	103.6	162.9	25.9	130.0	189.2	62.8	177.3	236.6
| └→Steele SPS	**25.2**	1.6	4.3	25.3	48.8	7.5	29.4	53.0	32.1	63.7	87.3
| └→Oxford SPS	**6.4**	0.3	0.4	5.4	8.2	2.5	7.5	10.3	8.1	13.1	15.9
└→East Side SPS	**201.9**	27.8	52.4	167.0	260.4	84.2	230.5	323.9	137.1	317.1	410.5
| └→Nickel SPS	**93.8**	3.3	11.6	50.5	62.8	15.3	54.5	66.7	16.2	55.4	67.6
| └→Fares SPS	**60.7**	4.7	15.9	27.6	21.8	16.1	27.8	22.0	16.7	28.4	22.6
| └→Fretz SPS	**83.2**	5.5	12.6	36.1	21.0	37.8	88.3	73.2	78.2	137.4	122.3
| └→Clarke Street SPS	**62.3**	6.0	9.9	50.4	154.8	14.6	59.5	163.9	31.3	101.2	205.6
└→Union SPS	**100.9**	7.6	27.2	95.2	256.8	36.3	105.0	266.6	84.7	177.9	339.6
| └→Arena SPS	**75.9**	2.8	2.8	42.1	91.4	8.8	48.8	98.1	57.1	121.6	170.9
| └→Main Street SPS	**17.9**	0.7	0.7	10.4	27.4	0.8	10.6	27.5	1.1	10.9	27.8
└→Elm SPS	**298.0**	58.3	120.4	236.9	339.7	128.9	248.8	351.7	142.4	262.4	365.3
| └→City Hall SPS	**67.7**	18.0	19.6	38.7	111.1	23.5	42.7	115.1	24.4	43.6	115.9
| └→Sugarloaf SPS	**37.0**	4.9	10.1	26.0	43.4	10.3	26.2	43.6	10.7	26.7	44.0
| └→Rosemount North SPS	**86.9**	9.9	14.3	65.9	130.0	14.0	69.3	133.3	27.0	82.2	146.2
| └→Rosemount South SPS	**19.2**	1.5	2.0	13.5	29.8	2.0	13.5	29.9	2.3	13.7	30.1

Niagara Region

2021 Water and Wastewater Master Servicing Plan Update

Capital Program

- Water Treatment Plant
- Pumping Station
- Reservoir
- Elevated Tank
- Watermains

Existing Water Infrastructure

- Water Treatment Plant
- Reservoir
- Pumping Station
- Elevated Tank / Standpipe
- Region Mains
- Local Mains
- Private

Other Features

- Township of Wainfleet
- Waterbodies
- Urban Area Boundary

Development Locations

- Post-2051
- Pre-2051

***Note that additional growth in existing built areas is anticipated**

***Project alignments are preliminary and will be refined through subsequent projects (EA and/or detailed design)**



Figure 3.F.16
Welland
Preferred Water Servicing Strategy

BluePlan ENGINEERING

December 2022
620126-W-013
WKID: 26917

F.3.2 Treatment Plant Capacity

Figure 3.F.3 shows the projected future demands at the Welland Water Treatment Plant. The plant has surplus capacity to support growth and will not reach 80% capacity within the 2051-time horizon.

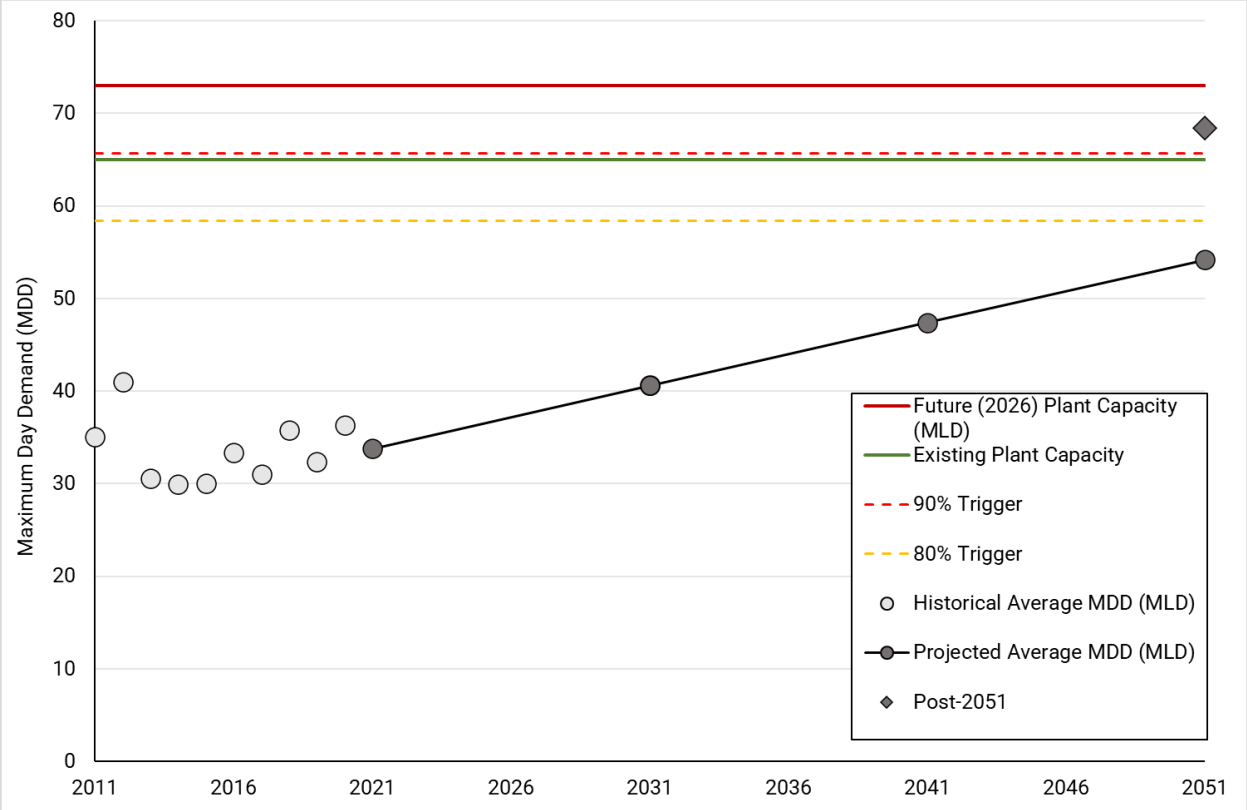


Figure 3.F.3 Projected Maximum Day Demand at Welland Water Treatment Plant

F.3.3 Pumping Capacity

Table 3.F.9 highlights the pumping station existing and projected capacity. As presented in **Section F.2.1**, there are various potential demand scenarios for pumping station capacity sizing depending on system configuration and available storage type and volume. As such, the design condition has been specified in the table below (i.e., maximum day demand, peak hour demand, or maximum day demand + fire flow), along with the 2021, 2051, and post-2051 design flows which correspond to the design condition for each respective pump station.

There is sufficient overall pumping capacity to support existing and future demands at the Welland WTP. As the available fire storage at the Pelham ET is not sufficient to support existing or future fire storage needs, the design condition for the Shoalt's Drive High Lift PS is MDD + fire flow. As such, there is a pumping deficit at the Shoalt's Drive High Lift PS of 7.7 MLD under existing demands and a projected deficit of 9.3 MLD in 2051 and 9.6 MLD post-2051. The

Building a Vibrant Future: A Critical Analysis of Downtown Welland's Development

Downtown Welland, once a bustling hub of commerce and community life, has experienced significant transformations over the years. As the city navigates the challenges and opportunities of the 21st century an d is realizing the potential growth of population in future, the revitalization of its downtown core has become a focal point for local stakeholders, urban planners, and residents alike. This analysis delves into the multifaceted aspects of downtown Welland, exploring both the opportunities and the challenges that define its current state.

This study aims to provide a comprehensive overview of the economic, social, and cultural dynamics at play in downtown Welland. By examining historical trends, recent developments, and future plans, this analysis seeks to identify key factors contributing to the area's growth and sustainability. Furthermore, it highlights the crucial role of community engagement, policy frameworks, and investment strategies in shaping a vibrant and resilient urban center.

As Welland continues to adapt to growing population and demographic shifts, understanding the intricacies of downtown development becomes essential. This analysis not only assesses the current landscape but also offers strategic insights and recommendations for fostering a thriving and inclusive downtown Welland. Through this critical lens, it is hoped that this will contribute to the ongoing dialogue about the future of this important regional hub and inspire collaborative efforts towards building a vibrant and sustainable future for all.

Part 1: The Strengths of Downtown Welland

Downtown Welland boasts several strengths that contribute to its vibrancy and appeal:

Easy Access to Recreational Canal and Trails:

The presence of a recreational canal and trails in downtown Welland provides residents and visitors with easy access to outdoor activities. This not only promotes a healthier lifestyle but also enhances the overall quality of life for those in the community. The canal and trails may be used for activities such as walking, jogging, cycling, or simply enjoying the scenic beauty, contributing to a sense of well-being.

Growing Multiethnic Business Presence:

The increasing cultural diversity in the business landscape of downtown Welland reflects a dynamic and inclusive community. A multiethnic business presence brings a variety of products, services, and cultural influences to the area. This diversity can contribute to a vibrant and cosmopolitan atmosphere, attracting a broad range of residents and visitors. It also fosters economic growth and supports entrepreneurship within the community.

Availability of Food Culture and Restaurants:

A rich food culture and a diverse array of restaurants contribute significantly to the overall appeal of downtown Welland. The presence of a variety of dining options enhances the culinary experiences available to residents and visitors. This not only provides a social and cultural hub but also stimulates

the local economy by supporting the food and hospitality industry. A thriving food scene can also attract food enthusiasts and tourists to the area.

Professional Services Located in the Area:

The concentration of professional services such as legal and financial businesses in downtown Welland contributes to the convenience and accessibility of essential services for residents and businesses. This can be particularly advantageous for individuals who live and work in the area, reducing the need to travel for professional consultations and transactions. The presence of these services also supports the overall economic infrastructure of the downtown district.

Local Cultural Assets and Institutions:

A concentration of cultural assets in Downtown Welland, such as a floating stage, public art installations, and cultural institutions, enhance the area's uniqueness and contribute to a sense of community identity. The floating stage, for example, hosts events and performances, fostering a sense of shared cultural experiences. Public art adds aesthetic value to the environment, making the area visually appealing. Cultural institutions, such as the library and museum, provide educational and entertainment opportunities, enriching the community's cultural fabric.

In summary, downtown Welland's strengths lie in its accessibility to recreational amenities, diverse business landscape, culinary offerings, essential professional services, and a rich tapestry of cultural assets. These factors collectively contribute to the area's livability, economic vitality, and cultural richness.

Part 2: A Walkable Downtown Welland

A walkable downtown Welland offers numerous benefits, including economic, social, environmental, and health-related advantages, such as promoting local businesses, tourism and culture; community engagement; increased property values and reduced infrastructure costs; and environmental benefits while creating attractive urban spaces.

It plays a vital role in creating a thriving, connected, and sustainable community. Creating a walkable and inviting downtown area in Welland involves careful planning, community involvement, and a combination of infrastructure improvements, urban design, and programming. Here's a step-by-step guide on how to achieve this:

Community Engagement:

Start by engaging the community through various town hall meetings, forums, and surveys to gather input from residents, business owners, and other community stakeholders. Understanding their needs and concerns is crucial, and making them partners in initiatives and plans is important.

Urban Planning:

Develop a comprehensive downtown revitalization plan that outlines a shared vision for a walkable and inviting downtown. This plan should consider zoning regulations, land use, and transportation infrastructure, and especially recreational waterway corridor access.

Mixed-Use Development:

Encourage mixed-use development to create a vibrant downtown. Mix residential, commercial, and cultural spaces to increase foot traffic and 24/7 activity, and promote the area as multifunctional.

Pedestrian-Friendly Infrastructure:

Invest in pedestrian infrastructure, such as wider sidewalks, pedestrian plazas, crosswalks, and pedestrian-friendly lighting. Implement traffic calming measures to slow down vehicular traffic, such as pedestrian crossing signals that are button-controlled instead of timed traffic signals.

Bike Lanes and Racks:

Promote cycling by adding bike lanes and secure bike racks. Encouraging alternative transportation methods contributes to a walkable downtown. This can be done with more uniform bicycle lanes, instead of staggered as is currently along East Main Street.

Public Transportation:

Enhance public transportation options, such as buses and shuttles, to provide easy access to the downtown area. Promote and encourage usage to and from the Welland Terminal for transit to all parts of the city and beyond.

Green Spaces:

Promote the use and stewardship of green spaces, trails, and easy access to and from the recreational waterway corridor. Implement and maintain proper garbage and recycling receptacles to encourage usage and reduce litter.

Street Furniture and Amenities:

Install benches, public art, trash bins, and water fountains to make the area more comfortable for pedestrians. A lot of this is already being done, especially with the addition of two parkettes in the core.

Street Trees and Landscaping:

Plant trees and greenery to improve the aesthetics and provide shade. Well-landscaped streets are more inviting. Encouraging green space inclusion in any future development plans should be promoted to add to and compliment the aesthetics and vibrancy of the area.

Safety Measures:

Improve street lighting for safety, especially along trails south of Merritt Park. Work closely with local law enforcement and stakeholders to ensure the downtown area is safe and secure.

Local Business Support:

A thriving business scene contributes to a lively downtown. With a growing city with increased cultural diversity, there is a noticeable uptick of a multicultural presence in the area that could be encouraged and developed to also create local economic diversity. Encourage the growth of local businesses by offering incentives, grants, or low-interest loans.

Events and Programming:

Organize events, markets, and festivals to attract people to the downtown area regularly. These events can showcase local culture, music, and art. Much of this is already in place, and should be further encouraged, especially smaller scale and cultural events.

Historic Preservation:

Preserve historic buildings and landmarks, as they add character to the downtown area. The Central Fire Hall Museum, when completed, will be another great addition to many historic landmarks already in the core.

Parking Solutions:

Ensure there is convenient parking, whether it's on-street, off-street, or in parking garages. Consider implementing smart parking solutions to help visitors find parking easily. As our population grows, and development is encouraged downtown, this will be a serious priority.

Wayfinding Signage:

Install clear and attractive wayfinding signs to help visitors navigate the downtown area efficiently. There is already different signage to various amenities, but they should be surveyed for effectiveness and clarity, and updated and uniform.

Accessibility:

Make sure the downtown area is accessible to people with disabilities. Ensure sidewalks are wheelchair-friendly, and facilities have accessible entrances.

Regular Maintenance:

Establish a maintenance plan to keep the downtown area clean, well-kept, and graffiti-free. There are already such programs and plans in place, but there should also be ways to proactively engage area business owners, residents, and stakeholders in such things as community cleanups or similar intiatives.

Public-Private Partnerships:

Collaborate with private developers and businesses to invest in the downtown area. Public-private partnerships can help fund improvements and attract new investments, and there already such examples in our community.

Monitoring and Adaptation:

Continuously monitor the progress and effectiveness of your revitalization efforts. Be prepared to adapt and adjust the plan based on changing circumstances and feedback.

Creating a walkable and inviting downtown in Welland or any city is an ongoing process that requires commitment, resources, and a community-driven approach. It may take time, but with careful planning and community support, we can reimagine our downtown as a vibrant and inviting place for residents and visitors alike.

Part 3: Revitalizing Downtown Welland: Overcoming the Challenges of One-Way Traffic

As our city grows in population, mirroring the expansion seen throughout the Niagara Region, Welland stands out as the only city in the area that still maintains one-way traffic in its downtown core. This unique traffic system, while perhaps historically beneficial, now presents several challenges as the

city and its needs evolve. One-way traffic in downtown Welland creates a range of issues that impact navigation, traffic flow, accessibility, economic vitality, pedestrian safety, and urban design.

1. **Navigation Confusion**: For visitors and even some locals, one-way streets can be confusing and make navigation more difficult. This can deter people from visiting downtown, reducing foot traffic and patronage of local businesses.
2. **Traffic Flow Issues**: One-way streets can lead to increased speed and volume of traffic on certain routes. Drivers may speed up due to the lack of opposing traffic, creating safety hazards. Additionally, concentrating traffic on fewer streets can lead to congestion and bottlenecks.
3. **Accessibility and Convenience**: With one-way streets, access to specific businesses or services may require significant detours. This can be particularly problematic for emergency vehicles, delivery services, and public transportation, potentially delaying response times and increasing operational costs.
4. **Economic Impact**: Reduced accessibility can negatively impact local businesses. If customers find it inconvenient to navigate one-way streets, they may choose to shop elsewhere, leading to a decline in downtown commerce.
5. **Pedestrian Safety**: While one-way streets can sometimes reduce conflicts between vehicles and pedestrians, they can also encourage higher vehicle speeds, which can compromise pedestrian safety. Higher speeds can lead to more severe accidents and deter walking in the area.
6. **Urban Design Limitations**: One-way streets can limit opportunities for flexible urban design and redevelopment. They often require more signage and directional aids, which can clutter the streetscape and detract from the aesthetic appeal of the downtown area.

Addressing these challenges often requires a comprehensive approach. Re-evaluating traffic patterns is crucial to ensure a smoother flow of vehicles and improve overall efficiency. Enhancing signage can help mitigate confusion and guide drivers more effectively. Investing in public transportation and active transportation infrastructure options will provide alternatives to driving, reducing traffic congestion and promoting sustainable mobility. Additionally, considering a return to two-way traffic could significantly enhance accessibility, making downtown Welland more navigable and attractive to both residents and visitors. This change could stimulate economic vitality by increasing foot traffic, making local businesses more accessible, and creating a more vibrant and welcoming urban environment. Implementing these measures will not only address the current challenges but also support the long-term growth and development of Welland's downtown core.

Part 4: Where Trails and Water Meet: Enhancing Our Trails System in Welland

Enhancing the trail system in Welland by integrating visual art on shipping containers, sculptures, gardens, and natural areas, with a focus on interactivity, would aims to create a dynamic and engaging trail experience that not only beautifies the surroundings but also encourages community

interaction and appreciation for the local environment.

Components:

Visual Art on Shipping Containers: Install vibrant and diverse visual art on strategically placed shipping containers (used as storage for the city) along the trail system. These containers can serve as canvas spaces for local artists to showcase their talents, depicting the cultural richness and natural beauty of Welland. The art installations should be rotated periodically to keep the trail experience fresh and dynamic, as well as to address maintenance. Also, these art projects can be done in collaborations with user groups, youth, and business partnerships.

Sculptures: Introduce sculptures along the trail, strategically placed to complement the natural surroundings. These sculptures may reflect the history, heritage, and identity of Welland. Sculptures are far easier for review and maintenance over the long term, as they would be able to withstand the elements. Consider creating an art competition to involve local artists in the design and installation process, fostering a sense of community pride and ownership.

Gardens and Natural Areas: Enhance the trail's aesthetics by incorporating well-maintained gardens and natural areas. Native plants, pollinators, and natural landscaping will not only contribute to the visual appeal but also support local biodiversity. Interpretive signage can educate trail users about the significance of the flora and fauna, promoting environmental awareness.

Interactivity: Incorporate interactive elements along the trail to engage visitors of all ages. Install QR codes linked to educational content, providing information about the art, sculptures, and natural features. Additionally, consider interactive installations such as sound sculptures, touch-sensitive displays, or augmented reality experiences to create a multi-sensory journey along the trail.

Trail Infrastructure Improvements: Upgrade trail infrastructure to ensure accessibility and safety for all users. Implement well-marked pathways, informative and uniform directional signage, seating areas, and lighting to extend the usability of the trail into the evening. Integrate sustainable practices, such as solar-powered lighting and recycled materials, to align with environmentally friendly principles.

Implementation Plan:

1. **Community Engagement:**Host public forums and workshops to gather input on the proposed enhancements.Establish a community committee to oversee the project, ensuring diverse perspectives and local input.
2. **Partnerships:**Collaborate with local artists, schools, and community organizations to involve them in the creation and maintenance of art installations.Seek partnerships with local businesses for sponsorship and support.
3. **Phased Implementation:**Implement the enhancements in phases, starting with high-traffic areas and expanding gradually.Regularly evaluate the impact of the enhancements and gather feedback for continuous improvement.
4. **Maintenance Plan:**Develop a maintenance plan to ensure the longevity of the installations, involving community volunteers and local organizations.Regularly assess the condition of art, sculptures, and trail infrastructure to address any issues promptly.

The proposed trail enhancements in Welland offer a multitude of benefits for the community, the environment, and local stakeholders:

1. **Community Engagement and Pride:**Encourages community involvement through public forums, workshops, and competitions, fostering a sense of ownership and pride in the enhanced trail system.Provides a platform for local artists, schools, and organizations to showcase their talents, strengthening community ties.
2. **Cultural Enrichment:**Celebrates and promotes the local culture, history, and heritage through visual art, sculptures, and interpretive signage, creating a unique identity for Welland.Offers educational opportunities for residents and visitors to learn about the community's significance and traditions.
3. **Aesthetically Pleasing Environment:**Enhances the visual appeal of the trail system with colorful visual art, sculptures, and well-maintained gardens, creating a more attractive and enjoyable outdoor space.Contributes to the creation of a welcoming and inspiring atmosphere that encourages outdoor recreation and leisure.
4. **Environmental Conservation:**Integrates native plants and sustainable practices, contributing to local biodiversity and promoting environmental awareness.Demonstrates a commitment to eco-friendly principles through the use of recycled materials, solar-powered lighting, and other sustainable initiatives.
5. **Health and Wellness:**Encourages physical activity and outdoor recreation by providing an inviting and well-maintained trail system.Offers a therapeutic and relaxing environment, promoting mental well-being among trail users.
6. **Tourism and Economic Impact:**Attracts visitors to Welland, drawn by the unique and engaging trail experience, contributing to local tourism.Stimulates economic activity by promoting local businesses through partnerships and sponsorships.
7. **Interactive and Inclusive Experience:**Incorporates interactive elements like QR codes, sound sculptures, and touch-sensitive displays, making the trail experience engaging for people of all ages.Creates an inclusive environment that caters to diverse interests and abilities.
8. **Improved Infrastructure:**Upgrades trail infrastructure, ensuring accessibility and safety for all users, promoting a more inclusive and user-friendly environment.Extends the usability of the trail into the evening through well-placed lighting, accommodating various schedules and preferences.
9. **Community Connectivity:**Fosters social interaction and community connectivity by providing shared spaces for residents to gather, relax, and engage in recreational activities.Strengthens the sense of community by offering a central hub for events and gatherings.
10. **Continuous Improvement and Sustainability:**Establishes a phased implementation plan and a community committee to ensure ongoing evaluation and improvements.Demonstrates a commitment to long-term sustainability through regular maintenance and care of art installations, sculptures, and trail infrastructure.

These trail enhancements seek to transform the Welland trail system into a vibrant, multifaceted, interactive, and inclusive space that celebrates the community's identity, history, and natural beauty. By integrating visual art, sculptures, gardens, and interactivity, the enhanced trail system will offer a unique and enriching experience for residents and visitors alike, fostering a stronger sense of community pride and connection, environmental responsibility, and cultural appreciation.

Part 5: The Value of Culture in Downtown Welland

I have already discussed in the past about the high concentration of cultural heritage and public art in the downtown Welland area, but the establishment of a cultural district in downtown Welland, particularly with close proximity to the scenic recreational canal and trails, has the potential to contribute to economic development in several ways:

Tourism and Recreation: The proximity to the recreational canal and trails could attract tourists and residents alike, creating a vibrant cultural hub. Visitors are likely to explore the cultural district, contributing to increased foot traffic in local businesses, such as restaurants, cafes, and shops.

Increased Property Values: Well-designed cultural districts often lead to improved aesthetics and a sense of community. This can enhance the overall appeal of the downtown area, potentially leading to increased property values. As the area becomes more desirable, businesses and residents may invest more in the district.

Job Creation: A thriving cultural district can create employment opportunities. Cultural institutions, galleries, theaters, and other businesses within the district may require staff, contributing to job creation in the local community.

Cultural Events and Festivals: Cultural districts often host events, festivals, and performances, attracting diverse audiences. These events can stimulate the local economy by bringing in visitors who spend money on accommodations, food, transportation, and other services. Current events can be capitalized upon, and new events could be fostered in this environment.

Entrepreneurship and Innovation: The cultural sector tends to foster creativity and innovation. The presence of cultural activities and institutions may attract entrepreneurs and creative professionals, leading to the development of new businesses and initiatives that can contribute to economic growth. We are already seeing examples of this, such as The Bank Art House and Rose City Comedy Club.

Community Engagement: Cultural districts can strengthen the sense of community and civic pride. Engaged communities are more likely to support local businesses and participate in local initiatives, contributing to the overall economic vitality of the area.

Revitalization and Redevelopment: Establishing a cultural district can be part of a broader strategy for downtown revitalization. The presence of cultural amenities can attract private investment, encouraging property owners to renovate and repurpose buildings, contributing to the overall redevelopment of the area.

Infrastructure Improvements: The development of a cultural district may attract public and private investment in infrastructure improvements. This could include better public spaces, improved lighting, pedestrian-friendly pathways, and other enhancements that benefit both residents and businesses.

However, it's important to note that success depends on careful planning, community involvement, and ongoing support from local authorities. Collaborative efforts involving the public sector, private businesses, and community organizations are often crucial for the sustained success of cultural districts in fostering economic development.

Part 6: Untapped Opportunities for Downtown Welland

Downtown Welland has the potential to undergo revitalization and growth through various opportunities. Some of these opportunities are to attract post-secondary students, increase housing, become a regional transportation hub, and promote a recreational lifestyle:

Educational Institutions and Programs:

Collaboration with Universities and Colleges: Partner with nearby educational institutions, such as Niagara College and Brock University and others, to establish satellite campuses, offer specialized courses, or promote exchange programs. This can attract a diverse group of students to Downtown Welland.

Innovation and Technology Hubs: Develop innovation and technology centers to attract students interested in cutting-edge fields. Encouraging research and development can foster a dynamic learning environment.

Housing Development:

Mixed-Use Developments: Encourage the construction of mixed-use buildings that include both residential and commercial spaces. This creates a vibrant community and ensures a steady population in the downtown area.

Student Housing Initiatives: Work with developers to create affordable and attractive housing options specifically designed for students, such as dormitories, shared housing, or apartment complexes.

Regional Transportation Hub:

Improved Public Transportation: Enhance and expand public transportation options connecting Downtown Welland with surrounding areas in Niagara. This can make the downtown area easily accessible and attractive for both residents and visitors.

Intermodal Facilities: Develop intermodal transportation facilities that integrate various modes of transportation, such as buses, trains, and bicycle-sharing programs. This can position Welland as a regional transportation hub. We can be a city "where trails and water meet".

Recreational Lifestyle:

Green Spaces and Parks: Develop parks and green spaces within the downtown area for recreational activities. This can include sports fields, walking trails, and picnic areas, promoting a healthy and active lifestyle.

Cultural and Entertainment Events: Organize cultural events, music festivals, and other entertainment activities to create a vibrant atmosphere. This not only attracts residents but also draws visitors from nearby areas.

Retail and Dining Diversity: Encourage a diverse range of shops, restaurants, and cafes to create a lively and appealing urban experience. A vibrant retail and dining scene contributes to a thriving downtown.

Community Engagement:

Community Involvement Programs: Engage the community in the decision-making process for downtown development. This ensures that the residents' needs and preferences are considered, fostering a sense of ownership and pride.

Promotion of Local Arts and Culture: Showcase local artists and cultural events to create a unique identity for Downtown Welland. This can attract individuals who appreciate a rich cultural scene.

By strategically implementing these initiatives, Downtown Welland can transform into a hub of education, housing, transportation, and recreation, attracting a diverse and dynamic population. This, in turn, can contribute to economic growth and the overall well-being of the community.

Threats to Progress in Downtown Welland, and How to Face Them

After previously highlighting the strengths and challenges to Downtown Welland and its progress in a growing community, there may be factors which could inhibit meeting the potential of the area and reinvigorating the business neighbourhood. Some examples of these may be:

Unfinished/Abandoned/Unused Properties:

- **Risks:** These properties can contribute to a negative aesthetic, signaling economic stagnation. These include neglected/empty properties, unfinished builds, and empty storefronts that have sat vacant for a significant amount of time

- **Solutions:** Encourage redevelopment incentives, tax breaks, or community-driven initiatives to repurpose these spaces. Also consider property standards and their enforcement.

Limited Parking:

- **Risks:** Inadequate parking can deter visitors and hinder business growth. Street parking and a public parking lot by Market Square may not be adequate as the community grows.

- **Solutions:** Develop multi-level parking structures, explore shared parking agreements, and promote alternative transportation options, such as public transit and active transportation.

Potential New Business Districts:

- **Risks:** Competition from emerging districts may draw businesses away from downtown. Examples of potential business districts we may see in the future with growth and development in this city are King Street South at Ontario Road, East Main Street near Crowland Avenue, and Rice Road/Prince Charles at Thorold Road.

- **Solutions:** Enhance downtown's unique appeal through targeted marketing, events, and partnerships with local businesses. Highlight what makes the downtown area significant and special from other business districts.

Negative Perceptions/Attitudes:

- **Risks:** Poor perceptions and negative attitudes can discourage investment and tourism.

- **Solutions:** Implement a public relations campaign, showcase successful stories, and involve the community in initiatives to foster positive attitudes.

Overall, a comprehensive approach involving community engagement, strategic planning, and partnerships can mitigate these risks and contribute to the sustained progress of downtown Welland.

Facing the Challenges of Downtown Welland

The Downtown Welland area experiences some challenges to its socioeconomic growth, and they are not unlike concerns that other downtowns face in other communities. Identifying and addressing these challenges are the first steps toward any reinvigorating of the area, and promoting and encouraging socio-economic development. Here's an overview of some of these challenges and the potential negative impacts of each:

Empty Storefronts:

- *Economic Impact:* Empty storefronts can lead to economic decline as businesses contribute to local employment and tax revenue. A lack of businesses can also result in decreased foot traffic, affecting nearby establishments.
    - *Aesthetics:* Vacant storefronts can contribute to a negative visual perception of the area, potentially deterring potential customers and investors.

Unsightly Properties (Litter, Vandalism):

- *Negative Image:* The presence of litter and vandalism can create a negative image of the downtown area, affecting the perception of safety and attractiveness for residents and visitors.
    - *Property Value:* Unsightly properties can decrease nearby property values, impacting the overall economic health of the community.

Homelessness:

- *Social Issues:* Homelessness can contribute to social challenges, including issues related to mental health, addiction, and poverty. It may also strain local resources and services.
    - *Public Perception:* The presence of homeless individuals in public spaces may impact the perception of safety and comfort for residents and visitors.

Public Safety (Increased Traffic, Walkability):

- *Traffic Concerns:* Increased traffic can lead to congestion, potential accidents, and a less pedestrian-friendly environment, making it challenging for people to navigate the area safely, especially those with mobility issues.
    - *Walkability:* If the area lacks proper infrastructure for pedestrians, cyclists, such as sidewalks and crosswalks and bike lanes, it can discourage walking and other active transportation and contribute to a less vibrant community.
    - *Crime:* Areas with low walkability and high traffic may be more susceptible to certain types of crimes, affecting the overall safety of residents and visitors.

Addressing these issues may involve a combination of community engagement, local government initiatives, and collaboration between public and private sectors. Implementing revitalization strategies, supporting local businesses, investing in public spaces, and providing resources for social services can contribute to positive changes in the downtown Welland area. Here are some strategies that can be considered:

Empty Storefronts:

- *Incentives for Business Development:* Provide financial incentives or tax breaks for businesses willing to open in the area, encouraging new investments.
- *Business Incubators:* Establish business incubators or co-working spaces to support startups and small businesses.
- *Community Engagement:* Involve the community in decision-making processes related to downtown development to ensure that local needs and preferences are considered.

Unsightly Properties (Litter, Vandalism):

- *Beautification Initiatives:* Implement beautification projects to enhance the aesthetics of public spaces, including street cleaning, public art installations, and landscaping.
- *Community Clean-Up Events:* Organize regular community clean-up events to involve residents and businesses in maintaining a clean environment.
- *Vandalism Deterrence:* Increase security measures and surveillance to deter vandalism, and work with local law enforcement to address and prevent such activities.

Homelessness:

- *Social Services:* Invest in social services such as shelters, mental health facilities, and addiction treatment programs to address the root causes of homelessness.
- *Collaboration with Nonprofits:* Partner with local nonprofits and community organizations to provide support services for homeless individuals.
- *Affordable Housing:* Work on initiatives to increase the availability of affordable housing to help prevent and reduce homelessness.

Public Safety (Increased Traffic, Walkability):

- *Traffic Management:* Implement traffic management solutions, such as traffic calming measures and improved road infrastructure, to enhance safety and reduce congestion.
- *Pedestrian-Friendly Infrastructure:* Invest in pedestrian-friendly infrastructure, including well-maintained sidewalks, crosswalks, and pedestrian zones.
- *Community Policing:* Establish community policing programs to build positive relationships between law enforcement and the community, contributing to overall safety.

Collaboration and Partnerships:

- *Public-Private Partnerships:* Encourage collaboration between the public and private sectors to fund and implement revitalization projects.
- *Community Collaboration:* Foster collaboration between local businesses, residents, nonprofits, and government agencies to create a shared vision for downtown development.
- *Regular Assessments:* Conduct regular assessments of the area's challenges and successes,

adjusting strategies accordingly.

Education and Awareness:

- *Public Awareness Campaigns:* Launch campaigns to raise awareness about the importance of supporting local businesses and keeping public spaces clean and safe.
- *Community Education Programs*: Offer educational programs on topics such as responsible urban development, homelessness, and public safety.

Implementing these strategies requires ongoing commitment, coordination, and engagement from various stakeholders, including local government, businesses, residents, and community organizations. By addressing these challenges collectively, the downtown Welland area can work towards a more vibrant, sustainable, and inclusive community.

Conclusion:

The journey towards building a vibrant future for downtown Welland is marked by both significant achievements and ongoing challenges. This analysis has highlighted the crucial elements that contribute to the area's development, including economic revitalization, cultural enrichment, and community engagement. As Welland navigates the complexities of population growth, it is essential to maintain a holistic and inclusive approach that prioritizes the well-being of its residents and fosters a sustainable and dynamic downtown core. By leveraging the insights and recommendations presented in this study, stakeholders can work collaboratively to transform downtown Welland into a thriving hub that reflects the city's unique heritage and aspirations. As we look to the future, the continued commitment to innovation, resilience, and community partnership will be key to realizing the full potential of downtown Welland.

EXPERIENCE OUR HEART
DOWNTOWN WELLAND
VIVEZ L'EXPÉRIENCE

Feedback re the Draft

CITY OF WELLAND OFFICIAL PLAN

August 16, 2024

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WDBIA Feedback re the Draft City of Welland Official Plan

Contents

Overall Impressions 3

General Recommendations: 3

- Addition of an Overview Section 3
- Greater Emphasis on Complete Community 4
- Fifteen-Minute Communities 5
- Ensure More Significant Support For Small Businesses 5
- Public Engagement 5
- Attracting Developers 5
- Calming Traffic Solutions 6
- Placemaking: 6
- Activating Downtown 6
- Consistent Branding Look and Feel 7
- Building Maintenance and Uncomplete Construction Projects: 7

Downtown Concerns Beyond Our Current Mandate 7

Gateway Economic Centre 8

Investment in Innovation 8

Social and Safety Issues 9

Complete Community Approach 9

Alignments Between WDBIA and the Official Plan 10

Downtown as a Regional Growth Centre 10

Welland, as a Complete Community 10

Planning and Land Use Policies 10

4.1.1 Planning Objectives 10
Downtown Land Use Policies 12
4.1.2.2 Design 13
4.1.3 Additional Policies 15
14.1 Implementation Policies 17
APPENDIX A: Explanation of an Official Plan 19
What Is An Official Plan 19
Purpose And Benefits of An Official Plan 19
An Official Plan Typically Includes: 20
Appendix B: Proposed Community Values 21
Appendix C: Draft Proposed Guiding Principles 22
Appendix D: Proposed Policy for Building Exterior Maintenance and Construction Standards 25

Overall Impressions

We are pleased to see that much of the content aligns with the priorities of the WDBIA members and stakeholders and the input provided (1) during the recent development of our own Strategic Plan, (2) previous surveys and conversations with our members, and the (3) data collected by other committee members. This alignment promises an exciting and positive impact on our community.

Main Streets are the heart and spirit of communities. A resilient, vibrant, prosperous, and reimagined Main Street community will contribute to the broader municipal economy and attract new business development and residents, making Welland a more desirable, pleasant, walkable, and livable community.

General examples of the WDBIA mandate that align with the Official Plan include the Four Pillars of our current Strategic Plan:

1. Beautification, Revitalization, and Maintenance
2. Visibility for Local Businesses and Economic Development
3. Member Engagement and Support for Businesses
4. Arts and Cultural Engagement

While there are areas where we have provided suggestions or addressed some issues we felt were missing, we are genuinely excited about the vision and direction of the Official Plan. This is a promising step towards a more vibrant and prosperous Welland, and we are optimistic about the positive changes it can bring.

General Recommendations:

- **Addition of an Overview Section**: While the draft Official Plan is very detailed, and the Community Strategic Directions are summarized in Chapter 2, we don't believe it is realistic for WDBIA members or the general public to fully grasp the content of a 285-page document and its potential implications for Downtown and the future of Welland.

We would like to see an opening overview section that would include:

1. the **purpose or definition** of a future-focused Official Plan to create a greater awareness of its importance (see our **suggested draft in Appendix A)**
2. how the **vision** for the City of Welland supported by the Official Plan (perhaps referencing the City's Strategic Plan?)
3. **values and principles** that have driven the results and strategic directions (see our suggested drafts in **Appendices B and C**)
4. the specific anticipated **outcomes** that this Official Plan will achieve. In other words, what benefits can they expect? What will be different for Welland? Why is it important?

In our collective experience in these rapidly changing times, we have seen that vision, values, principles, and outcomes in any plan are critical for ensuring the most successful decisions and policies.

- **Greater Emphasis on 'Complete Community'**: This is a significant, future-focused priority. All elements of a 'Complete Community' and an integrated approach to planning, policy and decision-making should be woven through this and all other city plans. To be viewed as a Leadership Community, the Official Plan must adopt and prioritize a holistic view that recognizes the interconnectedness of local and global social, economic, and environmental factors. The City must always consider how the emphasis on economic decisions will impact social and ecological outcomes (and vice versa). Investing in building capacity for leadership, organizational, and community collaboration will also be necessary to achieve the required balance.

- **Fifteen-Minute Communities**: While mixed-use development has been identified as a priority in Downtown Welland, we encourage referring to them as 15-minute neighbourhoods where residents can access diverse services, housing options, and job opportunities within walking distance. This approach supports both social cohesion and local economic vitality. It is especially critical given that the largest age group in Welland is people over 65 years old, representing 23.0% of the total population (12,840 individuals). For Ontario, that percentage is 18.5%).

- **Ensure More Significant Support For Small Businesses**: Include policies, incentives, and direction that create conditions for small-business growth. In Downtown and across the city, these are vital for quality of life and the economy. In Canada, small businesses (those with 1 to 99 employees) employ about 63.0% of all employees. Similar statistics likely exist within Welland, yet despite being critical to economic development, there isn't little support for capacity building.

- **Public Engagement**: Involve citizens, businesses, social purpose organizations, and other stakeholders at the very **beginning** of the planning process to ensure that social, environmental, and economic needs are adequately represented.

- **Attracting Developers**: While the Official Plan outlines the potential for Downtown, concerns have been expressed regarding the existing challenges and barriers to attracting prominent developer investment in Downtown Welland**.** These include:
  - an uncertain market demand
  - high development costs
  - lack of infrastructure
  - vacant, rundown buildings
  - low commercial activity
  - lack of public traffic

- a perceived unsafe environment as the result of those who are unhoused, mentally ill, or struggling with addiction
- current property owners with unrealistic expectations of their real estate
- a lack of compelling incentives to offset the risks i.e. reinstituting property tax increment financing, a City comprehensive plan for growth and density, rezoning in advance, and investing in the necessary infrastructure.

- **Calming Traffic Solutions** in the downtown area is of particular concern. Despite the challenges it will initially create, a return to two-way traffic is seen by many as being essential for slowing traffic and addressing safety. Other considerations include addressing increasing speed, stop signs vs traffic lights, functioning pedestrian walk buttons, on-street parking, way-finding signs, streetscaping, green infrastructure, and placemaking installations and activations.

- **Placemaking:** A greater emphasis on placemaking in Downtown has been identified as a priority. Placemaking is a collaborative approach to planning, designing, and managing public spaces to create vibrant areas where people feel connected and want to spend time. It focuses on transforming public spaces to strengthen the connections between people and places.

- **Activating Downtown** (and potentially other areas of the City) will require not only the Entranceway Features and Pedestrian linkages but also clear, consistent signage, street arches, colourful flags, pennants, over-street lightbulb strands, and lighting of historical buildings. Interactive outdoor art installations, sidewalk art, and murals should also be emphasized. Given a growing understanding that economic well-being is intrinsically linked to health, social, and environmental well-being, there is growing pressure to localize the global issues articulated by the United Nations. We would like to see more emphasis on the **UN 17 Sustainable Development Goals**

(SDGs). For example, have the SDGs interpreted by local artists in a public art experience.

- **Consistent Branding Look and Feel**: While various themes and brands have been explored for the City of Welland over the years, they have been somewhat piecemeal and inconsistent. We would like to see a community-led, collaboratively developed Branding Strategy that reflects the character, personality, and strengths of Welland and could be reflected in the Downtown.

- **Building Maintenance and Uncomplete Construction Projects:** Despite the three policies below, there appears to be a need for a policy that would ensure ongoing exterior building maintenance and timely completion of construction projects.

  4.1.2.2.6 Improvements
  4.1.3.6 Façade Improvement
  4.1.3.7 Heritage Preservation

  These existing policies are a good start, but they do not explicitly ensure that property owners consistently maintain buildings or complete construction projects in a timely manner. To fill this gap, we are proposing a policy focused on **Building Exterior Maintenance and Construction Standards (See draft in APPENDIX D).** This policy would hold owners accountable for maintaining their properties and finishing construction promptly.

Downtown Concerns Beyond Our Current Mandate

Despite our strong support for the above, concerns have also been expressed that are typically beyond the traditional scope of a BIA, particularly given the limitations imposed by having one full-time staff member and limited time and finances.

Gateway Economic Centre

We appreciate that the City is building on its economic strengths to position itself as a **gateway economic centre as part of the Niagara Economic Gateway and Centre (together with Fort Erie, Niagara Falls, Port Colborne,** and Thorold). It strengthens Welland's leadership that this land has been designated to coordinate efforts for investment and diversification of the economy.

However, it continues to skew toward and emphasize Welland's economic development rather than ensuring a more equal balance between quality of life and economic growth.



We believe the Welland Official Plan must serve as a 'Blueprint for the Future' to ensure the City is perceived as a *Leadership Community.* If that is to be achieved, we believe it is critical to reflect planning that addresses the need for **more balance between quality of life, environmental sustainability, and economic development**.

Investment in Innovation

We also believe that an **investment in innovation** to ensure this balance will also be essential (potentially in the Downtown as a collaboration with Niagara College?). Rather than a typical innovation hub focusing on science and technology, it could serve as a Centre of Social and Economic Innovation for the Complete Community Approach articulated in the Plan.

As a community-centric space, it would typically aim to engage the local community by encouraging networking, collaboration, and innovative solutions that would benefit society as a whole.

Social and Safety Issues
Social and safety issues, in particular, are increasingly contributing to a negative perception of Downtown. Challenges are related to the unhoused, poverty, mental health, and addiction.

Complete Community Approach
We strongly support the Complete Community Approach presented in the Draft Official Plan and the focus on the following:

- Diverse housing options
- Mixed-use development
- Walkability and accessibility
- Transportation options
- Environmental sustainability
- Efficient land use

However, it is light on the other accepted elements of a Complete Community. These include:

- Inclusivity
- Community character
- Employment opportunities
- Amenities and services (easy access to healthcare, social services, education and recreation). In the Downtown Core, this is especially relevant.

We appreciate the attention to affordable housing. This direction prioritizes a range of housing types and affordability levels as a strategy to demonstrate **quality of life and compassion.**

Alignments Between WDBIA and the Official Plan

Downtown as a Regional Growth Centre
We appreciate the Downtown being described as a Regional Growth Centre. This recognition of its importance as a mixed-used node, different from all other nodes within the City, functioning as the cultural, community and administrative centre of the City, is a significant step towards its further development.

A thriving Main Street community that builds on existing assets that include:

- Recreational Canal and Trails
- A growing multiethnic business presence
- Availability of a rich food culture and dining options
- Professional services
- Local cultural assets and institutions.

These assets serve as a sound foundation for equipping Welland with unique local visitor experiences. We believe that this will not only enhance the local economy but also cultivate the lucrative Niagara Leisure Tourism economy, which we feel has much greater potential than what has been indicated in this plan.

Welland, as a Complete Community

Although the Plan describes Downtown as a 'Complete Community,' and the majority of the proposed direction is strongly supported, there is a great deal of work to be done that will require collaboration with other levels of government, businesses, social purpose organizations, and citizens.

Planning and Land Use Policies

4.1.1 Planning Objectives

We are also very pleased and supportive of the following planning policies for the Downtown:

Mixed-Use Node
To Maintain and Enhance the Role of the Downtown as the City's Primary Mixed-Use Node, the City will continue encouraging land uses to help promote the Downtown, maintain, and enhance its status as its preeminent mixed-use node.

A Healthy, Attractive and Pedestrian-Friendly Downtown The city will continue to support projects that improve its downtown area and create an aesthetically pleasing, pedestrian-friendly environment with complete streets.

To Support a Mix of Uses in the Downtown
The City supports a variety of compatible land uses in its Downtown which are mixed at both the block and building scale.

To Preserve, Enhance and Promote the Historic Character of the Downtown The City supports the enhancement of the historic character of its Downtown through the use of design criteria, where appropriate.

To Recognize Downtown as a Regional Growth Centre and the Primary Location for Intensification and Redevelopment. The City aims to increase residential development in its Downtown, a Regional Growth Centre. Accordingly, the City will direct a significant amount to support growth and redevelopment within its Downtown as it is one of the most viable locations for residential intensification and redevelopment.

To Attract Public and Private Sector Investment into the Downtown
The City aims to revitalize its Downtown through continued public and private sector investment into the Downtown. The City will utilize incentive program(s) to attract investment through a Community Improvement Plan for the downtown.

To Create Strong Linkages between the Downtown and Adjacent Neighbourhoods, the Welland Recreational Waterway and Welland River Waterfronts. The City will pursue opportunities to improve pedestrian, transit and cycling linkages between the Downtown and its surrounding neighbourhoods and destinations.

To Attract Institutional Investment into the Downtown
The city aims to revitalize its downtown area through continued institutional sector investment in the form of both educational and government campuses, including satellite campuses.

The City will continue to encourage a diverse range of housing options including affordable housing as well as market-based housing to meet the needs of a diverse population.

Downtown Land Use Policies

We also support the following directions for Land Use Policies in 4.1.2 although in some cases additional suggestions are included:

4.1.2.1.1 Planned Function
The Downtown is a Regional Growth Centre and the City's preeminent mixed-use node and serves a variety of complementary functions. As a Regional Growth Centre a significant amount of new growth will be directed to the Downtown through intensification. The Downtown is intended to accommodate the broadest diversity of uses and the greatest concentration of activity. *We particularly appreciate this direction.*
4.1.2.1.2. Permitted Houses - *No issue*
4.1.2.1.3. Scale and Height - *No issue*
4.1.2.1.4. Density - *No issue*
4.1.2.1.5. Retail Priority Streets
We endorse this description of how the Downtown is being envisioned:
Retail Priority Streets are intended to cater to the pedestrian by creating a comfortable, active and vibrant public realm. Retail Priority Streets, which

include East Main Street, West Main Street, Cross Street, The Boardwalk, King Street, and Division Street within the Downtown, shall have wide sidewalks, buildings oriented to the public sidewalk, at grade uses outdoor cafes, and a high level of streetscape design and activity.

xi. New buildings shall be encouraged to have awnings, canopies, arcades, or front porches to provide weather protection; Very pleased to see this although we would like to see design principles and standards applied to ensure consistency. See Appendix D for a draft suggestion principles and standards.

xii. Hotels shall be encouraged to locate on Retail Priority Streets with the main façade and entrance facing the pedestrian predominant street. Very pleased to see this. We see a downtown hotel as a priority.

4.1.2.2 Design

4.1.2.2.1 Mixed Use Development Form - *No issue*

4.1.2.2.2 Streetscape Improvements and Public Realm

Streetscape Improvements and Public Realm improvement of streetscapes within the Downtown through the use of landscaping including trees, sidewalks, bicycle lanes and bicycle parking, unique signage, lighting, seating, street furniture, public art, and special paving, which promotes a positive sense of place. *We see bicycle lanes as a priority. Despite by-laws that prevent anyone over 12 years old from riding on the sidewalk, bikes and e-bikes are being ridden on the sideway, narrowly avoiding collisions with pedestrians. We would also like to emphasize the streetside tree canopy. Collaboration with WDBIA and INVEST will be essential. Lighting in the back corridors of downtown is also critical for ensuring safety.*

4.1.2.2.3 Landmarks

Landmark features, streetscape improvements, landscaping and significant building forms shall be encouraged at the entranceways into the Downtown.

- *Very pleased to see this included*

4.1.2.2.4 Pedestrian Linkages

Pedestrian activity shall be encouraged in the Downtown by providing pedestrian linkages between East Main Street and Division Street and landscaped sidewalks, wherever possible. Parking, transit facilities and pedestrian linkages shall be integrated wherever possible. *- Supported*

4.1.2.2.5 Service Access

For buildings on East Main Street and Division Street, secondary service entrances shall be located at the rear, where possible. *No issue*

4.1.2.2.6 Improvements

Improvements in the Downtown in the form of infill development, upgrading and rehabilitation shall be encouraged to enhance the character of the Downtown, including the rear of buildings which are visible from adjacent streets, parking lots and/or public areas.
Encourages infill development and upgrades to enhance Downtown but lacks enforcement of ongoing maintenance.

4.1.2.2.7 Views and Vistas Corridors

In order to provide for the visual protection and enhancement of the dome of the setting for the Court House, viewplanes corridors shall should be maintained by ensuring that any new buildings and/or structures proposed within the viewplanes corridors are compatible with the architecture of the Court House and do not visually dominate or obscure the views of the dome on the Court House from the corners of East Main Street and Cross Street. Such buildings and structures shall be sensitive to sightlines toward the dome of the Court House. In this regard, the development approvals process should be used to review applications for additions and new the development of buildings and structures to ensure that they which are sited and designed to protect the viewpoint sightlines contained within the viewplanes corridors. To this end, consideration may be given to permitting some variation in building height to encourage building design and other desired amenities that maximize sightlines' visual protection. *– No issue*

4.1.2.2.8 Open Storage

No open storage shall be permitted within the Downtown. - *No issue*

4.1.2.2.9 Public Realm

The public realm shall be enhanced through urban design and investment that contributes to safe, attractive, complete streets and desirable communities. Urban design direction and guidance shall be incorporated into any future Secondary Plan. - *No issue*

4.1.2.2.10 Traffic Patterns

The City will review and modify the Downtown's connectivity and traffic patterns on a yearly basis including the patterns of one way and two way streets in order to support pedestrian, transit and traffic flows.

We appreciate that the City will review and modify the Downtown's connectivity and traffic patterns yearly, including the patterns of one-way and two-way streets to support pedestrian, transit and traffic flows. The proposal to shift downtown Welland to a two-way traffic system is significant but has generated divided stakeholder opinions. While some believe it could calm traffic and enhance safety, others worry about potential congestion, especially at critical intersections. Welland's unique infrastructure, including one-way bridges, complicates comparisons to other cities. Concerns include increased pollution, noise, and the potential neglect of areas like Division Street. While the two-way traffic idea has merit, it needs careful consideration within the city's broader vision, possibly exploring alternatives like pedestrian-only zones. A future survey will be essential to gauge stakeholder opinions and ensure any changes benefit downtown's revival.

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4.1.3 Additional Policies

4.1.3.1 Parking

- Support **parking** within the downtown area and adequate off-street parking. - *No issue*

The following policy directions are also supported.

4.1.3.3 Intensification
The Downtown is intended to serve as the primary location for one of the key locations for residential intensification that supports the overall mixed use development of the downtown. Intensification and redevelopment within the Downtown should address the policies of this Plan.

4.1.3.4 Intensification Supporting Transit Centre
Intensification projects anticipated for the Downtown are intended to contribute to an increased density of residents and employees which will be supportive of the City's existing transit hub located within the Downtown.

4.1.3.5 Intensification Form and Main Street Sense of Place
Intensification projects within the Downtown should match the pre-established 'street wall' setback of adjacent buildings in order to maintain a continuous street wall and preserve a "main street" sense of place in the Downtown. In places where no 'street wall' exists, infill development should be located with a minimum setback from the street and serve as a catalyst for creating a "main street" sense of place.

4.1.3.6 Façade Improvement
The City encourages the upgrading, rehabilitation and redevelopment of buildings and/or facades in the Downtown as set out in the City's guidelines, manuals or plans which may be in place from, time-to-time.

Promotes façade upgrades per City guidelines but needs stronger language for compliance, especially for absentee landlords.

4.1.3.7 Heritage Preservation
Buildings and structures of historic or architectural interest shall be conserved and incorporated, where appropriate, into any development or redevelopment project. The preservation of areas of historic significance

shall also be encouraged. *– Strongly supported but needs to go beyond conservation of historic buildings to fully address ongoing maintenance.*

4.1.3.8 Land Use Compatibility

Provision shall be made for adequate buffering, including noise attenuation, to mitigate any possible adverse effects of uses in the Downtown on adjacent residential areas. Special studies, including but not limited to, traffic, noise, vibration, shadow and lighting, may be required, upon the request of the City, in an effort to mitigate any potential adverse impacts. *– No issue*

14.1 Implementation Policies:

We are also very supportive of the following more general policy directions apply to implementation:

Increase the Profile of and Support for Arts and Culture

The City recognizes the social and economic benefits of supporting arts and cultural initiatives and aims to significantly increase its profile in this area. *We see this as critical for placemaking, economic development, and attracting a percentage of the 13 million visitors that visit Niagara Falls annually.*

Welland Recreational Waterway Integration with Downtown

It is intended that those portions of the Welland Recreational Waterway and the Welland River through Downtown shall be treated as special features / amenities and, as such, shall be functionally and visually integrated with other Downtown uses.

Investment in the Downtown

Welland will support investment in Downtown so that it continues to be an attractive destination for residents and visitors and functions as a vibrant,

mixed-use neighbourhood linked to the recreation opportunities in and around the Welland Recreational Waterway.

Incentives for Reinvestment
We appreciate that Providing **Financial Incentives for Reinvestment** in strategic locations through Community Improvement Plans (Downtown Community Improvement Plan, Affordable Housing Community Improvement Plan and Brownfield Community Improvement Plan) have been included. *However, in 14.10.1 COMMUNITY IMPROVEMENT PLANS We would like to see increased Community Improvement funding for Storefront Facades and a more efficient process.*

Strategic Investments
Making **Strategic Investments** in the public realm and infrastructure within the Downtown and other intensification areas.

Support for Live/Work Development, such as home occupations and live-work buildings is permitted in all residential High-rise Density designations, and live-work buildings are encouraged to locate on collector, arterial, and regional roads.

Downtown and Health and Wellness Cluster Community Improvement
While this is supported, *the WDBIA has been advocating for **expansion of our existing catchment area** (several business owners in that area have requested the extension). As noted by the title provided in the Official Plan, it is already considered part of 'downtown.' The additional funding it will generate will allow us to do more to benefit and support the area's businesses and social profit organizations. We would also like the East Main WDBIA boundary main extended beyond the railway tracks*.

We sincerely appreciate this exciting vision and the opportunity to share the voices of Downtown BIA members.

NOTE: Four Appendices Follow

APPENDIX A: Explanation of an Official Plan

(our suggestion for inclusion at the beginning of the Plan)

What Is An Official Plan

An Official Plan is a comprehensive policy document that shapes a community's future development. It ensures that growth is well-planned, sustainable, and reflects local needs and values. It is designed to ensure that future growth and development meet the community's specific needs while considering a broad range of interests and perspectives. Citizens, businesses, and social purpose organizations can help shape the vision for their community's future by participating in the planning process.

Purpose And Benefits of An Official Plan

Public Awareness: It ensures the public is aware of the municipality's general land use planning policies.

Coordination: Helps ensure that growth is coordinated and aligned with community needs.

Understanding Land Use: Assists community members in understanding how their land may be used now and in the future.

Conflict Resolution: Provides a mechanism to evaluate and settle conflicting land uses while meeting local, regional, and provincial interests.

Differences from Zoning By-Laws

While an Official Plan sets out the broad vision and goals for future development, zoning bylaws are more specific and legally enforceable. Zoning bylaws implement the policies of the Official Plan by setting detailed requirements such as minimum lot areas, maximum building heights, and the number of parking spaces required.

An Official Plan Typically Includes:

Land Use Policies:
Specifies where new housing, industry, offices, and retail will be located.
Determines the location of services such as roads, watermains, sewers, parks, schools etc.

Growth Management:
Ensures that growth is coordinated and meets the community's needs
Outlines when and in what order parts of the community will grow.

Community Improvement:
Identifies areas for community improvement initiatives.
Provides a framework for establishing zoning bylaws to regulate local standards, such as the size of lots and the height of buildings.

Appendix B: Proposed Community Values

(our suggestion for inclusion at the beginning of the Plan)

The values reflected throughout the Official Plan could be more explicitly articulated and included at the very beginning of the plan. Perhaps those provided in the City Strategic Plan could be included:

Efficiency: A core value that drives our approach, emphasizes optimizing resources, processes, and systems to maximize productivity, minimize waste, and achieve desired outcomes in a timely manner through continuous improvement.

Social and Economic Innovation: A fundamental value that inspires and propels us forward, fostering a culture of creativity, continuous learning, and adaptive thinking to generate ground-breaking ideas, solutions, and approaches that address complex challenges and drive meaningful progress.

Integrity: We will emphasize honesty, accountability, kindness, compassion, and ethical behaviours to guide our actions to ensure we consistently uphold the highest standards of trustworthiness, transparency, and fairness in all our endeavors.

Resiliency: To embrace our challenges and shape our future with a sense of optimism and purpose through a community-led and future-ready approach.

The following is a fifth value we would like to recommend for inclusion, given that it is highlighted in the Official Plan:

Holistic Community Leadership: We will apply an integrated, whole-community approach to policy and decision-making that balances social,

economic, and environmental well-being, reflects a future focus, and reflects compassion for the public good.

Appendix C: Draft Proposed Guiding Principles

Note: Most of these are already included in the draft Official Plan but have not been extrapolated for the average reader. We would like to see principles like these placed at the beginning of the document.

The following principles guide the Official Plan:

Complete or Integrated Planning
A holistic approach that considers economic, environmental, and social factors together rather than in isolation. This will allow for more balanced and better-informed policy and decision-making.

Sustainability and Livability
We will seek to meet present needs without compromising future generations. This includes promoting economic growth that is environmentally sustainable and socially inclusive. We will prioritize promoting walkable and inclusive neighbourhoods, access to healthy food, and green spaces. Policies will aim to reduce environmental impacts, enhance public health, and improve residents' overall quality of life. It is recognized that a healthy environment is crucial for both social well-being and long-term economic prosperity.

Economic and Social Equity
Balancing economic growth with social equity is essential. The Official Plan will reflect policies that support affordable housing, job opportunities, and access to education, healthcare, and social services. This approach ensures that all community members benefit from development and minimize disparities.

Cultural Heritage and the Arts

Cultural heritage will be integrated into all planning initiatives to ensure that significant cultural resources are preserved and celebrated. This can involve identifying and protecting heritage sites, promoting local arts and culture, and incorporating creative and artistic elements into new developments.
It also means celebrating our higher proportion of Indigenous residents among municipalities in the Niagara Region and our Francophone population.
Note: For comparison, the overall Indigenous population in the Niagara Region is 3.0%, and Welland has 4.3%, one of the highest proportions of Indigenous residents among municipalities in the Niagara Region, according to the 2021 census data.
Additionally, 9.0% of Welland's population is a designated Francophone community in Ontario, reflecting a solid history and vibrant Francophone culture.

Ongoing Engagement to Ensure Regular Updates and Amendments
The Official Plan will remain dynamic and adaptable to changing community needs and emerging issues. Regular updates and amendments, informed by ongoing public consultation, will help keep the plan relevant and responsive. This process allows for the incorporation of new data, shifts in economic priorities, and evolving environmental concerns.

Transparent Decision-Making
Transparency in the decision-making process will build trust and accountability. Clear information, offering opportunities for community feedback, and publicizing results will be practiced.

Growth management: Policies to direct growth to appropriate areas while protecting environmentally sensitive lands and agricultural areas. This allows for economic development in suitable locations while preserving natural assets.

Mixed-use development: Encouraging a mix of residential, commercial, and other uses can support economic activity while creating complete, livable communities.

Transit-oriented development: Focusing growth around transit hubs can boost economic activity while reducing car dependence and associated environmental impacts.

Green infrastructure: Incorporating natural and engineered green elements into urban planning supports environmental and economic goals.

Housing diversity: Policies to enable a range of housing types and densities to address social needs while supporting economic development.

Employment lands: Designating and protecting lands for employment uses helps maintain a robust economic base.

Cultural heritage preservation: Conserving heritage resources maintains community character while potentially supporting tourism.

Stakeholder engagement: Involving diverse stakeholders in the planning process helps ensure various perspectives are considered.

Long-term perspective: Official Plans typically look 20-30 years into the future, allowing for consideration of long-term sustainability alongside near-term growth

Climate Change Mitigation and Adaptation
The plan should incorporate policies that address climate change, including: Reducing greenhouse gas emissions, enabling the use of renewable energy resources, and protecting and enhancing tree canopy and natural areas.

Appendix D: Proposed Policy for Building Exterior Maintenance and Construction Standards

To ensure the aesthetic appeal, safety, and vibrancy of Downtown Welland, all building owners are required to adhere to the following maintenance and construction standards:

1. Exterior Maintenance Requirements:
   - All building exteriors must be maintained appropriately, with no visible signs of neglect, such as peeling paint, damaged facades, or structural decay.
   - Windows must be intact and free from damage. Boarded windows are prohibited unless temporary and necessary for safety reasons. In such cases, temporary boarding must be removed and repairs completed within 30 days.
   - The City's Design Review Committee will approve façade painting and colour schemes that align with the downtown's aesthetic standards. The committee will provide guidelines to ensure colour choices complement the area's historical and cultural character.

2. Construction Completion Standards:
   - Any new construction or renovation projects must have a clear timeline for completion, agreed upon during the building permit approval process.
   - Projects that remain unfinished for more than 12 months without valid justification will be subject to penalties, including fines and potential legal action to enforce completion.
   - In cases where construction has halted, the site must be kept clean, safe, and visually screened to minimize the impact on the surrounding community.

3. Fines and Penalties:

- Property owners who fail to maintain their building exteriors or complete construction within the approved timeline will be subject to escalating fines.
- Continued non-compliance may result in further legal action, including but not limited to liens on the property or compulsory sale to recover costs incurred by the City for corrective measures.

4. Enforcement and Compliance:
   - The City will conduct regular inspections to ensure compliance with these standards. Property owners found in violation will receive a notice to comply within a specified timeframe.
   - Failure to address violations within the given timeframe will result in fines, and if necessary, the City may take corrective action at the owner's expense.

5. Incentives for Compliance:
   - Property owners who consistently maintain their buildings in accordance with the standards may be eligible for incentives such as reduced permit fees for future projects, grants for façade improvements, or recognition through the City's annual beautification awards.

765 Clare Avenue - Woodlands Quality Assessment

Date: November 24, 2025

Clients: Louie & Julia Sajn

Site: 765 Clare Avenue, Welland (Roll # 2719-010-008-10100)

This woodlands quality assessment includes observations during three (3) site visits from a forest ecologist & biologist, Tom Staton, TE Staton Ecological Management, Wainfleet & forestry staff from Trees Unlimited Forestry Consultants (TU), Welland. The site visits occurred August 7 & 14, 2024 & April 28, 2025. Plants, trees & birds were documented & lists are provided in Appendix A. The woodlands assessed are located on 765 Clare Avenue (Figure 1)

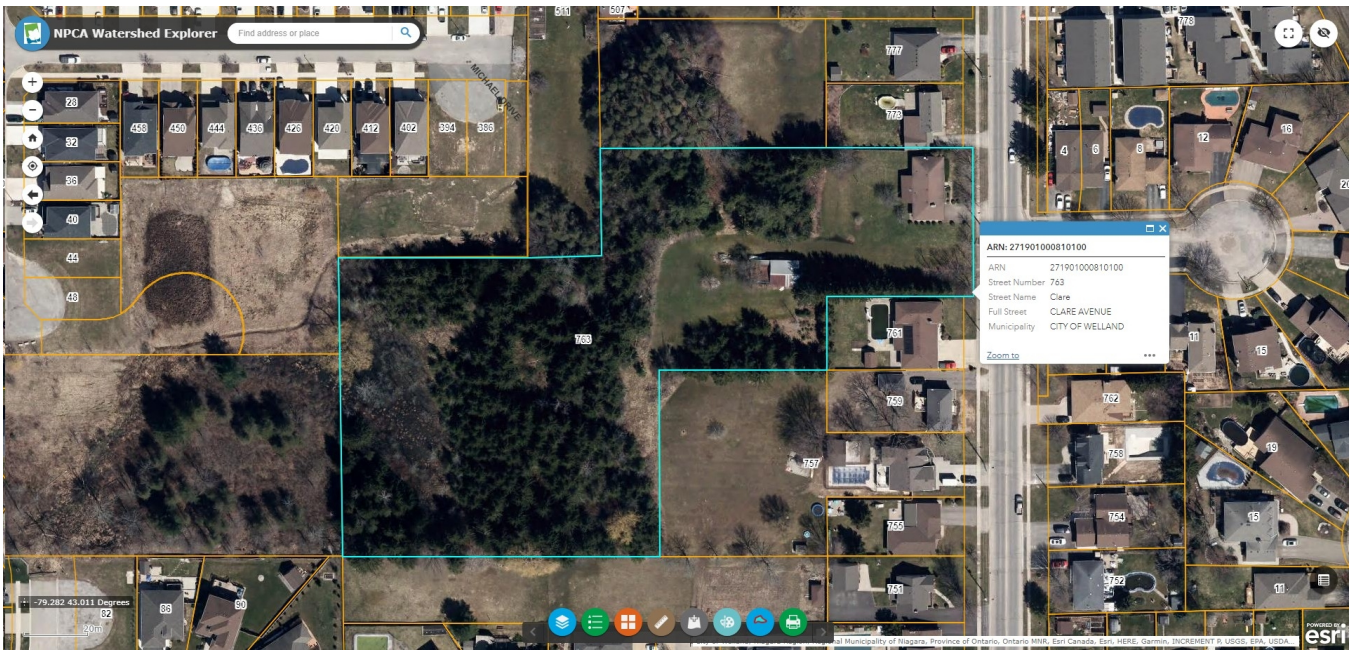


Figure 1. Property boundaries

Conversations with family members suggest that their father began the Christmas tree farm in the early 1980's as a commercial endeavor growing & selling Christmas trees to neighbours, friends & family. Their father managed the Christmas tree operation until the spruce & Scots pine became non-merchantable due to poor form, excessive size, low stocking & increased competition for sales.

The trees were planted in rows running east to west directly behind the residence & then planted north to south along the western border. The stocking is variable which would support that trees were harvested for Christmas trees. There is also evidence of shallow holes scattered throughout suggesting that trees were once removed, presumably by tree spade, and sold for landscape stock. Site photos are listed in Appendix B.

Currently, the woodlands are a monoculture of Norway spruce with lesser amounts of cottonwood, Scots pine, black walnut, willow sp., green/white ash, black cherry & white birch. Trees are estimated between 25-42 years old which is supported by aerial photographic evidence from the Brock University's online directory, family records & on-site assessments. There is scattered & limited amounts of moderate to poor quality natural regeneration including green/white ash, black walnut, Scots pine & some Norway spruce.

The recent infestation of the destructive Emerald Ash Borer (EAB) has had a major impact on the stocking, canopy closure & forest height. EAB has also allowed the introduction of numerous invasive species. Of the 41 plants species observed, 22 or 54% are considered invasive. And, of the 19 tree species observed, 6 or 32% are considered invasive. Both species of buckthorn are well-established & will continue to spread without intervention. There were no significant bird or plant species observed & the collection of plants were those species found in ecosystems that have been significantly disturbed.

Canopy closure is generally 90% with breaks & small pockets caused by EAB ash mortality, cottonwood decline plus increasing numbers of Scots pine & some spruce succumbing to the juglones, a naturally produced herbicide, produced by the very large black walnut on the property boundary to the north. Again, unless the black walnut is removed, it will rapidly contribute to the decline & mortality of the conifers. Also, the standing dead trees make the stocking look greater that it actually is.

The live crown ratio (LCR) of the spruce was variable with a range of 10 to 40%. Spruce will not respond to thinnings or survive long term once the tree’s canopy drops below 25% of the total height of the tree. The LCR is very concerning in the interior where crowns are the smallest.

During the various site visits, dumping & tree removal by neighbours were pervasive. There were atleast three (3) dumping trespasses plus two (2) neighbours who have removed trees. Figure 2 shows trespasses & tree removals.



Figure 2. Areas of trespass, tree removal & decline of neighbouring Scots pine.

All evidence collected supports that the woodlands were planted as part of a family driven Christmas tree farm. The spruce monoculture is suffering from over-maturity, EAB tree mortality, black walnut expansion, shallow & poorly drained soils, windthrow, numerous invasive species & trespass.

The ecological trajectory of the spruce monoculture is not good. The spruce will continue to die due to declining crowns & the lethal impacts of the black walnut juglones. The numerous & aggressive invasive plants will continue to displace native plants by out competing them & preventing a diverse & healthy understory. Also, canopy cover is being lost to tree removal by adjacent neighbours.

The spruce monoculture is not a natural forest & without significant short term & long term silviculture, the spruce & Scots pine will continue to collapse. The woodlands will become dominated by black walnut & the suite of invasive species that are compatible with black walnut. In the Niagara Peninsula, these types of open, grass dominated ecosystems also harbor the blacklegged tick, a parasite that transmits Lyme disease.

It is the opinion of the assessment team, that the spruce monoculture is not worthy of protection or retention.

APPENDIX A

Plant List

Sajn (763 Clare Ave) - PLANT LIST - Field days: July 31 Aug 7, 2024 plus April 28, 2025

Herbaceous Latin Name	Common Name	CC	WC	763 Clare Ave
Aegopodium podagraria	goutweed	0	0	0
Alliaria officinalis	garlic mustard	0	0	0
Apocynum sp.	dogbane species	x	x	x
Carex sp.	sedge sp.	x	x	x
Circaea quadrisulcata	enchanter's nightshade	x	x	x
Cornus amomum	silky dogwood	5	-4	5
Cornus racemosa	gray dogwood	2	-2	2
Equisetum arvense	field horsetail	0	0	0
Geum sp.	avens sp.	x	x	x
Glecoma hederacea	gill-over-the-ground (ground iv	0	3	0
Hypericum punctatum	spotted St. John's-wort	5	-1	5
Juncus effusus	soft stem rush	4	-5	4
Leersia oryzoides	rice cut grass	3	-5	3
Lemna minor	common duckweed	2	-5	2
Lonicera tatarica	Tartarian honeysuckle	0	3	0
Lysimachia nummularia	creeping Charlie	0	-4	0
Lythrum salicaria	purple loosestrife	0	-5	0
Moss sp.	moss sp.	x	x	x
Onoclea sensibilis	sensitive fern	4	-3	4
Oxalis sp.	wood-sorrel sp.	x	x	x
Parthenocissus inserta	thicket creeper	3	3	3
Phleum pratense	Timothy grass	0	3	0
Phragmites australis	common reed	0	-4	0
Plantago major	common plantain	0	-1	0
Prunella vulgaris	heal-all (prunella)	5	5	5
Rhamnus cathartica	European buckthorn	0	3	0
Rhamus frangula	glossy buckthorn	0	-1	0
Rhus radicans (negundo)	climbing poison ivy	5	-1	5
Rubus occidentalis	black raspberry	2	5	2
Rumex crispus	curled dock	0	-1	0
Scirpus cyperinus	woolgrass	4	-5	4
Solanum dulcamara	bittersweet nightshade	0	0	0
Solidago rugosa	rough-stemmed goldenrod	4	-1	4
Solidago sp.	goldenrod sp.	x	x	x
Spiraea alba	meadowsweet	3	-4	3
Stellaria media	common chickweed	0	3	0
Tovara virginiana	Virginia knotweed	x	x	x
Veronica officinalis	common speedwell	0	5	0
Veronica sp.	speedwell sp.	x	x	x
Viola sp.	violet sp.	x	x	x
Vitis riparia	wild grape	0	-2	0
			Number of Herbaceous Species	41
			Mean Coefficient of Herbaceous Conservatism	1.6
# Sps considered non-native:	22 of 41 (54%)			

Trees Unlimited - Herbaceous Plant Inventory - Short List w Invasives - 2025 11 21 Page 1

APPENDIX A - continued

Tree List

Sajn (763 Clare Ave) - PLANT LIST - Field days: July 31 Aug 7, 2024 plus April 28, 2025

Tree Latin Name	Common Name	CC	WC	763 Clare Ave
Acer negundo	Manitoba maple	0	2	0
Acer platanoides	Norway Maple	0	5	0
Acer saccharinum	silver maple	5	-3	5
Catalpa speciosa	northern catalpa	0	3	0
Fraxinus pennsylvanica	green ash	3	-3	3
Juglans nigra	black walnut	5	3	5
Malus pumila	common apple	0	5	0
Picea abies	Norway Spruce	0	5	0
Picea glauca	white spruce	6	3	6
Pinus strobus	eastern white pine	4	3	4
Pinus sylvestris	Scots pine	0	5	0
Populus deltoides	eastern cottonwood	4	-1	4
Populus grandidentata	largetooth aspen	5	3	5
Populus tremuloides	trembling aspen	2	0	2
Prunus nigra	black cherry	4	4	4
Quercus rubra	red oak	6	3	6
Salix discolor	pussy willow	3	-3	3
Thuja occidentalis	eastern white cedar	4	-3	4
Ulmus americana	white elm	3	-2	3
			Number of Tree Species	19
			Mean Coefficient of Trees Conservatism	2.8
			Mean Coefficient of Herbaceous & Trees Conservatism	2.2
# Sps considered non-native:	6 of 19 (32%)			
Invasive species	Plants that spread aggressively, through roots systems or seed that displace plants by outcompeting them for sunlight, nutrients & mositure.			
Coefficient of Conservatism (CoC)	CoC is numerical rating, from 0-10, assisgned to a plant species to indicate its tolerance for disturbance & its fidelity to high-quality natural habitats.			
	Low CoC values (<3) are given to plants that are tolerant of, or even thrive in, highly disturbed or degraded			

Trees Unlimited - Herbaceous Plant Inventory - Short List w Invasives - 2025 11 21 Page 2

APPENDIX A - continued

Bird List

Dates Inventoried:
July 31 Aug 7, 2024
2025 04 28

Sajn (763 Clare Ave) – Bird Inventory

American Crow	Common Snipe	Northern Flicker
American Goldfinch	Common Yellowthroat	Northern Harrier
American Kestrel	Cuckoo sp.	Northern Mockingbird
American Pipit	Dark-eyed Junco	Ovenbird
American Redstart	Dble-crested Cormorant	Pied-billed Grebe
American Robin	Downy Woodpecker	Purple Martin
American Tree Sparrow	Eastern Bluebird	Raven
American Woodcock	Eastern Kingbird	Red-bellied Woodpecker
Bald Eagle	Eastern Phoebe	Red Brested Nuthatch
Baltimore Oriole	Eastern Towhee	Red-eyed Vireo
Barn Swallow	Eastern Wood-Pewee	Red-tailed Hawk
Belted Kingfisher	Euopean Starling	Red-winged Blackbird
Black & White Warbler	Field Sparrow	Ring-billed Gull
Black-capped Chickadee	Golden Crown Kinglet	Rose-breasted Grosbeak
Black-crowned Night-heron	Grasshopper Sparrow	Ruby-throated Hummingbird
Black-throated Blue Warbler	Gray Catbird	Sandhill Crane
Blue Grey Gnat Catcher	Great Blue Heron	Savannah Sparrow
Blue Jay	Great-crested Flycatcher	Sharp-shinned Hawk
Blue-headed Vireo	Great horned owl	Song Sparrow
Blue-winged Warbler	Greater Scaup	Spotted Sandpiper
Bobolink	Green heron	Swainson's Thrush
Bonaparte's Gull	Hairy Woodpecker	Swamp Sparrow
Brown Thrasher	Herring Gull	Towhee
Brown-headed Cowbird	Horned Lark	Tree Swallow
Bufflehead	House Finch	Tufted Titmouse
Canada Goose	House Sparrow	Turkey Vulture
Cape May Warbler	House Wren	White Brested Nuthatch
Carolinia Wren	Indigo Bunting	White-crowned Sparrow
Caspian Tern	Killdeer	White-throated Sparrow
Cedar Waxwing	Magnolia Warbler	Wild Turkey
Chestnut-sided Warbler	Mallard	Willow Flycatcher
Chimney Swift	Merlin	Wood Thrush
Chipping Sparrow	Mourning Dove	Yellow Warbler
Common Grackle	Northern Cardinal	Yellow-rumped Warbler
Common Merganser		
Stick nest tally - 0	Species tally - 11	

APPENDIX B

Site Photos



Fig. 3. Spruce cut wihout permission



Fig. 4. Poorly formed spruce showing rows



Fig. 5. Spruce with severe scaring



Fig. 5. Spruce with poorly formed crown

APPENDIX B - continued

Site Photos



Fig. 7. Evidence of spaded tree



Fig. 8. Dumping



Fig. 9. Tree removal on adjacent property

City of Welland Official Plan Update – Agency Comments

Name	Date	Agency	Comments	Staff Response
Kaitlin Webber, MHBC Planning	November 19, 2025	Trans Canada PipeLines Limited	Consult " Official Plan Update – Notice of Open House and Public Meeting – City of Welland – MHBC File: PAR 50335" Document in the Extended Comments Section of Appendix III	Staff have made the requested changes.
Kim Peters, Manager, Environmental Planning & Policy	November 27, 2025	Niagara Peninsula Conservation Authority (NPCA)	Consult “NPCA Comments on City of Welland Draft Official Plan, October 2025" Document in the Extended Comments Section of Appendix III	Staff have reviewed these comments and updated the appropriate sections of the plan and schedules to reflect the NPCA's comments.
Cameron Banach, CEO of Niagara Regional Housing	August 12, 204	Niagara Regional Housing	Consult “Niagara Regional Housing Comments – City of Welland Official Plan Update, 2024" Document in the Extended Comments Section of Appendix III	Given that the OP is not applicable law, the need for such a policy is not administratively required as long as it provided in the Zoning By-law. The City is agreeable with all land use designation change requests. This has been

				reflected in the updated schedules.
Heather Watt, Manager, Community Planning & Development (Central-West) Unit	September 22, 2025	Ministry of Municipal Affairs and Housing (MMAH)	Consult “MMAH One Window Comments Draft City of Welland Official Plan MMAH File: 26-OP-257316 " Document in the Extended Comments Section of Appendix III	The City has provided responses to all One Window Comments and made necessary changes. The City’s Responses are bolded in red and can be consulted in the “Provincial One-Window Comment Table” in Appendix III The City has reviewed the comments provided by the Niagara Region as part of Appendix I of the MMAH One Window Comments and updated the appropriate sections of the plan where necessary.
Alexandria Tikky, Senior Planner/Acting Manager	August 27, 2024	Niagara Region	Consult: - Regional Comments Draft Comprehensive Official Plan Review City of Welland - Regional Preliminary Comments Comprehensive Official Plan Review Draft Natural Environment System Policies In the Extended Comments Section of Appendix III	Staff have reviewed the comments and updated the appropriate sections of the Plan to reflect the Region’s feedback, where applicable. It should be noted that the comments were submitted at a time when the Growth Plan and the Provincial Policy Statement (2020) were still in effect and when the Region

				had planning authority. Some comments related to the Growth Plan and the PPS 2020, including those concerning the Natural Environment System, were not carried forward into this Plan, as they are no longer reflective of current provincial policy.
Roger Pelissero	Thursday, August 1, 2024	Egg Farmers of Canada	Consult “Backyard Hens "email correspondence in the Extended Comments Section of Appendix III	Thank you for these comments. The draft Official Plan is recommending 4 Hens within the low density residential designation. These comments will also be considered when this matter is provided for in the Zoning Bylaw and speculative separate Urban Poultry Bylaw.
Kory Preston	Monday August 12, 204	Chicken Farmers of Ontario	Consult “Urban Hens - Section 4.2.2.2.5" email correspondence in the Extended Comments Section of Appendix III	Thank you for these comments. The draft Official Plan is recommending 4 Hens within the low density residential designation. These comments will also be considered when this matter is provided for in the Zoning Bylaw and speculative separate Urban Poultry Bylaw.
Megan DeVries,	November 6, 2025	Mississaugas of the Credit First Nation (MCFN)	MCFN had provided a letter which is summarized below to be included as part of the Official Plan Process.	Staff met with representatives of the Mississaugas of the Credit First Nation (MCFN) on

Manager of Consultations			To review the letter, consult "Mississaugas of the Credit First Nation ("MCFN") Municipal Official Plan Input Document" in the Extended Comments Section of Appendix III MCFN emphasizes the need for meaningful, ongoing consultation with the City of Welland on its Official Plan and any future amendments that may affect MCFN rights and interests. MCFN asserts its inherent and Treaty rights and its responsibilities as stewards of its traditional territory, which must be recognized within the planning framework. MCFN raises concerns about the potential impacts of land use changes and development on its rights, the natural environment, and cultural heritage, and seeks assurance that planning decisions support environmental sustainability and cultural preservation. MCFN requests early engagement and formal consultation triggers for development proposals, including mandatory circulation of	December 16, 2025, to discuss their comments and requirements. The proposed Plan incorporates MCFN's input where appropriate, particularly with respect to early engagement and the encouragement for proponents of development or redevelopment proposals engage with Indigenous communities at an early stage. The City will continue to engage with MCFN.

			applications involving soil disturbance. MCFN highlights the requirement for archaeological assessments and adherence to MCFN's Archaeological Standards and Guidelines to protect cultural and heritage resources. MCFN requests an active role in reviewing and monitoring archaeological findings and heritage-related matters. MCFN underscores the need for strong environmental protections, particularly for water resources, wildlife, and natural systems, including recognition of MCFN's stewardship role. MCFN advocates for sustainable development practices informed by Indigenous knowledge, values, and long-term environmental responsibility. MCFN requests continued communication and notification of all Official Plan updates, amendments, and related planning decisions by the City of Welland.	

			MCFN proposes a structured framework for collaboration to strengthen the working relationship and address future planning matters.	
Peter Graham, Consultation Supervisor	October 31, 2025	Six Nations of the Grand River	To review the Six Nations comment and Value Statement, consult “City of Welland Official Plan Update - Statutory Meetings” email correspondence in the Extended Comments Section of Appendix III We would like language along the following lines, per Brant County’s OP, to ensure compliance with PPS 6.2.2: “Proponents of development or redevelopment proposals throughout the County shall engage with Indigenous Communities being the Six Nations of the Grand River and the Mississaugas of the Credit First Nation prior to submission of an application for development or redevelopment. Proof of engagement shall be provided as part of a complete application.”	The City has met with Six Nations of the Grand River on several occasions to discuss the proposed Official Plan. Per the written comments provided, the City has included a policy suggesting for encouragement for proponents of development or redevelopment proposals engage with Indigenous communities at an early stage.

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

Authorized commenting Agency for TC Energy

November 19, 2025

Nicolas Aiello
Planning Supervisor, Policy

City of Welland
60 East Main Street
Welland, ON L3B 3X4

Via email: Nicolas.aiello@welland.ca

Dear Nicolas Aiello:

RE: Official Plan Update – Notice of Open House and Public Meeting
City of Welland
MHBC File: PAR 50335

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") are the planning consultants for TransCanada PipeLines Limited ("TCPL"), an affiliate of TC Energy Corporation ("TC Energy"). This letter is in response to the City of Welland's Notice of Open House and Public Meeting for the Official Plan Update. TCPL has two (2) high-pressure natural gas pipelines contained within its easement(s) ("TCPL Pipeline Right-of-Way") and associated facilities crossing the City of Welland.

TCPL's pipelines and related facilities are federally regulated and are subject to the jurisdiction of the Canada Energy Regulator ("CER"). As such, certain activities must comply with the Canadian Energy Regulator Act ("Act") and associated Regulations. The Act and the Regulations noted can be accessed from the CER's website at www.cer-rec.gc.ca.

We would like to thank the City for incorporating policies for TCPL into Section 11.2.12, Pipeline Infrastructure, of the draft new Official Plan. We request the following minor revisions to ensure conformity with TCPL's current development and regulatory requirements:

~~Red strikethrough~~ = deletion Green underline = addition

11.2.12 Pipeline Infrastructure

11.2.12.1 *Right of Way Crossings*
TransCanada Pipelines Limited (TCPL) operates high pressure natural gas pipelines within its rights-of-way which cross through the City of Welland as identified on Schedule A.

11.2.12.2 *TransCanada PipeLines Limited Regulation*

TCPL is regulated by the Canada Energy Regulator (CER), which has a number of requirements regulating development in proximity to the pipelines, including approval for activities within 30 metres of the pipeline centreline.

11.2.12.3 *TransCanada PipeLines Limited Consultation*
New development can result in increasing the population density in the area, and may result in TCPL being required to replace its pipeline to comply with CSA Code Z662. Therefore, the City shall require early consultation with TransCanada for any development proposals within 200 metres of its facilities.

11.2.12.4 *Setbacks from TransCanada PipeLines right-of-way*
~~i. A setback of 7 metres shall be maintained from the limits of the right-of-way for all permanent buildings and structures. Accessory structures shall have a minimum setback of at least 3 metres from the limit of the right-of-way.~~
~~ii. A minimum setback of 7 metres shall be maintained from the limits of the right-of-way for any parking area or loading area, including parking, loading, stacking and bicycle parking spaces, and any associated aisle or driveway.~~
New development in proximity to a TCPL pipeline right-of-way shall incorporate appropriate setbacks in accordance with TCPL's development standards and the City's Zoning By-law.

11.2.12.5 *Passive and Recreational Uses in TransCanada PipeLines right-of-way*
The City will encourage the use of TCPL's right-of-way for passive parkland or open space subject to TCPL's easement rights.

We also request that the City update the legend on all Official Plan Schedules from "Transport Canada Pipeline" to "TransCanada PipeLines Limited Pipeline" or similar.

Thank you for the opportunity to comment. We look forward to reviewing the draft new Official Plan. If you have any questions, please do not hesitate to contact our office at TCEnergy@mhbcplan.com.

Sincerely,

MHBC



Kaitlin Webber, MA, RPP, MCIP
Intermediate Planner | MHBC Planning

on behalf of TransCanada PipeLines Limited

Section	Page No.	Policy (and suggested changes)	NPCA Comment
n/a	n/a	General comment regarding reference to “Niagara Peninsula Conservation Authority”	NPCA staff recommends changing all OP references to “Niagara Peninsula Conservation Authority” to “Conservation Authority” since the proposed consolidation of conservation authorities may eliminate NPCA as a separate agency.
2.5.2v	16	Welland will promote and implement programs which maintain and improve the quality of surface water and groundwater and promote conservation of water resources. It will support the efforts to restore the health of lakes, rivers and *watercourses* (for example, the Niagara River Remedial Action Plan and agricultural best practices for manure run-off management).	NPCA staff is supportive of this policy.
2.5.2viii	16	Welland will make decisions which result in little or no *negative impacts* to local air, land, and water to help create a community which benefits current and future generations. Where a decision must be made which involves impacts to local air, land, and/or water, then Welland will ensure that the *negative impacts* are mitigated to the fullest extent possible.	NPCA staff is supportive of this policy.
2.5.2ix	16	Welland will consider, and where appropriate, support and/or implement new technology which contributes to improvements in the quality of local air, land, and water.	NPCA staff is supportive of this policy.
2.6.2 v - vii	17	v. Welland will direct *development* away from areas of known natural hazards, unless appropriate mitigating measures can be implemented. vi. Welland will continue to invest in *infrastructure* and services which ensure that natural hazards to public safety are appropriately addressed. vii. Welland will promote emergency preparedness among citizens, businesses, and organizations.	NPCA staff is supportive of this policy.

Section	Page No.	Policy (and suggested changes)	NPCA Comment
4.2.3.2	52-53	Design Policies for New Neighbourhoods	NPCA suggests that the City consider adding a policy to this section that supports the use of low impact development solutions to manage stormwater in new neighbourhoods.
4.2.3.6	54	Infilling and *intensification* is encouraged throughout the City's existing built-up areas. *Intensification* in Built-up areas should address (notwithstanding the requirements for a severance, site plan or plan of subdivision): vii. Natural (including natural hazards) and built heritage conservation / protection;	NPCA staff is supportive of this policy.
4.2.3.12	58	Additional Residential Dwelling Units	NPCA staff suggests adding a policy that notes additional dwelling units may not be permitted in areas affected by natural hazards, in accordance with Conservation Authority policies.
4.5.3.8	91	Where mid-rise and high-rise institutional uses are proposed, the proposed *development* should address the following (notwithstanding the requirements for a severance, site plan or plan of subdivision): vii. Natural (including natural hazards) and built heritage conservation	NPCA staff is supportive of this policy. (NPCA staff notes that policy 6.7.8 prohibits institutional uses on hazardous lands and sites.)
5.1.3.13	100	Modification of Topsoil	NPCA staff suggests adding a statement that a permit from the Conservation Authority may be required if topsoil removal or the placement of fill is proposed in an area regulated by the Conservation Authority.
5.3.3.5	105	Applications for Planning Act Approvals to Permit New or Expansions to Existing Mineral Aggregate Operations iv) The applicant will pre-consult with the City of Welland, and where required consult Niagara Region, the Niagara Peninsula Conservation Authority and the Province, as well as any others specified by the City of Welland, to establish the supporting documents and reports.	NPCA staff is supportive of this policy.

Section	Page No.	Policy (and suggested changes)	NPCA Comment
5.4.3.1	110	*Development* within the lands designated as Rural in this Plan shall only be permitted where it has been demonstrated that: v. The site does not have problems of flooding, erosion, unstable slopes and is not comprised of organic soils;	NPCA staff is supportive of this policy.
5.4.3.3	111	Lot Creation	NPCA staff suggests adding a policy that directs lot creation away from natural hazards. (Similar to policy 6.3.33, which states that new lot creation shall avoid fragmentation of the Natural Environment System.)
6.8.3	119	Permitted Uses within Linkages	The permitted uses for "Linkages" appear to be different from those permitted in the broader Natural Environment System (see section 6.3.3). NPCA staff suggests rewording this policy to state "In addition to Natural Environment System permitted uses, the following uses are also permitted in Linkages…"
6.3.11	120	Development and Site Alteration within Provincially Significant Wetlands and Woodlands	NPCA staff suggests noting that development and site alteration in PSWs may require a permit from the Conservation Authority.
6.3.14	121	Development and Site Alteration within the Natural Environment System	NPCA staff suggests adding: "demonstrated **to the satisfaction of the City of Welland, and where applicable, the Conservation Authority** that there will be no negative impacts…"
6.3.25	125	Significant Habitat of Threatened and Endangered Species …Where such habitat is identified, *development* and *site alteration* shall be subject to the policies for Environmental Protection Areas.	It appears references to "Environmental Protection Area" (as well as "Environmental Conservation Area") have been removed from the draft OP, except for this reference. Should this be corrected?
6.3.26	126	Wetland Offsetting Niagara Peninsula Conservation Authority may permit offsetting of wetlands under its policies and permitting process in accordance with its regulatory role.	NPCA staff is supportive of this policy, and assumes that the City of Welland will support wetland offsetting if NPCA supports it.
6.3.30	128	Invasive Species	NPCA staff is supportive of this policy.

Section	Page No.	Policy (and suggested changes)	NPCA Comment
		The City will work with the Conservation Authority to develop programs that require or promote measures to eliminate and/or manage invasive species and discourage the use of non-native invasive species plantings in new developments adjacent to the Natural Environment System.	
6.3.31	129	Lands Regulated by the Niagara Peninsula Conservation Authority Some lands within the City of Welland are regulated by the Niagara Peninsula Conservation Authority. Lands in the regulated area that contain a *watercourse* will be subject to the Niagara Peninsula Conservation Authority buffer requirements. Reductions to a buffer may be considered within the Urban Boundary where supported by a site specific study approved by the City and Niagara Peninsula Conservation Authority. Development, *site alteration*, construction and filling within lands regulated by the Niagara Peninsula Conservation Authority may require approval from the Conservation Authority.	NPCA staff is supportive of this policy.
6.3.35	130	Existing Lots of Record A new residence and accessory uses may be permitted on an existing lot of record located in whole, or in part, within the Natural Environment System or *adjacent lands* thereto as set out in **Table 6-1** if they are located, designed and constructed to minimize *negative impacts* on the natural features and *ecological functions* of the Natural Heritage System. Where *development* is proposed to occur on lands regulated by the Niagara Peninsula Conservation Authority, a permit may be required before *development* can take place.	NPCA staff is supportive of this policy, but staff suggests rephrasing this policy so it reads “a permit MAY BE required.” (See red font.)
6.4.2	132	Where development and site alteration is proposed that includes features comprising the Water Resource System, a hydrologic evaluation or other studies as identified by the City and, where applicable, the Conservation Authority may be required.	NPCA staff requests the addition of Conservation Authority to the policy. (See red font.)
6.4.2	133	The Welland Water Treatment Plant Intake Protection Zone	NPCA staff notes that the completion of a study as suggested in this policy is not a requirement of the

Section	Page No.	Policy (and suggested changes)	NPCA Comment
		The Welland Water Treatment Plant is located on Merritt Island in between the Welland River and the Old Welland Canal. The Niagara Peninsula Conservation Authority's Source Water Protection Study identified an Intake Protection Zone covering the areas to the north and west of the Treatment Plant. The Intake Protection Zone is located on **Map 1** in **Appendix I** to this Plan. *Development* and *Site Alteration* within the intake protection zone will be subject to a study which identifies that there will no impact on the water quality and quantity as a result of the proposed development and/or *site alteration*.	Source Protection Plan for Niagara. However, NPCA staff does not object to the policy.
6.4.11	135	Location of Stormwater Management Facilities Generally, Stormwater Management Facilities shall not be constructed in the Natural Environment System except in *buffers,* or hazardous lands, except for outfalls to a stream.	NPCA staff suggests adding that SWM facilities are not supported in natural hazard areas. (See red font.)
6.4.13	136	Where development, *site alteration* or building is proposed adjacent to a Municipal Drain, then a setback of 15 metres in width measured from the stable top of bank shall be required to provide access for drain maintenance, protect the integrity of the drains and protect environmental health. A narrower setback may be permitted where it has been demonstrated, to the satisfaction of the City in consultation with the Niagara Peninsula Conservation Authority, that there will not be a significant negative impact on the maintenance and functioning of the drain.	NPCA staff is supportive of this policy.
6.5.10	139	Urban Forest The *urban forest* shall be maintained or enhanced in the City by 2051. The City supports opportunities for enhancement of the *urban forest*, which may be achieved through a number of means including, but not limited to: i. the development and implementation of Urban Forestry Guidelines and any recommendations contained therein; ii. City efforts of tree planting, as well as tree planting programs of the Niagara Peninsula Conservation Authority and other public or private organizations;	NPCA staff is supportive of this policy.

Section	Page No.	Policy (and suggested changes)	NPCA Comment
		iii. private land stewardship that includes protection of existing tree cover and tree planting efforts; iv. land acquisition or dedication of private land to the City, Conservation Authority, or other public or private organizations for tree planting and reforestation efforts; v. identification of woodland enhancement areas through the completion of watershed plans, subwatershed studies, or similar plans; and vi. required tree and woodland protection and planting through the application process for development or site alteration.	
6.5.11	139	Collaboration Welland will collaborate with the Niagara Region, the Niagara Peninsula Conservation Authority and other appropriate stakeholders, in developing and maintaining an environmental data base and monitoring program to assess ecosystem health and integrity and recommend improvements, where necessary, to this Plan.	NPCA staff is supportive of this policy.
6.5.12	139	Priorities for Ecological Restoration In supporting ecological restoration by the City of Welland, Niagara Peninsula Conservation Authority and other groups, priority shall be given to those projects which will maintain or enhance the features of the Natural Environment System and water resources systems.	NPCA staff is supportive of this policy.
6.7	141	Natural Hazards	NPCA staff notes that “natural hazards” is italicized throughout this section, but there is no definition in section 15.
6.7.1	141	Natural Hazards *Hazardous lands* and are regulated by the Niagara Peninsula Conservation Authority as are shown Schedule C2.	NPCA staff suggests noting that Schedule C2 may change as new hazards are identified and existing hazards are modified, and that Conservation Authority mapping should also be consulted.

Section	Page No.	Policy (and suggested changes)	NPCA Comment
			NPCA also recommends that Schedule C2 be expanded to include natural hazards other than flooding hazards (e.g., wetland hazards).
6.7.2	141	Natural Hazard delineated in the Zoning By-law *Natural Hazards* should be delineated in the City's Zoning By-law. The extent of *Natural Hazard* may be refined through municipal led studies or through a *development* application without an amendment to this plan.	NPCA staff is supportive of this policy.
6.7.3	142	Natural Hazard Study Where an application for *development* or *site alteration* is made, and *Natural Hazard* mapping is not available, the location and extent of *hazardous lands* or sites shall be as determined by an appropriate study prepared, and signed, by a qualified engineer and submitted with the application to the satisfaction of the Conservation Authority.	NPCA staff suggests rewording this policy as follows: "Where an application for *development* or *site alteration* is made, and unmapped natural hazards are likely present, the location and extent of *hazardous lands* or sites…"
6.7.4	142	Development and Site Alteration in Hazard Land Development shall generally be directed, in accordance with Provincial policy, to areas outside of: • *hazardous lands* adjacent to *river, stream and small inland lake systems* which are impact by *flooding hazards* and /or *erosion hazards*; • a *dynamic beach hazard;* • areas that are rendered inaccessible during times of *flooding hazards*, *erosion hazards*, and *dynamic beach hazards*; and • hazard sites.	NPCA staff notes that dynamic beach hazards are listed twice in this policy. Both references to dynamic beach hazards can be deleted because there are no dynamic beach hazards in the City of Welland. The final bullet should read "hazardous sites."
6.7.5	142	Permitted Development and Site Alteration in Hazard Land Notwithstanding Policy 6.9.4 development and site alternation in hazard lands may be permitted in accordance with Conservation Authority policies in certain areas associated with flood plains, where the risks are minimal in accordance with policy 6.7.9, and where development is limited to the uses that by their nature must located within the flood plain, including	NPCA staff assumes that the correct policy reference should be 6.7.4 (not 6.9.4). NPCA staff requests that "in accordance with Conservation Authority policies" be added to this policy. (See red font.)

Section	Page No.	Policy (and suggested changes)	NPCA Comment
		flood and/or erosion control works or minor additions or passives non-structural uses that do not affect flood flows.	Development may also be permitted where risks are minimal, as per policy 6.7.9
6.7.6	142 -143	Permitted Development and Site Alteration adjacent to Valleylands Along *valleylands*, where the valley bank height is equal to or greater than 3 metres, the following provisions apply…	NPCA staff suggests simplifying this policy by removing bullets i, iii, and vi and replacing them with a statement that the Conservation Authority should be consulted regarding applicable setbacks from valley slopes.
6.7.8	144	Prohibited Uses on Hazard lands On *hazardous lands* and *hazardous sites*, the following uses shall not be permitted: i. Institutional uses associated with hospitals, nursing homes, pre-school, school nurseries, day care or schools; ii. Essential emergency services such as those provided by fire, police and ambulance stations and electrical substations; and iii. Uses associated with the disposal, manufacture, treatment or storage of *hazardous substances.*	NPCA staff is supportive of this policy.
6.7.9	144	Permitted Uses on Hazard lands Notwithstanding policy 6.9.4 and 6.9.8, *development* and *site alteration* may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor and can be mitigated in accordance with Provincial standards, and the following criteria is demonstrated…	It is unclear what the correct policy references should be; policies 6.9.4 and 6.9.8 do not exist.
7.2.1.8	151	Redesignation of Lands The redesignation of open space lands to Natural Environment System due to the existence of any *significant* or unique natural features as defined by the Ministry of Natural Resources, Niagara Region, or the Niagara Peninsula Conservation Authority will not require an Amendment to this Plan.	NPCA staff is supportive of this policy.
7.2.1.6	153	Collaboration with Partners	NPCA staff is supportive of this policy.

Section	Page No.	Policy (and suggested changes)	NPCA Comment
		The City will work closely with the Niagara Region, the private sector, Niagara Peninsula Conservation Authority and other agencies to continue to improve and enhance the City's open space and recreational resources.	
7.5.2	155	Planning in Conformance with the Master Plan The planning and *development* of the Welland Recreational Corridor, and the *development* of lands adjacent to the Welland Recreational Corridor, shall generally be in conformance with the Welland Parks, Recreation & Culture Master Plan. Planning and *development* within these lands may require a permit from the Niagara Peninsula Conservation Authority.	NPCA staff is supportive of this policy.
7.5.9	157	Constraints Proponents of d*evelopment* and *site alteration* within the Welland Recreational Corridor shall consult with the Niagara Peninsula Conservation Authority with respect to Natural Hazards, Natural Environment System, Cultural Heritage, Archaeology, Intake Protection Zone for the Welland Water Treatment Plant.	NPCA staff notes that NPCA does not have jurisdiction over natural and cultural heritage or archaeology and there is no need for proponents to consult with NPCA on these matters. However, proponents must consult with NPCA on matters related to source water protection and natural hazards.
8.1.6	161	Changing Climate The City recognizes that some aspects of climate change may be unavoidable, the City shall develop and implement plans, where appropriate, to adapt to potential impacts in collaboration with Niagara Region, the Niagara Peninsula Conservation Authority and other stakeholders.	NPCA staff supports this policy.
11.2.7.3	202	Location Stormwater Management Facilities should generally be located at the edge of neighbourhoods; at the interface with natural areas; and/or within large public open spaces, including community parks. Stormwater Management Facilities should not be located within the Core Natural Heritage System or on hazardous lands, in accordance with policy 6.4.11.	NPCA suggests adding hazardous lands as locations where SWM facilities are not permitted. There are exceptions to this prohibition listed in policy 6.4.11, and therefore NPCA staff recommends cross-referencing this policy. (See red font.)
11.2.7.7	203	Guidelines	NPCA staff supports this policy.

Section	Page No.	Policy (and suggested changes)	NPCA Comment
		Stormwater Management Plans should be prepared according to the City's and Niagara Peninsula Conservation Authority's current standards, and applicable guidelines.	
11.2.9	205	Power Generation Facilities and Green Energy **…** ***Development*** may require a permit from the Niagara Peninsula Conservation Authority.	NPCA staff supports this policy.
12.4.7	217	Environmental Protection Area i. Lands designated Environmental Protection Area on Schedule F shall be subject to the policies of Section 6 Environment of this Plan.	There are no policies specific to Environmental Protection Areas in Section 6. NPCA staff recommends clarifying if all policies in Section 6 are intended to apply to this designation.
12.4.8	217	Environmental Conservation Area i. Lands designated Environmental Conservation Area on Schedule F shall be subject to the polices of Section 6 Natural Environment System of this Plan.	There are no policies specific to Environmental Conservation Areas in Section 6. NPCA staff recommends clarifying if all policies in Section 6 are intended to apply to this designation.
14.3.2	228	Scope and Requirements for Studies Supporting Secondary Plans The City shall prepare a Terms of Reference in consultation with the Niagara Peninsula Conservation Authority, where applicable, to determine the required planning studies…	NPCA staff supports this policy.
14.3.5	229	Privately Initiated Secondary Plans Privately initiated secondary plans should be undertaken based on terms of reference approved by the City, in consultation with the Conservation Authority where applicable, prior to development of the secondary plan.	NPCA staff supports this policy.
14.3.6	230	Development Application in Advance of City Led Secondary Plan	NPCA staff notes that this section contains references to the Region's Natural Environment System and the Regional Official Plan. Should these references be changed to reflect the Region's changed role in land use planning?

Section	Page No.	Policy (and suggested changes)	NPCA Comment
14.6.2	239	Evaluation of Plans of Subdivision	NPCA staff suggests adding that applications will be evaluated for the potential public costs and risks to residents from natural hazards, in accordance with NPCA policies. NPCA staff notes that there is a reference to the Regional Official Plan in this section. Should it be removed?
14.8.25	243	Evaluation of Site Plan Applications	NPCA staff suggests adding that site plan applications will be evaluated for the presence of natural hazards and the associated risks to people and property.
14.9.2	245	Evaluation of Consents	NPCA staff suggests adding that consents will be evaluated for risks due to the presence of natural hazards
14.12	254	Support Studies Additional studies and peer reviews may also be required by other agencies, such as the Niagara Peninsula Conservation Authority and Niagara Region.	NPCA staff supports this policy.
14.12.1	254	Requirements for All Studies All studies and information submitted to the City shall be prepared by a qualified professional. Any study or report requested by the City may be subject to a peer review, where the applicant shall be responsible for all costs of peer review which shall be payable upon submission of an invoice from the City, Niagara Region and Niagara Peninsula Conservation Authority.	NPCA staff supports this policy.
14.12.2.3	255	Scope of Subwatershed Plan A subwatershed study should be scoped with the City, the Region, Conservation Authority, and affected landowners, where required. It should include, but not limited to…	NPCA staff supports this policy.
14.12.3.1	255	Need for a Master Drainage Plan	NPCA staff supports this policy.

Section	Page No.	Policy (and suggested changes)	NPCA Comment
		… a Master Drainage Plan may also be required, based on terms of reference developed by the City in consultation with the Niagara Peninsula Conservation Authority.	
14.12.4.1	256	Need for a Stormwater Management Plan …a Stormwater Management Plan may also be required, based on terms of reference developed to the satisfaction of the City in consultation with the Niagara Peninsula Conservation Authority.	NPCA staff supports this policy.
14.12.5.2	257-258	Preparation and Submission (of an EIS)	NPCA staff suggests adding that the Conservation Authority may participate in the preparation of terms of reference for an EIS when lands regulated by the Conservation Authority are included in the development proposal.
14.12.7.1	260	Need for a Geotechnical Subsurface Investigation A Geotechnical Subsurface Investigation may also be required by the Conservation Authority as a condition of development approval or permit approval to address slope stability.	NPCA staff supports this policy.
14.15.5	269	Technical Revisions The following revisions may be made to this Plan by the City of Welland at any time without the need for an Amendment…	NPCA staff suggests adding a bullet that allows for updated natural hazards mapping (Schedule C2) without an amendment, when more information is made available through site-specific studies or the availability of new data (i.e., updated hydraulic modelling and floodplain mapping).
14.17.3	271	Pre-consultation Where appropriate, pre-consultation may also require the involvement of the Region of Niagara Region, and Niagara Peninsula Conservation Authority, and other applicable service provider agencies.	NPCA staff supports this policy.
15	281	Dynamic beach hazard definition	NPCA staff suggests removing this term and definition. There are no dynamic beach hazards in the City of Welland.
15	283 299	Flood fringe definition Two-zone concept definition	NPCA staff suggests deleting these definitions as they do not apply to NPCA's floodplain management

Section	Page No.	Policy (and suggested changes)	NPCA Comment
	284	Floodway definition	policies. NPCA applies the “one-zone concept,” which does not include a flood fringe area or a floodway.
15	283	Flooding hazard definition	NPCA suggests simplifying this definition by noting that the Minister of Natural Resources, through Ontario Regulation 41/24, has specified that the 100-year flood is the regulatory flood event for the entirety of the City of Welland (along with most other areas in Niagara Region).
15	285	Hazardous lands definition	NPCA suggests deleting “Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance…” because there are no such areas in the City of Welland. The final sentence addressing rivers, streams and small inland lakes is relevant to the City of Welland and should be retained in the definition.
15	296	Definition of significant (in regard to wetlands)	NPCA staff notes that the reference to the Ministry of Natural Resources should be removed from the definition as MNR no longer plays a role in approving provincially significant wetlands. This change would be consistent with the PPS 2024.

Niagara Regional Housing
1815 Sir Isaac Brock Way, PO Box 344, Thorold, ON L2V 3Z3
Telephone: 905-682-9201 Toll-free: 1-800-232-3292
Main Fax: 905-687-4844 Contractor Fax: 905-682-8301
nrh.ca

Via Email

August 12, 2024

Grant Munday
Director of Planning and Development Services
City of Welland
60 East Main Street
Welland, ON, L3B 3X4

Dear Mr. Munday:

Re: Niagara Regional Housing Comments City of Welland's Official Plan Update, 2024

In 2022, Niagara Regional Housing (NRH) completed its Consolidated Housing Master Plan (CHMP) to guide the construction of new community housing units in Niagara to the year 2045. The CHMP contains extensive analysis of Niagara's current and forecasted affordable and community housing needs based on a review of existing NRH and private non-profit and cooperative housing assets, as well as future prospective sites that may be suitable for new affordable housing development.

The CHMP determined that approximately 11,000 net new community housing units are needed by 2045 to eliminate the projected community housing stock deficit in Niagara. The Plan recommends the redevelopment and intensification of existing NRH sites and private non-profit and cooperative sites, plus the development of prospective sites to satisfy this demand.

NRH is currently implementing the recommendations of the CHMP which involves a detailed review and prioritization of NRH sites for redevelopment and intensification, as well as a projected timing related to site preparation, demolition, construction, and occupancy. Through this exercise, many NRH sites in the City of Welland have been identified as having the ability to accommodate greater density and represent high quality opportunities for redevelopment and intensification. It is NRH's objective to make the most efficient use of existing lands to address core housing need amongst Niagara's population while also respecting existing established neighbourhoods and urban fabric.

Comments and Requests for Consideration

The City's existing land use planning framework, specifically, Section 5.31 of the '*City of Welland New Comprehensive Zoning By-Law [2017-117]*' includes public use provisions that have enabled NRH to rapidly construct new community housing units (i.e., 207 Roach Avenue and 60 York Street) with deviation from the permitted as-of-right land

use permissions set out for these sites. NRH acknowledges the City's public use provisions as a paramount tool that instills confidence and the ability to proceed with rapid (re)development as it provides greater flexibility for site and building design, as well as reduced risk to and greater certainty towards timing and cost projections. These provisions are an effective policy mechanism to expedite the delivery of deeply affordable community housing units and will help to address the ongoing housing crisis.

NRH has reviewed the draft policy set of the City's Official Plan Update and observe that public use provisions are omitted. In understanding the importance of public use provisions to its redevelopment portfolio, NRH respectfully requests that provisions – like those included within Section 5.31 of the City's Zoning By-law 2017-117 – be incorporated. Inclusion of public use policies will strengthen how NRH, and other municipal housing initiatives is interpreted across planning documents and will ensure alignment, consistency, and clarity on these matters. The added policies will safeguard the ability for NRH to quickly respond to funding opportunities, resulting in the creation of more community housing units without the need to undertake amendment or minor variance applications.

Recent legislative changes through *Bill 23, More Homes Built Faster Act, 2022* eliminated NRH's ability to access development charge reserves to fund affordable housing development. Therefore, it is critical that the proposed land use designations of the City's Official Plan Update proactively foster conditions that enhances NRH's ability to proceed unimpeded with its redevelopment plan, while also creating desirable conditions that attract partnership opportunities with non-municipal entities, such as non-profit and cooperative housing providers, and market developers.

NRH has reviewed the proposed land use designations of the City's Official Plan Update to its existing asset inventory. The review involved a comparison between NRH's draft redevelopment plan projections and whether the proposed land use designations align with potential redevelopment densities and building typologies. Appendix 1 (attached) provides a simplified summary of this review and includes a column titled, '*NRH Requested Official Plan Update Designation*' that indicates NRH's preferred land use designations for each site. The requested designations represent the most preferred land use permissions for each site based on considering its existing density, envisioned redevelopment density, and expected future development typology.

Conclusion

NRH appreciates the opportunity to review the draft policies and schedules of the City's Official Plan Update and thanks City staff for their consideration of the requests set out in this letter. The City's Official Plan Update represents a critical juncture towards fostering a land use planning framework that enables the ability for NRH to confidently plan for and rapidly construct more affordable and community housing units in Welland under its own initiative or by partnering with non-municipal housing providers. The requests of this letter will support NRH's ability to implement the recommendations of the CHMP.

NRH looks forward to continuing its close collaboration with the City of Welland to create more affordable housing supply. Should you wish to discuss these requests further, please contact the undersigned at Cameron.Banach@niagararegion.ca.

Respectfully,



Cameron Banach
CEO of Niagara Regional Housing

cc. Alexander Morrison, Development Industry and Housing Consultant, Niagara Region
Alexandria Tikky, Senior Project Policy Manager, Niagara Region
Georgia Nichols, Administrative Assistant, Community Services, Niagara Region
Nicolas Aiello, Policy Planning Supervisor, City of Welland

Attachments:

Appendix 1: NRH Requested Official Plan Land Use Designations – Welland

APPENDIX 1: NRH Requested Official Plan Land Use Designations – Welland

Site Addresses	Existing Official Plan Designation, 2019	Draft Official Plan Update Designation (Schedule B)	NRH Requested Official Plan Update Designation
Denistoun Street (south of Hooker Street Park)	Open Space and Recreation	High Density Residential	High Density Residential
120-140 Elmview Street	Medium Density Residential	Medium Density Residential	High Density Residential
235 Fitch Street	Medium Density Residential	Medium Density Residential	High Density Residential
292-340 Gatfield Avenue	Low Density Residential	Low Density Residential	High Density Residential
211 King Street	Medium Density Residential	Medium Density Residential	High Density Residential
11 Leaside Drive	Low Density Residential	Low Density Residential	Low Density Residential
44 Leaside Drive	Low Density Residential	Low Density Residential	Low Density Residential
67 Leaside Drive	Low Density Residential	Low Density Residential	Low Density Residential
50 McCrea Drive	Low Density Residential	Low Density Residential	Low Density Residential
170-220 McLaughlin Street	Low Density Residential	Low Density Residential	Medium Density Residential
175-221 McLaughlin Street	Low Density Residential	Low Density Residential	Medium Density Residential
53 Newleaf Crescent	Low Density Residential	Low Density Residential	Low Density Residential
202-274 Roach Avenue	Low Density Residential	Low Density Residential	Medium Density Residential
207-303 Roach Avenue	Low Density Residential	Low Density Residential	Medium Density Residential
22-24 Silvan Drive	Low Density Residential	Low Density Residential	Low Density Residential
30-32 Silvan Drive	Low Density Residential	Low Density Residential	Low Density Residential
38-40 Silvan Drive	Low Density Residential	Low Density Residential	Low Density Residential
46-48 Silvan Drive	Low Density Residential	Low Density Residential	Low Density Residential
292-350 Victory Avenue	Low Density Residential	Low Density Residential	Medium Density Residential
293-351 Victory Avenue	Low Density Residential	Low Density Residential	High Density Residential
61 Woodcroft Crescent	Medium Density Residential	Medium Density Residential	High Density Residential
60 York Street	Low Density Residential	Low Density Residential	High Density Residential

Ministry of Municipal Affairs and Housing
Municipal Services Office - Central Region – Planning Branch
Municipal and Housing Operations Division

777 Bay Street, 16th Floor
Toronto ON M7A 2J3
Tel: 416 585-6226

Ministère des Affaires municipales et Logement

Direction de la planification pour le Bureau des services aux municipalités du Centre

Division des services aux municipalités et du logement

777, rue Bay, 16e étage
Toronto (Ontario) M7A 2J3
Tél: 416 585-6226

Ontario

September 22, 2025

Grant Munday
Director, Planning and Development Services
City of Welland

Dear Grant Munday,

Re: MMAH One Window Comments
Draft City of Welland Official Plan
MMAH File: 26-OP-257316

Thank you for providing the Ministry of Municipal Affairs and Housing ("MMAH") with the opportunity to review and provide comments on the draft City of Welland Official Plan ("draft Welland OP").

As part of the One Window Provincial Planning Service, the draft Welland OP was circulated to staff at the Ministry of Transportation ("MTO"); Ministry of Environment, Conservation and Parks ("MECP"); Ministry of Economic Development, Job Creation and Trade ("MEDJCT"); Ministry of Agriculture, Food and Agribusiness ("OMAFA"); Ministry of Natural Resources ("MNR"); Ministry of Citizenship and Multiculturalism ("MCM"); Ministry of Tourism, Culture and Gaming ("MTCG"); Ministry of Energy and Mines ("MEM"); and, Ministry of Infrastructure ("MOI"). Additionally, MMAH circulated the draft Welland OP to the Region of Niagara.

The comments contained in the appended table are based on a review of the draft Welland OP in the context of consistency with the Provincial Planning Statement, 2024 ("PPS, 2024"), conformity with provincial plans, and legislative requirements under the *Planning Act*.

MMAH staff also note the following high-level comments on the draft Welland OP below.

Region of Niagara Official Plan

As of March 31, 2025 and pursuant to the *Planning Act*, the applicable parts of the Region of Niagara Official Plan are now deemed to be part of the City of Welland's Official Plan. The City now has charge of those parts of the Region of Niagara Official Plan, in addition to the existing Welland Official Plan. In light of this deeming, the City has the authority, and is encouraged, to amend or revoke those policies from the Region of Niagara Official Plan, in the same manner they would amend or revoke the policies in their existing official plan. The City may also carry forward

applicable regional policies that are directly relevant to its local context.

Please note, comments from Niagara Region on the City's draft Official Plan are attached as "Appendix 1".

Provincial Planning Statement, 2024 ("PPS, 2024")

The PPS, 2024 has been in effect since October 20, 2024, and all decisions on planning matters must be consistent with its policies in accordance with s. 3(5) of the *Planning Act*. MMAH understands that the draft Welland OP is proposed to be consistent with the PPS, 2024, and the City is expecting to bring forward an updated draft to Council for future consideration of adoption.

Population Forecasts

The draft Welland OP includes population and employment forecasts to 2051. The Region's 2051 population forecast in the Region of Niagara Official Plan is 694,000 people, whereas the August 2025 Ontario Population Projections published by the Ministry of Finance forecasts 689,016 people (2051) for Niagara Region. It is noted that the City is forecasting a population projection of 129,000 people (2051), which is significantly higher than the population forecast in the Niagara Region official plan. While the City has the authority to forecast growth as described in Policy 2.1.2 of the PPS, 2024, the City shall ensure that an appropriate range and mix of housing options and densities are provided to meet current and future needs. As such, MMAH request that the City provide further information on the rationale and methodology used for the population forecast. The City is encouraged to refer to the proposed updates to the Projection Methodology Guidelines (ERO #025-0844) for assistance in this exercise.

Employment Areas and Settlement Area Boundary Expansion

The City's draft Official Plan includes a settlement area expansion to accommodate additional employment lands at the City's eastern urban boundary, and additional employment areas within the settlement boundary that are not otherwise identified in the Niagara Region official plan.

The PPS, 2024 (2.3.2), provides criteria that must be considered when identifying new settlement areas or settlement area boundary expansions. The PPS, 2024 also requires that planning authorities plan for, protect and preserve employment areas for current and projected needs and that planning for employment areas may extend beyond a 30-year planning horizon.

Through the *Helping Homeowners, Protecting Tenants Act, 2023* (Bill 97), the *Planning Act* was amended to focus the definition of "area of employment" to areas designated for clusters of business and economic uses including manufacturing, warehousing and goods movement, research and development, and associated and ancillary facilities. The new definition explicitly excludes institutional uses and commercial uses (including retail and office) as primary uses. The PPS, 2024 also scopes the definition of "employment area" in the same way.

A transition provision, under section 1 (ss.1.2) of the *Planning Act* allows municipalities to include policies in their official plans to continue the protection of an area of employment while addressing the presence of parcels of land with existing uses that would no longer meet the new definition of "area of employment".

We request that the City provide supporting information confirming that the proposed expansion is consistent with the settlement area boundary expansion policies of the PPS, 2024, and that additional employment lands are required to meet projected needs. Additionally, please also ensure that permitted uses within designated employment areas align with the PPS, 2024, and *Planning Act.*

Protect Ontario by Building Faster and Smarter Act (Bill 17), 2025

On June 5, 2025, the *Protect Ontario by Building Faster and Smarter Act*, 2025 (Bill 17) received Royal Assent. Bill 17 amends various Acts to help speed up the construction of new homes and infrastructure by streamlining development processes and reducing costs in close partnership with municipalities.

Changes to the *Planning Act,* include but are not limited to, changes to facilitate streamlined development of publicly funded schools, limiting municipal complete application studies and providing greater recognition of planning reports prepared by certified professionals and removing the need for certain minor variances. These *Planning Act* changes may require updates to Welland's draft OP, as outlined in the comment table.

Amendments to the *Building Code Act* were also made to emphasize Section 35 (1) of the *Building Code Act*, 1992, stating that "This Act and the Building Code supersede all municipal by-laws respecting the construction or demolition of buildings." Municipalities do not have, and have never had, the authority to pass by-laws respecting the construction or demolition of buildings.

Amendments were also made including rules that are already in place in the *Building Code Act*, which state that municipalities cannot create and enforce their own construction standards. This includes, 'green', energy efficient, and environmentally-friendly measures often referred to as "green building standards". Official Plans may include policies pertaining to green development standards provided that policies and municipal by-laws do not mandate construction standards that conflict with the Building Code. Further details are provided in the appended comment table.

Complete Application Study Requirements (Bill 17)

Bill 17 proposes to amend the *Planning Act* to limit complete application requirements to what is currently identified in municipal official plans. Bill 17 also includes regulation-making authority that would enable the Minister of Municipal Affairs and Housing to further regulate the reports or studies required as part of a complete application. The City is required to outline all required supporting studies or reports that may be requested as part of a complete application submission.

Please refer to the proposed legislative and regulatory changes to complete application requirements (Proposed Regulations– Complete Application | Environmental Registry of Ontario) recommending certain topics be removed from the requirements of a complete application. The following topics may not be permitted to be required as part of a complete application: Sun/Shadow, Wind, Urban Design, Lighting. Should the proposed regulations come into effect prior to the adoption of the Welland OP, the City may need to consider updates the official plan policies, where applicable.

Conservation Authorities

As required by the *Planning Ac*t and Ontario Regulation 543/06, please ensure to consult with applicable conservation authorities and that comments provided are adequately addressed prior to adoption of the Official Plan.

Conclusion

Thank you again for providing the opportunity to review the draft Welland OP. Please note that the comments provided are staff level and are not considered final. Additional comments may be provided through the formal review of the adopted official plan.

We look forward to continuing to work with you as it moves forward with the public consultation and adoption of the draft Welland OP. Should you have any questions or wish to discuss the comments in more detail, please contact me directly by email at Heather.Watt@Ontario.ca.

Yours very truly,



Heather Watt, Manager, Community Planning & Development (Central-West) Unit

cc. Nicolas Aiello, Manager, Policy Planning (nicolas.aiello@welland.ca)
Michael Greenlee, Manager, Planning Services (michael.greenlee@welland.ca)
Brashanthe Manoharan, Senior Planner, Municipal Services Division – Central Region (Brashanthe.Manoharan@ontario.ca)

Revisions Suggested to Implement the Planning Act, Provincial Planning Statement. 2024 and Provincial Plans					
Item	**OP Policy Number Or reference schedule**	**Comments/Concerns**	**Related Provincial Ministries**	**Policy Basis/Rationale Reference to Planning Act, PPS or Provincial Plan Section or Policy**	**Proposed Revision**
Section 1: Introduction					
1	1.2 and throughout OP	In October 2024, the Provincial Planning Statement (PPS), 2024, replaced the Provincial Policy Statement, 2020 and the Growth Plan. As of March 31, 2025, Niagara Region is defined by the *Planning Act* as an upper-tier municipality without planning responsibilities. As a result, the Niagara Region's Official Plan is now deemed to be an Official Plan for the lower-tier municipalities, including the City of Welland.	MMAH	PPS, 2024 *Planning Act*	Recommended that revisions be made in this section, and throughout the Official Plan, to reference the Provincial Planning Statement, 2024 and not the Provincial Policy Statement, 2020 and to reflect that Niagara Region does not have planning responsibilities. It is also recommended that the City incorporate relevant policies from the Niagara Region Official Plan into the City's Official Plan and repeal all other policies that are not applicable. Recommend removing any reference to Niagara Region where applicable to reflect the removal of the Region as an upper-tier municipality with planning responsibilities.
Section 2: Community Strategic Directions					
2	OP policies including but not limited to: 2.3.2 (xvi.) 2.7.1 2.7.2(v)(vi) 4.1.1.1 4.1.3.7 4.2.3.1 4.2.3.2 4.2.3.6 4.5.3.9	Significant revisions are recommended to the official plan policies and definitions for consistency with the PPS 2024 and the *Ontario Heritage Act* as it relates to cultural heritage and archeology.	MCM	PPS Policy 4.6, Section 8 (see definitions of *conserved, built heritage resource,* and *cultural heritage landscape, archaeological resource, protected heritage property,*	While potentially not an exhaustive list of changes needed, the following changes to terminology are recommended for consistency with provincial direction: • Replace "archeological" with" archaeological" wherever it occurs • "Archeological resources" be used instead of "archeological significance" and defined consistent with the PPS, 2024. • Further, archaeological fieldwork is referred to as "archaeological assessment" in the OHA, PPS 2024, and other provincial guidance material. Delete the term

	5.3.3.10 7.5.4.10 7.5.9 9.1.1 9.2.7 9.2.12 9.2.14 9.2.16 9.2.18 10.2.5.6 14.18.8			*significant(e), cultural heritage landscapes).* *Ontario Heritage Act*	‘resource’ wherever the term ‘archaeological resource assessments’ is used. • “Conserved” (or “conserve” or “conservation”) be used instead of “preserve”, “preserved” or “preservation” which can refer to distinct mitigation strategies associated with heritage conservation • “Conserved” should also be defined, consistent with the PPS, 2024. ○ It is also recommended that the term “identified” be removed when referencing the conservation of cultural heritage resources to capture potential/unidentified cultural heritage resources and given that some cultural heritage resources would only be identified through proactive strategies and archaeological assessment carried out pursuant to PPS 4.6.2, 4.6.4(b). • “Cultural heritage value or interest” be used instead of “historic or architectural interest” which is no longer employed in reference to cultural heritage in the Ontario context. Reference to “cultural value or interest” is found within the definition of “conserve” in the PPS, 2024. • “Cultural heritage resources” should be defined to include archeological resources, built heritage resources and cultural heritage landscapes. Alternatively, “archeological resources”, “built heritage resources”, and “cultural heritage landscapes” should be used throughout the OP for PPS, 2024 consistency (these terms should be defined in the OP even if “Cultural heritage resource” is also defined. • “Heritage assets” is no longer in use, reference to “protected heritage properties” is recommended instead.

					It is also noted that strategic directions related to cultural heritage resources, which include archaeological resources, built heritage resources, and cultural heritage landscapes, should be further distinguished from strategic directions related cultural programming/industry.
3	2.4.2	Planning authorities are required to apply an agricultural system approach, to support the long-term economic prosperity and productivity of the agri-food sector.	OMAFA	PPS Policy 4.3.1	Recommended revision to explicitly recognize the agricultural system and emphasizes the protection of the agricultural land base as part of this system: 2.4.2 xii. Welland recognizes the important economic and social contribution of agricultural and farm related businesses and activities. The City of Welland will support agriculture and farm related businesses by **ta*king an agricultural system approach, that includes a continuous agricultural land base and a strong agri-food network*.** This includes protecting *prime agricultural lands, and* discouraging land fragmentation and ***ensuring land use compatibility to sustain long-term agricultural viability.***
4	2.7.2(viii) 14.18.8	This section discusses the management of “cultural heritage resources” and “archaeological resources.” Cultural heritage resources include archaeological resources, built heritage resources, and cultural heritage landscapes.	MCM	PPS Policy 4.6.5, Section 8	Recommended revision for consistency with PPS 4.6.5**:** Welland will engage **early with** First Nations and Indigenous communities and **ensure** ~~consider~~ their interests **are considered** when identifying, protecting, and managing **archaeological resources, built heritage resources, and cultural heritage landscapes** ~~resources and archaeological resources~~.
Section 3: Growth Management Policies					
5	3.1, 4.3.1.5, applicable schedules &	“Designated Greenfield Area” is a Growth Plan term. The PPS, 2024 refers to “Designated Growth Areas”	MMAH	PPS, 2024 (Section 8)	Recommended to revise all references to “Designated Greenfield Area” in the OP to “Designated Growth Area” to be consistent with PPS, 2024.

	Throughout OP				Please also include it as a defined term, consistent with the definition in the PPS, 2024.
6	3.1	Planning authorities are required to take an agricultural systems approach to protect the agricultural land base and support the long-term prosperity of the agri-food sector.	OMAFA	PPS Policy 4.3.1, 4.3.5, Section 8	Recommended revision to policy 3.1 to recognize an agricultural systems approach: 3.1 Welland's Growth Management Strategy To prevent *development* in inappropriate areas and support the conservation of valuable economic, ***agricultural system*****,** environmental and cultural resources [...]. [...]
7	3.3. 1	The PPS, 2024 requires that population and employment forecasts be informed by provincial guidance and based on Ontario Population Projections published by the MOF. Municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province. The City's population forecast of 129,000 people by 2051 is significantly higher than the population forecast of 83,000 people (2051) in the Niagara Region Official Plan. The Niagara Region Official Plan has a population projection of 694,000 for entire Region whereas the August 2025 Ministry of Finance projection is 689,016.	MMAH	PPS 2024, 2.1.1; 2.1.2, 2.1.3, 2.2.1 (a-d) and 6.2.1	The City is encouraged to utilize the most recent population forecasts published by the Ministry of Finance to best plan appropriately for anticipated population growth. Modifications may be made, as appropriate. The City should refer to the Projection Methodology Guideline for assistance in this exercise (existing methodology and proposed updated methodology – ERO 025-0844) Niagara Region provided comments on the City's draft Official Plan, dated August 25, 2025 (Appendix '1'), emphasizing the importance of coordinated planning across different levels of government on matters pertaining to growth, infrastructure and public services. The City is encouraged to work with Niagara Region when developing its population projection to ensure appropriate coordination and integration as it relates to these matters. When the Council adopted OP is submitted to the Ministry for decision, we would appreciate receiving any supporting information, rationale or methodology for the proposed population projection.

		The PPS, 2024 also requires, at the time of creating a new official plan and each official plan update, that sufficient land be made available to accommodate an appropriate range and mix of land uses, including a range of housing options and densities, to meet projected needs for a time horizon of at least 20 years but not more than 30 years, informed by provincial guidance. Planning matters should be addressed through a coordinated and comprehensive approach, consistent with PPS Policy 6.2.1.			
8	3.3.3	The PPS, 2024 requires that an appropriate range and mix of housing options and densities be provided to meet projected needs of current and future residents of the regional market area. This includes permitting and facilitating all housing options. This section refers to housing units by type (e.g. low, medium and high) however these are not unit types.	MMAH	PPS, 2024, 2.2.1 b) and Section 8	Recommend that this section be revised to address PPS policies and include “housing options” as a defined term, consistent with PPS 2024.
9	3.3.5 and 4.2.1.6	The PPS, 2024 requires that planning authorities maintain the ability to accommodate growth for a minimum of 15 years and where new development is to occur, maintain land with servicing capacity sufficient to provide at least a	MMAH	PPS, 2024; 2.1.4 (a-b); Section 8	Recommended that section 3.3.5 be updated so that language is consistent with PPS 2024 policy 2.1.4 (a-b). For example, please include reference to “designated and available” as it relates to maintaining the ability to accommodate residential growth for a minimum of 15 years. Please also add all defined terms in 2.1.4 (a-b).

		three-year supply of residential units in accordance with policy 2.1.4.			
10	3.4.2.4, 3.4.2.5, 3.5.1, 3.5.2, 3.5.3, 3.6.1 and Schedule 'A' - City Structure	The PPS, 2024 allows the identification of new settlement areas and settlement area boundary expansions subject to certain criteria. Schedule A – City Structure includes more land within the urban settlement boundary than what was included in the approved Niagara Region Official Plan. Settlement area boundary expansions may be considered subject to the criteria in the PPS, 2024 (2.3.2.1) The Minister is the approval authority for non-exempt Official Plan matters, in accordance with Ontario Regulation 543/06 and, Ministry approval is not required for urban boundary expansions.	MMAH	PPS, 2024; 2.3.2.1 (a-g)	Recommended that revisions be made to allow the identification of new settlement areas and settlement area boundary expansions, consistent with the PPS, 2024. Please also include the criteria, including defined terms, for considering new settlement areas and settlement area boundary expansions, consistent with the PPS, 2024. For the proposed settlement area expansion, please provide the rationale and supporting information confirming that the policies of PPS, 2024 have been appropriately considered. Please remove section 3.5.3 (Approval) as the Province is not the approval authority for urban boundary expansions.
11	3.4.3 5.1	Consistent with the agricultural systems approach, rather than categorizing the "Agricultural and Rural Area" together, it is recommended that the agricultural system be referred to explicitly and separately, which includes both the agricultural land base and the agri-food network.	OMAFA	PPS Policy 4.3.1, 4.3.5, Section 8	Consider adding new policy subsection to 3.4.3 and 5.1, and explicitly identifying the agricultural system, its components, and the commitment to agricultural systems approach as a planning objective.
Section 4: Urban Area Land Use Policies					
12	4.1.3.8 and throughout OP	Policies refer to mitigating possible adverse effects of uses in the downtown on adjacent residential areas and that	MMAH	*Bill 17, Protecting Ontario by Building*	Bill 17 received royal assent on June 5, 2025 and established regulation-making authority for the Minister to create rules, including but not limited to, on the studies that may be required

		certain studies may be required to further assess.		*Faster and Smarter Act, 2025*	for a complete application. Please be advised that a future regulation may prescribe studies that can be required for a complete application.
13	4.2.2.2.2 and 4.2.2.3.2	The *Planning Act* requires that Official Plan policies permit 3 residential units on a parcel of urban residential land and provides direction on parking and minimum unit sizes associated with additional residential units. Additionally, Ontario Regulation 299/19 provides further direction on requirements and standards associated with additional residential units		*Planning Act,* 16 (3-3.2) and Ontario Regulation 299/19	Recommended that policies be updated to be consistent with the *Planning Act* for parcels of urban residential land within the City.
14	4.2.3.3	As per the *Planning Act*, official plans may not contain any policy that has the effect of prohibiting the use of a parcel of urban residential land for an elementary school or secondary school of a school board or any ancillary uses to such schools, including the use of a childcare centre located in the school.	MMAH	*Planning Act* s.16 (3.2.1)	Recommended that this section be revised to be consistent with the requirements of the *Planning Act.*
15	4.3.2.2, 4.3.2.3, 4.3.2.4, 4.3.2.5 3.4.4.1.3 Throughout OP	Policy 4.3.2.2 identifies the following designations as constituting “Employment Areas”: General Industrial, Light Industrial, and Gateway Economic Centre. The *Planning Act* authorizes the continuation of a use that is excluded from the definition of “area of employment” subject to certain criteria however, criteria in the OP is not	MMAH MEDJCT	PPS, 2.1.3, Section 8, *Planning Act [1 (1*)]; (1.1)	Recommended to revise the definition of “Employment Areas” to be consistent with the definition in the PPS and Planning Act (“area of employment”). Ensure permitted uses in employment area designations (General Industrial, Light Industrial and Gateway Economic Centre) are consistent with the permitted uses for employment areas in the PPS, 2024 and Planning Act (“area of employment”).

		consistent with the criteria in the Act (e.g. lawfully established uses on a parcel of land). The PPS, 2024 also requires that planning authorities plan for, protect and preserve employment areas for current and projected needs and that planning for employment areas may extend beyond a 30-year planning horizon.			Recommended to update transition policies that authorize the continuation of uses that are excluded from the definition of "area of employment", consistent with the Planning Act. Recommended to provide supporting information confirming that additional employment lands are required to meet projected needs.
16	4.2.3.11	The PPS, 2024 includes a new definition for "Additional Needs Housing" and provides direction on planning for additional needs housing.	MMAH	PPS, 2024 2.2.1 (b), Section 8	Recommended replacing the definition of *"special needs"* with "*additional needs housing" to* align with the terminology and definition of the PPS, 2024," and include policies to permit and facilitate *additional needs housing.* Recommended that section 4.2.3.11 of the official plan be renamed to "Additional Needs Housing", and that all references to "Accessible Housing" and "special needs" be replaced with "additional needs housing".
Section 5: Agricultural and Rural Area Land Use Policies					
17	Throughout OP 5.1 5.1.1.2 5.1.3.1.2	The PPS distinguishes between *prime agricultural areas* and *prime agricultural lands* as separate concepts. • Prime agricultural areas are regions where prime agricultural lands predominate, including Class 4–7 lands and areas with concentrated agricultural activity. • Prime agricultural lands refer specifically to Canada Land Inventory Classes 1, 2, and 3, and specialty crop areas.	OMAFA	PPS Policy 4.3.1, 4.3.2, 4.3.3, 4.3.5, Section 8	Recommend replacing use of "prime agricultural lands" with "prime agricultural areas" throughout the plan as applicable. This would include revising policies and their content to align with PPS policies for prime agricultural areas.

		PPS policies primarily apply to prime agricultural areas, and planning authorities are required to designate and protect these areas. This plan frequently references prime agricultural lands, but it may be more appropriate to refer to prime agricultural areas to ensure consistency with PPS terminology and directives for prime agricultural areas. Additionally, the PPS includes policies on “permitted uses”, residential dwellings, lot creation and lot adjustments and non-agricultural uses within prime agricultural areas in policies 4.3.2, 4.3.3, 4.3.5.			
18	5.1.1.5	Consider renaming Section 5.1.1.5 from “Avoid Conflicts with Non-Farm Uses” to “Non-Agricultural Uses” to ensure consistency with the terminology used in the Provincial Planning Statement (PPS). Additionally, consider adding language to reflect the PPS direction regarding non-agricultural uses and their relationship to the agricultural system. Specifically, the PPS states that non-agricultural uses must avoid adverse impacts on the agricultural system. Where avoidance is not possible, impacts should be minimized and mitigated through an Agricultural Impact Assessment or an equivalent analysis.	OMAFA	PPS Policy 4.3.5, Section 8	Recommended revisions as below: *5.1.1.5 Avoid Conflicts with* ~~**Non-Farm**~~ ***Non-Agricultural Uses*** The City will discourage the establishment of non-farm uses that ~~*could*~~ *create conflicts with the agricultural* ~~***activities***~~ ***systems. Land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate.***

19	5.1.2	To support clarity and mapping consistency across municipalities, it is strongly recommended that municipalities clearly designate prime agricultural areas. Consider renaming the current "Agricultural" designation to "Prime Agricultural Areas" and/or updating Section 5.1.2 Land Use Policies to include specific policies for prime agricultural areas, in alignment with PPS direction.	OMAFA	PPS Policy 4.3.1, and Section 8	Recommended to rename the current "Agricultural" designation to "Prime Agricultural Areas" and/or updating Section 5.1.2 Land Use Policies to include specific policies for prime agricultural areas, in alignment with PPS direction.
20	5.1.2.2	The PPS defines, agricultural, agriculture-related uses and on farm diversified uses Consistent with PPS policy 4.3.2, consider also expanding the definitions of agricultural uses, agriculture-related uses, and on-farm diversified uses within the plan.	OMAFA	PPS Policy 4.3.2, and Section 8	Ensure that the permitted uses are consistent with the PPS and update official plan definitions to be consistent with definitions in the PPS. Further, to ensure consistency with PPS policy, please add the following policy point: • ***Prime agricultural areas shall be protected for long-term use for agriculture; and*** **proposed agriculture-related and on-farm diversified uses must be compatible with and not hinder surrounding agricultural operations.**
21	5.1.3.5	The PPS indicates that limited non-agricultural uses may also be permitted in prime agricultural areas, but only where specific criteria outlined in the PPS are met. Recommend amending section title for 5.1.3.5 to specify prime	OMAFA	PPS Policy 4.3.2 and 4.3.5	Recommend adding the below: *5.1.3.5 Non-Agricultural Uses in ~~Agricultural Lands~~* ***Prime Agricultural Areas*** ***Limited non-agricultural uses may also be permitted in prime agricultural areas when specific criteria are met as***

		agricultural areas to align with PPS guidelines. Consider modifying language throughout 5.1.3.5 to be consistent with PPS policies on non-agricultural uses in prime agricultural areas. Reference PPS policy 4.3.2, 4.3.5.			***follows ~~Non-agricultural uses are only permitted in Agricultural Areas for:~~*** i. *Extraction of minerals, petroleum resources and mineral aggregate resources.* **ii. *Limited non-residential uses, with demonstration of the following:*** **a. *The land is not a specialty crop area.*** **b. *The use complies with minimum distance separation (MDS) formulae.*** ***c. There is an identified need for the use within the planning horizon.*** **d. *Alternative locations have been assessed and:*** **e. *No reasonable alternatives exist outside prime agricultural areas.*** **f. *No reasonable alternatives exist on lower-priority agricultural lands.***
22	**5.1.3.10** Type text here	In policy 5.1.3.10, consider including language that that indicates that impacts from non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis in taking an agricultural systems approach and as directed in the PPS.	OMAFA	PPS Policy 4.3.5	**5.1.3.10 Minimize Conflicts with non-agricultural uses.** ~~Non-agricultural uses are not permitted in *prime agricultural areas.*~~ **Limited non-agricultural uses may be permitted in prime agricultural areas, as outlined in the Provincial Planning Statement, 2024.** An application for a non-agricultural use on parcel outside of the Urban Boundary shall be subject to an agricultural impact assessment to ensure a compatible interface and minimize adverse impacts on the agricultural system. **Impacts from non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis.**
23	5.1.3.1.1 5.1.3.1.2	Consider modifying sections to be consistent with PPS policy 4.3.3	OMAFA	PPS Policy 4.3.3	Recommended to revise i) to be consistent with PPS policy 4.3.3.1. c), and to include a policy to be consistent with

		regarding lot creation/adjustments in prime agricultural areas to clarify that only one new residential lot may be permitted per farm consolidation if a residence is deemed surplus to an agricultural operation (as per PPS policy 4.3.3.1. c)			4.3.3.1.c).2. to prohibit ARUs on any remanent parcel of farmland created by the severance.
24	5.1.3.2	Consider amending 5.1.3.1 Dwellings for Farm Help to align with PPS on permitted uses in prime agricultural areas.	OMAFA	PPS Policy4.3.2.5 and 4.3.2.6	Section 4.3.2.5 provides direction on additional residential units on prime agricultural areas for farm worker housing. It is recommended that the section be revised to include PPS Policy 4.3.2.5 and 4.3.2.6.
25	5.3	Welland OP Policy 5.3.1.1 states: The City will ensure that *Mineral Aggregate Resources* are protected for long term future use. While this partially addresses PPS requirements for long-term protection of the resource, official plan policies must also address PPS policy 4.5.2.1 states that as much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible. Demonstration of need for mineral aggregate resources, including any type of supply/demand analysis, shall not be required, notwithstanding the availability,	MNR	PPS Policy 4.5.2.1	It is recommended that PPS policy 4.5.2.1 be added to section 5.3 of the draft OP to better reflect the long-term protection of the resource.

		designation, or licensing for extraction of mineral aggregate resources locally or elsewhere.			
26	5.3.3.2	The Welland OP petroleum resource operations and petroleum resource policies appear incomplete as they do not address long-term protection of the resource, nor do they adequately reflect potential hazards. Further, it is possible that there may be 'abandoned' and 'unknown status' petroleum wells within and adjacent to the City of Welland. The City is encouraged to review the information in the Oil, Gas and Salt Resources Library at the following link for the most up to date information on well status and locations (www.ogsrlibrary.com).	MNR	PPS Policy 4.4, 5.3	It is recommended that PPS policies 4.4.2.1, 4.4.2.2 and 5.3.1 be added to section 5.3 of the draft OP to better reflect the long-term protection of the resource and potential human made hazards.
27	5.4 5.4.2	The section of the official plan shall be consistent with the direction of PPS, 2024 on the permitted uses for rural lands.	MMAH OMAFA	PPS Policy 2.5, 2.6	Recommend that policies be consistent with Section 2.5 and 2.6 of PPS, 2024. Consider removing term "public" as a permitted use as this type of use is unclear or replace with "public service facilities" if that is the intention.
28	5.4 5.4.2.1	PPS, 2024 individually defines 'rural areas' and' rural lands'.	MMAH OMAFA	PPS, 2025 2.5, 2.6, 4.3, Section 8	The City shall ensure clarity that the planning objectives relate to 'rural areas' and 'rural lands' are clearly distinguished. Recommended that policies be clarified throughout the section to reference 'rural areas' and' rural lands' as applicable.

		Rural lands are considered lands which are located outside settlement areas, and which are outside prime agricultural areas in the PPS.			Consider modifying language used throughout section 5.4 Rural to be use terminology “rural lands” rather than “rural areas” and ensure consistency with PPS guidance for Rural Lands.
Section 6: Natural Environment					
29	6.3.3	Policy 4.1.9 of the PPS 2024 provides that nothing in the natural heritage policies of the PPS is intended to limit the ability of agricultural uses to continue.	OMAFA	PPS policy 4.1.9	Consider revising point v. of 6.3.3 Permitted Uses on agricultural uses, to permit agricultural uses overall. Consider removing agricultural uses from viii to not subject agricultural uses to the conditions listed in viii. a) and b) and potentially limit their ability. **v. ~~Existing~~ *Agricultural uses*** **~~viii.~~ Expansions or alterations to existing buildings and structures for agricultural uses, agriculture-related uses, or on-farm diversified uses and expansions to existing residential dwellings subject to demonstrating that:** **a) there is no alternative, and that the expansion or alteration in the feature is minimized, and in the buffer , is directed away from the feature to the maximum extent possible; and** b) The impact of the expansion or alteration on the feature and its ecological functions is minimized and mitigated to the maximum extent possible.
30	6.9	The Welland OP does not contain policy or mapping that addresses areas that are unsafe due to the presence of hazardous forest types for wildland fire.	MNR	PPS Policy 5.2.9	It is recommended that PPS 5.2.9 be added to section 6.9 of the draft OP to ensure potential wildland fire hazards are addressed.

		In addition, the Ministry's Wildland Fire Risk Assessment and Mitigation Reference Manual (https://www.ontario.ca/page/wildland-fire-risk-assessment-and-mitigation-reference-manual) is a reference tool consistent with the PPS, for municipalities and other planning authorities, or proponents, that provides the province's recommended technical criteria and approaches for assessing risk, and in areas where hazardous forest types are present, assessing and determining the environmentally appropriate measures to mitigate risks for proposed development.			
31	Throughout OP	The City of Welland has updated its Official Plan terminology, replacing "Natural Heritage System" with "Natural Environment System" throughout the entire Plan.	MECP	PPS Policy 4.1 Section 8	While the rationale for this change has not been explicitly stated, it may reflect an effort to adopt a more integrated approach to environmental planning. However, it is recommended to clarify with the City the intent behind this terminology change, as it may not align with the terminology and definitions established in the PPS, 2024.
Section 7: Open Space and Recreation					
Section 8: <u>Climate Change</u>					
32	8.2.4	It is noted here that there are no details within this policy that indicate whether meeting the requirements of the Green Development Standards can be accomplished outside of the building envelope.	MMAH	The *Protect Ontario by Building Faster and Smarter Act*, 2025 (Bill 17)	To ensure that the intent of this policy is clear, the City may wish to consider clarifying that their planned Green Development Standards will not mandate construction standards for buildings.

33	8.2.5	The City cannot mandate "building characteristics" that supersede any construction standards set out within the Building Code. It is recommended that the City either remove the words "or building" or otherwise clarify that this policy would not apply to any construction standards for buildings.	MMAH	The *Protect Ontario by Building Faster and Smarter Act*, 2025 (Bill 17), Section 35 (1) of the *Building Code Act*, 1992	City staff may wish to speak to their Chief Building Official (CBO) to help determine whether or not a potential green development standard may be regulated by the Building Code. Municipal CBOs have a deep understanding of both what the Building Code regulates and of how a particular municipality is enforcing specific policies. They will also understand how certain requirements might be impacting their enforcement of the minimum requirements in the Building Code Act and the Building Code.
Section 9: Arts, Culture, and Design					
34	9.2	The policies in this section deal specifically with conservation of cultural heritage resources rather than "culture" more broadly, and the title should reflect this. MCM recommends the inclusion of a new policy related to lands adjacent to protect heritage properties, for consistency with the PPS.	MCM	PPS Policy 4.6, *Ontario Heritage Act* Part IV PPS Policy 4.6.3	Recommended to revise section title to "Policies for Cultural Heritage Conservation" Recommend including the following: **Adjacent Lands: The City shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been assessed and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.**
35	9.2.3	Policy should be edited to align with provincial policy and guidance. Reference to "Cultural Heritage Value or Interest" is preferred over "historic and/or architectural interest."	MCM	*Ontario Heritage Act*, Part IV s.27, 39.2 O. Reg 9/06, PPS (section 8, definition of "conserved")	Revise as follows: The City shall maintain an inventory of ~~buildings and~~ properties of ~~architectural and/or historic~~ **cultural heritage value or** interest, for the purposes of designating. Non- designated properties of interest may be listed to the Municipal Register if City Council believes the property to contain cultural heritage value or interest found in **O. Reg. 9/06** ~~and the property meets the required criteria as prescribed.~~ [...]

	9.2.4	Ontario Regulation 9/06 applies to properties, as do the listing and designation provisions that form the subject of the previous and subsequent policies.			~~The identification and e~~Evaluation of **the** cultural heritage **value or interest of properties** ~~resources~~ must **employ** ~~be based on meeting~~ the criteria of Ontario Regulation. 9/06 Criteria for Determining Cultural Heritage Value or Interest, under ~~of~~ the *Ontario Heritage Act*.
36	9.2.7	The intent of this policy is unclear. "Heritage features" is undefined. Features/attributes themselves cannot be designated under Part IV of the OHA, only properties. Heritage attributes are constituent elements of a property which contribute to its cultural heritage value or interest.	MCM	*Ontario Heritage Act*, Part IV s.29, PPS 4.6.1, and Section 8 (definition of "conserved")	Revise policy to reflect the intent. If the intent is to speak to designation of properties of cultural heritage value or interest, revise policy as follows: Heritage **properties** ~~features~~ shall be appropriately designated using relevant provincial legislation including the Ontario Heritage Act, the Planning Act, the Municipal Act and other applicable statutory legislation in order to conserve ~~preserve and enhance~~ the City's **cultural** heritage resources.
37	9.2.9

		district should refer directly to Section 40 of the OHA. Recommended that references to "Heritage Conservation Area District" be changed to "Heritage Conservation District" to be consistent with OHA language. References to a Natural Environment System are not applicable and should be removed.		"Heritage Conservation Districts	undertake a study with a qualified professional **pursuant to Section 40 of the *Ontario Heritage Act* to: [...]** Revise policy to remove reference to "Natural Environment System".
38	9.2.15	The use of "compromised" with respect to "heritage value" is unclear and not appropriate in this context. We recommend revising this OP section to be more consistent with the language of the PPS and OHA.	MCM	PPS policy 4.6.1, 4.6.3, Section 8 (definition of "conserved") O. Reg. 9/06	Recommended revision as follows: 9.2.15 ~~Retention~~ **Conservation** of Designated Heritage Properties Designated properties shall be ~~retained~~ **conserved** as part of any new development or redevelopment to ensure that the **cultural** heritage value **or interest of** the building and/or lands is not ~~compromised~~ **adversely impacted,** unless Council or its designate approves removal in accordance with the *Ontario Heritage Act.*

39	9.2.16	It is unclear what permit is being referred to at the end of the policy. The OHA does not provide for alterations to be made to heritage attributes of Part IV designated properties without a municipal permit, nor for exterior alterations to be made in a Heritage Conservation District that are not in keeping with the Heritage Conservation District Plan, without a municipal permit, nor for alterations to be made to an archaeological site other than by a licensed archaeologist, at the discretion of a municipal official.	MCM	PPS Section 8 (see definition for *significant)*	Recommended revision as follows: 9.2.16 Public Works Compatibility with **Cultural** Heritage Resources Consideration shall be given to the effects of public works and development on **significant cultural heritage resources** ~~buildings, infrastructure, sites and areas of historical, architectural, scenic or archaeological importance~~ prior to the approval of public works and proposals for development. ~~At the discretion of the Director of Planning and Development Services, emergency repairs to infrastructure within buildings, sites and areas of historical, architectural, scenic or archaeological importance may not require a permit.~~
40	9.2.19	The Province does not provide “clearance” on archaeological assessment reports.		PPS Policy 4.6.2	It is recommended that policy be revised to clarify that archaeological assessments are entered into the **Ontario Public Register of Archaeological Reports.**
Section 10: Integrated Transportation					
41	10.2.1.2	The policy as written does not accurately reflect the planning authority’s responsibilities regarding protection of planned corridors.	MMAH MEM	PPS Policy 3.3	It is recommended that additional language be included to be consistent with the direction of PPS Policy 3.3 as follows:. The City shall ***plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs. The City shall not permit*** ~~ensure~~ development ***in planned corridors that could preclude or*** ~~applications will not~~ negatively affect ***the use of***

					the corridor for the purpose(s) for which it was identified. ~~functionality of existing or planned corridors.~~
42	10.2.2.12	The agri-food network includes the infrastructure, services and other agri-food assets needed to sustain and enhance the prosperity of the agri-food sector, which includes transportation systems. This includes agriculturally compatible road design that focuses on accommodating the equipment and activities of agricultural operations and promoting safety.	OMAFA	PPS Policy 4.3.1, Section 8 (definition of "agri-food network")	Consider adding a new sub point to 10.2.2.12 to include provisions for road designs that are compatible with agricultural operations and activities. Compatible road design may include consideration for road width and shoulders, sloping, intersection and access points, urban buffers, placement of overhead hydro/telephone lines. **10.2.2.12 Provisions for Road Designs** **v.** ***The agri-food network through agriculturally compatible road designs which accommodate agricultural equipment, activities and promote safety.***
43	10.2.4.5	For sensitive developments, it is recommended that noise be assessed within 500 metres of a principal main railway line. OP policies should therefore reference MECP's Environmental Noise Guideline, NPC-300.	MECP	EPA, PPS Policy 3.5	Recommended to add **"<u>in accordance with provincial guidelines, standards and procedures</u>"** when referring to required studies.
Section 11: Infrastructure and Utilities					
44	11.2.12.4	The City of Welland cannot require construction standards for buildings. This includes mandating the reduction of energy demands within buildings or the integration of green roofs.	MMAH	The *Protect Ontario by Building Faster and Smarter Act*, 2025 (Bill 17), Section 35 (1) of the *Building Code Act*, 1992	The City should remove the words "or require" from this policy

Section 12: <u>Northwest Secondary Plan Policies</u>					
45	12.5.1	This policy is acceptable only if the intent is that sustainable design features can be incorporated outside of the building envelope. The City cannot mandate construction standards for buildings.	MMAH	The *Protect Ontario by Building Faster and Smarter Act*, 2025 (Bill 17)	We would encourage the City to revise the language in this policy to ensure its clarity.
Section 13: <u>Area Specific Policies</u>					
Section 14: Implementation					
46	14.4.4.6.2 & 14.4.4.6.3	Sections appear to be missing uses outlined in Section 1 of O. Reg. 509/20.	MMAH	O. Reg. 509/20	It is recommended that where CBC policies are included, that it be consistent with O. Reg. 509/20.
47	14.8.5	**T**he *Planning Act* outlines matters that are within the scope of Site Plan Control.	MMAH	Planning Act, s.41(4.1)	Please ensure policies are consistent with the *Planning Act.*
48	14.13.2	Changes to the Development Charges Act includes additional exemptions.	MMAH	Bill 23, Bill 17, *Development Charges Act*	It is recommended that the section be modified to be consistent with legislation.
49	14.17.1	This section is incomplete based on Section 53 and 27 of the *Planning Act*.	MMAH	*Planning Act,* s.53 s.57	Recommend modifying to "**<u>applications for consent</u>**" to be consistent with Section 53 and 27 of the *Planning Act*.
50	14.12 Throughout OP	The official plan must outline all required supporting studies or reports that may be requested as part of a complete application submission. Report/studies not specifically included in the Official Plan may not be required as part of a complete application submission.	MMAH	*Planning Act* s.22(5), s.22, s.34, s.41, s.45, s.53, s.51, Bill 17	Ensure that policies are clear on what studies/reports may be required as part of a complete application submission and remove policies that state "other studies may be required" or any other similar policy with the same effect. Please also be advised of proposed legislative and regulatory changes **(<u>ERO posting</u>)** that would limit the information and material that may be required by a municipality as part of a complete application submission for OPAs, ZBAs, Site Plan

					Control, Plan of Subdivision and consent applications. Specifically, it is proposed that materials and information for the following topics could not be required as part of a complete planning application: • Sun/Shadow • Wind • Urban Design • Lighting The City's policies on studies and reports required as part of a complete application submission should be consistent with any future Minister regulation.
51	14.18.1	Official plan appears to be not including all exceptions per O.Reg 254/23.	MMAH	*Planning Act,* O.Reg 254/23, Bill 23	Recommended to be revised to include all exceptions.
52	14.18.3 14.18.9 and throughout	Policies are not consistent with the *Planning Act* which make pre-consultation optional.	MMAH	Bill 185 *Planning Act, 22 (3.1),* 34(10.0.1), 51(16.1), 41(3.1)	Recommend revising policies to encourage applicants to submit pre-consultation requests, not to require, and to remove any references in this section and throughout the OP to require pre-consultations as they are optional. Example of a suggested modification: **1.** "Prior to scheduling a**n optional** Pre-Consultation, an applicant **may** submit to the Director of Planning and Development Services or their designate a completed Request for Pre-Consultation, which **may** include:" Recommend modifying to reference the appropriate section of the official plan for complete application requirements.
53	14.18.8 Throughout OP	For consistency, it is recommended to use the correct terminology when referring indigenous engagement policies.	MMAH	PPS Policy 4.6.5	Please ensure that the official plan is consistent with PPS Policy 4.6.5, including but not limited to any reference to Indigenous communities and early engagement.

					Recommended to include the word "**early**" to be consistent with PPS, 2024.
Section 15: Definitions					
54	General Comment	Please review the definitions in the draft official plan to ensure they are consistent with the terminology and definitions of the PPS, 2024.	MMAH	PPS, 2024, Section 8: Definitions	Recommended to revise and update this section to align with the terminology and definitions of the PPS, 2024. For example: *strategic growth area, infrastructure, planned corridors, on-farm diversified uses, significant, built heritage resource, protected heritage property, heritage attributes, brownfield sites, endangered species, renewable energy system, significant, archaeological resources, urban agriculture, agricultural systems, agri-food network, agricultural impact assessment, prime agricultural area, prime agricultural lands, rural lands, individual on-site sewage services, etc.*
55	Definition of *residence surplus to an agricultural operation*	The term and definition in the OP is not consistent with the PPS, 2024.	MMAH	PPS, 2024, Section 8: Definitions	Please update the terminology and definition to be consistent with the PPS, 2024.
Schedules					
56	Schedule 'B' – Land Use	The relationship between "Natural Environment System" designation and "Agricultural" requires further clarification.	OMAFA	PPS, 2024 Policies 4.1 and 4.3	Review presentation of Natural Environment System in Schedule 'B' – Land Use. Recommend that "Natural Features and Areas" be shown as an overlay either through hatching or otherwise to indicate that the area is still designated as Agricultural and that policies for the Agricultural designation are also to apply.
57	Schedule 'B' – Land Use	Sections of mapping in Schedule B – Land Use, indicate Open Space and Recreation (such as above highway 27, to the east of Welland Canal) when	OMAFA	PPS, 2024 Policy 4.3	Review mapping for "Parks and Open Space" as identified in Schedule B – Land Use that is overlapping with prime agricultural areas to ensure land is not being removed.

		regional mapping identifies as prime agricultural area.			
58	Schedule 'B' – Land Use	Sections of mapping in Schedule B – Land Use, indicate Rural designation (such as section between highway 58 and Canal Bank St) when regional mapping identifies as prime agricultural area.	OMAFA	PS, 2024 Policy 4.3	Review mapping for "Rural" as identified in Schedule B – Land Use that is overlapping with prime agricultural areas to ensure land is not being removed.
59	Schedule 'B' – Land Use	Sections of mapping in Schedule B – Land Use, indicate "Rural Employment Designation" when regional mapping identifies as prime agricultural area.	OMAFA	PS, 2024 Policy 4.3	Review mapping for Rural Employment Designation identified in Schedule B – Land Use that is overlapping with prime agricultural areas to ensure land is not being removed.
60	Schedule 'C1' - Components of the Natural Environment System	The Schedule does not appear to be consistent with MNR data. For example, the Lyons Creek Wetland Complex (69877093) should be identified as PSW as opposed to 'other wetland' and the Niagara Street Cataract Road Woodlot Wetland Complex (71301447) appears to be identified as PSW in its entirety, rather than a combination of PSW and woodland.	MNR	PPS Policy 4.1	It is recommended that the municipality review and confirm they are using the most up to date data sets to assist in the development of the OP Schedules. MNR's natural heritage and natural resources geospatial data layers can be accessed through the ministry's GeoHub and Natural Resources Data Access Requests | Ontario GeoHub.
General Comments					
61	General Comment	Municipalities are required to consult with conservation authorities having jurisdiction in the municipality to which an Official Plan or Official Plan Amendment would apply.	MMAH	Planning Act (Ontario Regulation 543/06)	Recommended that the Town consult with conservation authorities having jurisdiction within the Town and that comments provided be addressed to the satisfaction of the conservation authority prior to adoption of the Official Plan.

62	Throughout OP	It is noted that there are references to 'MNR' throughout the Welland OP. To eliminate potential inconsistencies with future ministry name changes it is recommended 'MNR' be referred to as 'the Province.' This will also capture any future changes in roles and responsibilities of Ministries.	MNR	N/A	It is recommended that references to MNR be revised to **'the Province**' throughout the OP.

Notes for use:

- In the Reference to Planning Act, Provincial Plan and PPS column, please be as specific as possible when referencing policy, legislation etc.
- In the "Proposed Revision" column, recommended updates should be *italicized*, text additions should be ***boldface*** and deletions should be a ~~strikethrough~~.
- In instances where the "Proposed Revision" is based on missing official plan policies or it is a general comment without a specific suggested revision, the "Comments/Concerns" column can include a "See Proposed Revision" note. This is intended to prevent the same information being duplicated between both columns.

Niagara Region

Office of the Deputy Chief Administrative Officer
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Sent Via Email Only

August 25, 2025

Brashanthe Manoharan
Senior Planner, Community Planning and Development
Municipal and Housing Operations Division, Central Region Office
Ministry of Municipal Affairs and Housing
College Park, 16th Floor
777 Bay Street
Toronto, ON M7A 2J3

Dear Ms. Manoharan,

Re: Niagara Region Comments
City of Welland Draft Official Plan (June 2025)

Thank you for the opportunity to review the City of Welland Draft Official Plan (June 2025), received on June 26, 2025. As requested by the Ministry, a comment table is attached as **Appendix 1**, outlining Regional staff's requests and recommendations to support continued coordination between the City of Welland and Niagara Region. In addition, the following comments are provided to outline more significant matters for the Ministry's consideration in the review of the City of Welland Draft OP, especially as it relates to growth analytics and forecasting.

Section 6.2 of the 2024 Provincial Planning Statement (PPS) emphasizes the importance of coordinating planning across municipal boundaries and between different levels of government, especially on matters related to growth, infrastructure, and public services. In keeping with this direction, the Niagara Region has entered into a Engineering Services Memorandum of Understanding (MOU) with the City of Welland to ensure continued consistency and collaboration in the planning and delivery of infrastructure and related services.

In accordance with the MOU, Regional infrastructure policies and mapping from the Niagara Region Official Plan (NOP) should be incorporated into the City of Welland's Official Plan (OP) to support the coordinated delivery of infrastructure and related services. Regional staff have, therefore, reviewed the City's Draft OP with respect to matters that may affect or support the provision of Regional water and wastewater, transportation, stormwater, and waste management services, as well as other related areas of Regional interest.

Infrastructure Planning and Growth Forecasts

The Niagara Region plays a key role in the delivery of water, wastewater, and transportation infrastructure by ensuring there is sufficient capacity within treatment

plants, sewage pumping stations, and Regional road infrastructure to accommodate planned growth and development. Accordingly, Regional staff undertake growth tracking and analytics to align infrastructure projects with development needs, as well as to inform the Regional development charges study that funds these projects.

Concurrent updates are currently being undertaken for the Niagara Region's Water/Wastewater Master Servicing Plan and Transportation Master Plan. As such, municipal population and employment forecasts within these Regional strategies and local planning documents should be aligned to promote the orderly and fiscally sustainable development of current and future infrastructure, especially with regards to their timing and location.

With the above in mind, Regional staff have reviewed the City's Draft OP and have identified the following concerns with regards to its growth management policies and forecasts.

Population Growth

The population forecasts identified in the City's Draft OP are significantly higher than those identified through previous planning exercises and do not align with current growth patterns in the City.

The NOP, as approved by the Minister of Municipal Affairs and Housing, identifies a total population of 83,000 for the City of Welland by the year 2051. The City's Draft OP, however, states that the land use designations and policies of the Plan are based on serving a "minimum population growth of 73,000 [people] by 2051 and reaching a population of 129,000 by 2051". This represents 46,000 more people or an increase of 55% in the City's future population count compared to the Region's growth forecasts.

For further perspective, the NOP forecasts would result in approximately 900 people or 465 housing units per year, while the City's Draft OP is equivalent to approximately 2,500 people or 1,300 units per year. Since 2020, the City of Welland has averaged the completion of 387 units per year with an estimated 775 people per year.

Section 2.1 of the PPS directs municipalities to either continue using forecasts previously issued by the Province or carry out their own growth forecasts based on the 25-year regional forecasts published by the Ministry of Finance. Staff note that the Province released the *Proposed Updates to the Projection Methodology Guideline* for comment on August 12, 2025. The City of Welland Draft OP population projections do not align with the proposed methodology.

Based on the latest Ministry of Finance projections (Summer 2025), Niagara Region is anticipated to add 149,836 people between 2025 and 2051. The addition of 73,000 people in the City of Welland as stated in the Draft OP represents approximately 49% of the overall population for the Niagara Census Division and is inconsistent with either of the proposed population methods released by the Province.

As noted, significant misalignment between local and regional forecasts can affect capitol planning projects and budgets. It is imperative that forecasting in the City of Welland Draft OP, as well as in all other local planning documents, utilizes a coordinated, integrated or comprehensive approach as recommended in the PPS, and seeks alignment between the plans and strategies of the upper-tier municipality.

Employment Growth and Urban Expansion

Regional staff also note that while the Draft OP anticipates an increase in population beyond previous Regional targets, the employment forecasts within the Plan reflect those established by the Region. Both documents identify an employment target of 28,790 jobs by 2051. In the NOP, this forecast was based on a participation rate of 34.7% of jobs to population. With the higher population forecasted in the Draft OP, however, the City appears to anticipate a lower job to population ratio of 22.3%.

The lower employment participation rate may put a higher emphasis on residential growth than non-residential growth. Should residential growth not materialized at the significantly higher rate that is identified in the Draft OP, the City may not collect enough growth-related revenue to fund future infrastructure projects. Further, despite the lowered employment participation rate, the City's Draft OP includes a settlement area expansion for the Gateway Economic Centre lands. It is unclear if the settlement area boundary expansion meets the criteria of Section 2.3.2 of the PPS.

Public Use

The Niagara Region is the housing Service Manager for the Niagara area as outlined in the *Housing Services Act, 2011*.

In May 2025, Niagara Regional Council approved a motion requesting local municipalities help facilitate affordable housing development by adding public use provisions into their Official Plans recognizing both Niagara Regional Housing (NRH) and non-profit and co-operative housing providers that are under agreements with Niagara Region as eligible entities.

> **COM14-2025: Consolidated Housing Master Plan: Implementation Plan**
>
> **Recommendation 6:**
>
> *That local area municipalities **BE REQUESTED** to consider amending or creating public use exemption provisions within local official plans and comprehensive zoning by-laws to establish Niagara Regional Housing affordable housing units, as well as non-profit and co-operative housing providers that are under Service Manager agreements with Niagara Region's Housing Services Department as eligible uses.*

Staff were please to see that **Policy 4.2.3.10 vii.** of the Draft OP identifies that: **"**The City will also encourage the implementation of the Niagara's Housing and Homelessness Action Plan goals".

In addition, the City's existing land use planning framework, specifically, Section 5.31 of the '*City of Welland New Comprehensive Zoning By-Law [2017-117]*' includes public use provisions that have enabled NRH to rapidly construct new community housing units with deviation from the permitted as-of-right land use permissions set out for these sites, including those at 207 Roach Avenue and 60 York Street. Regional staff respectfully request that similar provisions to the Zoning By-law be incorporated into the City's Draft OP.

Further, Regional staff request that any associated definition of 'public use' reference "… *the Regional Municipality of Niagara, including Niagara Regional Housing, as well as non-profit and co-operative housing providers that are under Service Manager agreements with Niagara Region's Housing Services Department*…" to avoid confusion with their interpretation.

These provisions are an effective policy mechanism to expedite the delivery of deeply affordable community housing units and are anticipated to help address the on-going housing crisis.

Conclusion

Thank you again for the opportunity to comment on the City of Welland Draft Official Plan. If you have any questions regarding the above or the comments attached within **Appendix 1**, please do not hesitate to contact the undersigned at alexandria.tikky@niagararegion.ca or 905-980-6000 ext. 3593, or Angela Stea, Director of Strategic Initiatives, at angela.stea@niagararegion.ca or ext. 3518.

Respectfully,



Alexandria Tikky
Senior Planner/Acting Manager
Sustainable Communities, Niagara Region

Attachment:

Appendix 1 – Comment Table, Niagara Region Comments, Draft Welland OP

cc: Angela Stea, Director, Strategic Initiatives, Niagara Region
Diana Morreale, Director, Infrastructure Planning and Development, Niagara Region
Heather Watt, Manager, Community Planning and Development, MMAH
Anna Henriques, Team Lead, Community Planning and Development, MMAH

Revisions Suggested to Implement the Planning Act, Provincial Planning Statement. 2024 and Provincial Plans					
Item	**OP Policy Number Or reference schedule**	**Comments/Concerns**	**Related Provincial Ministries**	**Policy Basis/Rationale Reference to Planning Act, PPS or Provincial Plan Section or Policy**	**Proposed Revision**
Section 4: Urban Area Land Use Policies					
1	4.5.3.7	Request additional language be added to Policy 4.5.3.7 to address the strategic location of emergency management services.			Emergency service facilities, including fire, police and ambulance stations are permitted in all land use designations. Where appropriate, such facilities shall be located on an arterial, collector, or regional roads, ***and strategically located to support the effective delivery of emergency management services***. The siting of new facilities shall also consider the potential impacts on adjacent users and encouraged to co-locate with other emergency services where appropriate.
Section 10: Integrated Transportation					
2	10.1.5	Request additional language be added to recognize that planning for major goods movement facilities and corridors, active transportation and public transit facilities should also be coordinated with Provincial and Regional governments.			The City will anticipate, designate and protect transportation rights-of-way and areas required for future transportation facilities, ***major goods movement facilities and corridors*****, *active transportation* and public transit facilities** in cooperation with the Province, Niagara Region, ***where applicable***, and neighboring municipalities.
3	10.1.13	Request additional language be added of coordination between the City and Region on wayfinding signage to create a transportation network.			The City will promote the use of wayfinding to create a transportation network that is easy to navigate**. *Wayfinding signage along Regional Roads will be coordinated with the Region to ensure consistent implementation.***

4	10.2.1.2	Request additional language be added for consultation with the Region in regard to existing or planned corridors, and to protect major goods movement facilities as well as corridors			The City**, *in consultation with the Region, where applicable*,** shall ensure development applications will not negatively affect the functionality of existing or planned corridors ***and major goods movement facilities, including those identified in the Region's Transportation Master Plan*.**
5	10.2.2.3	Request that Policy 10.2.2.3 be revised to indicate the addition of policies that will guide the conveyance of Regional Roads per the policies of the Niagara Region Official Plan (NOP) and the Region's current practices.			The planned minimum right-of-way widths for municipal roads identified on Schedule E Road Hierarchy should will be: 26 metres for City arterial roads; 23 metres for minor and major City collector roads; and, 20.0 metres for City local roads. The minimum right-of-way widths indicate the amount of land which may be required by the City or Region as part of the *development* approval process in accordance with the Planning Act. Regional Roads shown on Schedule E may be subject to the right-of-way widths for regional roads identified on Schedule E1, ***subject to the policies in Section 10.2.2.4.***
6	10.2.2.4 (revised)	Further to the comment above, request that a new Section 10.2.2.4 be added to the Plan to recognize Regional policies for road conveyance. Subsequent sections will need to be renumbered.			***10.2.2.4 Regional Road Right-of-Way Widths*** ***10.2.2.4.1 As conditions of the approval of a development application under the Planning Act:*** ***a. the Region may acquire land from the landowner required for the road allowance as identified in Schedule M, at no cost to the Region and free of all encumbrance, encroachments, and improvements unless otherwise agreed to by the Region; and*** ***b. the Region shall be provided with a certificate of an Ontario Land Surveyor noting that all legal survey documentation on the widened road allowance is in place.***

					10.2.2.4.2 The conveyance of land shall be required at no cost to the Region as a condition of the approval of a development application, beyond the designated road allowance widths identified in Schedule E1, to accommodate items such as sight triangles, turning lanes, channelization, grade separations, traffic control devices, rapid transit, public transit facilities and rights-of-way, active transportation, cuts, fills and storm drainage requirements, as required to meet accepted engineering design standards. These do not require an amendment to this Plan. ***10.2.2.4.3 Further to Policy 10.2.2.4.2, the City may, without an amendment to this Plan, update the designated road allowance widths in Schedule E1 where an alternate width has been approved through a completed Municipal Class Environmental Assessment or by Regional Council.*** ***10.2.2.4.4 Additional land that exceeds the road allowance widths identified in Schedule E1 or Policy 10.2.2.4.2 may be acquired by the Region at its own expense, without an amendment to this Plan.*** ***10.2.2.4.5 As part of the development application process, a road allowance not yet owned by the Region and identified in the Region's Transportation Master Plan should be protected in the following cases:*** ***a. a local street that could be ultimately assumed by the Region; and*** **b.** ***plans for the extension of an existing road allowance.***

Section 11: Infrastructure and Utilities					
7	11.1.4	Request additional language be added to reflect that water and wastewater servicing will be provided in a financially viable manner.			The Region is responsible for providing a supply of municipal sanitary sewer and water services within the City. The City will work closely with the Region to ensure there is a sufficient planned supply of sanitary and water services to meet long-term growth projections outlined in this Plan**, *and to ensure that such services are optimized, feasible and financially viable over the long term.*** The City recognizes the Region's Water and Wastewater Master Servicing Plan.
8	11.2.8	Request the inclusion of a new policy to ensure land use compatibility is appropriately considered for new development adjacent to an existing or proposed sewage treatment facility.			***Where development is proposed on lands adjacent to an existing or proposed sewage treatment facility, the location of development shall be determined by appropriate noise and odour studies that identify suitable separation distances and mitigation measures.***
9	11.2.8.4	Request additional language be added to Policy 11.2.8.4 for wet weather overflow and security for high risk and critical areas.			The City will work closely with the Niagara Region to ensure there is a sufficient reserve capacity within the sanitary treatment plant, ***to ensure that new development will not put the Region out of compliance with regulations, to consider opportunities to maintain or reduce wet weather overflow occurrence, and to provide reliability, redundancy and security in its water and wastewater systems with attention to high risk and critical areas in order*** to serve Welland and accommodate ~~the~~ long term growth ~~based on the projections in this Plan~~.
10	11.2.8.16	Request additional language be added directing the construction or expansion of municipal infrastructure be limited to the urban area boundary except in circumstances permitted by the Plan.			Construction of new, or expansion of existing municipal water, and wastewater *infrastructure* should only be considered where the following conditions are met: a. Where capacity exists;

					b. strategies for water conservation and other water demand management initiatives are being implemented in the existing service area; c. plans for expansion or for new services shall serve growth that achieves at least the minimum growth management targets and policies for *intensification* and density in this Plan; and d. plans have been considered in the context of applicable inter-provincial, national, bi-national, or state-provincial Great Lakes Basin agreements and are in compliance with the Great Lakes-St. Lawrence River Basin Sustainable Water Resources Agreement. ***e. Proposed construction or expansion is within the urban area boundary, except where otherwise permitted in this Plan.***
11	11.2.8.18	Request that Policy 11.2.8.18 be revised to clarify that lateral connections are discouraged within the settlement area.			Lateral connections to Regional water or wastewater mains ***are discouraged within the settlement area, and are*** not permitted outside the urban areas boundaries.
12	11.2.10.	Request the addition of a new policy to clarify that approvals are necessary for utilities within the Regional Road allowances.			***Utility providers proposing to locate, relocate, or replace a facility within a regional road allowance will require approval from the Niagara Region and be subject to the provisions of all applicable Regional policies, by-laws, standards, and guidelines.***
Section 13: Area Specific Policies					
13	13.1	Request the addition of a new policy similar to NOP Policy 5.2.4.9 to address proposed development within the influence area of a waste management facility.			***Proposed development within the influence area, as determined by Provincial Land Use Compatibility Guidelines or through site specific study, of all waste management facilities shall demonstrate that the solid waste disposal site will not have any unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.***

14	13.1	Request the addition of a new policy similar to NOP Policy 5.2.1.21 to clarify Regional responsibilities for waste management services.			***The Region will design, operate, and monitor waste management facilities in such a manner as to promote sustainability and public health and, wherever feasible, provide for future adaptive reuse opportunities in accordance with applicable policies of this Plan and Provincial requirements.***
15	13.1	Request the addition of a new policy similar to NOP Policy 5.2.4.3 to reflect the manner in which waste management services are delivered.			***The Region shall provide waste management systems that are an appropriate size and type to accommodate present and future requirements, and facilitate, encourage, and promote reduction, reuse, and recycling objectives.***
Section 14: Implementation					
16	14.6.3	Request the addition of a new policy similar to NOP Policy 5.2.4.4 to ensure collaboration with Niagara Region for waste collection requirements (i.e. new subdivision) and to ensure safe and efficient collection and diversion measures for organics are in place.			***In collaboration with the Region, Local Area Municipalities should ensure that their official plan, zoning by-law, plan of subdivision approvals and site plan approvals for new development comply with the Region's requirements for waste collection to ensure safe and efficient waste collection and diversion and includes support for the resource recovery of food and organic waste for their residents.***
17	14.18.6	Request the addition of stormwater infrastructure to the list of applicable components of the Region's engineering review in alignment with the Region and City's Engineering Services Memorandum of Understanding.			The City will circulate the Niagara Region on the following planning projects and applications when required for the engineering review of regional water, wastewater, ***stormwater*****,** and transportation infrastructure: i. Comprehensive Official Plans and Non Site-Specific Local Official Plan Amendments; ii. Site Specific and Policy Specific Official Plan Amendments; iii. Secondary Plans; iv. Block Servicing Plans; v. Local Environmental Assessments; vi. Comprehensive Zoning By-laws;

<table>
<tr><td></td><td></td><td></td><td></td><td></td><td>vii. Zoning By-law Amendment;
viii. Draft Plans of Subdivision;
ix. Plans of Condominium;
x. Consents;
xi. Minor Variances;
xii. Site Plan Control</td></tr>
<tr><td colspan="6">Schedules</td></tr>
<tr><td>18</td><td>Schedule E1</td><td>Request the inclusion of a Minimum Site Triangle Requirements table for Regional Roads into Schedule E1 of the City’s Official Plan.</td><td></td><td></td><td><table><tr><th>Regional Intersection Type</th><th>Minimum Sight Triangle Dimension Requirements</th></tr><tr><td>Urban (signalized)</td><td>10 meters x 10 meters</td></tr><tr><td>Urban (non-signalized)</td><td>6 meters x 6 meters</td></tr><tr><td>Rural</td><td>15 meters x 15 meters</td></tr></table></td></tr>
<tr><td>19</td><td>Schedule B</td><td>Request that 60 York Street be identified as High Density Residential on Schedule B to recognize its existing use. It is currently recognized as low density residential.</td><td></td><td></td><td>Mapping changes are requested as outlined in the comments section.</td></tr>
<tr><td colspan="6">General</td></tr>
<tr><td>20</td><td>Public Uses</td><td>Further to Niagara Regional Council direction, it is recommended that public use provisions be added to the Official Plan, as appropriate, to recognize Niagara Regional Housing (NRH) and other community housing units under agreement with NRH as eligible entities in order to help expedite the delivery of deeply affordable community housing units.</td><td></td><td></td><td>Further information is outlined in the letter submitted with this comment table.</td></tr>
</table>

Revisions Suggested to Implement the Planning Act, Provincial Planning Statement. 2024 and Provincial Plans					
Item	**OP Policy Number or Reference Schedule**	**Comments/Concerns**	**Related Provincial Ministries**	**Policy Basis/Rationale Reference to Planning Act, PPS or Provincial Plan Section or Policy**	**Proposed Revision**
Section 1: Introduction					
1	1.2 and throughout OP	In October 2024, the Provincial Planning Statement (PPS), 2024, replaced the Provincial Policy Statement, 2020 and the Growth Plan. As of March 31, 2025, Niagara Region is defined by the *Planning Act* as an upper-tier municipality without planning responsibilities. As a result, the Niagara Region's Official Plan is now deemed to be an Official Plan for the lower-tier municipalities, including the City of Welland.	MMAH	PPS, 2024 *Planning Act*	Recommended that revisions be made in this section, and throughout the Official Plan, to reference the Provincial Planning Statement, to reference the Provincial Planning Statement, 2024 and not the Provincial Policy Statement, 2020 and to reflect that Niagara Region does not have planning responsibilities. ***Response: Updated throughout the Official Plan. Note, at the time of preparing the Draft Official Plan the Niagara Region still had planning responsibilities.*** It is also recommended that the City incorporate relevant policies from the Niagara Region Official Plan into the City's Official Plan and repeal all other policies that are not applicable. ***Response: The draft includes the applicable policies from the Niagara Region Official Plan; the other polices will be repealed.*** Recommend removing any

					reference to Niagara Region where applicable to reflect the removal of the Region as an upper-tier municipality with planning responsibilities. ***Response: The draft has removed references to Niagara Region where applicable.***
Section 2: Community Strategic Directions					
2	OP policies including but not limited to: 2.3.2 (xvi.) 2.7.1 2.7.2(v)(vi) 4.1.1.1 4.1.3.7 4.2.3.1 4.2.3.2 4.2.3.6 4.5.3.9 5.3.3.10 7.5.4.10 7.5.9 9.1.1 9.2.7 9.2.12 9.2.14 9.2.16 9.2.18 10.2.5.6 14.18.8	Significant revisions are recommended to the official plan policies and definitions for consistency with the PPS 2024 and the *Ontario Heritage Act* as it relates to cultural heritage and archeology.	MCM	PPS Policy 4.6, Section 8 (see definitions of *conserved, built heritage resource,* and *cultural heritage landscape, archaeological resource, protected heritage property, significant(e), cultural heritage landscapes).* *Ontario Heritage Act*	While potentially not an exhaustive list of changes needed, the following changes to terminology are recommended for consistency with provincial direction: • Replace “archeological” with” archaeological” wherever it occurs • ***Response: Updated.*** • “Archeological resources” be used instead of “archeological significance” and defined consistent with the PPS, 2024. • ***Response: Updated.*** • Further, archaeological fieldwork is referred to as “archaeological assessment” in the OHA, PPS 2024, and other provincial guidance material. Delete the term resource’ wherever the term ‘archaeological resource assessments’ is used. • ***Response: Updated.*** • “Conserved” (or

					"conserve" or "conservation") be used instead of "preserve", "preserved" or "preservation" which can refer to distinct mitigation strategies associated with heritage conservation • ***Response: Updated throughout.*** • "Conserved" should also be defined, consistent with the PPS, 2024. ○ It is also recommended that the term "identified" be removed when referencing the conservation of cultural heritage resources to capture potential/unidentified cultural heritage resources and given that some cultural heritage resources would only be identified through proactive strategies and archaeological assessment carried out pursuant to PPS 4.6.2, 4.6.4(b). • ***Response: Conserved was defined based on***

					PPS 2024. As well, "identified" was removed from 2.3.2 • "Cultural heritage value or interest" be used instead of "historic or architectural interest" which is no longer employed in reference to cultural heritage in the Ontario context. Reference to "cultural value or interest" is found within the definition of "conserve" in the PPS, 2024. • ***Response: Updated throughout.*** • "Cultural heritage resources" should be defined to include archeological resources, built heritage resources and cultural heritage landscapes. Alternatively, "archeological resources", "built heritage resources", and "cultural heritage landscapes" should be used throughout the OP for PPS, 2024 consistency (these terms should be defined in the OP even if "Cultural heritage resource" is also defined. • ***Response: Updated.*** "Heritage assets" is no longer in use, reference to "protected heritage properties" is

					recommended instead. ***Response: Policy 2.7.2 updated.*** It is also noted that strategic directions related to cultural heritage resources, which include archaeological resources, built heritage resources, and cultural heritage landscapes, should be further distinguished from strategic directions related cultural programming/industry. ***Response: Policy 2.3.2 xvi. updated.***
3	2.4.2	Planning authorities are required to apply an agricultural system approach, to support the long-term economic prosperity and productivity of the agri-food sector.	OMAFA	PPS Policy 4.3.1	Recommended revision to explicitly recognize the agricultural system and emphasizes the protection of the agricultural land base as part of this system: 2.4.2 xii. Welland recognizes the important economic and social contribution of agricultural and farm related businesses and activities. The City of Welland will support agriculture and farm related businesses by **taking an agricultural system approach, that includes a continuous agricultural land base and a strong agri-food network.** This includes protecting *prime agricultural lands and* discouraging land fragmentation and ***ensuring land use computability to sustain long-***

					term agricultural viability. ***Response: Policy 2.4.2 xii updated.***
4	2.7.2(viii) 14.18.8	This section discusses the management of "cultural heritage resources" and "archaeological resources." Cultural heritage resources include archaeological resources, built heritage resources, and cultural heritage landscapes.	MCM	PPS Policy 4.6.5, Section 8	Recommended revision for consistency with PPS 4.6.5**:** Welland will engage **early with** First Nations and Indigenous communities and **ensure** consider their interests **are considered** when identifying, protecting, and managing **archaeological resources, built heritage resources, and cultural heritage** ~~resources and archaeological resources.~~ ***Response: Updated Policies 2.7.2 and 14.18.8.***
Section 3: Growth Management Policies					
5	3.1, 4.3.1.5, applicable schedules & Throughout OP	"Designated Greenfield Area" is a Growth Plan term. The PPS, 2024 refers to "Designated Growth Areas"	MMAH	PPS, 2024 (Section 8)	Recommended to revise all references to "Designated Greenfield Area" in the OP to "Designated Growth Area" to be consistent with the PPS, 2024. ***Response: Updated throughout the Draft Official Plan. (Please note we kept Greenfield Area to conform to the Regional OP which was in effect at the time).*** Please also include it as a defined term, consistent with the definition in the PPS, 2024. ***Response: Definition updated.***
6	3.1	Planning authorities are required to take an agricultural systems approach to	OMAFA	PPS Policy 4.3.1, 4.3.5, Section 8	Recommended revision to policy 3.1 to recognize an agricultural

		protect the agricultural land base and support the long-term prosperity of the agri-food sector.			systems approach: 3.1 Welland's Growth Management Strategy To prevent *development* in inappropriate areas and support the conservation of valuable economic, ***agricultural system***, environmental and cultural resources [...]. [...] ***Response: Not appropriate in the introductory sentence – this is about development inside the urban boundary of Welland. However, further down in the paragraph it can be included. Updated to: "The City also recognizes that a small ~~of~~ amount of growth and development will occur within the Agricultural and Rural Area, ~~outside of the Built-up Area~~ in support of the agricultural system.***
7	3.3. 1	The PPS, 2024 requires that population and employment forecasts be informed by provincial guidance and based on Ontario Population Projections published by the MOF. Municipalities may continue to forecast growth using population and employment forecasts previously issued by the Province.	MMAH	PPS 2024, 2.1.1; 2.1.2, 2.1.3, 2.2.1 (a-d) and 6.2.1	The City is encouraged to utilize the most recent populations forecasts published by the Ministry of Finance to best plan appropriately for anticipated population growth. Modification may be made, as appropriate. The City should refer to the Projection Methodology Guideline for assistance in this exercise (existing methodology and proposed updated methodology – ERO 025-0844)

		The City's population forecast of 129,000 people by 2051 is significantly higher than the population forecast of 83,000 people (2051) in the Niagara Region Official Plan. The Niagara Region Official Plan has a population projection of 694,000 for entire Region whereas the August 2025 Ministry of Finance projection is 689,016. The PPS, 2024 also requires, at the time of creating a new official plan and each official plan update, that sufficient land be made available to accommodate an appropriate range and mix of land uses, including a range of housing options and densities, to meet projected needs for a time horizon of at least 20 years but not more than 30 years, informed by provincial guidance. Planning matters should be addressed through a coordinated and comprehensive approach, consistent with PPS Policy 6.2.1.			***Response*: *Thank you for your comment, the Growth Projections are based on the Regional Official Plan and the DC Background Study by the City.*** Niagara Region provided comments on the City's draft Official Plan, dated August 25, 2025 (Appendix '1'), emphasizing the importance of coordinated planning across different levels of government on matters pertaining to growth, infrastructure and public services. The City is encouraged to work with Niagara Region when developing its population projection to ensure appropriate coordination and integration as it relates to these matters. ***Response: Thank you for your comment, the Growth Projections are based on the Regional Official Plan and the DC Background Study by the City.*** When the Council adopted OP is submitted to the Ministry for decision, we would appreciate receiving any supporting information, rationale or methodology for the proposed population projection. ***Response: The proposed population projections are based on the City's DC***

					Background Study.
8	3.3.3	The PPS, 2024 requires that an appropriate range and mix of housing options and densities be provided to meet projected needs of current and future residents of the regional market area. This includes permitting and facilitating all housing options. This section refers to housing units by type (e.g. low, medium and high) however these are not unit types.	MMAH	PPS, 2024, 2.2.1 b) and Section 8	Recommend that this section be revised to address PPS policies and include "housing options" as a defined term, consistent with PPS 2024. ***Response: Policy 3.3.3 is updated to reflect 2.2.1 of the PPS more closely and the term housing options is defined.***
9	3.3.5 and 4.2.1.6	The PPS, 2024 requires that planning authorities maintain the ability to accommodate growth for a minimum of 15 years and where new development is to occur, maintain land with servicing capacity sufficient to provide at least a three-year supply of residential units in accordance with policy 2.1.4.	MMAH	PPS, 2024; 2.1.4 (a-b); Section 8	Recommended that section 3.3.5 be updated so that language is consistent with PPS 2024 policy 2.1.4 (a-b). For example, please include reference to "designated and available" as it relates to maintaining the ability to accommodate residential growth for a minimum of 15 years. Please also add all defined terms in 2.1.4 (a-b). ***Response: Policy 3.3.5 is updated to better reflect the PPS and policy 4.2.1.6 is deleted.***
10	3.4.2.4, 3.4.2.5, 3.5.1, 3.5.2, 3.5.3, 3.6.1 and Schedule 'A' - City Structure	The PPS, 2024 allows the identification of new settlement areas and settlement area boundary expansions subject to certain criteria. Schedule A – City Structure includes more land within the urban settlement boundary than what was	MMAH	PPS, 2024; 2.3.2.1 (a-g)	Recommended that revisions be made to allow the identification of new settlement areas and settlement area boundary expansions, consistent with the PPS, 2024. Please also include the criteria, including defined terms, for considering new settlement areas and settlement area

		included in the approved Niagara Region Official Plan. Settlement area boundary expansions may be considered subject to the criteria in the PPS, 2024 (2.3.2.1) The Minister is the approval authority for non-exempt Official Plan matters, in accordance with Ontario Regulation 543/06 and, Ministry approval is not required for urban boundary expansions.			boundary expansions, consistent with the PPS, 2024. ***Response: Policy 3.4.2.3 and 3.4.2.4 were updated to include references to Settlement Area Boundary Expansion. The Settlement Area Boundary Expansion criteria in Policy 3.5.1 are updated to be consistent with the PPS.*** For the proposed settlement area expansion, please provide the rationale and supporting information confirming that the policies of PPS, 2024 have been appropriately considered. ***Response: To be addressed in the Staff Report to Council.*** Please remove section 3.5.3 (Approval) as the Province is not the approval authority for urban boundary expansions ***Response: Policy 3.5.3 deleted.***
11	3.4.3 5.1	Consistent with the agricultural systems approach, rather than categorizing the “Agricultural and Rural Area” together, it is recommended that the agricultural system be referred to explicitly and separately, which includes both the agricultural land base and the agri-food network.	OMAFA	PPS Policy 4.3.1, 4.3.5, Section 8	Consider adding new policy subsection to 3.4.3 and 5.1, and explicitly identifying the agricultural system, its components, and the commitment to agricultural systems approach as a planning objective. ***Response: 3.4.3 has been revised to address this comment.*** ***In Section 5.1 – some policies have been revised to reference the***

					agricultural system.
Section 4: Urban Area Land Use Policies					
12	4.1.3.8 and throughout OP	Policies refer to mitigating possible adverse effects of uses in the downtown on adjacent residential areas and that certain studies may be required to further assess.	MMAH	*Bill 17, Protecting Ontario by Building Faster and Smarter Act, 2025*	Bill 17 received royal assent on June 5, 2025 and established regulation-making authority for the Minister to create rules, including but not limited to, on the studies that may be required for a complete application. Please be advised that a future regulation may prescribe studies that can be required for a complete application. ***Response: Acknowledged.***
13	4.2.2.2.2 and 4.2.2.3.2	The *Planning Act* requires that Official Plan policies permit 3 residential units on a parcel of urban residential land and provides direction on parking and minimum unit sizes associated with additional residential units. Additionally, Ontario Regulation 299/19 provides further direction on requirements and standards associated with additional residential units		*Planning Act,* 16 (3-3.2) and Ontario Regulation 299/19	Recommended that policies be updated to be consistent with the *Planning Act* for parcels of urban residential land within the City. ***Response: Policy 4.2.3.12 contains permission for Additional Residential units. Policy 4.2.3.12 is also updated to be consistent with the permissions set out in the Planning Act.***
14	4.2.3.3	As per the *Planning Act*, official plans may not contain any policy that has the effect of prohibiting the use of a parcel of urban residential land for an elementary school or secondary school of a school board or any ancillary uses to such schools, including the use of a childcare centre located in the school.	MMAH	*Planning Act* s.16 (3.2.1)	Recommended that this section be revised to be consistent with the requirements of the *Planning Act.* ***Response: Policy 4.2.3.3 uses the word "should" rather than "shall", as such this policy is not requiring but encouraging school boards to consider this***

					policy.
15	4.3.2.2, 4.3.2.3, 4.3.2.4, 4.3.2.5 3.4.4.1.3 Throughout OP	Policy 4.3.2.2 identifies the following designations as constituting "Employment Areas": General Industrial, Light Industrial, and Gateway Economic Centre. The *Planning Act* authorizes the continuation of a use that is excluded from the definition of "area of employment" subject to certain criteria however, criteria in the OP is not consistent with the criteria in the Act (e.g. lawfully established uses on a parcel of land). The PPS, 2024 also requires that planning authorities plan for, protect and preserve employment areas for current and projected needs and that planning for employment areas may extend beyond a 30-year planning horizon.	MMAH MEDJCT	PPS, 2.1.3, Section 8, *Planning Act [1 (*1)]; (1.1)	Recommended to revise the definition of "Employment Areas" to be consistent with the definition in the PPS and Planning Act ("area of employment"). ***Response**: **Definition of Employment Areas updated to align with PPS and Planning Act.*** Ensure permitted uses in employment area designations (General Industrial, Light Industrial and Gateway Economic Centre) are consistent with the permitted uses for employment areas in the PPS, 2024 and Planning Act ("area of employment"). ***Response**: **Permitted uses for these designations reflect the PPS and Planning Act requirements.*** Recommended to update transition policies that authorize the continuation of uses that are excluded from the definition of "area of employment", consistent with the Planning Act. ***Response**: **The following policies were updated to include criteria from Planning***

					Act with respect to permitted uses: 4.3.2.3.2, 4.3.2.4.2, and 4.3.2.5.2. Recommend to provide supporting information confirming that additional employment lands are required to meet projected needs. ***Response: The employment projections used are from the approved Niagara Region Official Plan, and the land needs analysis from the City. Further detail will be provided in the Staff Report to Council.***
16	4.2.3.11	The PPS, 2024 includes a new definition for "Additional Needs Housing" and provides direction on planning for additional needs housing.	MMAH	PPS, 2024 2.2.1 (b), Section 8	Recommended replacing the definition of "*special needs"* with "*additional needs housing" to* align with the terminology and definition of the PPS, 2024," and include policies to permit and facilitate *additional needs housing.* ***Response**: Policy 4.2.3.10 is updated to use the term "additional needs housing" and it is added to the definition Chapter 15 based on the definition from the PPS.* Recommended that section 4.2.3.11 of the official be renamed to "Additional Needs Housing", and that all references to "Accessible

					Housing" and "special needs" be replaced with "additional needs housing". ***Response: All references to "special needs" and "accessible housing" are replaced or deleted, including the definition of Special Needs.***
Section 5: Agricultural and Rural Area Land Use Policies					
17	Throughout OP 5.1 5.1.1.2 5.1.3.1.2	The PPS distinguishes between *prime agricultural areas* and *prime agricultural lands* as separate concepts. • Prime agricultural areas are regions where prime agricultural lands predominate, including Class 4–7 lands and areas with concentrated agricultural activity. Prime agricultural lands refer specifically to Canada Land Inventory Classes 1, 2, and 3, and specialty crop areas. PPS policies primarily apply to prime agricultural areas, and planning authorities are required to designate and protect these areas. This plan frequently references prime agricultural lands, but it may be more appropriate to refer to prime agricultural areas to ensure consistency with PPS terminology and directives for prime agricultural areas. Additionally, the PPS includes policies on "permitted uses",	OMAFA	PPS Policy 4.3.1, 4.3.2, 4.3.3, 4.3.5, Section 8	Recommend replacing use of "prime agricultural lands" with "prime agricultural areas" throughout the plan as applicable. This would include revising policies and their content to align with PPS policies for prime agricultural areas. ***Response: revisions made to change "prime agricultural lands" to "prime agricultural areas".***

		residential dwellings, lot creation and lot adjustments and non-agricultural uses within prime agricultural areas in policies 4.3.2, 4.3.3, 4.3.5.			
18	5.1.1.5	Consider renaming Section 5.1.1.5 from “Avoid Conflicts with Non-Farm Uses” to “Non-Agricultural Uses” to ensure consistency with the terminology used in the Provincial Planning Statement (PPS). Additionally, consider adding language to reflect the PPS direction regarding non-agricultural uses and their relationship to the agricultural system. Specifically, the PPS states that non-agricultural uses must avoid adverse impacts on the agricultural system. Where avoidance is not possible, impacts should be minimized and mitigated through an Agricultural Impact Assessment or an equivalent analysis.	OMAFA	PPS Policy 4.3.5, Section 8	Recommended revisions as below: *5.1.1.5 Avoid Conflicts with* ~~**Non-Farm**~~ ***Non-Agricultural Uses*** The City will discourage the establishment of non-farm uses that ~~could~~ *create conflicts with the agricultural* ~~***activities***~~ ***systems. Land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts on the Agricultural System. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate.*** ***Response: The policy is changed to incorporate the first sentence recommended including changing the word “non-farm” to “non-agricultural”.*** Recommended to rename the current “Agricultural” designation to “Prime Agricultural Areas” and/or updating Section 5.1.2 Land Use Policies to include specific policies for prime agricultural areas, in alignment

					with PPS direction.
19	5.1.2	To support clarity and mapping consistency across municipalities, it is strongly recommended that municipalities clearly designate prime agricultural areas. Consider renaming the current "Agricultural" designation to "Prime Agricultural Areas" and/or updating Section 5.1.2 Land Use Policies to include specific policies for prime agricultural areas, in alignment with PPS direction.	OMAFA	PPS Policy 4.3.1, and Section 8	***Response: Thank you, this suggestion is It is not needed, because the Agricultural Area designation is the Prime Agricultural Areas designation – and this has been clarified in the text.***
20	5.1.2.2	The PPS defines, agricultural, agriculture-related uses and on farm diversified uses Consistent with PPS policy 4.3.2, consider also expanding the definitions of agricultural uses, agriculture-related uses, and on-farm diversified uses within the plan.	OMAFA	PPS Policy 4.3.2, and Section 8	Ensure that the permitted uses are consistent with the PPS and update official plan definitions to be consistent with definitions in the PPS. Further, to ensure consistency with PPS policy, please add the following policy point: • ***Prime agricultural areas shall be protected for long- term use for agriculture; and*** **proposed agriculture-related and on-farm diversified uses must be compatible with and not hinder surrounding agricultural operations.** ***Response: We have added this policy as 5.1.3.8, as it fits better in this location. Agricultural-related uses and on-farm diversified uses***

					are all defined and reflect the PPS definitions – no change needed.
21	5.1.3.5	The PPS indicates that limited non-agricultural uses may also be permitted in prime agricultural areas, but only where specific criteria outlined in the PPS are met. Recommend amending section title for 5.1.3.5 to specify prime agricultural areas to align with PPS guidelines. Consider modifying language throughout 5.1.3.5 to be consistent with PPS policies on non-agricultural uses in prime agricultural areas. Reference PPS policy 4.3.2, 4.3.5.	OMAFA	PPS Policy 4.3.2 and 4.3.5	Recommend adding the below: *5.1.3.5 Non-Agricultural Uses in ~~Agricultural Lands~~* ***Prime Agricultural Areas*** ***Limited non-agricultural uses may also be permitted in prime agricultural areas when specific criteria are met as follows ~~Non-agricultural uses are only permitted in Agricultural Areas for:~~*** i. *Extraction of minerals, petroleum resources and mineral aggregate resources.* **ii.** ***Limited non-residential uses, with demonstration of the following:*** **a.** ***The land is not a specialty crop area.*** **b.** ***The use complies with minimum distance separation (MDS) formulae.*** ***c.*** ***There is an identified need for the use within the planning horizon.***

					d. ***Alternative locations have been assessed and:*** **e.** ***No reasonable alternatives exist outside prime agricultural areas.*** **f.** ***No reasonable alternatives exist on lower-priority agricultural lands.*** ***Response: Criteria added***
22	5.1.3.10	In policy 5.1.3.10, consider including language that that indicates that impacts from non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis in taking an agricultural systems approach and as directed in the PPS.	OMAFA	PPS Policy 4.3.5	**5.1.3.10 Minimize Conflicts with non-agricultural uses.** ~~Non-agricultural uses are not permitted in *prime agricultural areas.*~~ **Limited non-agricultural uses may be permitted in prime agricultural areas, as outlined in the Provincial Planning Statement, 2024.** An application for a non-agricultural use on parcel outside of the Urban Boundary shall be subject to an agricultural impact assessment to ensure a compatible interface and minimize adverse impacts on the agricultural system. **Impacts from non-agricultural uses on the**

					agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis. ***Response: We have added this text (refer to Policy 5.1.3.12).***
23	5.1.3.1.1 5.1.3.1.2	Consider modifying sections to be consistent with PPS policy 4.3.3 regarding lot creation/adjustments in prime agricultural areas to clarify that only one new residential lot may be permitted per farm consolidation if a residence is deemed surplus to an agricultural operation (as per PPS policy 4.3.3.1. c)	OMAFA	PPS Policy 4.3.3	Recommended to revise i) to be consistent with PPS policy 4.3.3.1. c), and to include a policy to be consistent with 4.3.3.1.c).2. to prohibit ARUs on any remanent parcel of farmland created by the severance. ***Response: The policies only permit one new lot, consistent with PPS – no change required. The policies prohibit residential uses on the retained lot – no changes required.***
24	5.1.3.2	Consider amending 5.1.3.1 Dwellings for Farm Help to align with PPS on permitted uses in prime agricultural areas.	OMAFA	PPS Policy4.3.2.5 and 4.3.2.6	Section 4.3.2.5 provides direction on additional residential units on prime agricultural areas for farm worker housing. It is recommended that the section be revised to include PPS Policy 4.3.2.5 and 4.3.2.6. ***Response: This is addressed in 4.2.3.12 and in edits to 5.1.3.2 of the OP.*** It is recommended that PPS policy

					4.5.2.1 be added to section 5.3 of the draft OP to better reflect the long-term protection of the resource.
25	5.3	Welland OP Policy 5.3.1.1 states: The City will ensure that *Mineral Aggregate Resources* are protected for long term future use. While this partially addresses PPS requirements for long-term protection of the resource, official plan policies must also address PPS policy 4.5.2.1 states that as much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible. Demonstration of need for mineral aggregate resources, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation, or licensing for extraction of mineral aggregate resources locally or elsewhere.	MNR	PPS Policy 4.5.2.1	***Response: Policy 5.3.1.1 is updated to include policy direction to not require a future application to demonstrate "the need"***
26	5.3.3.2	The Welland OP petroleum resource operations and petroleum resource policies appear incomplete as they do not address long-term protection of the resource, nor do they adequately reflect potential hazards. Further, it is possible that there may be 'abandoned' and 'unknown	MNR	PPS Policy 4.4, 5.3	It is recommended that PPS policies 4.4.2.1, 4.4.2.2 and 5.3.1 be added to section 5.3 of the draft OP to better reflect the long-term protection of the resource and potential human made hazards. ***Response: Policy 5.3.3.3 is updated to reflect the PPS permissions for***

		status' petroleum wells within and adjacent to the City of Welland. The City is encouraged to review the information in the Oil, Gas and Salt Resources Library at the following link for the most up to date information on well status and locations (www.ogsrlibrary.com).			***development.***
27	5.4 5.4.2	The section of the official plan shall be consistent with the direction of PPS, 2024 on the permitted uses for rural lands.	MMAH OMAFA	PPS Policy 2.5, 2.6	Recommend that policies be consistent with Section 2.5 and 2.6 of PPS, 2024. ***Response: Additional clarification required, it is unclear how the existing policy is not consistent with the PPS.*** Consider removing term "public" as a permitted use as this type of use is unclear or replace with "public service facilities" if that is the intention. ***Response: The term was revised.***
28	5.4 5.4.2.1	PPS, 2024 individually defines 'rural areas' and' rural lands'. Rural lands are considered lands which are located outside settlement areas, and which are outside prime agricultural areas in the PPS	MMAH OMAFA	PPS, 2025 2.5, 2.6, 4.3, Section 8	The City shall ensure clarity that the planning objectives relate to 'rural areas' and 'rural lands' are clearly distinguished. Recommended that policies be clarified throughout the section to reference 'rural areas' and' rural lands' as applicable. ***Response: The area designated "Rural" in the OP is very small – and does not include any rural settlement areas, and meets the***

					Rural Lands policies of the PPS. We no change is recommended. Consider modifying language used throughout section 5.4 Rural to be use terminology “rural lands” rather than “rural areas” and ensure consistency with PPS guidance for Rural Lands..
Section 6: Natural Environment					
29	6.3.3	Policy 4.1.9 of the PPS 2024 provides that nothing in the natural heritage policies of the PPS is intended to limit the ability of agricultural uses to continue.	OMAFA	PPS policy 4.1.9	Consider revising point v. of 6.3.3 Permitted Uses on agricultural uses, to permit agricultural uses overall. Consider removing agricultural uses from viii to not subject agricultural uses to the conditions listed in viii. a) and b) and potentially limit their ability. **v. ~~Existing~~ *Agricultural uses*** **~~viii.~~ Expansions or alterations to existing buildings and structures for agricultural uses, agriculture-related uses, or on-farm diversified uses and expansions to existing residential dwellings subject to demonstrating that:** **a) there is no alternative, and that the expansion or alteration in the feature is minimized, and in the buffer , is directed away from**

					the feature to the maximum extent possible; and b) The impact of the expansion or alteration on the feature and its ecological functions is minimized and mitigated to the maximum extent possible. ***Response: Policy 4.1.9 of the PPS says "ability of agricultural uses to continue". For an agricultural use to continue, it needs to be an existing agricultural use. No change is recommended.***
30	6.9	The Welland OP does not contain policy or mapping that addresses areas that are unsafe due to the presence of hazardous forest types for wildland fire. In addition, the Ministry's Wildland Fire Risk Assessment and Mitigation Reference Manual (https://www.ontario.ca/page/wildland-fire-risk-assessment-and-mitigation-reference-manual) is a reference tool consistent with the PPS, for municipalities and other planning authorities, or proponents, that provides the province's recommended technical criteria and approaches for assessing risk, and in areas where hazardous forest types are present, assessing and	MNR	PPS Policy 5.2.9	It is recommended that PPS 5.2.9 be added to section 6.9 of the draft OP to ensure potential wildland fire hazards are addressed. ***Response: We appreciate the recommendation; however this policy is not applicable based on the woodland coverage of the City and location. As such, no changes are proposed.***

		determining the environmentally appropriate measures to mitigate risks for proposed development.			
31	Throughout OP	The City of Welland has updated its Official Plan terminology, replacing "Natural Heritage System" with "Natural Environment System" throughout the entire Plan.	MECP	PPS Policy 4.1 Section 8	While the rationale for this change has not been explicitly stated, it may reflect an effort to adopt a more integrated approach to environmental planning. However, it is recommended to clarify with the City the intent behind this terminology change, as it may not align with the terminology and definitions established in the PPS, 2024. ***Response: This was done to conform to the terminology of the Niagara Regional Official Plan, 2022.***
Section 7: Open Space and Recreation					
Section 8: Climate Change					
32	8.2.4	It is noted here that there are no details within this policy that indicate whether meeting the requirements of the Green Development Standards can be accomplished outside of the building envelope.	MMAH	The *Protect Ontario by Building Faster and Smarter Act*, 2025 (Bill 17)	To ensure that the intent of this policy is clear, the City may wish to consider clarifying that their planned Green Development Standards will not mandate construction standards for buildings. ***Response: The standards are not developed yet and will not include construction standards.***

33	8.2.5	The City cannot mandate "building characteristics" that supersede any construction standards set out within the Building Code. It is recommended that the City either remove the words "or building" or otherwise clarify that this policy would not apply to any construction standards for buildings.	MMAH	The *Protect Ontario by Building Faster and Smarter Act*, 2025 (Bill 17), Section 35 (1) of the *Building Code Act*, 1992	City staff may wish to speak to their Chief Building Official (CBO) to help determine whether or not a potential green development standard may be regulated by the Building Code. Municipal CBOs have a deep understanding of both what the Building Code regulates and of how a particular municipality is enforcing specific policies. They will also understand how certain requirements might be impacting their enforcement of the minimum requirements in the Building Code Act and the Building Code. ***Response: Policy 8.2.5 is updated to provide for the flexibility to achieve energy efficiency, but it is not required.***
Section 9: Arts, Culture, and Design					
34	9.2	The policies in this section deal specifically with conservation of cultural heritage resources rather than "culture" more broadly, and the title should reflect this. MCM recommends the inclusion of a new policy related to lands adjacent to protect heritage properties, for consistency with the PPS.	MCM	PPS Policy 4.6, *Ontario Heritage Act* Part IV PPS Policy 4.6.3	Recommended to revise section title to "Policies for Cultural Heritage Conservation" ***Response: Updated.*** Recommend including the following: **Adjacent Lands: The City shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been assessed and it has been demonstrated that the**

					heritage attributes of the protected heritage property will be conserved. ***Response: A new policy 9.2.18 is added to reflect the policy direction of policy 4.6.3 of the PPS.***
35	9.2.3 9.2.4	Policy should be edited to align with provincial policy and guidance. Reference to "Cultural Heritage Value or Interest" is preferred over "historic and/or architectural interest." Ontario Regulation 9/06 applies to properties, as do the listing and designation provisions that form the subject of the previous and subsequent policies.	MCM	*Ontario Heritage Act*, Part IV s.27, 39.2 O. Reg 9/06, PPS (section 8, definition of "conserved")	Revise as follows: The City shall maintain an inventory of ~~buildings and~~ properties of ~~architectural and/or historic~~ **cultural heritage value or** interest, for the purposes of designating. Non- designated properties of interest may be listed to the Municipal Register if City Council believes the property to contain cultural heritage value or interest found in **O. Reg. 9/06** ~~and the property meets the required criteria as prescribed.~~ [...] ***Response: Policy 9.2.3 is updated accordingly.*** ~~The identification and e~~Evaluation of **the** cultural heritage **value or interest of properties** ~~resources~~ must **employ** ~~be based on~~ ~~meeting~~ the criteria of Ontario Regulation. 9/06 Criteria for Determining Cultural Heritage Value or Interest, under ~~of~~ the *Ontario Heritage Act*. ***Response: Policy 9.2.4 is updated accordingly.***

36	9.2.7	The intent of this policy is unclear. "Heritage features" is undefined. Features/attributes themselves cannot be designated under Part IV of the OHA, only properties. Heritage attributes are constituent elements of a property which contribute to its cultural heritage value or interest.	MCM	*Ontario Heritage Act*, Part IV s.29, PPS 4.6.1, and Section 8 (definition of "conserved")	Revise policy to reflect the intent. If the intent is to speak to designation of properties of cultural heritage value or interest, revise policy as follows: Heritage **properties** ~~features~~ shall be appropriately designated using relevant provincial legislation including the Ontario Heritage Act, the Planning Act, the Municipal Act and other applicable statutory legislation in order to conserve ~~preserve and enhance~~ the City's **cultural** heritage resources. ***Response: Policy 9.2.7 is updated accordingly.***
37	9.2.9 9.2.10	The criteria for the establishment of Heritage Conservation Districts are not aligned with the *Criteria for determining cultural heritage value or interest* under the OHA. Direct reference to O. Reg 9/06 is preferred. It is recommended that the title of policy9.2.9 be edited for consistency with existing language found in the OHA. Similar to the above, reference to the undertaking of a study for the purposes of designating a heritage conservation district should refer directly to Section 40 of the OHA.	MCM	*Ontario Heritage Act,* Part V., S41 (1); O. Reg 9/06; See also: Ontario Heritage Tool Kit, "Heritage Conservation Districts." *Ontario Heritage Act,*, Part V., S40(2). See also: Ontario Heritage Tool Kit,"Heritage Conservation Districts	Revise section as follows: 9.2.9 Heritage Conservation ~~Area~~ Districts Should an area **be found meet the criteria in Section 3 of Ontario Regulation 9/06.** ~~represent a group of significant sites, buildings or structures, or period of the City's history~~[...] ***Response: Policy 9.2.8 updated to reflect suggestion.*** Revise as follows:

		Recommended that references to "Heritage Conservation Area District" be changed to "Heritage Conservation District" to be consistent with OHA language. References to a Natural Environment System are not applicable and should be removed.			Prior to designating a new Heritage Conservation Area District under Part V of the Ontario Heritage Act, the City shall undertake a study with a qualified professional **pursuant to Section 40 of the *Ontario Heritage Act* to**: **[...]** ***Response: Policy updated to reference the Ontario Heritage Act, however we have not referenced a specific section to reduce need for future amendments if there are changes.*** Revise policy to remove reference to "Natural Environment System". ***Response: Updated to remove "Natural Environment System"***
38	9.2.15	The use of "compromised" with respect to "heritage value" is unclear and not appropriate in this context. We recommend revising this OP section to be more consistent with the language of the PPS and OHA.	MCM	PPS policy 4.6.1, 4.6.3, Section 8 (definition of "conserved") O. Reg. 9/06	Recommended revision as follows: 9.2.15 ~~Retention~~ **Conservation** of Designated Heritage Properties Designated properties shall be ~~retained~~ **conserved** as part of any new development or redevelopment to ensure that the **cultural** heritage value **or interest of** the building and/or lands is not ~~compromised~~

					adversely impacted, unless Council or its designate approves removal in accordance with the *Ontario Heritage Act.*
39	9.2.16	It is unclear what permit is being referred to at the end of the policy. The OHA does not provide for alterations to be made to heritage attributes of Part IV designated properties without a municipal permit, nor for exterior alterations to be made in a Heritage Conservation District that are not in keeping with the Heritage Conservation District Plan, without a municipal permit, nor for alterations to be made to an archaeological site other than by a licensed archaeologist, at the discretion of a municipal official.	MCM	PPS Section 8 (see definition for *significant)*	Recommended revision as follows: 9.2.16 Public Works Compatibility with **Cultural** Heritage Resources Consideration shall be given to the effects of public works and development on **significant cultural heritage resources** ~~buildings, infrastructure, sites and areas of historical, architectural, scenic or archaeological importance~~ prior to the approval of public works and proposals for development. ~~At the discretion of the Director of Planning and Development Services, emergency repairs to infrastructure within buildings, sites and areas of historical, architectural, scenic or~~

					~~archaeological importance may not require a permit.~~ ***Response: Policy 9.2.15 is updated.***
40	9.2.19	The Province does not provide "clearance" on archaeological assessment reports.		PPS Policy 4.6.2	It is recommended that policy be revised to clarify that archaeological assessments are entered into the **Ontario Public Register of Archaeological Reports.** ***Response: 9.2.17 is updated.***
41	10.2.1.2	The policy as written does not accurately reflect the planning authority's responsibilities regarding protection of planned corridors.	MMAH MEM	PPS Policy 3.3	It is recommended that additional language be included to be consistent with the direction of PPS Policy 3.3 as follows:. The City shall ***plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs. The City shall not permit*** ~~ensure~~ development ***in planned corridors that could preclude or*** ~~applications will not~~ negatively affect ***the use of the corridor for the purpose(s) for***

					which it was identified. ~~functionality of existing or planned corridors.~~ ***Response: Policy 10.2.1.2 updated accordingly.***
42	10.2.2.12	The agri-food network includes the infrastructure, services and other agri-food assets needed to sustain and enhance the prosperity of the agri-food sector, which includes transportation systems. This includes agriculturally compatible road design that focuses on accommodating the equipment and activities of agricultural operations and promoting safety.	OMAFA	PPS Policy 4.3.1, Section 8 (definition of "agri-food network")	Consider adding a new sub point to 10.2.2.12 to include provisions for road designs that are compatible with agricultural operations and activities. Compatible road design may include consideration for road width and shoulders, sloping, intersection and access points, urban buffers, placement of overhead hydro/telephone lines. **10.2.2.12 Provisions for Road Designs** **v.** ***The agri-food network through agriculturally compatible road designs which accommodate agricultural equipment, activities and promote safety.*** ***Response: A policy has been added (note – it is point vi).***

43	10.2.4.5	For sensitive developments, it is recommended that noise be assessed within 500 metres of a principal main railway line. OP policies should therefore reference MECP's Environmental Noise Guideline, NPC-300.	MECP	EPA, PPS Policy 3.5	Recommended to add **"<u>in accordance with provincial guidelines, standards and procedures</u>"** when referring to required studies. ***Response: Provincial guidelines, standards, do not apply to rail corridor, as it is subject to federal guidelines. The Policy was updated to include in "accordance with applicable guidelines, standards, and procedures".***
Section 11: Infrastructure and Utilities					
44	11.2.12.4	The City of Welland cannot require construction standards for buildings. This includes mandating the reduction of energy demands within buildings or the integration of green roofs.	MMAH	The *Protect Ontario by Building Faster and Smarter Act*, 2025 (Bill 17), Section 35 (1) of the *Building Code Act*, 1992	The City should remove the words "or require" from this policy ***Response: Updated.***
Section 12: <u>Northwest Secondary Plan Policies</u>					
45	12.5.1	This policy is acceptable only if the intent is that sustainable design features can be incorporated outside of the building envelope. The City cannot mandate construction standards for buildings.	MMAH	The *Protect Ontario by Building Faster and Smarter Act*, 2025 (Bill 17)	We would encourage the City to revise the language in this policy to ensure its clarity. ***Response: The policies all refer to "Should" and "encourages", there are no requirements. As such no changes are proposed.***

Section 13: <u>Area Specific Policies</u>					
Section 14: Implementation					
46	14.4.4.6.2 & 14.4.4.6.3	Sections appear to be missing uses outlined in Section 1 of O. Reg. 509/20.	MMAH	O. Reg. 509/20	It is recommended that where CBC policies are included, that it be consistent with O. Reg. 509/20. ***Response: Policy 14.4.4.6.3 updated to be consistent with O.Reg 509/20.***
47	14.8.5	**T**he *Planning Act* outlines matters that are within the scope of Site Plan Control.	MMAH	Planning Act, s.41(4.1)	Please ensure policies are consistent with the *Planning Act.* ***Response: Policy 14.8.5 updated to be consistent with the Planning Act s. 41(4.1).***
48	14.13.2	Changes to the Development Charges Act includes additional exemptions.	MMAH	Bill 23, Bill 17, *Development Charges Act*	It is recommended that the section be modified to be consistent with legislation. ***Response: This section has been deleted.***
49	14.17.1	This section is incomplete based on Section 53 and 27 of the *Planning Act*.	MMAH	*Planning Act,* s.53 s.57	Recommend modifying to "**<u>applications for consent</u>**" to be consistent with Section 53 and 27 of the *Planning Act*. ***Response: updated to include suggested text (now 14.16.1).***

50	14.12 Throughout OP	The official plan must outline all required supporting studies or reports that may be requested as part of a complete application submission. Report/studies not specifically included in the Official Plan may not be required as part of a complete application submission.	MMAH	*Planning Act* s.22(5), s.22, s.34, s.41, s.45, s.53, s.51, Bill 17	Ensure that policies are clear on what studies/reports may be required as part of a complete application submission and remove policies that state “other studies may be required” or any other similar policy with the same effect. Please also be advised of proposed legislative and regulatory changes (**ERO posting**) that would limit the information and material that may be required by a municipality as part of a complete application submission for OPAs, ZBAs, Site Plan Control, Plan of Subdivision and consent applications. Specifically, it is proposed that materials and information for the following topics could not be required as part of a complete planning application: • Sun/Shadow • Wind • Urban Design • Lighting The City’s policies on studies and reports required as part of a complete application submission should be consistent with any future Minister regulation. ***Response: Regulation is not yet in effect as such no changes are proposed.***

51	14.8.1	Official plan appears to be not including all exceptions per O.Reg 254/23.	MMAH	*Planning Act,* O.Reg 254/23, Bill 23	Recommended to be revised to include all exceptions. **Response: To be discussed.**
52	14.18.3 14.18.9 and throughout	Policies are not consistent with the *Planning Act* which make pre-consultation optional.	MMAH	Bill 185 *Planning Act, 22 (3.1),* 34(10.0.1), 51(16.1), 41(3.1)	Recommend revising policies to encourage applicants to submit pre-consultation requests, not to require, and to remove any references in this section and throughout the OP to require pre-consultations as they are optional. Example of a suggested modification: **1.** "Prior to scheduling a**n optional** Pre-Consultation, an applicant **may** submit to the Director of Planning and Development Services or their designate a completed Request for Pre-Consultation, which **may** include:" ***Response: policy 14.17.3 is updated. Note 14.17.2 already stated that the Pre-Consultation is not a requirement.*** Recommend modifying to reference the appropriate section of the official plan for complete application requirements. ***Response: refer to response above, no changes are proposed.***
53	14.18.8 Throughout OP	For consistency, it is recommended to use the correct terminology when referring indigenous engagement	MMAH	PPS Policy 4.6.5	Please ensure that the official plan is consistent with PPS Policy 4.6.5, including but not limited to any

		policies.			reference to Indigenous communities and early engagement. ***Response: policies 2.5.2, 14.17.8 updated to be consistent with the PPS. Text updated to use Indigenous Communities as a term that includes groups such as First Nations.***
Section 15: Definitions					
54	General Comment	Please review the definitions in the draft official plan to ensure they are consistent with the terminology and definitions of the PPS, 2024.	MMAH	PPS, 2024, Section 8: Definitions	Recommended to revise and update this section to align with the terminology and definitions of the PPS, 2024. For example: *strategic growth area, infrastructure, planned corridors, on-farm diversified uses, significant, built heritage resource, protected heritage property, heritage attributes, brownfield sites, endangered species, renewable energy system, significant, archaeological resources, urban agriculture, agricultural systems, agri-food network, agricultural impact assessment, prime agricultural area, prime agricultural lands, rural lands, individual on-site sewage services, etc.* ***Response: Updated accordingly.***
55	Definition of *residence surplus to an agricultural operation*	The term and definition in the OP is not consistent with the PPS, 2024.	MMAH	PPS, 2024, Section 8: Definitions	Please update the terminology and definition to be consistent with the PPS, 2024. ***Response: Definition and terms throughout text are updated.***
Schedules					

56	Schedule 'B' – Land Use	The relationship between "Natural Environment System" designation and "Agricultural" requires further clarification.	OMAFA	PPS, 2024 Policies 4.1 and 4.3	Review presentation of Natural Environment System in Schedule 'B' – Land Use. Recommend that "Natural Features and Areas" be shown as an overlay either through hatching or otherwise to indicate that the area is still designated as Agricultural and that policies for the Agricultural designation are also to apply. ***Response: No change to designation. We are reflecting PPS policies to protect natural heritage features.***
57	Schedule 'B' – Land Use	Sections of mapping in Schedule B – Land Use, indicate Open Space and Recreation (such as above highway 27, to the east of Welland Canal) when regional mapping identifies as prime agricultural area.	OMAFA	PPS, 2024 Policy 4.3	Review mapping for "Parks and Open Space" as identified in Schedule B – Land Use that is overlapping with prime agricultural areas to ensure land is not being removed. **Response:** ***These lands have long been designated for Open Space Purposes. No change.***
58	Schedule 'B' – Land Use	Sections of mapping in Schedule B – Land Use, indicate Rural designation (such as section between highway 58 and Canal Bank St) when regional mapping identifies as prime agricultural area.	OMAFA	PS, 2024 Policy 4.3	Review mapping for "Rural" as identified in Schedule B – Land Use that is overlapping with prime agricultural areas to ensure land is not being removed. ***Response: The "Rural" lands have always been designated as such in Official Plan.***
59	Schedule 'B' – Land Use	Sections of mapping in Schedule B – Land Use, indicate "Rural Employment Designation" when regional mapping identifies as prime agricultural area.	OMAFA	PS, 2024 Policy 4.3	Review mapping for Rural Employment Designation identified in Schedule B – Land Use that is overlapping with prime agricultural areas to ensure land is not being

					removed. ***Response: These are all existing rural employment uses. No change is recommended.***
60	Schedule 'C1' - Components of the Natural Environment System	The Schedule does not appear to be consistent with MNR data. For example, the Lyons Creek Wetland Complex (69877093) should be identified as PSW as opposed to 'other wetland' and the Niagara Street Cataract Road Woodlot Wetland Complex (71301447) appears to be identified as PSW in its entirety, rather than a combination of PSW and woodland.	MNR	PPS Policy 4.1	It is recommended that the municipality review and confirm they are using the most up to date data sets to assist in the development of the OP Schedules. MNR's natural heritage and natural resources geospatial data layers can be accessed through the ministry's GeoHub and Natural Resources Data Access Requests | Ontario GeoHub. ***Response: To be discussed.***
General Comments					
61	General Comment	Municipalities are required to consult with conservation authorities having jurisdiction in the municipality to which an Official Plan or Official Plan Amendment would apply.	MMAH	Planning Act (Ontario Regulation 543/06)	Recommended that the Town consult with conservation authorities having jurisdiction within the Town and that comments provided be addressed to the satisfaction of the conservation authority prior to adoption of the Official Plan. ***Response: Acknowledged.***
62	Throughout OP	It is noted that there are references to 'MNR' throughout the Welland OP. To eliminate potential inconsistencies with future ministry name changes it is recommended 'MNR' be referred to as 'the Province.' This will also capture any	MNR	N/A	It is recommended that references to MNR be revised to **'the Province**' throughout the OP. ***Response: Updated throughout***

		future changes in roles and responsibilities of Ministries.			

Notes for use:

- In the Reference to Planning Act, Provincial Plan and PPS column, please be as specific as possible when referencing policy, legislation etc.
- In the “Proposed Revision” column, recommended updates should be *italicized*, text additions should be ***boldface*** and deletions should be a ~~strikethrough~~.
- In instances where the “Proposed Revision” is based on missing official plan policies or it is a general comment without a specific suggested revision, the “Comments/Concerns” column can include a “See Proposed Revision” note. This is intended to prevent the same information being duplicated between both columns

Niagara Region

Growth Strategy and Economic Development
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905-980-6000 Toll-free:1-800-263-7215

Via Email Only

August 27, 2024

File Number: PLOPA202400647

Nicolas Aiello, MCIP, RPP
Planning Supervisor - Policy
City of Welland
60 East Main Street
Welland, ON L3B 3X4

Dear Mr. Aiello,

Re: Regional Comments
Draft Comprehensive Official Plan Review
City of Welland

Thank you for the opportunity to review the City of Welland's Draft Comprehensive Official Plan (Draft OP), whose policies were received May 6, 2024 and associated schedules received May 31, 2024.

Regional staff, City staff, and the Project Team at SGL Planning & Design Inc. met on July 24, 2024, to review the Region's preliminary comments on the Draft OP. Following this meeting, a preliminary comment letter was sent to City staff on July 31, 2024, to specifically discuss policies and mapping needed for conformity with the Region's Natural Environment System as applied to the City of Welland.

As a follow-up to our meeting, Regional staff have prepared detailed comment matrices (**Appendix 1** and **Appendix 2**). These appendices and the following general comments are intended to identify policy matters within the Draft OP that can be strengthened or revised to better meet the intent of Regional and Provincial policy, and to ensure comprehensive and effective planning strategies are implemented.

Changes to Provincial Policy and Legislation

The Ministry of Municipal Affairs and Housing (MMAH) has announced the release of the new Provincial Planning Statement, 2024 (PPS 2024), which comes into effect October 20, 2024. The PPS 2024 will replace the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Provincial Growth Plan).

MMAH is currently consulting on transition regulations for the implementation of the PPS 2024. Given the timing of these changes, the comments previously provided for the Draft OP's natural environment system policies, as well as those outlined in **Appendix 1** and **Appendix 2** to this report, are based on the Provincial and Regional policies currently in force (i.e. the Provincial Policy Statement, 2020, the Provincial Growth Plan, and the Niagara Region Official Plan).

Further, MMAH has previously indicated that changes to the Region's responsibilities under the *Planning Act*, *1990*, is anticipated to be proclaimed and come into force later this year. Should proclamation of these provisions occur prior to the adoption and approval of the Draft OP, it is recommended that the City and Region meet to further discuss the incorporation of relevant policies and mapping of the Niagara Region Official Plan, including those related to regional infrastructure planning.

Conclusion

Regional staff look forward to the development of the City's Draft OP and are available to meet once more should you have any questions or wish to discuss these comments. Please feel free to contact undersigned at alexandria.tikky@niagararegion.ca or at extension 3593 at any time.

Respectfully submitted,



Alexandria Tikky, MCIP, RPP
Senior Policy Project Manager
Growth Strategy and Economic Development
Niagara Region

Attachment(s):

Appendix 1 – Detailed Regional Comments on the Draft City of Welland Official Plan
Appendix 2 – Regional Comments on the Draft Schedules of the Welland Official Plan

cc: Angela Stea, Director, Corporate Strategy & Community Sustainability, Niagara Region
Erik Acs, Manager, Community Planning, Niagara Region
Grant Munday, Director of Planning and Development, City of Welland

Appendix 1 – Detailed Regional Comments on the City of Welland Draft Official Plan ("Draft OP")

NOP Policy #	Niagara Official Plan (NOP) Policy Text	Included?	Section of Local Official Plan	Regional Comments
2.2.2.13	The strategic growth areas identified in Policy 2.2.2.1 a) shall be planned by secondary plan, or equivalent work, in accordance with Section 6.1.	Partially	4.1.2.1 14.3.1	• The direction to complete a secondary plan for the Downtown area has been removed from Section 4.1.2.1 of the Draft OP. While new Draft OP Policy 14.3.1 (iii) states that "examples of situations which may warrant a secondary plan include" the Regional Growth Area, it is recommended that stronger language is used in line with the direction of NOP Policy 2.2.2.13.
2.2.5.3	Settlement area boundaries may be adjusted through a Local official plan conformity exercise by amendment to this Plan outside of a municipal comprehensive review, provided: a) there would be no net increase in developable land within settlement areas; b) the adjustment would support the Local Area Municipality's ability to meet the intensification targets and density targets established in this Plan; c) the location of any lands added to the settlement area will satisfy Provincial policy and any applicable Regional policy and guidelines; d) the affected settlement area is not a rural settlement or in the Greenbelt Plan area; and e) the settlement area is serviced by municipal water and wastewater systems/services and there is sufficient reserve infrastructure capacity to service the lands.	No	3.4.2.4 3.5.1 3.5.2 3.6.1	• Draft OP Policy 3.5.2 allows for "40 hectare expansions" in advance of a municipal comprehensive review (MCR). While Provincial Growth Plan Policies 2.2.8.5 and 2.2.8.6 allow for such expansions, it is Regional staff's understanding that they were to be limited to the previous MCR process. As such, equivalent "40 hectare expansion" policies were not included in the NOP. It is recommended that these permissions be removed from the Draft OP. • There does not appear to be any policy language within the Draft OP with regards to settlement area boundary adjustments in keeping with NOP Policy 2.2.5.3 and Growth Plan Policy 2.2.8.4. It is recommended that these policies be added to the Draft OP.
2.2.5.6	Secondary plans shall be developed for the urban area expansions identified in Appendix 2, pursuant to Policies 6.1.4.2 and 6.1.4.4.	Partially	14.3.1	• While Draft OP Policy 14.3.1 (i) states that "examples of situations which may warrant a secondary plan include" new designated greenfield areas of 15 ha or larger, it is recommended that stronger language is used in line with the direction of NOP Policy 2.2.2.13.
N/A	N/A	N/A	5.1.2.2	• The Green Energy Act was repealed by the Province in 2018. As such, the City should remove the following wording from the Draft OP Section 5.1.2.2: "Production of energy from renewable resources on agricultural lands are permitted provided that the proposed operations comply with the requirements of the Green Energy Act."
4.1.3.7	Where agricultural uses and non-agricultural uses interface, land use compatibility shall be achieved by avoiding or, where avoidance is not possible, minimizing and mitigating adverse impacts on the agricultural	Partially	5.1.1.5	• While Draft OP Section 5.1.1.5 states that conflicts between agricultural and non-agricultural activities will be discouraged, Regional staff recommend that the additional wording from NOP Policy 4.1.3.7 be incorporated for further direction.

NOP Policy #	Niagara Official Plan (NOP) Policy Text	Included?	Section of Local Official Plan	Regional Comments
	system, by incorporating measures as part of new or expanding non-agricultural uses, as appropriate, within the area being developed.			
4.1.4.2	Proposed residential lots being considered under sections 4.1.5 and 4.1.6 for a consent within the agricultural land base must meet the following conditions: a) the size of any new lot shall be an area of 0.4 hectares except to the extent of any additional area deemed necessary to support an on-site private water supply and long-term operation of a private sewage disposal system as determined by Provincial and Regional requirements; b) any new lot has an adequate groundwater or other water supply, in compliance with Provincial requirements; c) any new lot has sufficient frontage on an existing publicly-maintained road; d) where possible, joint use should be made of the existing road access to the farm operation; e) road access to any new lot does not create a traffic hazard because of limited sight lines on curves or grades or proximity to intersections; and f) proposed lots shall be located and configured to minimize impacts on surrounding farming operations.	Partially	5.1.3.1.2	• Draft OP 5.1.3.1.2 should be updated to align with the criteria and other requirements outlined in NOP Policy 4.1.4.2. • Further, Draft OP Policy 5.1.3.1.2 ii) states that newly created lots outside of settlement areas shall connect to existing municipal water service, or alternatively ensure appropriate private servicing is provided. NOP Policy 5.2.3.3, however, states that new development outside of urban settlement areas are to be serviced by private sewage and water systems, with connections to municipal services only permitted to address a health problem on existing lots of record. As such, Regional staff recommend that the City review this policy for alignment with the NOP, and ensure that language is added to clarify that private lateral connections to Regional infrastructure is not permitted, especially outside of the urban area.
4.1.6.1	In prime agricultural areas outside of specialty crop areas, consents to convey may be permitted only in those circumstances set out in the following provisions and the general consent provisions of Policy 4.1.4.2: a) the consent is for agricultural uses, subject to the following criteria: i. the resulting parcels are both for agricultural uses; ii. the minimum lot size for the severed and retained lot is 40 ha, the resulting parcels meet the Local official plan and agriculture zoning provisions, and: 1. is appropriate for the farming activities proposed; 2. is suited to the particular location and common in the area; and 3. provides some flexibility for changes in the agricultural operation. […]	Partially	5.1.3.1.1	• The City should ensure that that NOP Policy 4.1.6.1 ii) (1., 2., and 3.) are reflected in Draft OP Policy 5.1.3.1.1. • Further, Draft OP Policy 5.1.3.1.1 i), bullet point three should be updated to read “Where merging of two lots is not possible, the retained farm parcel shall be zoned **in perpetuity** to preclude its use for residential purposes.”

NOP Policy #	Niagara Official Plan (NOP) Policy Text	Included?	Section of Local Official Plan	Regional Comments
4.1.7.6	On-farm diversified uses shall be: a) located on a farm; b) secondary to the principal agricultural use of the property; c) limited in area; and d) compatible with, and shall not hinder, surrounding agricultural operations.	No	5.1.2.2 5.1.3.6	• To supplement Draft OP Sections 5.1.2.2 and 5.1.3.6, it is recommended that "on-farm diversified uses" are described within Draft OP Section 5.1 in alignment with NOP Table 4-1 and NOP Policy 4.1.7.6. It is also recommended that a definition of "on-farm diversified uses" be added as a definition to Draft OP Section 15.
4.1.9.2	Proposals for non-agricultural residential development on rural lands must meet the following criteria and the general consent provisions in Policy 4.1.4.2, in addition to the other requirements of this Plan, the Niagara Escarpment Plan and the Local official plan: a) maximum of three new lots (in addition to the retained lot) may be permitted on each lot in existence as of June 16, 2006; b) the minimum size of the proposed and retained lots shall each be one hectare unless it is determined through a hydrogeological study, that considers potential cumulative impacts, that a smaller size lot will adequately accommodate private water and sewage treatment facilities for long-term operation but not be less than 0.4 hectares; […]	No	5.4.3.3	• Draft Section 5.4.3.3 (iii) states that lot creation is permitted when there is a minimum usable lot area of **0.5 hectares**, whereas NOP Policy 4.1.9.2 states that a minimum lot size of **1 hectare** will be used for proposed and retained lots unless it is demonstrated through a hydrogeological study that a smaller size lot will adequately accommodate private services. As such, this policy should be updated to reflect the Regional requirement. • Additionally, the City may wish to include an additional policy for rural lands outside of the agricultural area that permits a maximum of three new lots (in addition to the retained lot) on each lot in existence as of June 16, 2006 in accordance with NOP Policy 5.4.3.3 (b).
4.1.10.2	Expansions to existing buildings and structures, accessory structures and existing uses, as well as conversions or redevelopment of legally existing uses that bring the use more into conformity with this Plan, are permitted subject to demonstration of the following: […] d. for conversions or redevelopments only, the completion of an agricultural impact assessment by a qualified professional; […]	Partially	14.4.1.3	• Draft OP Section 14.4.1.3 should be updated to include the following language from NOP Policy 4.1.10.2 (d): "for conversions or redevelopments only, the completion of an agricultural impact assessment by a qualified professional".
4.2.4.9	Local Area Municipalities should encourage intensification on designated employment lands, where appropriate, through zoning and economic development initiatives, including: a) expansion to employment uses and/or land operations; and b) reuse of buildings and infrastructure for new employment uses.	Partially	4.3.1.6	• Draft OP Section 4.3.1.6 states that the City will promote intensification and redevelopment in Employment Areas. It is recommended that the policy be expanded to includes employment lands outside of Employment Areas to ensure alignment with NOP Policy 4.2.4.9.
4.3	Section 4.3 of the NOP outlines policies related to the use and regulation of mineral aggregate resources and mineral aggregate operation.	Partially	5.3	• While understanding that there are no active or planned mineral aggregate operations within the City, Draft OP Section 5.3 with regards to aggregate resource policies should be updated to reflect relevant policies of the PPS, Growth Plan, and Section 4.3 of the NOP.

NOP Policy #	Niagara Official Plan (NOP) Policy Text	Included?	Section of Local Official Plan	Regional Comments
5.1.2.5	Lands near existing or planned frequent transit service or higher order transit facilities, including facilities within the Greenbelt Plan that have been approved through a Municipal Class Environmental Assessment, and where such lands are located within settlement areas, will be planned to: a) provide transit-supportive uses that enable opportunities for improved transit service integration; b) facilitate multimodal connections that encourage a more evenly distributed modal share; and c) support active transportation.	Partially	10.2.3.3 10.2.3.4	• Together, Draft OP Sections 10.2.3.3 and 10.2.3.4 generally meet the intent of NOP Policy 5.1.2.5; however, the City may wish to supplement these policies to include key language in NOP Policy 5.1.2.5 (a) and (c) with regards to transit-supportive uses and support for active transportation.
5.1.3.1	Comprehensive active transportation networks will be integrated into the transportation system to: a) enable safe and convenient inter-municipal and intra-municipal travel for active transportation users; and b) provide continuous linkages from neighbourhoods to strategic growth areas, major trip generators, employment land, tourism destinations, public service facilities, post-secondary institutions and transit stations, including sidewalks and dedicated lane spaces for cyclists on the major street network, or other safe and convenient alternatives.	No	10.3.1.3, 10.3.1.5, Appendix 4	• Draft OP Policy 10.3.1.5 refers to the future creation of a City Transportation Master Plan, which will have regard for active transportation connections. The City should supplement this policy by incorporating the wording in NOP Policy 5.1.3.1.
5.1.4.3	In the absence of Local *complete streets* guidelines or equivalent, Local Area Municipalities should refer to the Region's Complete Streets Design Manual and Guidelines for the design, refurbishment or reconstruction of their existing and planned Local street network.	No	N/A	• There does not appear to be any policies within the Draft OP regarding the implementation of a complete streets approach in line with NOP Policy 5.1.4.3. The City may wish to include a similar policy direction is provided within the Draft OP.
5.1.6.1	Major goods movement facilities and corridors shall be protected for the long term. Development proposals for sensitive land uses in proximity to major goods movement facilities and corridors shall be subject to Policies 4.2.4.2 and 4.2.4.3.	Partially	4.3.1.13, 10.2.4.6.1	• While Draft OP Policy 10.2.4.6.1 states that the City recognizes the importance of protecting land near major goods movement facilities and corridors, it should be updated to state that development proposals within proximity to these corridors will be subject to the compatibility requirements outlined in Draft OP Section 4.3.3.9.
5.2.1.19	Local Area Municipalities will develop *stormwater master plans* or equivalent for serviced *settlement areas* that: a) are informed by watershed planning or equivalent; b) protect the quality and quantity of water by assessing existing stormwater facilities and systems;	No	N/A	• There does not appear to be any policies within the Draft OP regarding the development of stormwater management plans in line with NOP Policy 5.2.1.19. The City should ensure that similar policy direction is provided within the plan.

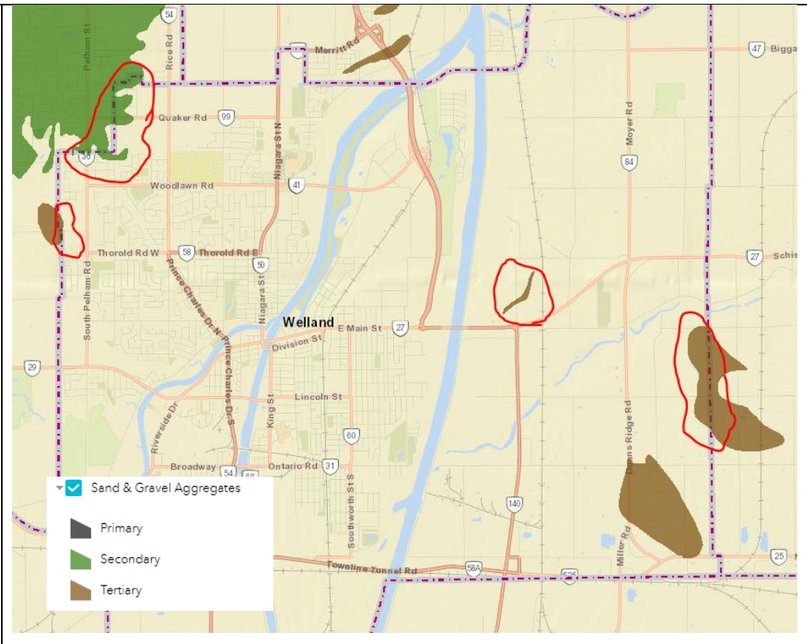
NOP Policy #	Niagara Official Plan (NOP) Policy Text	Included?	Section of Local Official Plan	Regional Comments
	c) characterize existing environmental conditions; d) examine the cumulative environmental impacts of stormwater from existing and planned development, including an assessment of how extreme weather events will exacerbate these impacts and the identification of appropriate adaptation strategies; e) incorporate appropriate low impact development and green infrastructure; f) identify the need for stormwater retrofits, where appropriate; g) identify the full life-cycle costs of the stormwater infrastructure, including maintenance costs, and develop options to pay for these costs over the long-term; and h) include an implementation and maintenance plan.			
5.2.2.13	Any extensions of the existing water supply or sewage disposal systems must have approval through the current water licenses and sewage disposal system approvals from both the Local Area Municipality and Region.	No	N/A	• There does not appear to be any policies within the Draft OP regarding water licenses and sewage disposal system approvals in line with NOP Policy 5.2.2.13. The City should ensure that similar policy direction is provided within the plan.
5.2.3.3	All development outside the urban areas shall be serviced by sustainable individual on-site water services and individual on-site sewage services, except an existing lot of record outside the urban areas may be permitted to connect to existing municipal services subject to the following: where municipal sewers or water supply mains have been extended outside the urban areas to correct an existing health problem as determined by the Medical Officer of Health or where there is a clean-up order from the Ministry of Environment, Conservation and Parks.	Partially	5.4.3.2	• Draft OP Section 5.4.3.2 largely reflects the language in NOP Policy 5.2.3.3; however, for clarity, it is recommended that the policy be revised to state that development **outside the urban areas** are subject to these requirements and criteria.
5.2.4.5	During the development review process, the Local Area Municipality will promote enhanced waste reduction, composting and recycling initiatives, and the identification of new opportunities for energy generation from waste, source reduction, reuse, and diversion, where appropriate. Consideration shall be given to increased convenience and access for waste diversion collection programs to promote participation.	Partially	8.1.5	• Draft OP Policy 8.1.5 aligns with the first portion of NOP Policy 5.2.4.5; however, this policy does not include language regarding “opportunities for energy generation from waste, source reduction, reuse, and diversion, where appropriate” nor consideration for increased convenience to promote participation in waste diversion collection programs. The City should ensure that this language is reflected within the Draft OP.
5.2.5.4	Proposals for large-scale *development* proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:	Partially	14.12.4.3	• Draft OP Policy 14.12.4.3 generally reflects the language in this policy, however it seems to be missing the requirements of NOP Policy 5.2.5.4 (a). Please refer to comments previously provided by Regional staff regarding the natural environment system policies of the Draft OP, and consider the

NOP Policy #	Niagara Official Plan (NOP) Policy Text	Included?	Section of Local Official Plan	Regional Comments
	a) conforms with watershed planning policies in Section 3.2; […]			inclusion/coordination of watershed planning as part of large-scale development.
5.2.6.2	The joint use of rights-of-way and corridors is encouraged wherever feasible for various facilities in order to: a) lessen the impact on the environment of uncoordinated alignments of various single purpose authorities; and b) avoid land use and *development* conflicts associated with such rights-of-way and alignments.	No	N/A	• There does not appear to be any policies within the Draft OP regarding the joint use of rights-of-way and corridors in line with NOP Policy 5.2.6.2. The City may wish to include similar policy direction within the Draft OP.
5.2.6.4	Necessary public utilities will be provided in accordance with the servicing needs of existing and future development and with economic, safety and environmental considerations.	Partially	11.1.4	• While Draft OP Policy 11.1.4 states that the City "recognizes the […] Public Utilities Policies in the Regional Official Plan, as amended from time to time", it is recommended that the wording of NOP Policy 5.2.6.4 be included directly within the Draft OP.
5.2.7.3	Subject to Provincial requirements, the Region and Local Area Municipalities will review the siting of all renewable energy generation facilities within the context of all policies of this Plan.	Partially	N/A	• There does not appear to be any policies within the Draft OP regarding the siting of renewable energy facilities in line with NOP Policy 5.2.7.2. The City should include similar policy direction within the Draft OP.
5.2.4.4	In collaboration with the Region, Local Area Municipalities should ensure that their official plan, zoning by-law, plan of subdivision approvals and site plan approvals for new *development* comply with the Region's requirements for waste collection to ensure safe and efficient waste collection and diversion and includes support for the resource recovery of food and organic waste for their residents.	No	N/A	• The City may wish to include similar language to NOP Policy 5.2.4.4 within the Draft OP to ensure new development is appropriately designed for waste collection and diversion.
6.1.4.5	Prior to preparing a secondary plan, the Local Area Municipality shall prepare a terms of reference in consultation with the Region, and Conservation Authority where applicable, that sets out the project scope, and required supporting technical studies.	No	N/A	• There does not appear to be any policies within the Draft OP regarding the completion of a terms of reference for secondary plans in line with NOP Policy 5.2.6.2. The City may wish to include similar policy direction within the Draft OP.
6.1.4.6	Privately initiated secondary plans shall require a terms of reference approved by the Local Area Municipality, in consultation with the Region and Conservation Authority where applicable, prior to development of the secondary plan.	Partially	14.3.5	• While Draft OP Policy 14.3.5 generally meets the intent of NOP Policy 6.1.4.6, the City should ensure that language regarding coordination with the Region and NPCA is also included in line with Regional policy.
8.12.1	Notwithstanding other policies of this Plan, the following applies to the lands generally located on the north side of Forks Road, east of Highway 58 in the City of Welland: The lands north of Forks Road, immediately east of Highway 58, shall be designated in this Plan as prime agricultural area. No permissions	Partially	13.3, 13.3.1, Schedule B	• Draft OP Policy 13.3.1 should be revised to reflect the exact language in NOP Policy 8.12.1 with regards to the site-specific permissions for the Froude lands development.

NOP Policy #	Niagara Official Plan (NOP) Policy Text	Included?	Section of Local Official Plan	Regional Comments
	other than those provided in Section 4.1 “The Agricultural System” of this Plan are permitted for these lands. The lands north of Forks Road, east of the above-referenced prime agricultural area, shall be designated in this Plan as rural area. For the lands designated rural area, development may be permitted on approximately 13.24 hectares (32.72 acres) by way of a plan of condominium to create a maximum of eight lots for single detached residential use on individual private water and sewage systems. Prior to approval of the Plan of Condominium, the applicant shall submit supporting studies. The required studies will be determined at the pre-consultation meeting pursuant to the policies of this Plan.			
Chapter 9 - Glossary of Terms	The Glossary of Terms provides definitions of terms that are used and italicized throughout the NOP.	No	15	• The following definitions within Draft OP Section 15 do not align with those listed in Chapter 9 (Glossary of Terms) of the NOP and should be reviewed for consistency/conformity with Regional and Provincial policy: ○ Areas of Natural and Scientific Interest ○ Adjacent lands ○ Agricultural uses ○ Agriculture-related uses ○ Conserved ○ Cultural heritage landscape ○ Fish habitat ○ Flooding hazard ○ Floodway ○ Habitat of Endangered and Threatened Species ○ Hazardous lands ○ Heritage attributes ○ Individual on-site sewage services ○ Major Office ○ Municipal sewage services and Municipal water services ○ Natural heritage features and areas ○ Natural heritage system ○ Negative impacts ○ Planned corridors ○ Protected heritage property ○ Quality and quantity of water ○ Regional market area ○ Renewable energy systems ○ Residence surplus to a farming operation ○ Threatened species ○ Transportation systems ○ Utilities ○ Value-Added ○ Water Resource System ○ Woodlands

Appendix 2 – Detailed Regional Comments on the Draft Schedules of the Welland Official Plan

Draft OP Schedule #	Regional Comments
General Comments	• The City may wish to include a label for the Welland Canal on all applicable schedules of the Draft OP. • For clarity, it is recommended that the road labels on all schedules of the Draft OP be edited and/or resized for better legibility. • The City may wish to revise the base map legend items so they are consistently ordered between schedules of the Draft OP. • Schedule C2 is referenced in Draft OP Policy 6.9.1, however there does not appear to be a Schedule C2 included within the Draft OP. The City should review and revise this policy as appropriate.
Schedule 'A' - City Structure	• For consistency with Provincial and Regional policy, it is recommended that the “Greenfield Areas” label be renamed “Designated Greenfield Areas”. Further, it is recommended that colours used to indicated both the Built Boundary and Designated Greenfield Areas be revised for better distinction between the two designations. • Agricultural and Rural Areas are not identified in Schedule A as noted in Draft OP Policy 3.4.3.3. It is recommended that the policy and/or schedule be updated for alignment
Schedule 'B' - Land Use	• The “Natural Heritage System Open” layer in Schedule B should be renamed to align with the naming conventions used in the draft policies.
Schedule 'C' - Core Natural Heritage System	• “Core” is no longer used in the polices of the Draft OP nor is it used in the patch label for the schedule (“Natural Heritage System). As such, staff suggest removing “core” from the title of Schedule C. • The watercourses and waterway/waterbody layer in Schedule C reflect the permanent and intermittent streams layer identified by the Region. Permanent and intermittent streams are recognized as a component of the Natural Heritage System (NHS) in Draft OP Policy 6.3.2. As such, Regional staff recommend that this layer be included in the NHS aggregate layer and be renamed “Permanent and Intermittent streams” to align with the terminology of the Draft OP. • It is recommended that Schedule C be expanded to also include mapped features of the water resource system. Alternatively, a second schedule could be developed should the City decide not to integrate the NHS and WRS into a single natural environment system layer.
Schedule 'C1' - Components of the Core Natural Heritage System	• The watercourse label/patch in Schedule C1 is not included under Natural Heritage Components header. As previously noted, Regional staff suggest that the watercourse label under the Natural Heritage Components heading be moved and re-name to “Permanent and intermittent streams” to align with the Draft OP.
Appendix '3' - Mineral Aggregate Area	• There appear to be missing areas of secondary and tertiary resource areas in Appendix 3, as circled in red below.


Merritt Rd
Quaker Rd
Woodlawn Rd
Thorold Rd W
Thorold Rd E
Welland
E Main St
Division St
Lincoln St
Broadway
Ontario Rd
Townline Tunnel Rd
Rice Rd
Niagara St N
Moyer Rd
South Pelham Rd
Prince Charles Dr N
Prince Charles Dr S
Niagara St
King St
Riverside Dr
Southworth St S
Miller Rd
Sand & Gravel Aggregates
Primary
Secondary
Tertiary

Niagara Region

Growth Strategy and Economic Development
1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
905-980-6000 Toll-free:1-800-263-7215

Via Email Only

July 31, 2024

File Number: PLOPA202400647

Nicolas Aiello, MCIP, RPP
Planning Supervisor - Policy
City of Welland
60 East Main Street
Welland, ON L3B 3X4

Dear Mr. Aiello

Re: Regional Preliminary Comments
Comprehensive Official Plan Review
Draft Natural Environment System Policies
City of Welland

Thank you for the opportunity to review the City of Welland's Draft Comprehensive Official Plan ("Draft OP"), which was received May 6, 2024.

Regional staff, City staff, and the Project Team at SGL Planning & Design Inc., met on July 24, 2024, to review the Region's preliminary comments on the Draft OP, including those related the Region's natural environment system (NES).

Following this meeting, Regional staff were requested to provide detailed preliminary comments regarding the City's environmental policies. These comments are outlined below and are intended to identify areas where additional information and/or revisions are required to ensure alignment with Provincial and Regional policy.

Integrated Natural Environment System

The Niagara Region Official Plan (NOP) includes new direction for an integrated NES, which structures policy requirements around individual features and areas identified in the region's natural heritage and water resource systems, as well as the policies and mapping for the Provincial Natural Heritage System (NHS) located in Niagara.

To simplify alignment between the Draft OP and the NOP and ensure the City is planning for this integrated NES, Regional staff recommend the policies in Chapter 6 of the Draft OP be structured similar to those in NOP Section 3.1, as outlined below:

1. Lands within the Provincial Natural Heritage System (see NOP Section 3.1.5)

2. Lands outside of the Provincial Natural Heritage System (Within and Outside of Settlement Areas) (see NOP Section 3.1.9)

3. Specific Features (see NOP Sections 3.1.10 through 3.1.23.).

Regional staff also recommend that the City include the associated components, identification criteria and definitions for the NES outlined in Schedule L of the NOP as part of their conformity review.

Further, since the City of Welland is situated within the jurisdiction of *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* (Growth Plan), only the policies of the Growth Plan NHS will apply within areas of the Provincial NHS.

Policy Specific Comments

The following table generally outlines the Regional comments for policies currently included within Draft OP Chapter 6 (Natural Environment System).

As noted above, a revised structure of the Draft OP that more closely aligns with NOP Section 3.1 is recommended and will simplify the conformity review; however, please note that this may alter the applicability of the comments provided below as the structure and contents of these policies may be greatly adjusted in the revised draft.

Draft OP Policy #	Regional Comments
6.3.2 (Natural Heritage System)	• Draft OP Section 6.3.2 identifies the Growth Plan NHS as a component of the overall NHS for the City. Regional staff note that the Growth Plan NHS itself includes a number of individual components (e.g. key natural heritage features, key hydrologic features, adjacent areas, vegetation protection zones), each of which is governed by its own set of polices. The applicable sections of the NOP and Growth Plan should be reviewed to understand the full set of polices that apply within this area. • Regional staff also note that the NOP includes a number of exemptions for agricultural uses and minor residential uses in the NES beyond what was included in the Growth Plan. It is recommended that these additional permissions and exemptions be included in the Draft OP.
6.3.2 (Natural Heritage System)	• The following revisions should be made to the list of individual components in Draft OP Section 6.3.2: ○ “Supporting features and areas” should be revised to state “supporting features and areas including enhancement areas”

	○ "Other wetlands" should be revised to state "other wetlands and non-provincially significant wetlands" ○ "Areas of Natural and Scientific Interest (Earth Science and Life Science ANSI)" should be added. ○ "Habitat of special concern species" should be removed. This feature applies only in the Niagara Escarpment Plan area. Habitat of Special Concern species may be afforded protection under the Significant Wildlife Habitat Technical Guide for 7E which will be screened for during the preparation of an Environmental Impact Study (EIS).
6.3.3 (Permitted Uses)	• Draft OP Section 6.3.3 should be revised to state that "expansion or alteration of buildings is directed away from the feature to the maximum extent possible" in alignment with NOP Policy 3.1.5.5 (h) i.
6.3.7 (Delineation or Modification of Features)	• Draft OP Policy 6.3.7 should be updated to align with NOP Section 3.1.4, including references to the Region's EIS Guidelines as per NOP Policy 3.1.4.2 • The term "Environmental Protection Area" is no longer used within the NES, and as such, it is recommended that the last sentence be revised to reflect this. • Regional staff note that the NOP does not require an amendment for any boundary adjustments within the NES, not just minor boundary adjustments. The City may choose to be more restrictive on this matter.
6.3.7, 6.3.8 (Mapping of the NES)	• Draft OP Section 6.3.7 and 6.3.8 should be revised to reflect the language within NOP Policies 3.1.3.1 and 3.1.3.2 with regards to mapping and mapping refinements of the NES.
6.3.10 (Assessment of Linkages)	• The linkage policies included within Draft OP Section 6.3.10 should be expanded to include the full set of policies within NOP Section 3.1.17.
6.3.12 (Development and Site Alteration within Provincially Significant Wetlands)	• In addition to provincially significant wetlands, the NOP also prohibits development and site alteration within the significant woodlands feature. The Draft OP should be updated to reflect this level of protection as outlined in NOP Policy 3.1.9.5.1.
6.3.13 (Development and Site Alteration of Fish Habitat)	• Draft OP Section 6.3.13 should be revised by adding the following sentence in alignment with NOP Policy 3.1.12: "In order to determine whether fish habitat is present, proponents of development or site alteration shall be required to screen for the presence of fish habitat to the satisfaction of the Region."

6.3.15 (Development and Site Alteration within the NHS)	• Draft OP Section 6.3.15 should be updated to align with the language of the PPS and NOP, which require development and site alteration meet the policy test of “no negative impacts”. • This section states that it applies “within the natural heritage system outside of features listed in 6.3.12, 6.3.13, 6.3.14”; it is inaccurate to indicate that all features of the NHS are subject to the same set of policies. For example, other wetlands, linkages, and supporting features and areas are all subject to feature specific policies. It is recommended that Chapter 3 of the NOP be reviewed to understand the extent of the feature specific policies that are required for conformity.
6.3.16 (General Development and Site Alteration of lands adjacent to the NHS)	• Draft OP Table 6-1 conforms to Table 3-1 of the NOP, however, it should be revised to clarify that these distances only apply to lands outside of the Growth Plan NHS and outside of settlement area boundaries. • Additional policies related to adjacent lands in NOP Sections 3.1.9.7.1 and 3.1.9.7.2 should also be included.
6.3.17 (Waiving an Environmental Impact Study)	• The purpose and intent of Draft OP Section 6.3.17 should be reviewed in conjunction with the range of other changes that are required for conformity, including NOP Section 3.1.33.3.
6.3.19 (Buffers in Urban Areas)	• Draft OP Section 6.3.19 should be expanded to include the full set of policies for buffers in settlement areas included in NOP Section 3.1.9.9.
6.3.20 (Buffers outside the Urban Area)	• The title of Draft OP Section 6.3.20 should state that this also applies outside of the Growth Plan NHS. Within the Growth Plan NHS, buffers are known as “vegetation protection zones (VPZ)” and have distances prescribed by the Growth Plan and NOP. • This section should also be revised to include the ANSI minimum buffer as well as the uses listed in NOP Policy 3.1.9.8.4.
6.3.21 (Development and Site Alteration within the Core Natural Heritage System and Adjacent Lands)	• The wording within Draft OP Section 6.3.21 appears to be a legacy from the previous version of the plan. It is recommended that this section be reviewed once more to confirm its inclusion.
6.3.30 (Compensation Plan)	• Draft OP Section 6.3.30 allows for compensation for the removal of features within the NHS, which is not supported by NOP Policy 3.1.9.5.5. This policy should be removed from the Draft OP.

6.3.32 (Implementation of Minimum Vegetation Protection Zones in the Zoning By-law)	• Draft OP Section 6.3.32 should be revised to include “or mandatory buffer” in addition to VPZs and minimum buffers.
6.3.34 (Native Species Plantings)	• Within Draft OP Section 6.3.34, "encouraged" should be changed to “required” in line with NOP Policy 3.1.28.1. • Please also note that Draft OP Section 6.6.6 (Use of Native Species) appears to be a duplicate and should either be removed or also changed accordingly.
6.3.40 (Residential Lot Creation)	• Draft OP Section 6.3.40 should be revised to align with NOP Policies 3.1.4.8 to 3.1.4.10. • The term “Environmental Conservation Area” is no longer used within the NES, and as such, it is recommended that the term be removed from the second paragraph.
6.3.42 (Linear Uses)	• The references to “essential public uses” within Draft OP Section 6.3.42 is ambiguous and may not be consistent with the PPS or conform to the NOP. Please review the policy for alignment with Regional and Provincial policy. • Please note that within the NOP, references to Municipal Class Environmental Assessment (EA) approvals are included as necessary when referencing other exemptions, and a stand alone exemption is not required.
6.5.1 (Water Resource System)	• Draft OP Section 6.5.1 should be updated to include the components listed in NOP Section 3.1.1.2.
6.6.1 (Forest Cover)	• Draft OP Section 6.6.1 should be revised to state that woodland cover shall be maintained or enhanced by 2051 in alignment with NOP Policy 3.1.25.1.
6.8.1 (Development and Site Alteration)	• Draft OP Section 6.8.1 should be revised to include the following wording, in alignment with NOP Section 3.1.14: “applications for development and site alteration which have the potential for negative impacts shall be accompanied by an earth science heritage evaluation which shall be reviewed in consultation with the Provincial Ministry with jurisdiction.”
6.8.2 (Linear Public Utilities)	• Draft OP Section 6.8.2 should be adjusted to align with NOP Policy 3.1.5.5 (c) for lands within the Provincial NHS and NOP Policy 3.1.9.6.3 for lands outside of the Provincial NHS.

6.9 (Natural Hazards)	• Draft OP Section 6.9 should be updated to align with NOP Section 3.1.23. The policies in this section currently contradict Regional policies required for key hydrologic features.
6.9.2 (Development and Site Alteration in Hazard Land)	• Draft OP Section 6.9.2 should be updated to reflect the requirements within NOP Policy 3.1.23.3
8.2.7 (Hazardous Land)	• It is recommended that Draft OP Section 8.2.7 be included with the other hazard land policies in Draft OP Section 6.9.
11.2.7.7 (Guidelines)	• Please note that the Region also maintains stormwater management guidelines, which would apply in certain circumstances.
14.6.4 (Extensions of Draft Approval)	• Draft OP Section 14.6.4 should be reviewed and updated to include the direction of NOP Sections 3.1.30.3.4 and 3.1.30.3.5.
14.8.5 (Evaluation of Site Plan Applications)	• The City is encouraged to review NOP Policy 3.1.32. There are a number of other considerations that could be included within the evaluation of site plan applications that could contribute towards the City's goal of becoming a "Sustainable City".
14.12.2 (Subwatershed Plans)	• Draft OP Section 14.12.2 regarding subwatershed planning should be informed by and conform to NOP Section 3.2.
14.12.4.1 (Need for a Stormwater Management Plan)	• The Niagara Region maintains stormwater management guidelines which apply in certain circumstances. As such, it is recommended that the Region be added as a consulting agency to Draft OP Section 14.12.4.1.
14.2 (Planning Studies)	• Draft OP Section 14.2 should be reviewed and updated to conform with NOP Section 3.1.33 with regards to the EIS review process.
Schedule "B" (Land Use)	• The "Natural Heritage System Open" layer should be renamed to align with the naming conventions used in the Draft OP.
Schedule "C" (Core Natural Heritage System)	• It is recommended that title of Schedule C be changed to better align with the naming used in the polices of the plan. The term "core" is no longer used within the NES. • It is also recommended that this schedule be expanded to also include mapped features of the water resource system. Alternatively a second schedule could be developed should the

	City decide to integrate the NHS and water resource system into a single NES.
Schedule “C1” – Components of the Core Natural Heritage System	• Watercourses and Waterway/Water Body are shown on Schedule C1. It is unclear if these are base layers of the map, or if they are natural features for which Official Plan policies and protections would apply. The City should consider using the term “permanent and intermittent stream” for natural features and/or water resource system components.
Appendix “2” – Vulnerable Groundwater Areas	• It is recommended that Appendix 2 be made into to a “schedule” and that policies for highly vulnerable aquifers (HVAs) and significant groundwater recharge area (SGRAs) be included in the plan. Both HVAs and SGRAs are important components of the water resource system and important key hydrologic areas as required by the Growth Plan.

Additional Information

Policy 3.1.30.6.1 of the NOP requires that Local Municipalities incorporate the mapping and policies of the NES into their Official Plans in a manner that implements the NOP. The following table is intended to provide a list of the remaining policy matters to be included within the Draft OP to satisfy the requirements for approval.

NOP Section	NOP Policies
The Natural Environment	3.1.1.1; 3.1.1.3; and 3.1.1.4
Refinements to the Limits of the Natural Environment System	3.1.4.4; 3.1.4.5; 3.1.4.6; and 3.1.4.7
Lands within the Provincial Natural Heritage System	3.1.5.2; 3.1.5.3; 3.1.5.6; 3.1.5.7.1; 3.1.5.7.2; 3.1.5.7.3; 3.1.5.7.4; 3.1.5.7.5; 3.1.5.7.6; 3.1.5.7.7; 3.1.5.8.1; 3.1.5.8.3; and 3.1.5.8.4
Lands Outside of a Provincial Natural Heritage System and Outside of the Niagara Escarpment Plan Area	3.1.9.1; 3.1.9.2; 3.1.9.3; 3.1.9.4; 3.1.9.5.1; 3.1.9.5.2; 3.1.9.5.3; 3.1.9.5.4; 3.1.9.5.5; 3.1.9.5.6; 3.1.9.6; 3.1.9.8.2; 3.1.9.8.3; 3.1.9.8.5; 3.1.9.9.2; 3.1.9.9.3; and 3.1.9.9.4
Key Hydrologic Areas, Key Hydrologic Features, and Other Important Water Resources	3.1.10.1; 3.1.10.2; 3.1.10.3; 3.1.10.4; 3.1.10.5; 3.1.10.6; 3.1.10.7; and 3.1.10.8
Other Woodlands	3.1.11.1; 3.1.11.2; 3.1.11.5; and 3.1.11.6
Fish Habitat	3.1.12.2

Habitat of Endangered Species and Threatened Species	3.1.13.2; 3.1.13.3; and 3.1.13.4
Provincially and Regionally Significant Earth Science Areas of Natural and Scientific Interest	3.1.14.2
Supporting Features and Areas	3.1.15.1; 3.1.15.2; and 3.1.15.3
Enhancement Areas	3.1.16.1; 3.1.16.2; 3.1.16.3; and 3.1.16.4
Natural Features that have been Disturbed	3.1.18.1
Cultural and Regenerating Woodlands	3.1.19.1; 3.1.19.2; and 3.1.19.3
Enhancement to the Natural Environment	3.1.20.2
Aquatic Species at Risk	3.1.21
Cumulative Impacts	3.1.22.1 and 3.1.22.2
Natural Hazards	3.1.23.1; 3.1.23.2; and 3.1.23.5
Wildland Fires	3.1.24.1; 3.1.24.2; 3.1.24.3; and 3.1.24.4
Wetland Cover	3.1.26.1
Riparian Vegetation Cover	3.1.27.1
Transition and Implementation	3.1.30.3.1; 3.1.30.3.2; 3.1.30.3.3; 3.1.30.3.6; 3.1.30.3.7; 3.1.30.4.1; 3.1.30.4.2; and 3.1.30.4.3
Land Securement Strategy	3.1.31.2 and 3.1.31.3
Informing Land Use Planning	3.2.10.1
Roles and Responsibilities	3.2.11.5 and 3.2.11.8
Subwatershed Planning	3.2.12.1; 3.2.12.2; 3.2.12.3; and 3.2.12.4
Recognize and Manage Excess Soil	3.7.1.1; 3.7.1.2; and 3.7.1.3

Conclusion

These preliminary comments are intended to identify matters within the Draft OP that will need to be strengthened or revised to ensure conformity with Regional and Provincial policy as it relates to the natural environment.

Staff from the Region's Growth Strategy and Economic Development Department are available to meet to discuss these comments and/or provide further insight as to the structure and function of the Region's NES policies. Please feel free to contact Alexandria Tikky at extension 3593 or Angela Stea, Director of Corporate Strategy and Community Sustainability at extension 3518.

Respectfully submitted,



Alexandria Tikky, MCIP, RPP
Senior Policy Project Manager
Community and Long Range Planning
Niagara Region

cc.
Angela Stea, Director of Corporate Strategy and Community Sustainability, Niagara Region
Erik Acs, Manager of Community Planning, Niagara Region
Sean Norman, Senior Planner, Community Planning, Niagara Region
Grant Munday, Director of Planning and Development, City of Welland

From: Tikky, Alexandria
To: Nicolas Aiello
Cc: Norman, Sean
Subject: FW: Draft Welland OP - Intake Protection Zones
Date: June 13, 2024 10:39:28 AM
Attachments: NOP - Schedule E.pdf

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Hi Nicolas,

We are in the process of reviewing the City's Drat Official Plan, and had a question with regards to the source water protection policies within Section 6.5.

When the source water protection work was updated in ~2015-2017 three intake protection zones (IPZs) were identified in the Region (Decew, Niagara Falls, and Port Colborne). See attached Schedule E.

Policy 6.5.4 of your draft states "The Welland Water Treatment Plant is located on Merritt Island in between the Welland River and the Old Welland Canal. The Niagara Peninsula Conservation Authority's Source Water Protection Study identified an Intake Protection Zone covering the areas to the north and west of the Treatment Plant."

Can you advise if there is an background information to support this? Or is this a holdover from the previous version of the plan?

Regards,

Alexandria Tikky, MCIP, RPP
Senior Policy Project Manager
Growth Strategy and Economic Development
Niagara Region
1815 Sir Isaac Brock Way, P.O. Box 1042
Thorold, ON L2V 4T7
Phone: 905-980-6000 ext. 3593
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Ireland Worrall

From: Nicolas Aiello
Sent: August 7, 2024 9:55 AM
To: Ireland Worrall
Subject: FW: Backyard hens

Hi Ireland,

Can this be saved as PDF and included in the spreadsheet?

Thanks,

Nick

Nicolas Aiello, HBA, MCIP, RPP
Planning Supervisor - Policy
Planning and Development Services
60 East Main Street, Welland, Ontario L3B 3X4

Phone: 905-735-1700 x2132
welland.ca
engagewelland.ca

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From: Roger Pelissero <rpelisseroeggs@gmail.com>
Sent: Thursday, August 1, 2024 7:01 AM
To: Official Plan <officialplan@welland.ca>
Subject: Backyard hens

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Nicolas Aiello, Planning Supervisor
City of Welland
60 East Main Street

Welland, ON
L3B 3X4

Dear Mr. Aiello,

We appreciate the opportunity to provide our views and input to help inform the official plan for the City of Welland, as it relates to the ability to house hens on residential properties. As local egg farmers, we are committed to producing fresh, high-quality eggs of local production, all while ensuring the welfare and well-being of the hens under our care. We work hard to care for the over 1 million hens in our area that produce over 29 million eggs a year, with a farm gate value of $78 million per year. We know first-hand that producing food is a great source of pride, but it is also a significant responsibility that needs to be carefully considered.

As the City considers an approach for our municipality, we encourage thoughtful consideration of the following areas:

To raise poultry in a residential environment one needs to consider many things. For example, hens require nutritionally balanced feed, clean water, protection against predators and an appropriate shelter to protect them against inclement weather, including a heated enclosure during winter months. When hens are sick, they also require care from qualified veterinarians. Backyard flock owners must be well-positioned to both access and offer these items to meet the basic needs of the hens in their care.

Properly taking care of hens in a residential environment often requires some physical adaptations to a typical backyard, a daily time commitment to tend to the flock, and a great deal of expertise. Owners must also know how to monitor and identify illnesses that affect the health of hens, such as mites, highly pathogenic avian influenza and infectious laryngotracheitis. These parasites and viral infections can spread quickly among birds—to neighbouring flocks and commercial operations in the area—and can result in sudden mortalities. Swift action is required by owners to identify issues, contain the outbreak and disinfect the premises, sometimes in accordance withspecific protocols outlined by the Canadian Food Inspection Agency.

Proper vaccinations can help reduce the spread of disease within poultry flocks; however, accessing commercially available vaccines can be difficult for backyard flock owners and vaccination programs can often be costly. Vaccination strategies would be an essential point for backyard chicken owners to discuss with their hatchery or business they purchase their birds from to ensure they are well-informed, consider their options and address matters of importance.

Strict biosecurity protocols are paramount in mitigating the risk of serious diseases or pathogens that affect hens, chickens and other poultry. These steps also help reduce the risk of accidentally exposing residents to an animal disease or pathogen. We, along

with every registered Ontario egg farmer, follow comprehensive on-farm animal care and food safety programs with routine inspections to ensure the hens are receiving the care that they need, every day, and that effective biosecurity protocols are followed by all those who come in contact with the birds. While some guidance towards biosecurity protocols for backyard chicken owners can be found online, these measures may not take into consideration the unique characteristics of a region or have means to ensure adequate application of the measures.

All commercial eggs are graded to ensure the highest quality is offered to Ontario consumers. However, eggs from backyard flocks are not graded and it is difficult to guarantee that the egg is fresh, free from contamination and safe to eat. This puts unknowing consumers at risk ofbecoming ill!

From a human health standpoint, protocols for handling soiled or cracked eggs or contaminated carcasses must be in place to ensure human health. In addition, to be environmentally sustainable, all farmers, regardless of size, must also have plans in place for the removal and disposal of waste products, including manure and carcasses.

Attached you will find a resource that has been put together by Dr. Mike Petrik, an Ontario poultry veterinarian. This outlines the many areas of consideration required for backyard flocks to ensure the health of not only the flock, but the residents of our municipality. Finally, we would also encourage the City to seek guidance from the Ontario Ministry of Agriculture, Food and Agribusiness. Their Provincial Poultry Specialist, Al Dam, has significant experience in working with municipalities as they work through consultations like this and can provide valuable guidance.
In conclusion, we appreciate the opportunity to share our perspective as egg farmers, as the City of Welland considers this important topic.

Roger Pelissero
Egg Farmers of Canada
905-984-0279

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Ireland Worrall

From: Kory Preston <Kory.Preston@ontariochicken.ca>
Sent: August 12, 2024 1:22 PM
To: Official Plan
Subject: Urban Hens - Section 4.2.2.2.5

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Good Afternoon,

Thank you for reaching out to Chicken Farmers of Ontario regarding small flock chicken farmers.

Should the City of Welland select to permit Urban Hens, we would encourage the municipality to include a requirement for participants to register with Chicken Farmers of Ontario's (CFO) Family Food Grower Program as part of a licensing process.

Since 2010, CFO has required all Family Food growers to register their flocks. Registration is facilitated through familyfoodgrower.ca, and provides growers with access to resources about how to keep their birds healthy, as well as regulatory information.

The Family Food Program is an important aspect of CFO's emergency management plan as it allows for rapid location and identification of small flocks to help manage and contain disease incidents. All growers registered in the Family Food Program, who have provided their digital contact information, receive emergency alert communications when an infectious disease incident occurs in the local area.

As you may be aware, Ontario's poultry farmers have recently been faced with challenges from poultry diseases, namely Infectious Laryngotracheitis (ILT) and Avian Influenza (AI), being present in the environment and posing a threat to the birds in our care, poultry farms, and the food supply chain. When AI is detected in the environment, chicken farmers implement even stricter biosecurity measures to prevent the disease from entering the barn and spreading between farms.

Effective and timely implementation of mitigation measures is necessary or else this vulnerability can lead to hardship for supply-managed poultry farmers and their industry partners and has the potential to create significant supply chain and trade disruptions. Prevention and preparation are the best way to mitigate the risk of disease spread.

We appreciate this opportunity to provide perspectives on behalf of Chicken Farmers of Ontario's 1,300 family-run farms across the province.

Should you have any questions, please don't hesitate to contact me at kory.preston@ontariochicken.ca.

Sincerely,

Kory Preston

Kory Preston
Senior Manager, Communications and Public Affairs
289.288.4233
Connect with CFO Digitally at ontariochicken.ca

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November 6, 2025

Policy Name: Official Plan
DOCA Project Number: 2021-0899
Proponent: City of Welland

Dear Nicolas Aiello,

This letter is to confirm receipt of the project-related correspondence sent by the City of Welland, on October 31, 2025, regarding its Official Plan Update.

The Mississaugas of the Credit First Nation (MCFN) are the Treaty Holders of the land on which the City of Welland is located – specifically, the Between the Lakes Treaty #3 (1792). The MCFN holds Indigenous and Treaty Rights specific to the location and its environs. The Department of Consultation and Accommodation (DOCA) is designated by MCFN to handle consultation matters on its behalf.

The DOCA consultation team has reviewed the policy-related correspondence identified above. **This policy has been flagged for review.**

Given the large number of requests for consultation that are received and processed by DOCA, we have prepared some standard information to share with you for your knowledge and to inform the development of this policy. Please see the "Municipal Official Plan Input Document", attached.

To begin, we would like to request an introductory meeting. This meeting can be held virtually or at the DOCA office. Please let us know your preference and some suggested dates and times for this meeting. At the introductory meeting, we welcome your thoughts on how the key elements of the "Municipal Official Plan Input Document" have been or will be incorporated into the Official Plan.

At its discretion, DOCA may request capacity funding for its consultation and engagement activities relating to this policy review. We are happy to discuss this item in further detail at the upcoming introductory meeting.

DOCA expects to be notified of any and all future updates and/or changes regarding Welland's Official Plan.

If you have any questions for the DOCA consultation team, please feel free to contact us.

Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, Ontario N0A 1H0
Phone: (905) 768-1133
Fax: (905) 768-1225

Thank you,

Megan DeVries

Megan DeVries
Manager of Consultations
Department of Consultation and Accommodation
Phone: 905-768-4260
Email: megan.devries@mncfn.ca

Attachments
MCFN Municipal Official Plan Input Document

CC
Abby (LaForme) Lee, Consultation Coordinator, abby.laforme@mncfn.ca
Cindy Agius, Policy Analyst, cindy.agius@mncfn.ca

Mississaugas of the Credit First Nation ("MCFN")
Municipal Official Plan Input Document
January 17, 2025

The purpose of this document is to streamline MCFN's participation in the review of municipal Official Plans, Official Plan reviews, Official Plan amendments, and other related municipal policy undertakings. It does this by providing language that can be inserted into policy to help guide municipal planning and better inform planners and developers about our rights and interests.

Similar to the *Provincial Planning Statement*, which sets the minimum standards that Municipal Official Plans must align with to comply with provincial planning requirements, these key elements represent our minimum standards for inclusion in all municipal Official Plans within our Territory.

1. **Recognition of MCFN and MCFN's Territory as an Integral Component of the Planning Context**

MCFN has Aboriginal and treaty rights over our Territory which spans much of southern Ontario and the area now known as the Greater Golden Horseshoe region. We are the original owners and stewards of the land to which your Official Plan will apply. Our community and our rights form an integral component of the regional context within which land use planning and planning decisions will occur.

The following language can be included in any introductory section in your Official Plan that describes the geographic and historical background within which municipal planning takes place:

MCFN is an Indigenous community and Aboriginal people within the meaning of section 35 of the Constitution Act, 1982, with inherent, Aboriginal, and treaty rights throughout their Territory. As further outlined below, MCFN has treaty rights over some areas of their Territory, and these areas are occasionally referred to as MCFN's Treaty Territory. Other areas (such as the Rouge River Valley, and the waters, beds of water, and floodplains) have never been subject to a treaty between MCFN and the Crown and so MCFN has Aboriginal title to these areas, which may be referred to as their Territory or Traditional Territory. For the purposes of this document, all of these areas are included within the definition of MCFN's Territory.

MCFN's Territory commences at Long Point on Lake Erie and extends eastward along the shore of the Lake to the Niagara River and down the River to Lake Ontario. It further extends northward along the shore of Lake Ontario to the Rouge River east of Toronto,

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Fax: (905) 768-1225

then up the Rouge River to the dividing ridge. From the dividing ridge, it extends to the headwaters of the River Thames, then southward to Long Point, where it began. MCFN's Territory encompasses, among other places, present-day Waterloo, Kitchener, Guelph, Brantford, Niagara Falls, Fort Erie, Hamilton, Mississauga, Oakville, Milton, Brampton, Vaughan, and Toronto, as well as the lands and waters between and surrounding these places. Moreover, MCFN are the original owners and stewards of the lands and waters that make up what is now known as the Greater Golden Horseshoe region. Their Territory has defined and sustained MCFN for countless generations and must continue to do so for generations to come.

Between 1781 and 1820, MCFN entered into various treaties with the Crown. establishing treaty rights throughout their Territory. In addition to treaty rights, MCFN has Aboriginal rights and title to the waters, beds of water, and floodplains in their Territory, including the lakebeds of Lake Erie and Lake Ontario, as well as Aboriginal title to their lands in the Rouge River Valley. In 2015 and 2016, MCFN requested to enter into negotiations with the governments of Canada and Ontario aimed at reconciling their Aboriginal title with the present-day use and occupation of their title land and waters by the Crown and the public. MCFN is currently engaged in negotiations with Canada to explore new approaches to understanding and implementing their rights and title.

Please see the attached map of MCFN's Territory.

2. Recognition of MCFN Rights and Interests

MCFN's rights and interests with respect to the lands, waters, and resources in our Territory should be explicitly acknowledged and accounted for in Municipal Official Plans and planning decisions.

a. Recognition of MCFN Stewardship and Protection of the Land and Water

MCFN has a responsibility to be stewards of our Territory, and to sustain and protect our lands and waters for generations to come.

Where a Municipal Official Plan deals with the natural environment, MCFN's stewardship responsibilities and our rights to actively protect land and water in our Territory for future generations should be recognized.

A description of MCFN's stewardship responsibilities for the lands, waters, and resources of our Territory, and MCFN's rights to protect the same for future generations, can be inserted into your Official Plan as follows:

Corresponding to and arising from MCFN's Aboriginal and treaty rights, MCFN has a responsibility to act as stewards of their Territory, including to sustain the lands, waters, and resources for the benefit of generations to come. MCFN's responsibility to act as

stewards of the lands, waters, and resources must be considered in all development proposals.

Moreover, where your Official Plan addresses the management and protection of water, MCFN's title to waters, beds of waters, and floodplains should be recognized. A description of MCFN's title to waters, beds of water, and floodplains can be inserted in any such section as follows:

Aboriginal title refers to the inherent Aboriginal right to land or a territory, including water. The Canadian legal system recognizes Aboriginal title as a sui generis, or unique collective right to the use of and jurisdiction over a group's ancestral territories. MCFN has Aboriginal title to the Rouge River Valley, and to the waters, beds of water, and floodplains within their Territory. These lands and waters have been used by MCFN for generations and were never surrendered by their ancestors to the Crown.

The rights that flow from MCFN's Aboriginal title are similar to those associated with fee simple title and include: the right to decide how the land or waters will be used; the right of enjoyment and occupancy of the lands and waters; the right to possess the land or waters; the right to the economic benefits of the lands and waters; and the right to protectively use and manage the land and waters for the future.

These rights must be considered and respected as a part of planning decisions that could affect MCFN's Aboriginal title to the waters and lands underwater in the future.

b. Protection of MCFN Cultural Heritage Resources

MCFN's cultural heritage and archeological resources must be protected for the benefit of future generations. As much of MCFN's Territory has been—and continues to be—subject to heavy urbanization and development, all MCFN's cultural heritage resources are of utmost importance and require special care and consideration to protect and preserve for future generations.

Where your Official Plan addresses cultural heritage and/or archaeology, or if you consider developing a separate archaeological plan or strategy to support your planning activities, it should recognize the critical importance of our cultural heritage resources and refer to our *Archaeological Standards and Guidelines* which we developed specifically to help ensure that our rights and interests are protected. The following language can be used:

The Mississaugas of the Credit First Nation (MCFN) must be consulted on any work to that could potentially impact cultural heritage or archaeological resources within MCFN's Territory and to develop policies for the management of these resources following any identification. The extensive urbanization and development of MCFN's Territory that has occurred over the last several decades has resulted in the loss of

countless archaeological and other cultural heritage resources. Considering this, any remaining resource or artifact is of the utmost significance to MCFN.

Proponents of development or redevelopment proposals throughout the Municipality shall engage with the MCFN Department of Consultation and Accommodation (DOCA) prior to submission of an application for development. Proof of engagement shall be provided as part of a complete application.

Every planning application that has the effect of soil disturbance will be circulated to DOCA for review. As part of this review, it may be identified by the MCFN-DOCA that an archaeological assessment and/or study be required as part of the requirement for an application. Should this occur, the application will be put on hold until such time as an archaeological assessment and/or study is completed. Where appropriate, as determined by municipal staff in consultation with the MCFN-DOCA, a condition of approval may be utilized in lieu of placing the application on hold.

Additionally, archeologists, proponents, and others who are conducting archaeological assessment activities within MCFN Territory must refer to and follow MCFN's Standards and Guidelines for Archaeology.

These Standards and Guidelines guide engagement and involvement of MCFN in archaeological activities, including that by MCFN's Field Liaison Representatives. Adherence to MCFN's Standards and Guidelines facilitates the identification of MCFN cultural heritage resources and areas of particular significance, and will help ensure that MCFN history, culture, rights, and interests are properly protected.

c. Protection of MCFN's Right to be Sustained by Our Territory

MCFN's Aboriginal and treaty rights fundamentally entitle us to share in the wealth and other benefits generated from our Territory. While the ways in which we are sustained by our Territory have changed over time and evolved to reflect more modern economies and realities, the importance of our Territory to our community and our right to be sustained by it—even while we work to sustain it—must continue into the future.[1]

Where your Official Plan deals with economic growth and sustainability, MCFN's right to sustain—economically, culturally, and spiritually—by our Territory should be acknowledged and incorporated. The following language can be used:

[1] The Supreme Court of Canada has recognized how this broader context—which for MCFN includes the intense urbanization and development of your Territory—must inform the scope of the duty to consult (and also therefore whether accommodation is required): "it may be impossible to understand the seriousness of the impact of a project on s. 35 rights without considering the large context. Cumulative effects of an ongoing project, and historical context, may therefore inform the scope of the duty to consult. This is not "to attempt the redress of past wrong. Rather, it is simply to recognize an existing state of affairs,

MCFN's Territory has defined and sustained the MCFN community for countless generations and must continue to be able to do so for generations to come in new and evolving ways. MCFN has Aboriginal and treaty rights over their Territory that include the rights to be sustained by their Territory—economically, culturally, and spiritually. These rights and responsibilities to be sustained by their Territory must be distinctly considered as a part of land-use management and planning decisions, including economic growth planning and opportunities for involving and providing benefits to the MCFN community.

3. Clear Triggers for MCFN Consultation and Engagement

MCFN's Aboriginal and treaty rights entitle us to be consulted on planning decisions—such as development proposals—made under an Official Plan that could adversely impact our Territory or our rights and interests. Official Plans should therefore contain an explicit requirement to that effect.

Where your Official Plan deals with consultation and engagement, a requirement that MCFN be consulted on planning decisions that may affect our rights and interests should be included. This will help to foster the constructive and co-operative relationship encouraged by the *Provincial Planning Statement*, and to ensure that we are properly consulted.[2] The following language can be used (with yellow highlighted sections updated as appropriate:

[Municipality] will engage and consult with MCFN, and engage with MCFN as appropriate, when considering planning matters, planning applications, and when making planning decisions that may affect MCFN's rights and interests, including but not limited to under:

- *Section [insert reference to section of Official Plan that speaks to MCFN stewardship] and MCFN's responsibility as stewards of their Territory;*
- *Section [insert reference to section of Official Plan that deals with MCFN's title to waters] and MCFN's Aboriginal title to waters, beds of water, and floodplains in their Territory; and*
- *Section [insert reference to section of Official Plan that speaks to cultural heritage and archeology, or to other archeology plan or policy]and cultural heritage and archeological resources within MCFN's Territory.*

More specifically, public and private developers are required to give notice to MCFN's Department of Consultation and Accommodation via email to abby.laforme@mncfn.ca

and to address the consequences of what may result from" the project." (See *Chippewas of the Thames First Nation v. Enbridge Pipelines Inc.*, 2017 SCC 41, at para 42)

[2] The Provincial Planning Statement (PPS), 2024 is a streamlined province-wide land use planning policy framework that replaces both the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019. It came into effect October 20, 2024.

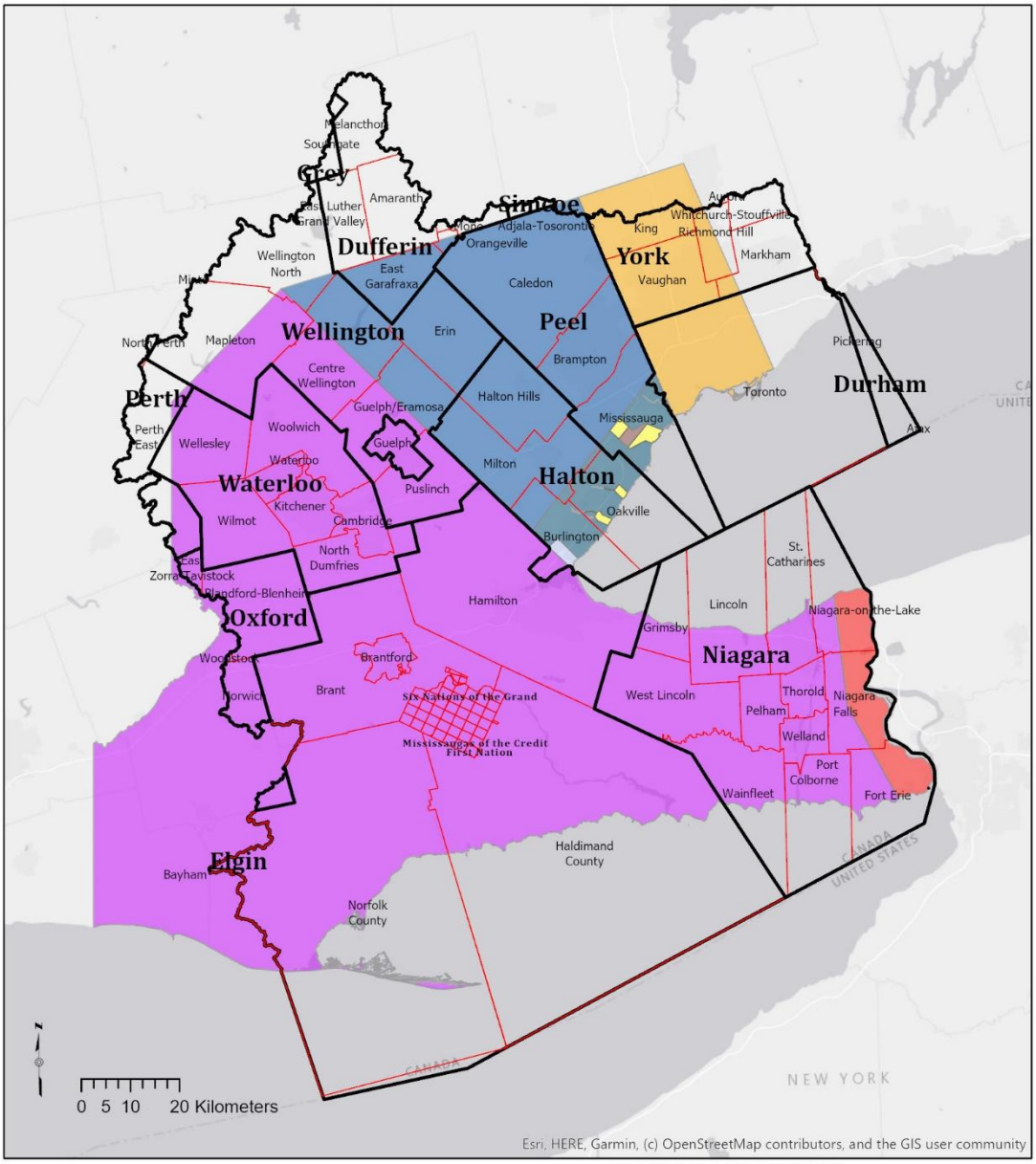
or by Canada Post to 2789 Mississauga Road, Hagersville, ON, N0A1H0, whenever a development proposal may impact MCFN's rights and interests, including but not limited to their rights and interests with respect to stewardship, lands, waters, and archaeological or heritage resources.

4. Summary of MCFN Consultation Process

In addition to the proposed language above, the following basic process can be inserted into your Official Plan, which describes how MCFN will respond to development proposals that may impact our rights and interests.

Once MCFN has been notified of a development proposal, MCFN will conduct an initial assessment to determine if the proposal is of particular concern or interest and notify the developer as to its determination. If the proposal is of particular concern or interest to MCFN, MCFN will further specify a process to be followed for more fulsome consultation. MCFN may also specify a process for consultation on proposals of less concern. In most cases a consultation process for proposals of particular concern will involve, at a minimum, a meeting between MCFN and the developer to discuss project-specific processes, information and capacity needs, and how to proceed in a manner that will respect MCFN's rights and interests.

Mississaugas of the Credit First Nation ("MCFN")
MCFN Treaty Lands and Territory
January 17, 2025



UPPER AND LOWER TIER MUNICIPALITIES
WITHIN
MCFN TREATY LANDS AND TERRITORY

- UPPER TIER MUNICIPALITIES
- LOWER TIER MUNICIPALITIES
- MCFN TERRITORY
- MISSISSAUGAS TREATY AT NIAGARA NO. 381 (1781)
- BETWEEN THE LAKES TREATY, NO.3 (1792)
- BRANT TRACT TREATY, NO. 8 (1797)
- TORONTO PURCHASE TREATY, NO. 13 (1805)
- HEAD OF THE LAKE TREATY, NO. 14 (1806)
- AJETANCE TREATY, NO. 19 (1818)
- TREATY 22 (1820)
- TREATY 23 (1820)

Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, Ontario N0A 1H0
Phone: (905) 768-1133
Fax: (905) 768-1225

From: Peter Graham
To: Nicolas Aiello
Subject: RE: City of Welland Official Plan Update - Statutory Meetings
Date: October 31, 2025 12:18:13 PM

Welland Security Warning: This is an external email. Please do not click links or open attachments unless you are sure they are safe!

Good afternoon Nicolas,

We would like language along the following lines, per Brant County's OP, to ensure compliance with PPS 6.2.2: "Proponents of development or redevelopment proposals throughout the County shall engage with Indigenous Communities being the Six Nations of the Grand River and the Mississaugas of the Credit First Nation prior to submission of an application for development or redevelopment. Proof of engagement shall be provided as part of a complete application."

Thank you, Peter

From: Nicolas Aiello <nicolas.aiello@welland.ca>
Sent: October 31, 2025 12:14 PM
Subject: [External] City of Welland Official Plan Update - Statutory Meetings

Good Afternoon,

Please find the attached notice concerning the City of Welland Official Plan Update.

Should you have any questions regarding this matter, please do not hesitate to reach out to me.

Kind Regards,

City logo

Nicolas Aiello, HBA, MCIP, RPP
Manager of Policy Planning
Planning and Development Services
60 East Main Street, Welland, Ontario L3B 3X4
Phone: 905-735-1700 x2132
welland.ca
engagewelland.ca

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Six Nations of the Grand River Value Statement

Indigenous Peoples view the world in a particular way. Our Original Instructions when we were created tell us that as the youngest members of creation, it is our responsibility to protect and to care for our elder siblings, which is we must care for the natural world. We were taught, and still believe that we have a reciprocal relationship with all of creation, as they take care of us too. Our world view consists of the values, traditions, and stories from our ancestors, family, and community. This world view also helps us to identify ourselves as a unique peoples with a strong connection to the land.

A respectful relationship with Mother Earth is central to Haudenosaunee (Rotinonshión:ni) people and necessary for us to have healthy minds, bodies and spirits. We were given the teachings of the Ganǫhǫnyǫhk (Thanksgiving Address) so we could know how to respect all the different parts of Mother Earth. The teachings remind us that she is where we came from and that we are part of her creation. In addition, they remind us that we are all connected and what is done to one is done to the whole.

We give thanks to the People in our lives for all that they bring to our lives.

We give thanks to our Mother, the Earth for all that she provides for the sustenance of our lives.

We turn to the Waters and we give thanks for the life sustaining attributes of water.

We acknowledge the Fish in the waters and give thanks to them for helping to keep the water clean.

The fish however, cannot do it alone. When we consider how human interference is impacting those fish and that water, we must stand up for them and ensure that they are no longer being impacted negatively by the daily activities of the human population.

We give thanks to the Plant people, the Food plants, the Medicine plants and we acknowledge the strawberry as the leader of the plant people.

We are losing agricultural land at a phenomenal rate. Where do we look for the provision of food if our plants are destroyed?

We turn our attention to the Animals. We are very grateful for all that they provide for the sustenance of our lives. We acknowledge the Deer, the leader of the animals, who has been with us since time immemorial and who is still providing for us today.

We cannot continue to allow the removal and destruction of the natural habitat of the animals or other non-human beings. We cannot survive without them.

We now give thanks to the Trees. We are very grateful that the Trees provide oxygen for us to breathe, provide wood for our shelters and fires. We would especially like to acknowledge the Maple, the leader of the Tree people who has also provided for us since time immemorial and continues to provide for us today.

This land was once covered with rich, lush forests and the few that are remaining are being diminished daily. We need to save and enhance the forests that are remaining to ensure the sustenance of our own lives. We need the tree people to survive.

We acknowledge the Birds with their beautiful plumage and songs. We turn our attention to the Eagle who is the leader of the bird people. The Eagle flies high in the sky above us, watching over us. We are so grateful that the Eagle has returned to watch over us again. We almost lost the Eagle to pollution. We need to learn the lesson from that near extinction and change our ways.

We now turn our attention to the Four Winds. We are grateful to hear their voices as they bring us fresh air to purify our surroundings.

We are grateful for our Grandfathers, the Thunder Beings. We celebrate their return in the spring as they bring with them the water that renews and cleanses the drabness of the receding winter.

We now give thanks to our Elder Brother the Sun. He is the source of all life and we are grateful that he continues to greet us each day.

Of course we also give thanks to our Grandmother Moon. She is the leader of all women and we honour and respect her.

We send greetings to the Stars, who along with Grandmother Moon lights the night sky so that we may find our way.

Climate Change is creating destructive weather anomalies that are not so anomalous any longer. The winds are getting stronger, the sun is hotter, and the skies are being polluted to such an extent that we can no longer see the stars. We need to take responsibility that it is human activity that is causing climate change and we need to change our ways to stop those effects..

When we forget how to live in harmony, the Enlighted Teachers guide us and lead us on the right path. We send greetings and thanks to them now.

We now turn our thoughts and our gratitude to the Creator for all of the gifts of Creation. Everything we need to sustain our lives has been provided by the Creator and we are so thankful for his wisdom and love.

If we have forgotten to give thanks for any part of creation we do so now. It is not our intent to leave anything out.

Indigenous people of Turtle Island created a treaty with one another. The Dish with One Spoon Treaty is an important treaty to understand. It was made as a measure to outline our responsibilities to share the land with one another. The basic tenets of the Dish with One Spoon Treaty are: take only what you need for sustenance, be sure to leave something in the dish for others, and keep the dish clean. This treaty was made not only between Indigenous Nations, it also included the natural environment, and it was like a promise to our non-human brothers and sisters.

Since settlers arrived on Turtle Island, forests have been decimated and waters have been poisoned. Animals have been destroyed to near extinction. It wasn't so long ago that our ancestors could collect clean water from the Grand River. Never did anyone have to wonder if it was safe to eat the fish they caught or to breathe the air around them.

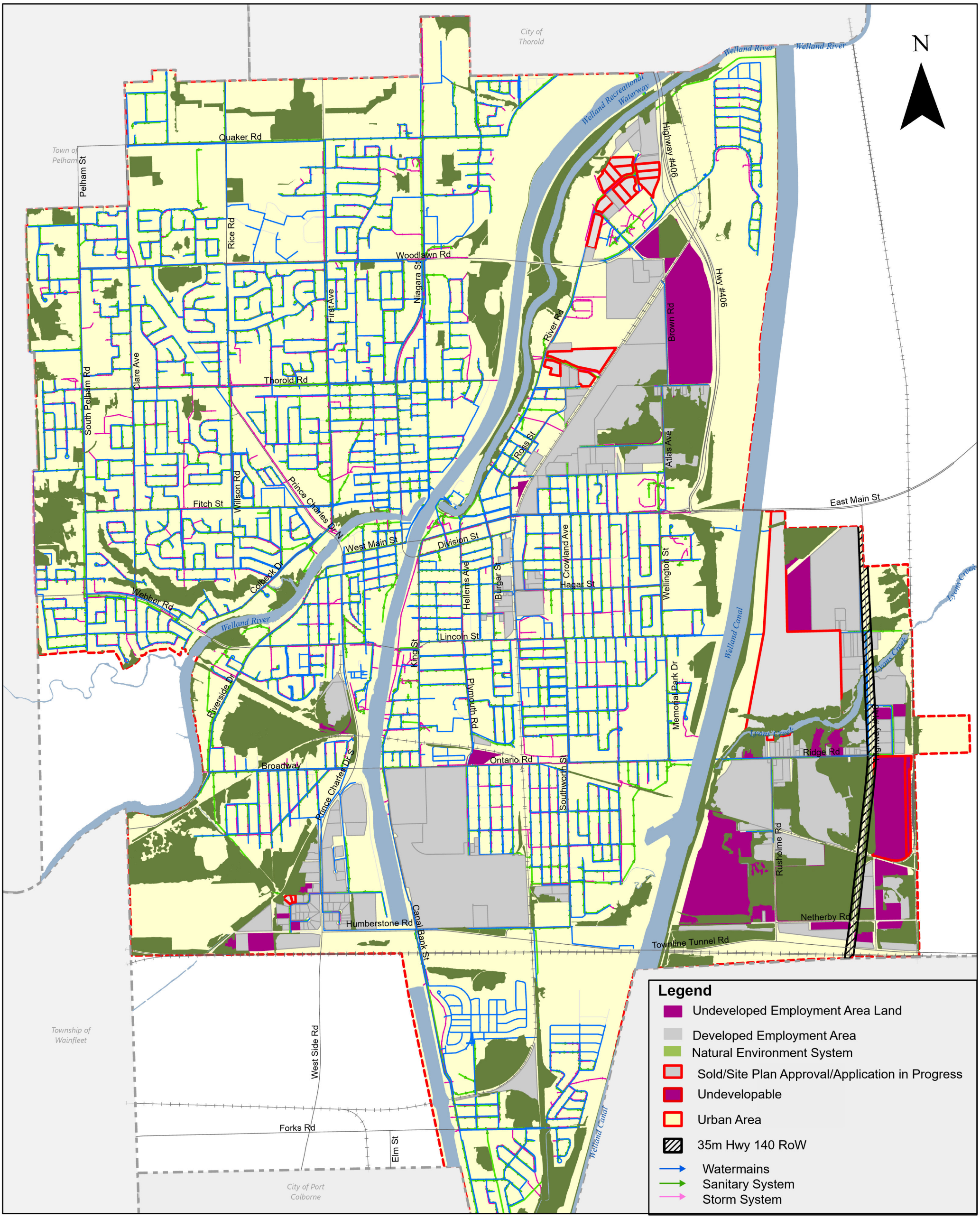
When Europeans first arrived in North America, Indigenous Peoples helped them to survive. The Five Nations' original treaty with Dutch Settlers, the Two Row Wampum, indicated that the relationship between the European people and the Original people was to be not like the relationship between a father and a son, but like that of two brothers, each travelling along the river in separate vessels, a canoe for the Indigenous people and a boat for the settlers - neither steering the other's vessel.

In the time since that first treaty, settlers have paved over floodplains, excluded Indigenous people from harvesting on lands and in waters that we have always relied on, and have not taken care of Mother Earth in a way that would allow her to provide for us.

It is time for all humans, not just Indigenous people to begin to extend to the non-human people the same moral consideration that they would extend to themselves, recognising that all species, rivers, ecosystems, have a right to exist free of pollution and unnecessary development and that their existence continues to sustain us. We must sustain them in return.

Mother Earth is a living breathing entity and every building, every highway, every source of her destruction is permanent destruction. She is fighting for her life and she will continue to fight back until we change our ways and remember that we are all connected. What is done to one is done to the whole.

Another responsibility that we have according to our Original Instructions is to use a good mind in making decisions and to think of the effect that our decisions and actions have on the generations yet to come. We must ask ourselves everyday, "How is what I am doing impacting the earth for the use of the next seven generations into the future?" "Is what I am doing leaving the world in a better place than what it was when I was born?" We must consider whether we will be proud of what we are leaving our future generations and if the answer is no, then we must reconsider what we are doing, why we are doing it, how we are doing it and can we do better.



Employment Area Land Supply 2025

Employment Land	Total Area of Employments Lands	NES Area on Employments Lands	Employment Lands Area excluded NES*
Employment Lands Vacant	192.27	75.15	**117.12**
Employment Lands Developed	530.23	79.68	450.55
Employment Lands sold/Dev.Application	101.66	12.36	89.3
Employment Lands Unavailable	28.63	2.7	25.93
Total	**852.79**	**169.89**	**682.9**

Note: *NES: Natural Environment System
All areas in Hectare (ha)

0 375 750 1,500 2,250 3,000 Meters

Planning & Development Services

CITY OF Welland

Planning Division



CITY OF
Welland

CITY OF WELLAND
Official Plan

February 2026

Prepared by
SGL Planning and Design Inc.
in association with
GEI Consultants, Inc., and urban metrics inc.

Table of Contents

1. Introduction 1
2. Community Strategic Direction 10
3. Growth Management Policies 20
4. Urban Area Land Use Policies 36
5. Agricultural and Rural Area Land Use Policies 84
6. Natural Environment System 103
7. Open Space and Recreation 132
8. Climate Change 144
9. Arts, Culture and Design 148
10. Integrated Transportation 159
11. Infrastructure and Utilities 178
12. Northwest Secondary Plan Policies 190
13. Area Specific Policy Areas 203
14. Implementation 207
15. Definitions 249

CITY OF Welland



CHAPTER 1
Introduction

1 INTRODUCTION

1.1 HISTORICAL CONTEXT FOR THE OFFICIAL PLAN

1.1.1 Location

The City of Welland is located in the heart of Niagara Peninsula, south of Lake Ontario and north of Lake Erie. Via highway, Welland is approximately 130 kilometers from Toronto and approximately 40 kilometers to Buffalo, New York. Welland is bounded by the City of Thorold and the Town of Pelham to the north, the City of Port Colborne to the south, the Township of Wainfleet to west and the City~~ies~~ of Niagara Falls ~~and Fort Erie~~ to the east.

1.1.2 History

Welland's history begins with the Indigenous peoples who hunted, fished, foraged and lived sustainably on the lands. The City of Welland is situated on treaty land. This territory is covered by the Between the Lakes Treaty, No. 3 of the Upper Canada Treaties reached between the Crown and the Mississaugas of the Credit First Nation. This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation and the Six Nations of the Grand River. There are many First Nations, Metis, and Inuit people from across Turtle Island that live and work in Welland today.

During the War of 1812, near ~~The first event of major historical significance took place at the present day site of Cooks Mills. Near~~ Welland's eastern boundary, on Lyons Creek Road, is a cairn which marks the spot where more than a century and a half ago, the forces of the United States and those of Canada met for the last time during the War ~~of 1812~~. The battle of Cook's Mills ended an epoch of suspicion and enmity and opened another one of peace, understanding and goodwill. While the battle represents an important piece of local and national history, the City of Welland's true beginning can be traced back to 1824. Welland has historical connections to several individuals, including Jim Wilson and Abraham Jamieson, freedom seekers who travelled along the Underground Railroad and ultimately established permanent residence in Welland and the Township of Crowland.

In 1824, a sod-turning by Mr. George Keefer, President of the Welland Canal Company marked the beginning of the Welland Ship Canal. In 1829, when a wooden aqueduct was built to carry the Welland Canal over the Welland River, a true urban presence of settlement came to be. The

settlement was called Aqueduct or The Aqueduct. On November 14, 1844, following the replacement of the wooden aqueduct with one of stone, the name of the settlement was changed to Merrittsville in honour of a prominent local politician, the Honourable William Merritt. Merritt was a veteran of the War of 1812, a local merchant and one of the key drivers behind the Canal project and later became a member of Canada's Parliament (1832). The settlement was incorporated as the Village of Welland on July 24, 1858. Incorporation as a Town took place on January 1, 1878, and as a City on July 1, 1917.

On June 9, 1967, a second sod-turning ceremony marked the start of construction of an ~~8.3 mile~~13.4 kilometer channel to relocate the Welland Ship Canal east of the City's core. On December 15, 1972, some of the bridges over the Welland Ship Canal came down permanently as navigation on this channel closed forever. The new channel (Welland By-pass Canal), which opened for shipping on April 1, 1973, and officially opened with appropriate ceremonies on July 14, 1973, has had a dramatic effect upon all aspects of Welland's continued growth and expansion.

The story of the Welland Canal represents one of the two central historical themes that help to define Welland. The second historical theme which helps to define the City's past is Welland's industrial legacy. ~~The~~Although many of which are now closed, the City of Welland has been home to some of Canada's largest and most famous industrial companies including, Plymouth Cordage, Atlas Steels, Union Carbide, Dain Manufacturing (John Deere), Canada Forgings, Stokes Rubber (now Henniges Automotive) and Page-Hersey (now Lakeside Steel) to name just a few. Welland's rich industrial history continues today, as the City is considered to be one of Niagara's main industrial and manufacturing centres.

Welland's boundaries have changed considerable~~y~~ over the years. Since incorporation as a City on July 1, 1917, the first expansion of City boundaries took place on January 1, 1950, when approximately 300 acres of Thorold Township were annexed to the City. Through on-going expansions and annexations, the City of Welland has grown to its current size of approximately 86 square kilometres.

1.1.3 Official Plan History of Welland

An Official Plan is a statutory document which sets out a municipality's long- term land use plan for growth and *development*. An Official Plan provides guidance for physical *development* over a 20-year period while taking into consideration a wide range of social, economic and environmental conditions. This Official Plan will guide *development* until the year 2051.

The City's first Official Plan was approved by the Ministry of Planning and Development on August 5, 1952. On April 17, 1961, Official Plan Amendment No. 6, providing land use designations and policies for the former Township of Crowland, was approved by the Ministry of Municipal Affairs. In the mid to late 1980's, Official Plan Amendments 67 and 68 assigned land use designations and set out policies for those areas of the City of Welland formerly in portions of the Townships of Humberstone and Thorold respectively. The aforementioned Official Plan Amendments served to cover a majority of the lands currently within the City of Welland, although there remain areas within the City for which there was no Official Plan land use designation coverage.

The 2010 Official Plan marked the first comprehensive consolidation in over fifty years since 1952. This Official Plan reflects an update to the 2010 Official Plan consolidating any amendments that have occurred since 2010. It also reflects the emerging policy direction of supporting the achievement of complete communities.

~~Although previous attempts were made to update the City's Official Plan, no new consolidated Plan had been approved since the original one was prepared in 1952. This current Official Plan marks a significant milestone for Welland, providing the City with its first comprehensive plan in over fifty years.~~ The goals, objectives and policies of this Plan provide a solid framework for achieving the long-term aspirations of the City and its citizens.

1.2 PLANNING CONTEXT FOR THE OFFICIAL PLAN

Under the *Planning Act*, municipalities are required to have an Official Plan which is to be reviewed and updated within ten years, if adopted as a new Official Plan, and every 5 years thereafter. An Official Plan is adopted by local Council under the provisions of the *Planning Act* and must be approved by the Ministry of Municipal Affairs and Housing ~~or an upper tier municipality, if the upper tier municipality has an approved Official Plan (i.e., the Regional Municipality of~~ Niagara Region~~)~~. As such, the Welland Official Plan must be consistent with matters of Provincial ~~and applicable~~ Regional interest. ~~The key provincial and regional documents which provide guidance include the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Niagara Plan.~~ Improving the delivery of housing has been a key directive of the Province with three Acts that have revised the Planning Act and other Provincial legislation that addresses housing including the More Homes, Built Faster Act: Ontario's Housing Supply Action

Plan, the More Homes, More Choice: Ontario's Housing Supply Action Plan Act and the More Homes for Everyone Act. These Acts also have had influence on the policies of this Official Plan.

1.2.1 Conformity with Provincial ~~Policy~~ Planning Statement

The Provincial ~~Policy~~ Planning Statement (PPS) is issued under the authority of Section 3 of the *Planning Act*. It provides direction on matters of provincial interest related to land use planning and *development*, and promotes the provincial policy-led planning system. The PPS is divided into four main sections: Building Strong Healthy Communities; Wise Use and Management of Resources; Protecting Public Health and Safety; and~~,~~ Implementation and Interpretation.

All municipal official plans and planning decisions must be consistent with the PPS. The City of Welland's Official Plan has been prepared to meet the requirements of the PPS and is considered to be consistent with the PPS ~~(2005)~~.

~~1.2.2 Conformity with A Places to Grow: The Growth Plan for the Greater Golden Horseshoe~~

~~The Growth Plan for the Greater Golden Horseshoe (also referred to as the "Places to Grow" or "P2G") provides a broad twenty-five year land use vision for the communities in Ontario's Greater Golden Horseshoe area. The vision is one of compact settlement and development patterns which are capable of providing diverse opportunities to work, live and participate in community life. Under P2G's policies, the majority of the new growth is expected to be accommodated in existing urban areas, with a specific focus on directing growth to strategically located *intensification* areas. Greenfield *development* is to be planned at, higher densities and, the conversion of rural/agricultural lands to urban uses will only be permitted under strict conditions. P2G is intended to be used by all levels of government.~~

~~Of particular importance for the City of Welland are several policies which specifically identify Official Plans as the enabling mechanism. The City of Welland's Official Plan is consistent with the general vision provided in the Plan and also implements the locally- relevant policies from P2G.~~

~~1.2.3 Conformity with Region of Niagara PolicyRegion Official Plan~~

~~Land use planning is a shared responsibility and the *Planning Act* establishes the primacy of the upper tier plan (i.e., the Regional Municipality of Niagara'sNiagara Region's Official Policy Plan)~~

~~in a two- tier system. The Regional Niagara Official Policy Plan (2022) addresses planning matters of provincial and regional importance; it also establishes a broader vision for development, and guides the extent of major land uses. The Regional Niagara Official Policy Plan has been regularly updated to addresses matters such as growth, development, agricultural/rural land use, transportation, environmental management, economic development, and quality of life.~~

~~The *Planning Act* requires that lower tier municipal Official Plans conform to the Official Plan of an upper tier municipality. The City of Welland's Official Plan conforms to the Regional Niagara Official Policy Plan and works together with regional policies to implement planning at the local level. At the same time, the Regional Niagara Official Policy Plan should also take into consideration the various local aspects of this Plan when preparing Regional Plan updates.~~

1.3 PURPOSE OF THE OFFICIAL PLAN

The City of Welland Official Plan provides a ~~20-year~~ land use vision for a complete community and is supported by a set of broad strategic community directions to the year 2051. The Official Plan helps the community achieve its long-term vision by implementing a range of local, regional and provincial policies, plans and strategies.

One main purpose of the Official Plan is to guide local growth and *development*, by designating land for various land uses and providing policies that will guide the *development* and use of land city-wide. The Official Plan is also the mechanism by which more detailed neighbourhood-scale plans, such as secondary plans and community improvement plans, are established and implemented. The use and *development* of individual parcels of land is also influenced by the Official Plan, which establishes more specific regulatory measures related to land division, zoning and *development* of sites than those generally regulated by the *Planning Act*. In addition to this, the Official Plan is also expected to be used as:

i. The means by which community-related goals and aspirations are documented and implemented;
ii. An investment tool to attract private sector investment;
iii. A tool for the municipality to access funding from the various levels of government; and,
iv. A decision-making guide for long-range capital investments.

While this Official Plan provides a ~~20-year~~ vision for the City to the year 2051, it is intended that this document be reviewed and updated within ten years, if adopted as a new Official Plan, and every 5 years thereafter to ensure provincial and regional consistency and conformity, to monitor progress and make modifications as required.

1.4 HOW TO READ THIS PLAN

The Policies of this Plan (Sections 2-~~7~~15) should be considered in their entirety when making decisions.

The Official Plan is structured as follows:

Chapter 1 Introduction provides an introduction to the Plan, explaining historical and planning context for the Official Plan.

Chapter 2 Community Strategic Directions forms the foundation and basis of the Official Plan. It describes the strategic goals (what the community would like to achieve) and directions (how the community intends to achieve its goals) of the Plan.

Chapter 3 Growth Management Policies provides a series of planning-related policies for managing the long-term growth of the City. This Chapter includes important planning considerations, such as population, household and employment forecasts as well as a series of strategic policies for accommodating growth.

Chapter 4 Urban Area Land Use Policies describes the different designations which apply to lands within the City's Urban Boundary. The designations and land use policies help support the vibrancy of Welland's urban neighbourhoods and create a hierarchy of land use in the Urban Area. These policies support growth management and are the policies which apply to both ~~Greenfield~~ *Designated Growth Areas* and *Intensification* Areas within the Urban Area.

Chapter 5 Agricultural and Rural Area Land Use Policies describes the different designations which apply to the lands within the municipal boundary but outside the City's Urban Boundary. These designations and land use policies help support the character and vitality of Welland's rural community. These policies also support growth management and help protect *prime agricultural* ~~*lands*~~*areas* from urbanization.

Chapter 6 Natural Environment describes the Natural Environment System and *Water Resource System* features that apply within the City's boundary. The policies provide guidance for the protection, conservation and permitted forms of *development* within the Natural Environment System.

Chapter 7 Open Space and Recreation provides direction for protecting and expanding the City's system of parks, open spaces, and recreational opportunities.

Chapter 8 Climate Change provides policy direction for initiatives that reduce emissions and support a resilient city.

Chapter 9 Arts, Culture and Design, provides policies to conserve cultural heritage resources and support the growth a vibrant pedestrian realm.

Chapter 10 Integrated Transportation provides the policy basis for facilitating the creation of an efficient *multi-modal transportation system* that supports all modes of travel safely.

Chapter 11 Infrastructure and Utilities describes the policies for ensuring an efficient use and delivery of *infrastructure* related to the support the growth of the City.

Chapter 12 Northwest Secondary Plan Policies describes policies specific to the Northwest Welland Secondary Plan Area.

~~City-Wide Land Use Policies describes the different designations of land which apply throughout the urban and Agricultural and Rural area as well as offering guiding policies on other elements related to spatial planning and development. These designations and policies help ensure that Welland is a well-planned community.~~

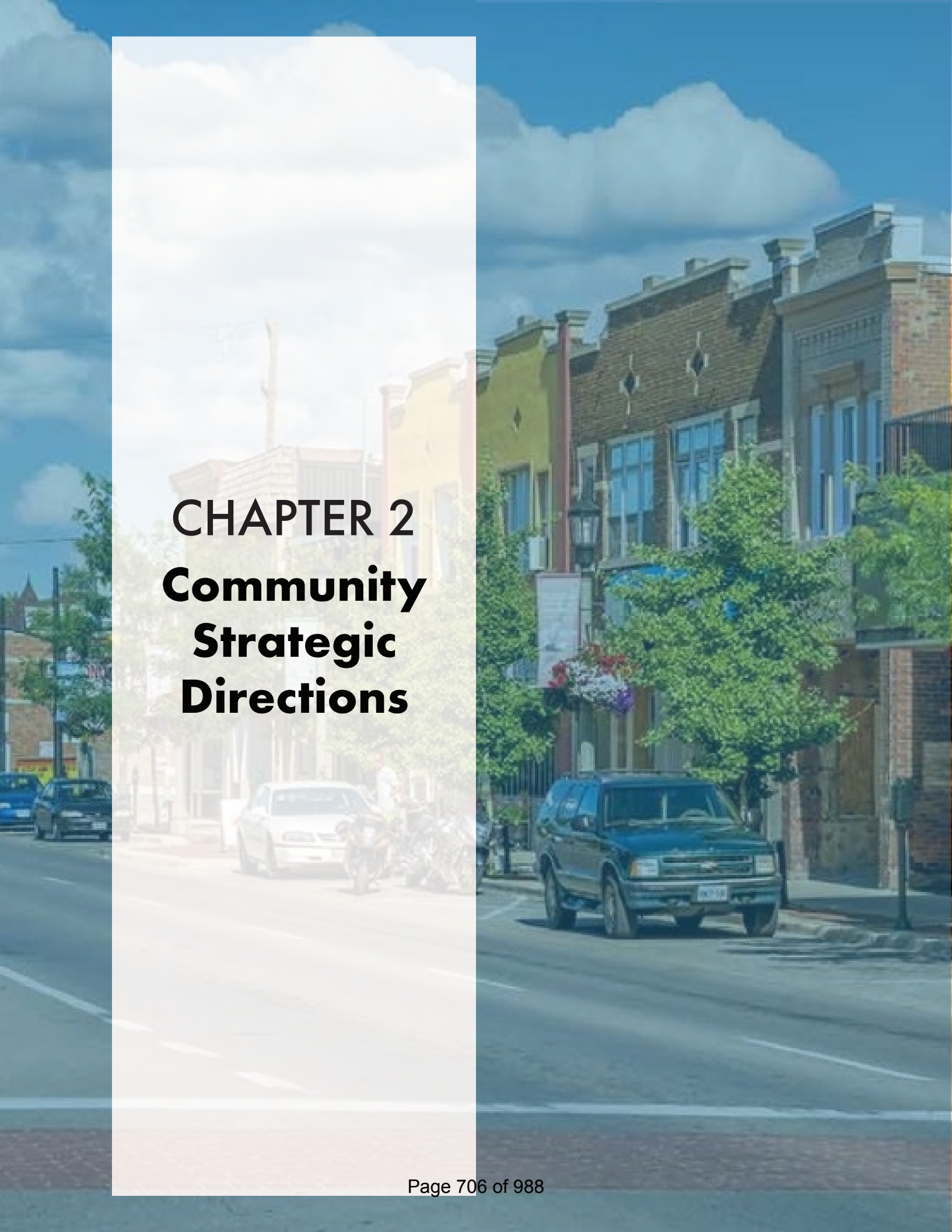
Chapter 13 Area Specific Policies describes additional permissions for specific properties in the City.

Chapter 14 ~~7~~ Implementation describes the approaches, tools, and mechanisms which the City will use to direct, manage, and control *development* on a day-to-day basis. It provides further details on the powers which the municipality will exercise over growth, *development* and change to help it achieve its vision.

Chapter 15~~8~~ The Definitions explain the planning terminology used in the Official Plan to ensure harmony with planning terminology used in the *Planning Act*, Provincial Policy Statement, ~~Growth Plan for the Greater Golden Horseshoe,~~ and ~~Regional~~ Niagara ~~Policy~~Region Official Plan.

The Schedules form part of the Official Plan. The schedules should be interpreted with the applicable policies in the Official Plan.

This Plan also contains a number of graphic aids such as photos, maps and figures. These graphics are not an operative component of the Plan; rather they are intended to provide context to the policies. The information maps contained in Appendix 1 can be modified without amendment to the Plan.



CHAPTER 2
Community Strategic Directions

2 COMMUNITY STRATEGIC DIRECTIONS

2.1 COMMUNITY STRATEGIC DIRECTIONS

2.1.1 Overview

Welland's Community Strategic Directions should be considered in their entirety and the order in which they are listed does not suggest that any one direction is more important than another. Welland is:

i. A leadership community;
ii. A complete community;
iii. An economic gateway;
iv. A sustainable City;
v. A safe, healthy and accessible City;
vi. A proud and attractive City; and,
vii. A good neighbour.

2.2 A LEADERSHIP COMMUNITY

2.2.1 Background

Welland has established a reputation for itself as a municipality which is open to new ideas, adaptable to change, supportive of innovation, prioritizes *development* and *infrastructure* projects that support growth of the local economy and the City as a vibrant Economic Gateway, and ~~leading~~ leads by example where this supports on-going improvement of quality of life. The positive evolution and progress achieved in Welland relies on a unique combination of citizens, non- government and government agencies, and businesses all working together to create a healthy, prosperous, ~~and~~ sustainable city, and vibrant Economic Gateway. The City of Welland aspires to continue leading by example and strengthening the ties of leadership.

2.2.2 Strategic Direction

i. Welland will lead by example by understanding change and implementing innovation (through policies, practices, programs, studies, tools and technology) that allow it to benefit from change.
ii. Welland may implement demonstration projects to emphasize its leadership position and bring attention to its leadership activities.
iii. Welland will share its successful approaches with other municipalities for the betterment of the Region.

iv. Welland will encourage its citizens, individuals, businesses, groups and agencies to partner in leadership initiatives which take advantage of the benefits gained by pooling resources for positive change.

v. Welland will encourage leadership and innovation in the four pillars of sustainability: environment, economy, society, and culture.

vi. Welland may prioritize the resources allocated ~~to change and innovation~~ to support positive trends and manage needs during times of transition.

vii. Welland will prioritize *development* and *infrastructure* projects that support growth of the local economy and the City as a vibrant Economic Gateway.

viii. Welland will promote active transportation and the use of mode share through alternative transportation modes such as transit, walking, and bicycling to facilitate the development of complete communities.

ix. Welland will promote both excellence and innovation related to architecture, landscape architecture, site planning, streetscape design, and overall community design to ensure built environments are attractive, walkable, accessible, diverse, and functional.

x. Welland will encourage the collaboration and co-ordination of related disciplines, including land use planning, urban design, transportation planning, architecture, engineering, environmental planning, and landscape architecture in the review and approval of applications.

2.3 A COMPLETE COMMUNITY

2.3.1 Background

Complete communities are places such as mixed-use neighbourhoods or other areas within cities, towns, and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living. Including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts. ~~meet all people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, services, a full range of housing, and community *infrastructure* including *affordable* housing, schools, *recreation* and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also an important component of a complete community. Complete communities provide a lifetime of opportunities for living, working, wellness, education, entertainment and recreation.~~ The City of Welland intends ~~aspires~~ to ~~be a~~ facilitate the creation of complete communities throughout the City~~community~~.

2.3.2 Strategic Directions

i. Welland will lead initiatives which promote the development of complete communities throughout the City's neighbourhoods ~~help to make Welland a complete community~~.

ii. Welland will support and encourage growth within the *Built-up Area* shown on Schedule A.

iii. Welland will promote social inclusion, improved access to housing, commerce, job opportunities and social services.

iv. Welland will provide a policy framework for creating healthy, safe, vibrant, transit supportive, mixed-use neighbourhoods.

v. Welland will ensure that there is an adequate supply of different housing types and tenures which cater to the wide variety of its citizens' needs.

vi. Welland will work with the ~~Regional Municipality of~~ Niagara Region to ensure that a sufficient supply of housing is provided which is *affordable* to *low- and moderate-income households*.

vii. Welland recognizes the importance of retaining youth, supporting families, and building a community which allows people to age-in-place.

viii. Welland will seek out and promote partnerships with institutions and agencies which engage citizens of all ages in activities which allow them to participate in strengthening the social, physical, environmental, and economic systems of Welland as important stakeholders.

ix. Welland will plan its facilities and encourage non-municipal facilities to be located, designed, and programmed to meet the needs of all citizens. It will further encourage arts and culture events and activities for all ages, with emphasis placed on supporting youth-driven arts and culture.

x. Welland will encourage residential and non-residential *development*, which is considered attractive to youth and young families, supports family-building, and allows for aging-in-place.

xi. Welland will encourage the development of places of employment which are matched to the sectoral clusters in which youth are seeking jobs.

xii. Welland will promote neighbourhood design and a transportation system which is accessible to all citizens~~, including, but not limited to, youth, young families, and senior citizens~~.

xiii. Welland will prioritize the City's transit and active transportation networks ~~in facilitating a complete community~~ as well as an efficient system for goods movement.

xiv. Welland will identify gaps in the system which supports youth, young families, and seniors, and address those gaps through the provision of programs, services, amenities, and facilities.

xv. Welland will encourage planning and design which helps all citizens to achieve

independence and dignity.

xvi. Welland will conserve cultural heritage resources in a manner that retains the value or interest for all citizens.

xvii. Welland will prioritize public access to the Recreation Waterway.

xviii. Welland will provide linkages between important destinations such as parks, open space and *recreation* spaces.

xix. Welland will integrate placemaking policies and practices to create and enhance complete communities.

2.4 ~~AN~~ VIBRANT ECONOMY~~IC GATEWAY~~

2.4.1 Background

~~An economic gateway is a place of interaction, opportunity and interface; a place where the opportunities for economic development are leveraged by proximity and geography. The City of Welland is identified as a Gateway Economic Centre in P2G which requires that planning and economic development in these areas will support economic diversity and promote increased opportunities for cross-bordertrade, movement of goods, and tourism.~~ Welland will work with its partners in the public and private sectors to maximize economic development opportunities which diversify its economic base.

2.4.2 Strategic Direction

i. Welland will be a leader in promoting economic prosperity.

~~ii. Welland will continue to strategically position itself as part of Ontario's Economic Gateway Centre. And~~

ii. Welland will promote a comprehensive action program which recognizes the evolution of its existing manufacturing base and focuses on creating Welland's distinctiveness.

iii. Welland will encourage cross-border trade and the efficient movement ofpeople and goods.

iv. Welland will encourage the provision of land and *infrastructure* for continued sustainable *development* of tourist facilities.

v. Welland will prioritize and encourage the *development* of serviced employment lands and the *redevelopment* or *intensification* of underutilized employment lands for denser employment uses.

vi. Welland will work, in partnership with all levels of government, to ensure that attractive employment lands are provided and protected in Welland which create job opportunities and economic diversity, allowing growth in key sectors such as advanced manufacturing,

tourism, aerospace, logistics, food processing, health, biosciences, green technologies and interactive media.

vii. Welland will support investment in the Downtown so that it continues to be an attractive destination for residents and visitors, and functions as a vibrant, mixed-use neighbourhood linked to the *recreation* opportunities in, and around, the Welland Recreational Waterway.

viii. Welland will encourage and support entrepreneurs in the implementation of a Health and Wellness economic cluster and other feasible health and wellness endeavours.

ix. Welland will promote the strengthening of a Health and Wellness economic cluster by providing flexible land use policies and zoning which will support this cluster in the vicinity of King Street South and Lincoln Street.

x. Welland will support and promote the growth of transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.

xi. Welland recognizes the important economic and social contribution of agricultural and farm related businesses and activities. ~~The City~~ Welland will support agriculture and farm related businesses by taking an *agricultural system* approach, that includes a continuous agricultural land base and a strong *agri-food network*. This includes protecting *prime agricultural ~~lands~~areas*, ~~and~~ discouraging land fragmentation and ensuring land use combability to sustain long-term agricultural viability.

2.5 RESPONDING TO CLIMATE CHANGE AND A SUSTAINABILITY CITY

2.5.1 Background

Governments, institutions, businesses and residents of sustainable cities understand that they are part of a regional and global ecosystem, and that decision made locally can have impacts globally. This global interconnectivity is particularly true with climate change. The citizens of Welland also know that the decisions they make today will affect future generations; therefore, there is a preference for making choices about society, environment and economy that have little, or no, negative impact and create a Welland which will benefit the citizens of tomorrow.[1] There is also a number of economic benefits from a Sustainable City that include reducing energy costs, improving air quality, and mitigating the impacts from extreme weather events, which helps attract new businesses and residents.

[1] This strategic direction focuses on environmental sustainability. It should be noted that social, cultural, economic sustainability are fully addressed in the other strategic directionsof the Official Plan.

2.5.2 Strategic Directions

i. Welland will be a leader in promoting sustainability. It will set an example for other local municipalities by implementing technologies (e.g., LED streetlights), policies, guidelines, and practices which support a shift to sustainability among citizens, businesses, agencies, and government.

ii. Welland will protect and enhance natural features by providing a planning policy framework which maintains and improves the N~~n~~atural Environment System~~heritage features~~ and corridors within a broader linked ~~natural heritage~~ system.

iii. Welland will promote and implement programs which maintain and improve the local air quality in the municipality and contribute to improving the regional air quality.

iv. Welland will promote and implement programs which maintain and improve the quality of the land and its nutrients, including the remediation of *brownfield sites*.

v. Welland will promote and implement programs which maintain and improve the quality of surface water and groundwater and promote conservation of water resources. It will support the efforts to restore the health of lakes, rivers and *watercourses* (for example, the Niagara River Remedial Action Plan and agricultural best practices for manure run-off management).

vi. Welland will encourage the planning and design of sites, areas and neighbourhoods to reduce greenhouse gas emissions as a means to reducing the human influence on climate change, including, but not limited to, the application of Leadership in Energy and Environmental Design (LEED) standards.

vii. Welland will consider the potential impacts of climate change and encourage citizens, businesses, and organizations to take measures to adapt to climate change.

viii. Welland will make decisions which result in little or no *negative impacts* to local air, land, and water to help create a community which benefits current and future generations. Where a decision must be made which involves impacts to local air, land, and/or water, then Welland will ensure that the *negative impacts* are mitigated to the fullest extent possible.

ix. Welland will consider, and where appropriate, support and/or implement new technology which contributes to improvements in the quality of local air, land, and water.

x. Welland will conserve ~~protect~~ its *prime agricultural ~~lands~~areas*, support the production of locally grown foods and promote "buy-local" initiatives.

xi. Welland will encourage the protection of public and private trees through the development application process.

xii. Welland will seek to maintain and enhance the existing tree canopy in the City.

xiii. Welland will support the implementation of urban forestry guidelines.

xiv. Welland will develop programs and initiatives to manage invasive species.

xv. Welland will consider the impacts of a changing climate in making land use planning decisions.

xvi. Welland will implement sustainable design measures in all *development* projects which include components of the public realm.

xvii. Welland will engage with Indigenous communities early and consider their interests when identifying, protecting, and managing the natural environment, as well as planning for sustainability and climate change.

2.6 A SAFE, HEALTHY AND ACCESSIBLE CITY

2.6.1 Background

A safe and healthy city is one which can be explored and experienced by both citizens and visitors, at any time of day, without undue personal risk. Safe cities are places where hazards to public health and safety are adequately addressed through *infrastructure*, services, and planning mechanisms. An accessible city is one which provides everyone with the opportunity to fully participate in all aspects of city life.

2.6.2 Strategic Directions

i. Welland will be a leader in promoting a safe, healthy, and accessible city.

ii. Welland will continue to enhance safety and security.

iii. Welland will consider and implement, as appropriate, measures of Crime Prevention Through Environmental Design (CPTED) in the planning and design of new sites, public facilities and neighbourhoods.

iv. Welland will continue to address known safety concerns in its neighbourhoods.

v. Welland will direct ~~the~~ *development* ~~of land~~ away from areas of known natural hazards, unless appropriate mitigating measures can be implemented.

vi. Welland will continue to invest in *infrastructure* and services which ensure that natural hazards to public safety are appropriately addressed.

vii. Welland will promote emergency preparedness among citizens, businesses, and organizations.

viii. Welland will comply with the *Accessibility for Ontarians with Disabilities Act*. The municipality will consider and implement accessible design measures in the planning of new sites, public facilities, neighbourhoods and areas.

ix. Welland will consider and implement, as appropriate, measures to address issues of accessibility and barrier-free design for buildings and neighbourhoods. ~~undertake a program to address issues of accessibility and barrier-free design for buildings and neighbourhoods~~.

x. Welland, where appropriate, will seek the advice of the Accessibility Advisory Committee during the land use planning process.

xi. Welland will enhance and create a culture of health and wellness in the community by encouraging sport and public *recreation* opportunities.

xii. Welland will enhance community health and wellness services in the municipality.

xiii. Welland will encourage road and active transportation improvements to facilitate connections between the Agricultural and Rural Areas and the Urban Area.

2.7 A PROUD AND ATTRACTIVE CITY

2.7.1 Background

Proud and attractive cities value their built heritage; conserves ~~preserve~~ their cultural resources and work to develop new cultural initiatives and programs. The key to unlocking Welland's past is through its built and cultural heritage – and the key to its future is by celebrating this heritage and providing avenues for cultural expression. Additionally, an attractive city takes advantage of opportunities for community beautification which can be expressed through a network of green spaces and high-quality urban design for new *development* and *redevelopment* areas.

2.7.2 Strategic Directions

i. Welland will be a leader in promoting city pride and attractiveness.

ii. Welland will conserve ~~protect~~ elements of its built and cultural heritage through the means provided by the *Ontario Heritage Act* and by involving the Welland Heritage Advisory Committee in the land use planning process, whenever necessary.

iii. Welland will encourage efforts which support the celebration, commemoration, expression, and modern interpretation of its heritage and culture, including providing venues for heritage and cultural events.

iv. Welland will strengthen its arts and cultural enterprises and initiatives to improve its attractiveness as a community in which to live, work, and visit.

v. Welland will conserve ~~protect~~ lands with archaeological ~~significance~~resources in accordance with the Provincial ~~Policy~~ Planning Statement and other directives.

vi. Welland will leverage all City owned protected heritage properties such as the Courthouse, Central Fire Hall, and Market Square for tourism purposes and to celebrate its history.

vii. Welland will promote ~~heritage and culture by adopting~~ urban design through guidelines which help sites, areas and neighbourhoods connect to the rest of the City~~,~~ interface with the surrounding natural environment, and become aesthetically pleasing places.

viii. Welland will engage early with Indigenous communities and ensure their interests are considered when identifying, protecting, and managing *archaeological resources*, *built heritage resources*, and *cultural heritage landscapes*.

2.8 A GOOD NEIGHBOUR

2.8.1 Background

A good neighbour cooperates and collaborates in ~~exercises~~ practices which have implications beyond the limits of their own boundaries. Welland is stronger and can achieve more when it works with neighbouring municipalities, the ~~Regional Municipality of~~ Niagara Region, the ~~Niagara Peninsula~~ Conservation Authority and other agencies. This spirit of inter-jurisdictional cooperation demonstrates that Welland is a progressive municipality. Accordingly, the City will, where appropriate, support inter-jurisdictional coordination of programs and services which generally maintain local access but are more efficient, more cost-effective, reduce administrative burden on the municipality, and help free up resources so they can be directed to serving local needs.

2.8.2 Strategic Directions

i. Welland will be a leader in promoting inter-jurisdictional relationships.
ii. Welland, where appropriate, will support inter-jurisdictional programs for improving transportation / transit, improving connectivity between communities, and improving connectivity between important origins and destinations.
iii. Welland will work with its neighbours and partners to promote and support business and *development* related to the Canal and nearby Port *infrastructure*.
iv. Welland, ~~will support a~~ where appropriate, will take a collaborative approach to planning in the Region.
v. Welland will support inter-jurisdictional programs for environmental stewardship.
vi. Welland will support inter-jurisdictional programs for water and wastewater servicing.
vii. Welland will support inter-jurisdictional programs for waste management, waste diversion, and recycling.
viii. Welland will support inter-jurisdictional efforts towards economic development.



CHAPTER 3
Growth Management Policies

3 GROWTH MANAGEMENT POLICIES

3.1 WELLAND'S GROWTH MANAGEMENT STRATEGY

To prevent *development* in inappropriate areas and support the conservation of valuable economic, environmental and cultural resources, ~~the City~~ Welland recognizes that growth should be directed in a strategic manner that supports the achievement of complete communities. 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 Built-up ~~Urban~~ Area ~~Boundary~~ will be on land serviced with municipal water and sanitary wastewater services. ~~While T~~the City ~~generally~~ promotes urban growth and *development* throughout the Built-up ~~Urban~~ Area, ~~it also supports growth and development within~~ directing it to ~~several~~ strategic growth areas ~~locations~~. The Downtown is the City's primary strategic growth area ~~node~~, which is identified as a Regional Growth Centre, and where ~~and~~ the greatest amount of ~~City encourages appropriately planned~~ infill~~ing~~ and intensification will be directed. ~~within its Downtown~~. The ~~City~~ Official Plan also encourages appropriately planned infill~~ing~~ and *intensification* within the City's *Built-Up Area* which includes but is not limited to land along Niagara Street/Regional Road 50 north of Thorold Road, King Street, Rice Road/Regional Road 54 near Niagara College, lands within the Health and Wellness Cluster, and lands near the Recreational Waterway, as shown on Schedule A City Structure. ~~The Welland Recreational Waterway, brownfield and greyfield areas and areas with access to planned or existing transit services~~. The City ~~also~~ supports compact and transit supportive *development* on its ~~designated~~ *Designated Growth* ~~Greenfield~~ *Areas*. ~~Lastly, while t~~The majority of the City's long-term growth will occur within its Built-up ~~Urban~~ Area.~~,~~ ~~t~~ The City also recognizes that a small ~~of~~ amount of growth and *development* will occur within the Agricultural and Rural Area, in support of the *agricultural system*. This small amount of rural growth should be compatible with Welland's rural landscape and should be sustained by rural service levels. Rural growth should be concentrated on existing lots of record and lands with existing access to water services within the vicinity of Cooks Mills, allowing the City to conserve ~~protect~~ its valuable agricultural lands and linked ~~N~~natural Environment ~~heritage~~ ~~S~~system in order to prevent land fragmentation and degradation of natural systems.

3.2 PLANNING OBECTIVES

The growth-related objectives of this Plan are:

i. To direct urban growth to lands located within the designated Urban Area.

ii. To conserve ~~preserve~~ *prime agricultural ~~lands~~areas* and direct rural growth to existing developed rural areas ~~in the vicinity of Cooks Mills.~~

iii. To ~~protect~~ encourage ~~stable neighbourhoods by directing more~~ dense *development* in ~~to~~ the Downtown Welland Regional Growth Centre and other ~~strategically located~~ *intensification* areas within Welland's *Built-up Area*.

iv. To encourage the *redevelopment* of brownfield areas.

3.3 GROWTH FORECAST

3.3.1 Population Forecast

The future population growth for the City of Welland is provided below. The Official Plan's land use designations and policies are based on serving the minimum ~~this anticipated~~ population growth of 73,000 by 2051~~,~~ and reaching a population of 129,000 by 2051.

~~Forecast Period~~	~~Total Population~~
~~2006~~	~~50,300~~
~~2011~~	~~51,600~~
~~2016~~	~~53,900~~
~~2021~~	~~57,200~~
~~2026~~	~~60,600~~
~~2031~~	~~63,900~~
~~2051~~	~~83,000~~
~~Growth between 2021 2006 and 2031~~	~~13,600~~

~~Source: Regional Municipality of Niagara, Niagara 2031, 2009. Population figures includes undercount.~~

3.3.2 Housing Forecast

The minimum future housing growth for the City of Welland is provided below. The Official Plan's land use designations and policies are based on serving this anticipated minimum 33,000 new housing ~~growth~~ units by 2051.

~~Forecast Period~~	~~Total Units~~
~~2006~~	~~20,715~~
~~2011~~	~~21,490~~
~~2016~~	~~22,650~~
~~2021~~	~~24,240~~
~~2026~~	~~26,000~~
~~2031~~	~~27,590~~

2051	37,540
Growth between 2006 and 2031	6,875

Source: Regional Municipality of Niagara, Niagara 2031, 2009.

3.3.3 Housing Distribution

The City will support a range and mix of densities, lot and unit sizes, and *housing options* including *affordable* housing throughout the urban area. future housing growth target by unit type for the City of Welland is provided below. The Official Plan's land use designations and policies are based on achieving a mix of low, medium and high-density *housing options*. serving this anticipated mix of housing growth.

Forecast Period	Housing Units, by Type			
	Low	Med	High	Total
2006	15,090	1,705	3,920	20,715
2011	15,710	1,810	3,970	21,490
2016	16,560	2,010	4,080	22,650
2021	17,680	2,330	4,230	22,240
2026	18,830	2,760	4,410	26,000
2031	19,780	3,210	4,600	27,590
2006 - 2031	4,690	1,505	680	6,875
Percent of Growth (mix)	68%	22%	10%	100%

Source: Regional Municipality of Niagara Region, Niagara 2031, 2009. Note, numbers may not add up due to rounding.



3.3.4 Employment Forecast

The future minimum employment growth for the City of Welland is 28,790 jobs by 2051 as provided ~~below~~ by the Region. The Official Plan's land use designations and policies are based on serving this anticipated growth.

~~Forecast Period~~	~~Employment (jobs)~~
~~2006~~	~~20,160~~
~~2011~~	~~21,660~~
~~2016~~	~~23,070~~
~~2021~~	~~24,640~~
~~2026~~	~~26,170~~
~~2031~~	~~27,080~~
~~Growth between 2006 and 2031~~	~~6,920~~

~~Source: Regional Municipality of Niagara, Niagara 2031, 2009.~~

Source: Niagara Region Official Plan

3.3.5 Land Supply

Based on the population and housing forecasts within this Plan, or updates undertaken from time to time ~~by the Region~~, the City will maintain, at all times, the ability to accommodate a minimum ~~supply~~ of 15~~10~~ years' worth of residential *development*. The supply of *designated and available* residential lands ~~shall~~ comprise of ~~residential a mix of *intensification* on~~ lands within the *Built-up*

Area identified for *intensification* and residential *development* within Designated ~~Ggreenfield~~ Growth Areas ~~lands~~.

The City shall ensure a minimum three-year supply of serviced residential units through lands suitably zoned to facilitate *residential intensification* and lands in draft approved or registered plans.

3.4 CITY STRUCTURE

3.4.1 Composition

Welland's current and future pattern is influenced by several large structural elements. The City is composed of an Urban Area and an Agricultural and Rural Area. Welland is bisected by the Welland Canal and the Welland Recreational Waterway. The City is also bisected by Highway 406 and Highway 140. ~~Criss-crossing~~Intersecting the City's Urban and Agricultural and Rural Areas are a series of natural ~~heritage~~ corridors and features which form the City's ~~Core~~ Natural Environment ~~Heritage~~ System. Combined, all of these main elements define the overall structure of the City. The City's planned structure is shown on Schedule A.

3.4.2 Urban Area

3.4.2.1 Planned Function

The City of Welland's Urban Area is delineated by an Urban Boundary. The Urban Boundary controls the limits of urban *development* and provides private sector investors with *development* certainty, as this Boundary clearly demarcates the area where the majority of growth is to be directed and the lands which are ~~intended~~ required to be served with full municipal water and wastewater services ~~(and those which are not)~~ within the timeframe of this Plan.

3.4.2.2 Composition

Welland's Urban Boundary defines the area which is the focus for all urban *development*. Lands within this area are already serviced, or are intended to be serviced, with major roads, transit and piped sewer and water services to accommodate growth to the year 2051. The land within the Urban Boundary represents the supply of ~~designated~~ urban land intended to accommodate the majority of the City's projected growth. This supply of land is comprised of two sub-areas: the Built-u~~U~~p Area (lands which are already developed) ~~within the Built Boundary~~, and the Designated Growth ~~Greenfield~~ Area.

~~**3.4.2.3 Built Boundary and Designated Greenfield Areas**~~

~~The Built Boundary was initially determined by the Province in 2006 and subsequently finalized in April, 2008. The Built Boundary represents the limits of existing *development* within the existing *Built Up Area*. The Built Boundary is important for measuring and monitoring *intensification* rates, as all growth which occurs within the Built Boundary is considered to be "*intensification*". The remaining lands which lie between the Urban Boundary and the Built Boundary represent *Designated Greenfield Areas*. The *Designated Greenfield Areas* are the lands within the Urban Boundary which were not yet built up as of the year 2006~~.

3.4.2.3 Delineation of Urban Boundary and Built ~~Boundary~~-up Area

The City of Welland's Urban Boundary and ~~Built Boundary~~ *Built-up Area* are delineated on Schedule A. When ~~the City of Welland undertakes a *comprehensive review* of the~~ an Official Plan review is undertaken, the Urban Boundary will be reviewed and updated according to the City's population and employment forecasts.

3.4.2.4 Urban Boundary Expansion

In addition, the Urban Boundary may be expanded at any time in accordance with the Settlement Area Boundary Expansion policies of Section 3.5 of this Plan and the Provincial Planning Statement. ~~The Province of Ontario is responsible for reviewing and updating Built Boundaries within the Greater Golden Horseshoe~~.

3.4.3 Agricultural System

3.4.3.1 Planned Function

Welland's *Agricultural System* provides a land base where agricultural activities can occur in a stable and predictable environment. The predominant activity in this area is farming, but other agricultural-related and limited non-farm activities can occur within the Agricultural Area and Rural Area.

3.4.3.2 Composition

The *Agricultural System* includes all prime agricultural and some *rural lands* outside of the Urban Area and is characterized by a diverse set of land uses that help to create a continuous productive land base for agriculture.

3.4.3.3 Delineation of Agricultural and Rural Area

Almost half of Welland is currently classified as Agricultural Area and, other than the partially serviced area known as Cooks Mills, the Agricultural and Rural Area is not serviced with municipal water or sewer. The City's Agricultural and Rural Area is delineated on Schedule ~~A~~B.

3.4.4 Intensification and Brownfield Redevelopment

3.4.4.1 Intensification

3.4.4.1.1 Intensification Defined

Intensification is defined in the Provincial ~~Policy~~ Planning Statement as the *development* of a property, site or area at a higher density than currently exists through *redevelopment* (including the reuse of *brownfield sites*), ~~or~~ the *development* of vacant and/or underutilized lots within previously developed areas, infill *development*, and the expansion or conversion of existing buildings.

3.4.4.1.2 The Importance of Intensification

Intensification is an appropriate means of accommodating growth. ~~since it~~ *Intensification* ~~makes better~~ promotes the efficient use of existing serviced land. The increase in housing units and employment through ~~by~~ *intensification* will assist the City in creating a vibrant community with a diverse mix of *housing options* and employment opportunities ~~is also considered a good approach to maintaining and improving vibrancy~~.

3.4.4.1.3 Intensification Strategy

Intensification of residential and employment ~~areas~~lands will be encouraged since it offers opportunities for economic development; is a viable approach to reducing the amount of ~~Greenfield land~~ Designated Growth Area needed for growth; takes advantage of already serviced but underutilized land; and helps to improve the vibrancy and aesthetics of Welland's existing areas. *Intensification* is encouraged throughout the Built-u~~U~~p Area. ~~, however, the~~ The majority of ~~strategic location for~~ *intensification* projects should be directed to ~~generally be within~~ the Downtown Welland Regional Growth Centre, *intensification* areas including: the downtown health and wellness centre, ~~on~~ *brownfield sites*, along the Welland Recreational Waterway, ~~-~~and *Intensification* Corridors which are generally along certain transit routes, arterial roads, collector roads and regional roads. ~~along key transit within the City as these areas are considered to be the most appropriate locations for *intensification*~~. Refer to Schedule A, which identifies Welland's strategic *intensification* areas within ~~and~~ the Built ~~U~~up Area.

3.4.4.1.4 Intensification Target

The City will plan to meet its local municipal *intensification* target of 75~~40~~% as recommended by the ~~Regional Municipality of~~ Niagara Region[2]. Achieving the 75~~40~~% target means that 75~~40~~% of all annual housing *development* should occur within the City's Built-u~~U~~p Area after 2021~~2015~~. ~~Welland's *intensification* unit target, based on the housing forecasts in Policy 3.3.3, is 1,975 units~~

3.4.4.1.5 Achieving the Intensification Target

The City's strategy for achieving its *intensification* target includes the following:

i. Directing *intensification* to the Downtown Welland Regional Growth Centre as identified on Schedule A;

ii. Directing *intensification* to the Regional Growth Centre, other Intensifications Areas, and Intensification Corridors as identified on Schedule A and set out in Policy 3.4.4.1.3 of this Plan;

iii. Designating lands with *intensification* potential in this Plan as Medium or High ~~Density~~Rise Residential, or as mixed-use ~~through an Area Specific Policy~~;

iv. Providing land use compatibility Policies in this Plan to ensure that *intensification* occurs in an appropriate manner;

v. Providing Policies in this Plan which allow for appropriate infilling throughout the Built-u~~U~~p Area;

vi. Providing Policies in this Plan which allow for the creation of additional dwelling units; ~~secondary suites;~~

vii. Providing financial incentives for reinvestment in strategic locations through Community Improvement Plans (Downtown Community Improvement Plan, Affordable Housing Community Improvement Plan, and Brownfield Community Improvement Plan);

viii. Making strategic investments in public realm and *infrastructure* within the Downtown and other *intensification* areas;

~~ix. The City will identify *Intensification* Nodes and Corridors and develop accompanying policies before the next 5 year review of the Welland Official Plan. The criteria for identifying Nodes and Corridors will be based upon a Nodes and Corridors study to be undertaken by the City. Proposed policies will address planned function, scale and design to ensure that the corridor allows for a mix of uses at transit supportive densities;~~ and,

~~x. The preparation of secondary plans or equivalent work for Nodes and Corridors, where appropriate.~~

[2] The ~~Region of~~ Niagara Region assigned each municipality with its own unique intensification target. Cumulatively, the local municipal targets add up to a Region-wide target of 60~~40~~%.

3.4.4.1.6 Design

This Plan provides a number of urban design Policies for different forms of *development*. Refer to the applicable Policy or Policies for:

i. *Development* within the Downtown Welland Regional Growth Centre, 4.1.2.2;
ii. Low-Density *development*, 4.2.2.2;
iii. Medium-Density *development*, 4.2.2.3~~.D~~;
iv. High-Density *development*, 4.2.2.4;
v. General infilling and *intensification*, 4.2.3.~~1~~6;
vi. *Redevelopment* and *development* within existing and new neighbourhoods, 4.2.3.~~6~~1 and 4.2.3.2; and/or,
vii. Any other relevant design policy contained within this Plan.

3.4.4.1.7 Intensification Inventory and Monitoring

The City will maintain and monitor an inventory of *intensification* sites. Efforts will be focused on encouraging *development* of these sites. The City, in conjunction with the Region, where it has planning authority, will develop a monitoring program to track its *intensification* rate on annual basis.

3.4.4.1.8 Implementation

Amendments to the Zoning By-law will be considered to facilitate *development* within the Downtown Welland Regional Growth Centre, and other ~~on~~*intensification* ~~sites~~ areas as identified on Schedule A. The City will also ~~develop a set of~~ implement the Urban Design Guidelines to ~~ensure~~ facilitate ~~that~~ *development* that ~~is attractive and~~ ~~consistent~~ ~~with~~enhances the surrounding neighbourhood and overall vision of this Plan.

3.4.4.1.9 Phasing

The City, in coordination with the Region and agencies, will integrate growth targets with required *infrastructure* and establish priority and phasing policies for water and wastewater services.

Intensification will also be phased in over time to ensure a balance of *redevelopment* and ~~Greenfield~~ *development* in Welland. To ensure this balance, the City will:

i. Develop a monitoring program for its *Designated Growth Areas* and *Intensification* Areas to ensure *intensification* and density targets are achieved prior to new *development* within *Designated Growth* ~~*Greenfield*~~ *Areas*;
ii. ~~Work with the Region to~~ Ensure orderly progression of *development* of *Designated Growth Areas* and the timely provision of the *infrastructure* and *public service facilities* required to meet current and projected needs ~~to ensure that *infrastructure* phasing is aligned to reflect this balanced~~

~~approach to development~~;

~~iii. Develop a phasing strategy for its Greenfield and *Intensification* Areas;~~ and,

iii. Ensure that the phasing of ~~Greenfield~~ *development* in *Designated Growth Areas* occurs in an orderly and logical manner.

3.4.4.2 Brownfield Redevelopment

3.4.4.2.1 Brownfields Defined

Brownfields are defined by the Province in the Provincial Policy Statement as undeveloped or previously developed properties that may be contaminated and ~~(and)~~ are usually former industrial or commercial properties that may be under-utilized, derelict or vacant.

3.4.4.2.2 The Importance of Brownfields

Brownfields are important from an economic development planning perspective, because they are underutilized serviced land in an urban setting which have potential for *redevelopment*. Left in a derelict state, they may adversely impact the attractiveness of the surrounding area for investment and degrade the areas in which they are located.

3.4.4.2.3 Brownfields

~~The City~~ Welland will actively support brownfield *redevelopment*. ~~An estimated 200 hectares of~~ Brownfield lands are located throughout ~~Welland,~~the City primarily along the Welland Recreational Waterway. The City supports the reuse and *redevelopment* of its brownfield areas[3].

3.4.4.2.4 Implementation

Brownfield *redevelopment* is supported by Welland's Brownfield Strategy/Community Improvement Plan Update~~, which was approved in April 2007~~. Remediation and *redevelopment* of *brownfield sites*, particularly in proximity to the Welland Recreational Waterway, is an important objective of this Plan and the Community Improvement Plan.

3.4.4.2.5 Incentives

The City will offer incentive programs to address the impediments to brownfield *redevelopment*. This will include but is not limited to programs offered through the Brownfield Community

[3] ~~Brownfield estimate is as of 2009. The inclusion of this figure is for information purposes only. Periodic updates to this figure do not require an amendment to the Official Plan.~~

Improvement Plan. ~~Incentive Programs[4] offered to overcome the impediments to brownfield redevelopment include:~~

~~i. Environmental Site Assessment Grant Program;~~

~~ii. Brownfield Tax Assistance Program;~~

~~iii. Brownfield Rehabilitation Tax Increment Grant Program; and~~

~~iv. Brownfields Planning and Building Fees Grant Refund Program.; and,~~

~~v. Brownfields *Development* Charge Exemption Program.~~

3.4.4.2.6 Leadership

The City will continue to provide municipal leadership and work with developers and entrepreneurs to find new opportunities and partnerships in addressing the *redevelopment* of brownfields.

3.4.4.2.7 Brownfield Inventory and Monitoring

The City will monitor and maintain an inventory of *brownfield sites* through updates to the Brownfield Strategy/Community Improvement Plan. Efforts will be focused on revitalizing priority sites listed in the inventory.

3.4.5 ~~Greenfield Redevelopment~~ Designated Growth Areas

~~**3.4.5.1 Greenfield Areas Defined**~~

~~Greenfield Areas are located outside of the City's Built Boundary, but within the Urban Boundary.~~

3.4.5.1 The Importance of ~~Greenfield~~ Designated Growth Area Development

The City will maintain an adequate supply of ~~Greenfield lands~~ Designated Growth Area to accommodate planned future growth. ~~Greenfield lands~~ *Designated Growth Areas* provide the City with an opportunity to build comprehensive, compact and integrated new neighbourhoods. Welland aspires to build compact, mixed use, transit supportive neighbourhoods in these newly developed areas, supporting the City's strategic direction to build ~~a~~ complete communities ~~y~~.

3.4.5.2 ~~Greenfield~~ Designated Growth Area Development Strategy

The City plans to develop denser, more compact, mixed-use, transit supportive neighbourhoods on its *Designated Growth* ~~*Greenfield*~~ *Areas* that allow for the efficient use of land, *infrastructure* and *public service facilities*.

[4] ~~Refer to the City's Brownfield Community Improvement Plan for additional details.~~

3.4.5.3 ~~Greenfield~~ Designated Growth Area Density Target

Welland's *Designated Growth* ~~*Greenfield*~~ *Areas* will be planned to support the achievement of the minimum target of 50 residents and jobs combined per gross hectare in *Designated Growth* ~~*Greenfield*~~ *Areas* and encouraged to exceed this minimum. While it is understood that not every single site will be able to achieve the target, the City will ensure new *Designated Growth* ~~*Greenfield*~~ *Areas* are planned in a way which supports the achievement of the overall target. The City will closely monitor its ~~Greenfield~~ developments to ensure that Welland's overall ~~Greenfield~~ Designated Growth Area target will be achieved.

3.4.5.4 Achieving the Density Target

Welland will support the ~~Region's~~ Provinces ~~Greenfield~~ Designated Growth Area density target by:

i. Establishing and enforcing minimum residential densities outlined in this Plan;
ii. Designating specific areas for low, medium and high-density *development* in ~~Greenfield Areas~~ *Designated Growth Areas*;
iii. By allowing for, and encouraging, mixed use *development* in ~~Greenfield~~ *Designated Growth Areas*; and,
iv. Monitoring densities within ~~Greenfield~~ *Designated Growth Areas*.

3.4.5.5 Design

Refer to Policy 4.2.3.2 of this Plan for policies related to the design of new neighbourhoods.

3.4.5.6 ~~Greenfield~~ Designated Growth Area Lands Inventory and Monitoring

The City will maintain and monitor an inventory of its ~~Greenfield~~ lands within *Designated Growth Areas*. The City~~, in conjunction with the Region, where it has planning authority,~~ will develop a monitoring program to track the density of *development* and housing mix targets within *Designated Growth* ~~*Greenfield*~~ *Areas*.

3.4.5.7 Implementation

Amendments to the Zoning By-law will be considered to facilitate *development* ~~on Greenfields~~ in *Designated Growth Areas*. The City ~~will also develop a set of~~ will encourage Urban ~~Design Guidelines to ensure that~~ *development* that is attractive ~~and consistent with the~~ through its current Urban Design Guidelines and any applicable Policies of this Plan.

3.4.5.8 Phasing

~~Greenfield~~ *Development* will be phased in over time to ensure that a balance of both *intensification* and ~~Greenfield~~ *development within Designated Growth Areas* is achieved. To ensure this balance, the City will:

i. Develop a monitoring program for its *Designated Growth* ~~*Greenfield*~~ *Areas* and *Intensification* Areas;

ii. Work with the Region to ensure that *infrastructure* phasing is aligned to reflect this balanced approach to *development*;

~~iii. Develop a phasing strategy for its Greenfield and *Intensification* Areas; and,~~

iii. Ensure that the phasing of ~~Greenfield~~ *development* occurs in an orderly and logical manner.

3.5 SETTLEMENT ~~URBAN~~ AREA BOUNDARY EXPANSION

~~3.5.1 Comprehensive Review Required for Urban~~

~~To formulate a recommendation for the expansion of the Urban Boundary, the City will undertake a *comprehensive review* in accordance with the requirements of Policy 3.5.2 and Regional Niagara Policy Plan to determine whether additional lands are needed for the 20-year period of this Plan to accommodate housing and employment demand. The findings and recommendations of the *comprehensive review* shall be documented in a Growth Management Study.~~

3.5.1 Settlement Area Boundary Expansions ~~Need for Expansion~~

~~Urban~~In determining the appropriateness of a Settlement Area Boundary Expansion, the City shall consider the following: ~~shall only be permitted through co-ordinated local and Regional amendments as part of a municipal *comprehensive review* that reflects the *Regional market area*, growth projections, allocations and *intensification* and density targets by the Region and Provincial Plan where:~~

i. The need to designate and plan for additional lands to accommodate an appropriate range and mix of land uses;

ii. If there is sufficient capacity in existing or planned *infrastructure* and *public service facilities*;

~~iii. Key hydrologic areas and the *Natural Heritage System* for the Growth Plan should be avoided where possible;~~

iii. The evaluation of alternative locations avoids *prime agricultural areas* and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*;

iv. Whether the settlement area to be expanded is in compliance with the *minimum distance separation formulae*;

v. Whether impacts on the *agricultural system* are avoided, or where avoidance is not possible, impacts will be minimized and mitigated to the extent feasible as determined through an *agricultural impact assessment* or equivalent analysis, based on provincial guidance;

~~vi. Any adverse impacts on the agri-food network, including agricultural operations, from expanding *settlement areas* would be avoided, or if avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment;~~

~~vii. The additional lands and associated forecasted growth will be fully accounted for in the land needs assessment associated with the next municipal *comprehensive review*.~~

~~viii. Sufficient opportunities for growth are not available through *intensification*, *redevelopment* and Greenfield *development* in designated urban lands to accommodate projected needs within the Regional market and the City of Welland.;~~

~~ix. The expansion makes available sufficient lands for a time horizon not exceeding 20 years based on the analysis outlined above. The timing of the expansion and phasing of *development* within the Greenfield Area will not adversely affect the achievement of the *intensification* target, density targets or any other Policies of this Plan.~~

~~x. Existing or planned *infrastructure* and *public service facilities* required to accommodate the proposed expansion over the long term can be provided in financially and environmentally sustainable manner and protect public health and safety.~~

~~xi. In *prime agricultural areas*:~~

~~a. The lands do not comprise specialty crop areas;~~

~~b. There are no reasonable alternatives; and,~~

~~c. There are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*.~~

~~xii. Impacts from the proposed expansion on adjacent agricultural operations close to the Urban Area can be mitigated to the extent feasible.~~

vi. In evaluating the most appropriate location for expansions, the Policies of Section 5 and 6 of this Plan shall be applied;

vii. The ~~timing of the~~ expansion ~~and the~~ provides for ~~phasing of~~ phased progression of urban *development* ~~that does~~ would not adversely affect the achievement of any *intensification* or density targets.

~~xiv. The proposed expansion will plan to maintain or move significantly towards a minimum, of one full time job per three residents within the City.~~

~~3.5.2 Approval~~

~~Urban boundary expansions are a matter of provincial interest. The City recognizesthat the Region of Niagara is the approval authority for the City's Plan and urban boundary expansions. Urban boundary expansions shall be undertaken concurrently with, or subsequent to, Regional comprehensive review.~~

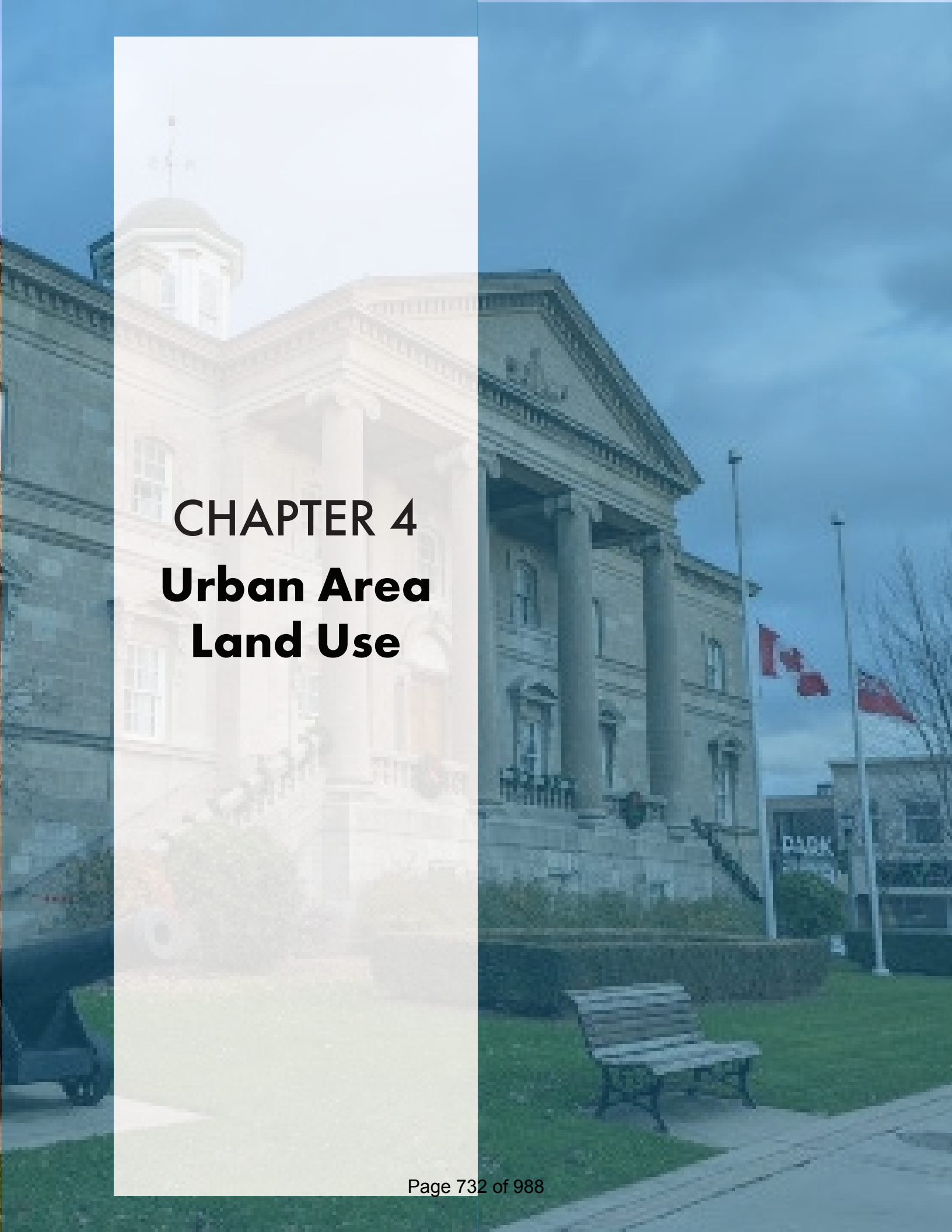
3.5.2 Implementation

Where it has been demonstrated that there is need for a~~n~~ Settlement ~~Urban~~ Area expansion, ~~the City shall prepare~~ a Secondary Plan or an equivalent planning process for expansion areas 15 ha and greater shall be conduced ~~the new urban lands~~. Refer to Section 14 ~~7~~ of this Plan for the requirements of a Secondary Plan.

3.6 NEW SETTLEMENT AREAS

3.6.1 Establishment of New Settlement Areas

In accordance with the Policies of this ~~the Regional PolicyOfficial~~ Plan, no new *settlement areas* are permitted to be established.



CHAPTER 4
Urban Area Land Use

4 URBAN AREA LAND USE POLICIES

4.1 DOWNTOWN WELLAND

4.1.1 Planning Objectives

4.1.1.1 To Maintain and Enhance the Role of the Downtown as the City's Primary Mixed-Use Node

The City will continue to encourage land uses ~~which will help~~ that promote the Downtown ~~maintain~~ and enhance its status as the City's preeminent mixed-use node.

4.1.1.2 To Create a Healthy, Attractive and Pedestrian-Friendly Downtown

The City will continue to support projects which improve its Downtown and create an aesthetically pleasing, pedestrian-friendly environment with complete streets.

4.1.1.3 To Support a Mix of Uses in the Downtown

The City supports a variety of compatible land uses in its Downtown which are mixed at both the block and building scale.

4.1.1.4 To Conserve ~~Preserve~~, Enhance and Promote the Historic Character of the Downtown

The City supports the enhancement of the historic character of its Downtownthrough the use of design criteria, where appropriate.

4.1.1.5 To Recognize the ~~Make~~ Downtown as a Regional Growth Centre and the Primary Location for Intensification and Redevelopment

The City aims to increase residential *development* in its Downtown, a Regional Growth Centre. Accordingly, the City will direct a significant amount of ~~support~~ growth and *redevelopment* to ~~within~~ its Downtown as it is one of the most viable locations for *residential intensification* and *redevelopment* including student housing.

4.1.1.6 To Attract Public and Private Sector Investment into the Downtown

The City aims to revitalize its Downtown through continued public and private sector investment into the Downtown. The City will utilize incentive program(s) to attract investment through a Community Improvement Plan for the downtown.

4.1.1.7 To Create Strong Linkages between the Downtown and Adjacent Neighbourhoods, the Welland Recreational Waterway and Welland River Waterfronts

The City will pursue opportunities to improve pedestrian, transit and cycling linkages between the Downtown and its surrounding neighbourhoods and destinations.

4.1.1.8 To Attract Institutional Investment into the Downtown

The City aims to revitalize its Downtown through continued Institutional sector investment in the form of both educational and government campuses, including satellite campuses.

4.1.1.9 To Support a Diverse Range of Housing Options in the Downtown

The City will continue to encourage a diverse range of *housing options* including *affordable* housing as well as market-based housing to meet the needs of a diverse population.

4.1.2 Land Use Policies

4.1.2.1 Downtown

4.1.2.1.1 **Planned Function**

The Downtown is a Regional Growth Centre and the City's preeminent mixed-use node ~~and is intended to~~ which serves a variety of complementary functions. As a Regional Growth Centre, a significant amount of new growth will be directed to the Downtown through *intensification*. The Downtown is intended to accommodate the broadest diversity of uses and the greatest concentration of activity. The Downtown is the location for important institutional uses, niche shops and specialty retail uses, cultural and entertainment uses, businesses and offices, high-density residential uses and parks and open spaces. The Downtown is also intended to function as a neighbourhood and include a variety of uses which support the population living in and around the downtown, creating a complete community. The limits of the Downtown area shown on Schedules B and B2.

4.1.2.1.2 **Permitted Uses**

Permitted uses within the Downtown include a broad range of commercial uses such as minor and major retail, *personal services* and professional services (excluding drive-through,auto related uses such as auto body shops, repair shops), entertainment andhospitality uses ~~(excluding motels)~~, *major offices* and small offices. Other permitteduses within the Downtown include General Institutional uses, transit and transportation uses, *Public Service Facilities*, Parks and Open space, ~~Low~~, Medium and High-Density Residential Uses. Individual properties and buildings may contain more than one of the above-noted uses.

4.1.2.1.3 **Scale and Height**

Downtown *development* should generally contain buildings which are ~~medium~~ mid-rise ~~(3 to 4 storeys stories), high -rise (5 to 8 storeys stories)~~, and high-rise, with a maximum height of 16 storeys. ~~High-rise buildings should be located away from stable neighbourhoods adjacent to the Downtown.~~ High-rise buildings should be located along or close to East Main Street and Division Street.

4.1.2.1.4 **Density**

Downtown *development* will achieve a minimum density target of 125 residents and jobs per hectare by the year 2051.

4.1.2.1.5 **Retail Priority Streets**

Retail Priority Streets are intended to cater to the pedestrian by creating a comfortable, active and vibrant public realm. Retail Priority Streets, which include East Main Street, West Main Street, Cross Street, The Boardwalk, King Street, and Division Street within the Downtown, shall have wide sidewalks, buildings oriented to the public sidewalk, at grade uses outdoor cafes, and a high level of streetscape design and activity.

The following policies shall apply to Retail Priority Streets:

i. A minimum of 75% of the block face located between two roads should be developed with buildings;
ii. Buildings should be built close to the street line with additional space provided, where necessary, to accommodate pedestrian facilities such as patios and street furniture. Parking, driveways or lanes shall not be permitted to locate between the buildings and the street;
iii. Each building or store front shall face onto the pedestrian predominant street with the main entrance of each building or store and substantial fenestration facing on to the street;
iv. Drive–through facilities shall not be permitted;
v. Commercial uses shall be the prominent use of the ground floor on any building facing a Retail Priority Street;
vi. On-street parking shall be provided where feasible and appropriate;
vii. A minimum building height of three storeys shall be encouraged;
viii. Sidewalks shall be required on both sides of the streets;
ix. Transit shelters and stops shall be provided, where appropriate;
x. New buildings and spaces shall be designed to reflect at a human scale, contribute to public safety and security;

xi. New buildings shall be encouraged to have awnings, canopies, arcades, or front porches to provide weather protection;

xii. Design of buildings shall be encouraged to be consistent with the City's Urban Design Guidelines; and

xiii. Hotels shall be encouraged to locate on Retail Priority Streets with the main façade and entrance facing the pedestrian predominant street.

~~**4.1.2.1.6 Secondary Plan**~~

~~The City will prepare a Secondary Plan for the Downtown Regional Growth Centre.~~

4.1.2.2 Design

4.1.2.2.1 **Mixed Use Development Form**

The preferred form of *development* within the Downtown is ~~for~~ commercial and office uses at grade and/or above with residential uses located on upper floors of buildings and/or behind the front portion of buildings, where appropriate.

4.1.2.2.2 **Streetscape Improvements and Public Realm**

The City shall continue to encourage the improvement of streetscapes within the Downtown through the use of landscaping including trees, sidewalks, bicycle lanes and bicycle parking, special signage, lighting, seating, street furniture, public art, and special paving, which promote a positive sense of place. Further to this policy, where improvements to a road (or the rehabilitation/restructuring of a road is necessary as part of improvements to underground *infrastructure*) by the City or ~~Regional Municipality of~~ Niagara Region, improvements to the public realm will be designed as a component of the road improvement / rehabilitation.

4.1.2.2.3 **Landmarks**

Landmark features, streetscape improvements, landscaping and significant building forms shall be encouraged at the entranceways into the Downtown.

4.1.2.2.4 **Pedestrian Linkages**

Pedestrian activity shall be encouraged in the Downtown through the provision of pedestrian linkages between East Main Street and Division Street and landscaped sidewalks, wherever possible. Parking, transit facilities and pedestrian linkages shall be integrated wherever possible.

4.1.2.2.5 **Service Access**

For buildings located on East Main Street and Division Street, secondary service entrances shall be located at the rear, where possible.

4.1.2.2.6 **Improvements**

Improvements in the Downtown in the form of infill *development*, upgrading and rehabilitation shall be encouraged to enhance the character of the Downtown, including the rear of buildings which are visiblefrom adjacent streets, parking lots and/or public areas.

4.1.2.2.7 **Views ~~and Vistas~~ Corridors**

In order to provide for the visual protection and enhancement of the dome of the ~~setting for the~~ Court House, view~~planes~~ corridors ~~shall~~ should be maintained by ensuring that any new buildings ~~and/or structures~~ proposed within the view~~planes~~ corridors are compatible with the architecture of the Court House and do not visually dominate or obscure the views of the dome on the Court House from the corners of East Main Street and Cross Street. ~~Such buildings and/or structures shall be sensitive to sightlinestoward the dome of the Court House~~. In this regard, the *development* approvals process ~~shall~~ should be used to review applications for additions and new ~~the development of~~ buildings ~~and/or structures~~ to ensure that they ~~which~~ are sited and designed to protect the ~~viewpoint~~ sightlines ~~contained~~ within the view~~planes~~ corridors. ~~To this end,~~ ~~c~~Consideration may be given to permitting some variation in building height to encourage building design and other desired amenities which maximize the visual protection of sightlines.

4.1.2.2.8 **Open Storage**

No open storage shall be permitted within the Downtown.

4.1.2.2.9 **Public Realm**

The public realm shall be enhanced through urban design and investment that contributes to safe, attractive complete streets and desirable communities. Urban design direction and guidance shall be incorporated into any future Secondary Plan.

4.1.2.2.10 **Traffic Patterns**

The City will review and modify~~,~~ the Downtown's connectivity and traffic patterns, including the patterns of one-way and two-way streets in order to support pedestrian, transit and traffic flows.

4.1.3 Additional Policies

4.1.3.1 Parking

Within the Downtown, adequate off-street parking shall be provided for all *development* in accordance with the standards of the Zoning By-law. Parking requirements may be satisfied through off-street communal parking, and municipally or privately owned parking areas located in the Downtown. The City encourages underground parking for mid- and high-rise developments within the Downtown.

The City will work to provide additional public parking opportunities within the downtown area, such as ~~a~~ parking structures which promote mixed uses, the efficient use of space, and City resources. Future endeavours may be supported through the City's cash-in-lieu of parking program.

~~**4.1.3.2 Cash-in-Lieu**~~

~~Provision of cash-in-lieu for parking spaces required in the Zoning By-law may be permitted in the Downtown.~~

4.1.3.2 Intensification

The Downtown is intended to serve as ~~the primary location for~~ one of the key locations for *residential intensification* that supports the overall mixed-use *development* of the downtown. ~~*Intensification and redevelopment* within the Downtown should address the policies of this Plan.~~

4.1.3.3 Intensification Supporting Transit Centre

Intensification projects anticipated for the Downtown are intended to contribute to an increased density of residents and employees which will be supportive of the City's existing transit hub located within the Downtown.

4.1.3.4 Intensification Form and Main Street Sense of Place

Intensification projects within the Downtown should match the pre-established 'street wall' setback of adjacent buildings in order to maintain a continuous street wall and conserve ~~preserve~~ a "main street" sense of place in the Downtown. In places where no 'street wall' exists, infill *development* should be located with a minimum setback from the street and serve as a catalyst for creating a "main street" sense of place.

4.1.3.5 Façade Improvement

The City encourages the upgrading, rehabilitation and *redevelopment* of buildings and/or facades in the Downtown as set out in the City's guidelines, manuals or plans which may be in place from~~,~~ time-to-time.

4.1.3.6 Heritage Conservation ~~Preservation~~

Buildings and structures of cultural heritage value or interest ~~historic or architectural interest~~ shall be *conserved* and incorporated, where appropriate, into any *development* or *redevelopment* project. The conservation ~~preservation~~ of areas of historic significance shall also be encouraged. The adaptive re-use of underutilized buildings and structures of cultural heritage value or interest is strongly encouraged.

4.1.3.7 Land Use Compatibility

Provision shall be made for adequate buffering, including noise attenuation, to mitigate any possible *adverse effects* of uses in the Downtown on adjacent residential areas. Special studies, including but not limited to, traffic, noise, vibration, ~~shadow and lighting~~, may be required, upon the request of the City, in an effort to mitigate any potential adverse impacts. ~~Policy 4.2.3.6 provides additional guidance related to infilling and *intensification* shall apply to the Downtown. *Intensification* within the Downtown shall also be consistent with the Policies of Section 6, which provide protection for the *Natural Heritage System* and natural hazards.~~

~~**4.1.3.8 Built Form Compatibility**~~

~~Policy 4.2.3.6 provides additional guidance related to infilling and *intensification* shall apply to the Downtown. *Intensification* within the Downtown shall also be consistent with the Policies of Section 6, which provide protection for the *Natural Heritage System* and natural hazards.~~

~~**4.1.3.9 Bonusing**~~

~~*Development* standards shall be incorporated into the Zoning By-law to permit increases in height or density of *development* in excess of those permitted, where such *development* meets the land use compatibility, design and environmental Policies of this Plan and one of the following:~~

i. ~~Provides a specific type of housing, such as housing for low and moderate income groups, senior citizens or people with physical disabilities;~~
ii. ~~Preserves areas, sites, buildings or structures of historical, architectural or archaeological merit;~~
iii. ~~Provides community or open space facilities such as community centres, parks, public art, pedestrian or bicycle linkages or day care centres;~~
iv. ~~Achieves building, landscape, streetscape and urban design objectives of the City.~~

~~**4.1.3.10 Agreements**~~

~~Increased height or density provisions enacted in the Zoning By-law shall require the execution of Agreements for developments which include increased height and/or density.~~

4.1.3.8 Confirmation of Servicing Capacity

Prior to the City approving a *development*, the City shall confirm that the required water and wastewater services and servicing capacity is available.

4.2 HOUSING AND RESIDENTIAL

4.2.1 Planning Objectives

4.2.1.1 Provide for the Orderly Growth and Distribution of Residential Areas

The City will ensure that there is an appropriate distribution of residential areas provided throughout the City and that future growth occurs in an orderly manner.

4.2.1.2 Efficient and Logical Development Pattern

The City will ensure that residential *development* occurs in a compact, efficient andlogical pattern to ensure that the environmental, health, safety, land consumption,*infrastructure*, public service, and municipal finance issues, which may arise from improper *development*, do not occur.

4.2.1.3 Residential Uses Ranging in Type and Tenure

The City will ensure that the land use policies reflect an appropriate range of residential uses which serve the City's diverse mix of individuals and families. Different types and tenures of housing units will be encouraged, through *affordable* and market-based *housing options*.

4.2.1.4 Residential Uses Ranging in Affordability

The City will encourage that housing be planned and developed which meets the needs of citizens at all levels of income and abilities to ensure that the land use policies discourage *development* forms / patterns which negatively impact affordability and accessibility.

4.2.1.5 Support the City's Existing and Planned Residential Fabric

Welland's urban fabric includes a variety of residential neighbourhoods. The Policies of this Plan are intended to support and enhance the City's existing neighbourhoods and encourage the *development* of new, liveable neighbourhoods.Residential *development* will be planned to be safe and have convenient access to public transit, convenience shopping, public open space, *recreation* facilities and other urban amenities.

~~**4.2.1.6 Carefully Balance the Supply of Residential Land with the Demand for New Land**~~

~~The City will ensure that there is a sufficient supply of serviced residential land to provide at least a three (3) year supply of residential units on lands zoned to facilitate *residential intensification*, in draft approved and registered plans. Greenfield and *intensification* units, in accordance with the Provincial Policy Statement.~~

~~The City shall also maintain the ability to accommodate residential growth for a minimum of 15 years through *intensification*, *redevelopment* and on lands designated for residential development.~~

~~In particular, to make an efficient use of designated lands, the City will promote the *development* of vacant land already designated for *development* and *intensification* sites by ensuring that these areas are suitably built-out before the urban boundary is recommended for expansion.~~

4.2.1.6 ~~Support~~ Existing Areas and Designations

~~The City will ensure protection for stable residential areas from inappropriate change~~ The City will promote and enhance the City's existing neighbourhoods and will encourage strategies which assist residential neighbourhoods in transition to revitalize, with minimal *negative impacts* to adjacent areas.

4.2.1.7 Promote Opportunities for Intensification and Redevelopment

The City will promote opportunities for *residential intensification* and *redevelopment* on lands located within the Built-u~~U~~p Area of the City. In particular, to make an efficient use of designated lands, the City will promote the *development* of vacant land and *intensification* sites already designated for *development*.

4.2.1.8 Develop New Sustainable Neighbourhoods

The City will encourage the application of sustainable design criteria for buildings and neighbourhoods when new areas are being planned and/or during the *development* review process.

4.2.1.9 Develop Attractive, Accessible and Pedestrian Friendly Neighbourhoods

The City will ensure that all new *development* is designed in an attractive manner,is accessible to all and accommodates the needs of pedestrians as well as other modes of transportation (automobile, cycling, walking and transit).

4.2.2 Land Use Policies

4.2.2.1 Residential Hierarchy

Residential land uses, within the Urban Area, are classified into one of three land use categories, as shown on Schedule B1:

i. Low-Density Residential;

ii. Medium-Density Residential; and

iii. High-Density Residential.

4.2.2.2 Low-Density Residential

4.2.2.2.1 **Planned Function**

The Low-Density Residential designation is intended to provide housing for residential *development* at a minimum *gross density* of 15 dwelling units per ~~net~~ hectare ~~of land~~ and maximum *gross density* of 60~~24~~ dwelling units per ~~net~~ hectare ~~of land~~.

4.2.2.2.2 **Permitted Uses**

Permitted uses include single-detached, semi-detached, multiple dwellings including all forms of townhouses~~,~~ and low-rise apartments. Low-rise apartments shall only be permitted along arterial, collector, and regional roads. Elementary schools and places of worship are permitted, as well as Community Facilities. Neighbourhood commercial uses may also be permitted, in accordance with the Commercial policies of Section 4.4 of this Plan. Home-based businesses may be permitted as long as it is accessory to the principal residential use and occurs entirely within the confines of the dwelling unit.

4.2.2.2.3 **Scale and Compatibility**

Low-Density Residential lots shall accommodate a mix of low-rise dwellings. ~~Which do not cause significant issues with casting~~ Denser built forms, up to 3-storeys in height, should be designed to minimize or mitigate potential adverse impacts on neighbouring properties related to ~~of~~ shadows, obstruction of views and privacy for adjacent lots.

4.2.2.2.4 **Design**

~~Low Density Residential uses will be encouraged to have front porches or covered entrances.~~ Attached garages on housing units should be designed so that the resulting streetscape is predominated by the front yard landscaping, front doors, and front windows of the housing units instead of garages. ~~Low Density Residentialuses will be encouraged to have a variety of facades and use a variety of building materials.~~

4.2.2.2.5 **Additional Policies**

Raising a maximum of four (4) chickens, no roosters, per property is permitted subject to compatibility criteria and minimum lot standards set out in the implementing Zoning By-law. A property with multiple units may have a shared common coop.

4.2.2.3 Medium-Density Residential

4.2.2.3.1 **Planned Function**

The Medium-Density Residential designation is intended to provide housing for residential *development* at a minimum *gross density* of 35~~2~~5 dwelling units per ~~net~~ hectare ~~of land~~ and a maximum *gross density* of ~~60~~ 125 dwelling units per ~~net~~ hectare of land.

4.2.2.3.2 **Permitted Uses**

Permitted uses include triplex, multiple dwellings ~~four-plex~~, all forms of townhouses, ~~stacked townhouses~~, and low-rise and mid-rise apartment buildings ~~housing~~. Accessory private *recreation* facilities or amenities for the benefit of the immediate residents are permitted. Except in apartment units, home-based businesses may be permitted as long as it is accessory to the principal residential use and occurs entirely within the confines of the dwelling unit. Elementary schools and places of worship are permitted, as well as well as Community Facilities. Neighbourhood commercial uses may also be permitted, in accordance with the Commercial policies of Section 4.4 of this Plan.

4.2.2.3.3 **Scale**

Medium-Density Residential designations ~~lots~~ shall accommodate low-rise (3-storeys) or mid-rise ~~dwellings~~ (4-8 storeys) developments which do not cause significant issues with casting of shadows on ~~and obstructions of views for~~ adjacent lots.

4.2.2.3.4 **Design**

~~Medium Density Residential will be encouraged to have front porches or covered entrances. Attached~~ Street facing garages on housing units should be designed so that the resulting streetscape is predominated by the front yard landscaping, front doors, and front windows of the housing units instead of garages. Buildings should incorporate landscaping in all yards which provide a buffer between the building and adjacent to low-rise residential ~~*sensitive land uses*~~. Parking areas ~~shall~~ should generally be located in the side or rear yard and/or underground or structured parking for townhouses and apartment buildings. Where underground or structured (above grade) parking is provided, an amendment to this Plan is not required for increased

density, provided that proposed built form is consistent with the ~~design~~ policies of this Plan. The site will be designed to provide for the collection and storage of recyclable wastes on site.

4.2.2.4 High-Density Residential

4.2.2.4.1 **Planned Function**

The High-Density Residential Designation is intended to provide housing for residential *development* at a minimum *gross density* of 75 dwelling units per ~~net~~ hectare ~~land~~ and a maximum *gross density* of 300 ~~125~~ dwelling units per ~~net~~ hectare ~~of land~~. High-Density Residential uses will generally be located close to, or within, strategic growth areas ~~activity nodes (or be planned as a catalyst for an activity node within a Secondary Plan or Master Plan)~~ where the intensity of residential *development* supports ~~commerce and~~ transit ridership and generates pedestrian traffic to enliven neighbourhood streets.

4.2.2.4.2 **Permitted Uses**

Permitted uses include mid~~medium~~-rise and high-rise apartment housing. Accessory private *recreation* facilities or amenities for the benefit of the immediate residents are permitted. Small scale neighbourhood convenience and retail or personal service uses scaled to serve the needs of the residents of the *development* may be permitted on the ground floor of mid~~medium~~-rise and high-rise apartments. Elementary schools, community facilities and places of worship are also permitted. ~~in circumstances where there are no reasonable alternatives for location of a new facility within the Low and Medium Density designations.~~

4.2.2.4.3 **Scale**

High-Density Residential lots may accommodate mid~~medium~~-rise and high-rise apartments where the issues of casting of shadows, ~~obstruction of views~~, and privacy for adjacent lots need to be managed and potential negative impacts minimized. Generally, mid-rise residential buildings will be 4 to 8-storeys, whereas High-Density Residential buildings ~~should be between 5 and 8 stories~~ will have a maximum height of 16 storeys. ~~Density and building heights are intended to decrease as the distance of the building from activity nodes increases.~~

4.2.2.4.4 **Design**

High-Density Residential will be encouraged to have a covered entrance which is aligned with the street and main building entrance. Buildings should incorporate a built form, architectural articulation, exterior materials, and window design which prevent large continuous "slab" walls. Buildings should incorporate landscaping in all yards to provide a buffer between the building and adjacent low-rise residential uses ~~*sensitive land uses*~~. At grade parking areas should be

located in the side or rear yard and/or underground. Large at-grade or above-grade parking shall not dominate the site. At-grade parking will be provided as multiple landscaped parking areas distributed throughout the site with a logical circulation pattern. Where underground or structured (above grade) parking is provided, an amendment to this Plan is not required for increased density, provided that proposed built form is consistent with the policies of this Plan. The site will be designed to provide for the collectionand storage of recyclable wastes on site.

4.2.3 Additional Policies

4.2.3.1 Design Policies for Existing Neighbourhoods

New *development* in existing neighbourhoods (*redevelopment* or *intensification*) shall reinforce and improve upon the character defined by the existing built form and landscaping. The City will maintain and improve existing neighbourhoods through tools such as Secondary Plans, By-laws (e.g., property standards, tree cutting), civic beautification, heritage conservation initiatives, and urban design guidelines.

4.2.3.2 Design Policies for New Neighbourhoods

New neighbourhoods will be planned to support a minimum average density target of ~~a combined~~ 50 residents and jobs per gross hectare on D~~d~~esignated Growth ~~Greenfield~~ lands. New neighbourhoods shall have clearly defined character with built form and landscaping which meets, or exceeds, the standards established by other ~~d~~*development* in the region. New neighbourhoods should be visually interesting by discouraging repetitive built form and incorporating a variety of building materials,landscaping, open space and environmental and natural and built heritage features. New neighbourhoods will be encouraged to incorporate energy efficiency initiatives such as energy efficient materials, energy-appropriate landscaping treatments, *infrastructure* innovations (including but not limited to LED streetlights), consideration of building orientation and a transportation network which reduces dependency on the automobile. New neighbourhoods will be encouraged to use of low impact *development* solutions to manage stormwater. The City will encourage place-making andmore specific design requirements for new neighbourhoods through tools such as secondary plans, urban design guidelines and accessibility design guidelines.

4.2.3.3 Location and Design of Elementary School Sites

Elementary schools should be located adjacent to public parks and open spaces, where possible. Generally, the school should be centrally located in regard to the area being served. ~~The location should be selected and designed in consultation with the School Boards.~~ The location should also be selected and designed to minimize traffic conflicts with pedestrians in consultation with the relevant school board. The co-location of schools and school facilities is encouraged. Sidewalks

are considered to be an integral design aspect and will be required to link all school sites to adjacent neighbourhoods; bicycle lanes will be incorporated wherever feasible.

4.2.3.4 Location and Design of Places of Worship

Where possible, places of worship should be located on arterial, ~~or~~ collector, or regional roads within walking distance of transit stops. Places of worship should provide on-site parking located at the rear or side of the building and adequately and safely accommodate vehicular and pedestrian traffic entering on site. Parking should be located at the side or the rear of the building. Proposals for developing new placesof worship may require the applicant to submit a traffic impact study, lighting study, parking study and other studies deemed appropriate by the City.

4.2.3.5 Prevention of Neighbourhood Isolation

New neighbourhoods shall be connected to the rest of the City by public streets and/or public trails. New streets and blocks should be consistent with, and extend from, the existing street pattern. New gated *development* or gated communities will not be a permitted form of residential development.

4.2.3.6 Infill and Intensification Development

Infilling and *intensification* is encouraged throughout the City's existing B~~b~~uilt-up ~~residential~~ areas. *Intensification* in *Built-up areas* should address (notwithstanding the requirements for a severance, site plan or plan of subdivision):

i. Land use and neighbourhood character compatibility;
ii. Lot pattern and configuration;
iii. Accessibility;
iv. Parking requirements;
v. The potential for additional traffic and traffic manoeuvrability;
vi. The potential for transit ridership;
vii. Natural (including natural hazards) and built heritage conservation /protection;
viii. The available capacity of municipal *infrastructure*; and,
ix. *Residential intensification* targets identified in this Plan.

High-rise buildings should provide a transition in height, density, and massing adjacent to low-rise residential neighbourhoods to reduce the impact of massing, overlook and shadow.

Subject to a Zoning By-Law Amendment, the City may allow residential infill and *intensification*

development to exceed the maximum building height and densities set out in this Plan ~~by~~ ~~20%~~ 40% without Amendment to this Plan, with considerations for:

- Compatibility with the surrounding area in term of scale with minimal impact on neighbouring uses;
- Adequacy of engineering services and community services;
- Ability of the transportation system to support the increase in density;
- Provision of a wide range of housing types, including *affordable*, assisted and *additional needs housing*;
- Provision of community *infrastructure*, and or public art; and
- Ability of the site to accommodate parking, landscaping, amenity areas, and recreational facilities.

~~**4.2.3.7 Locational Criteria for High Density Residential**~~

~~New High-rise Density Residential land uses should be located along existing or planned future transit corridors, within the Downtown, on *brownfield sites* or along the Welland Recreational Waterway and the Welland River.~~

4.2.3.7 Conversion of High-Density Residential Sites

Maintaining an inventory of lands designated for high- density residential *development* helps achieve the municipality's goals for meeting *intensification* targets, transit-supportive *development*, providing housing choice, providing *affordable* housing, etc. The municipality will only consider the redesignation of a high-density residential designated site to a medium-density ~~*development*~~ designation:

i. If the municipality has achieved its 20-year target for *intensification*; or,
ii. If other suitable lands yielding the same or greater *development* potential as the down-designated site are up-designated to high-rise ~~density~~ as compensation.
iii. If technical studies have identified site constraints that limit the ability to accommodate a high-rise built form.

4.2.3.8 Live/Work Opportunities

~~Medium density and high-density residential units designed for live/work may be permitted subject to Site Plan Approval and provision of sufficient parking~~. Live/work *development* such as home occupations and live-work buildings are ~~is~~ permitted in all residential ~~High-rise Density~~ designations, and live-work buildings are encouraged to locate on collector, arterial, and regional roads and/or in an area planned for *intensification*.

4.2.3.9 Affordable Housing

i. The City will work with the ~~Regional Municipality of~~ Niagara Region, not-for-profithousing agencies and the private sector to ensure that a sufficient supply ofhousing is provided which is *affordable* to *low- and moderate-income households*, including purpose-built rental units.

ii. The City will target 30% of all new housing units constructed over the long term to consist of *affordable* housing units ~~to be constructed in both *intensification* areas and throughout the built-up area and also in Greenfield areas~~.

iii. To encourage the *development* of *affordable* housing, the City will target:

   a. 20% of all new rental housing is to be *affordable*; and

   b. 10% of all new ownership housing is to be *affordable*.

iv. The City will work with the Niagara Region, not-for-profithousing agencies and the private sector to prepare an *affordable* housing strategy.

v. The City will also consider the inclusion of regulations in the Zoning By-lawwhich would support the provision of *affordable* housing.

vi. The demolition or conversion to freehold or condominium ownership of residential rental properties containing six or more dwelling units ~~shall not bepermitted unless all of~~ are subject to the following conditions, ~~are satisfied~~ unless otherwise specified by the Minister:

   a. The rental vacancy rate by dwelling/structure type for the City of Welland as defined and reported yearly through the CMHC Rental Market Survey has been at or above 3 per cent for the preceding two-year reporting period;

   b. The building for which conversion is proposed meets the requirements ofthe property standards by-law, the Ontario Building Code, and any other applicable law, or will be upgraded in accordance with these standards and requirements;

   c. Where demolition occurs, replacement rental housing or *affordable* units are providedfor those units that are demolished at a 1:1 ratio or higher; and

   d. The requirements of any applicable Provincial legislation or regulation, asamended, are met

vii. The City will also encourage the implementation of the Niagara's Housing and Homelessness Action Plan goals.

viii. Notwithstanding 4.2.3.9 vi.) the demolition or conversion of existing *affordable* rental properties is permitted when it is needed to address existing health and safety issues through retrofits and renovations, which would result in an increase in rental levels above the threshold for affordability.

ix. The City will consider the introduction of planning tools and incentives to encourage developers to build *affordable* and *attainable housing*, for ownership and rental units including:

a. Flexibility in scale, form, and types of residential uses permitted as-of-right;

b. Fast-tracking planning approval for *development* of *affordable* housing, *attainable housing*, purpose built rental housing, and community housing with a priority for developments receiving time-sensitive government funding;

c. Financial incentive programs such as grants, development charge deferrals, delaying application fees, and property tax reductions that promote brownfield *redevelopment* and *affordable housing options* including purpose built rental; and

d. Standards that facilitate the *development* of additional residential units, such as reduced setbacks, narrower lot sizes, and reduced parking standards.

4.2.3.10 ~~Accessible Housing~~ Additional Needs Housing

The City will work with the ~~Regional Municipality of~~ Niagara Region, the Province, the private sector and other *additional needs housing* ~~*special needs*~~ groups to ensure that an adequate supply of accessible housing is provided to meet long-term demand for persons with physical disabilities.

4.2.3.11 Group Homes

Group homes administered by the Ministry of Health or Ministry of Community and Social Services under Provincial legislation shall be permitted in any residential area. The types of group homes which are permitted include:

i. Approved homes;

ii. Homes for special care;

iii. Supportive housing programs;

iv. Accommodation for adult mental health programs;

v. Accommodation services for individuals with a developmental *disability*;

vi. Satellite residences for seniors; and,

vii. Homes for individuals who have physical disabilities, where the Province licenses, funds or approves such a group home program.

viii. Transitional housing for individuals who are socially disadvantaged and community resource centres will require a rezoning.

4.2.3.12 ~~Accessory~~ Additional Residential Dwelling Units

Within the urban boundary as shown on Schedule A, up to two (2) additional residential units shall be permitted within a detached house, semi-detached house or townhouse, and one (1) additional residential unit may be contained within an accessory building.

Outside of the urban boundary as shown on Schedule A, up to two (2) additional residential units shall be permitted on a property, of which at least one shall be contained within a detached house, and a maximum of one (1) of the permitted units may be contained within an accessory building, subject to the following criteria:

a) compliance with the *minimum distance separation formulae*;

b) the additional dwelling unit(s) is(are) compatible with, and would not hinder, surrounding agricultural operations;

c) the additional dwelling unit(s) has(have) appropriate *sewage and water services*;

d) there are no public health and safety concerns;

e) the additional dwelling unit(s) is(are) of limited scale and is(are) located within, attached, or in close proximity to the principal dwelling or farm building cluster; and

f) the additional dwelling unit(s) minimize(s) land taken out of agricultural production.

~~One (1) Accessory Dwelling Unit may be permitted, in addition to the principal dwelling unit, of single-detached, and semi-detached dwellings through a Zoning By-Law or minor variance application. The following criteria shall be considered when evaluating proposals for the creation of accessory dwelling units:~~

~~i. The floor area of the accessory unit is equal to, or less than, the gross floor areaof the principal unit without any modification to the building's bulk or massing;~~

~~ii. The Accessory Dwelling Unit is not located in an attached garage;~~

~~iii. One additional one (1) on-site parking space is provided exclusively for the accessory dwelling unit;~~

~~iv. The outdoor private amenity area is adequate for the amenity and leisure needs of all occupants;~~

~~v. The Accessory Dwelling Unit meets the requirements of the City's Zoning By-Law, the Building Code and Fire Code.;~~

~~vi. A lot may not have both an accessory dwelling unit and a garden suite.~~

~~**4.2.3.13 Garden Suites**~~

~~One (1) Garden Suite may be permitted, but only on a lot Zoned for a single- detached dwelling. The garden suite will be a small, temporary building which is physically separate from the principal dwelling unit and will be adequately serviced by the primary residence. The exterior design of the garden suite will be in character with the design of the principal dwelling unit and the location of the garden suite on the lot will not adversely impact the privacy of adjacent yards. Garden suites will be subject to a Temporary Use By-law. A lot may not have both an accessory dwelling unit and a garden suite. Garden Suites must meet the requirements of the City's Zoning By-Law and Building Code and Fire Code~~

4.2.3.13 Student Accommodation

The City recognizes the need for the provision of *affordable* and convenient studentrental housing for post-secondary students. ~~It is recognized that housing accommodation for post-secondary school students has specific land use characteristics and impacts on surrounding areas which require regulation through Zoning and other means. Therefore, this form of housing may not be appropriate in all residential areas.~~ The City encourages the construction and location of quality student housing, either on campus or within the Downtown or ~~other~~ in close proximity to the college campus ~~areas within the City deemed to be appropriate~~.

4.2.3.14 Monitoring and Target Setting

The City of Welland will monitor the pace of residential ~~Greenfield and~~*intensification development* in *Designated Growth Areas* and within the *Built-up Area*. It will use tools (such as ~~a Built Boundary mapping,~~ Community Improvement Plans, controlling expansions of the Urban Boundary, etc.) to attain a minimum of 75 ~~40~~% of all residential *development* occurring annuallyin the *B~~b~~uilt-up area* from 2021 to 2051 ~~by 2015 and beyond~~. ~~The City may implement a phasing strategy to address any surplus designated Greenfield residential land.~~

4.2.3.15 Urban Design Guidelines

Future *development* should have regard for and be informed by the City's Urban Design Guidelines (2014) or its successor ~~Until such time that urban design guidelines are completed by the City, it will direct~~*development* ~~proponents to the Regional Municipality of Niagara's Model Urban Design Guidelines and encourage that the guidelines~~ regarding lot layout, buildingform and massing, architectural treatment, parking, etc~~., be implemented, where feasible~~.

~~4.2.3.16 Bonus Zoning~~

~~*Development* standards shall be incorporated into the Zoning By-law to permit increases in height or density of *development* in excess of those permitted, only where such *development* is desirable~~

~~and meets the land use compatibility and design criteria of this Plan and the Policies of Section 7.4.5 of this Plan.~~

4.2.3.16 Density Requirements

In special circumstances, the ~~General Manager~~ Director of Planning and Development Services may waive the requirement for an Amendment to this Plan where a given application cannot meet the minimum density requirements set forth in the Plan. Special circumstances shall be limited to irregular lot configuration or geographical and geotechnical constraints.

4.2.3.17 Exceptions

4.2.3.17.1 Notwithstanding the density provisions of Section 4.2.2.4.~~A~~1 and the height provisions of Section 4.2.2.4.~~C~~3, a three (3) storey, 35-unit, apartment building with a maximum density of 73 units per net hectare is permitted on the lands located at 529 South Pelham Road and Block 29, Plan 59M-385.

(529 SOUTH PELHAM ROAD)

~~4.2.3.17.2 Notwithstanding the policies of Subsection 4.4.2.7.C2 and 4.4.2.7.3 neighbourhood commercial uses may be permitted on the property located at 700 Canal Bank Road. The remaining policies of Section 4.4.2.7, save and except subsection 4.4.2.7.C, shall apply to any proposed neighbourhood commercial uses.~~

~~*(700 CANAL BANK STREET)*~~

~~4.2.3.17.3 Notwithstanding the density provisions of Section 4.2.2.2.A1 and the permitted uses under Section 4.2.2.2.B2, a maximum total of ten (10) townhouses and a two (2) unit dwellings with a minimum density of 13 units per net hectare are permitted on the lands located at 160 Riverside Drive.~~

~~*(160 RIVERSIDE DRIVE)*~~

4.2.3.17.2 Notwithstanding the permitted uses of Section 4.2.2.2.~~B~~2, semi-detached, freehold triplexes and street townhouses at a minimum density of 18.4 units per net hectare shall be permitted on the lands described as Part of Block 82 and Part of Lot 44, Plan 59M-374. *(COYLE CREEK ESTATES SUBDIVISION – PHASE 6)*

~~4.2.3.17.4 Notwithstanding the density provisions of Section 4.2.2.4.A1 and Scale under Section 4.2.2.4.3C, a twelve (12) storey, 70 unit apartment building with a maximum density of 188.5 units per net hectare is permitted on the lands located at 1 Griffith Street.~~

~~*(1 GRIFFITH STREET)*~~

4.2.3.17.3 ~~Notwithstanding the density provisions of Section 4.2.2.3, the lands will be permitted to have a maximum density of 86 units per hectare (215 Riverside Drive).~~

4.2.3.17.4 Notwithstanding the density provisions of Section 4.2.2.3, the lands will be permitted to have a minimum density of 61 units per net hectare and a maximum density of 216 units per net hectare. (*205 Lancaster Drive*)

4.2.3.17.5 Notwithstanding the permitted uses of Section 4.2.2.3.2, a townhouse *development* including four blocks of stacked townhouse buildings with a maximum density of 125 units per net hectare are permitted on the lands located at 526 Ontario Road. (*526 Ontario Road*)

4.2.3.17.6 Notwithstanding the policies on Subsection 4.2.2.4 the density provisions for 523, 529, 535, 537 Thorold Road will provide a density limit of 190 dwelling units per hectare of land. (*523, 529, 535, 537 Thorold Road*)

4.2.3.17.7 Notwithstanding the density provisions of Section 4.2.2.3 the lands will be permitted to have a minimum density of 25 units per net hectare and a maximum density of 200 units per net hectare. (384 Quaker Road)

4.3 EMPLOYMENT ~~AREAS~~

4.3.1 Planning Objectives

4.3.1.1 Provide for the Orderly Growth and Distribution of Employment ~~Areas~~Lands

The City will ensure there is an appropriate supply and distribution of ~~Employment~~employment lands provided throughout the City and that future *development* occurs in an orderly manner. Schedule B3 – Employment Lands shows the location of Future Employment Area in Welland.

4.3.1.2 Provide a Range of Uses within Employment ~~Areas~~Lands

The City will ensure that the land use policies reflect an appropriate range of uses for its ~~*Employment Areas*~~employment lands.

~~**4.3.1.3 Support Existing and Planned Employment Hierarchy**~~

~~Land uses in Welland which support employment are comprised of a hierarchy which varies in size, form, location and use. The Policies of this Plan are intended to support and enhance the role of *Employment Areas* in the overall hierarchy of all employment-generating land uses.~~

4.3.1.3 Encourage Quick Transitions in Employment ~~Areas~~Lands

Welland expects on-going change in the economic sectors ~~which generate employment in *Employment Areas*~~. The City encourages ~~*Employment Areas*~~employment lands to transition quickly from their former business activities to new employment-generating activity. Employment lands include lands within the General Industrial, Light Industrial, Gateway Economic Centre and Employment Transition designations, and are shown collectively on Schedule B3 – Employment Lands.

4.3.1.4 Make Efficient Use of Land

The City will encourage new businesses to occupy ~~available~~ vacant space in existing developments ~~and~~ as well as encourage the ~~appropriate~~ *development* of *Designated Growth Area* ~~*Greenfield*~~ *sites*.

4.3.1.5 Promote Opportunities for Intensification and Redevelopment

The City will promote opportunities for *intensification* and *redevelopment* of designated employment lands ~~in *Employment Areas*~~ located ~~within the *Built Up area* of~~ in the City, including, but not limited to, further implementation of the Brownfield Strategy / Community Improvement Plan.

4.3.1.6 Protect Employment Areas

The City will protect its *Employment Areas* and ~~will require a municipal comprehensive review for any proposed conversion to non-employment uses~~ may remove lands from *employment areas* only where it has been demonstrated that:

a) there is an identified need for the removal, and the land is not required for *employment area* uses over the long term;

b) the proposed uses would not negatively impact the overall viability of the *employment area* by:

   1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses in accordance with policy 3.5 of the Provincial Policy Statement 2024;
   2. maintaining access to *major goods movement facilities and corridors*;

c) existing or planned *infrastructure* and *public service facilities* are available to accommodate the proposed uses; and

d) the City has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

4.3.1.7 Use Welland's Location, Transportation and Quality of Life Advantages to Plan and Promote Employment ~~Areas~~Lands

The City will consider the geographic location and transportation connections when planning new ~~*Employment Areas*~~employment lands, and will emphasize the benefits of Welland's location, transportation connections, and quality of life when promoting the build-out of existing ~~*Employment Areas*~~employment lands.

4.3.1.8 Minimize Adverse Impacts Associated with Industrial Uses

The City will attempt to minimize adverse impacts associated with industrial uses by ensuring that industrial uses occur on designated lands and that issues related to impacts of air, noise, vibration and odour are addressed in a manner which is consistent with City and Provincial standards.

4.3.1.9 Enhance the Image of Employment ~~Areas~~Lands using Urban Design

High quality urban design will be a key tool for increasing the attractiveness of ~~*Employment Areas*~~employment lands. Specific urban design requirements will be considered to enhance the attractiveness and unique identity of ~~*Employment Areas*~~employment lands.

4.3.1.10 Promote a Gateway Employment Area

The City will plan and promote a Gateway *Employment Area* with multi-modal access in order to ~~which~~ generate~~s~~ unique and on-going economic *development* benefits ~~because of a multi-modal access~~.

4.3.1.11 Municipal water and Wastewater

Municipal water and wastewater *infrastructure* serving *employment lands* will be prioritized by the Region and the City.

4.3.1.12 Goods Movement facilities and corridors

The City and the Region will work with the Province to plan for and expedite improvements to *Major goods movement facilities and corridors* and *planned corridors* to support freight supportive employment *development* and *redevelopment.*

4.3.2 Land Use Policies

4.3.2.1 Employment Hierarchy

The City of Welland's hierarchy of ~~*Employment Areas*~~employment lands is comprised of ~~three~~four distinct land use designations. The Policies of this Plan are discussed in terms of these ~~three~~four distinct designations ~~areas~~, which are:

i. General Industrial;
ii. Light Industrial;
iii. Gateway Economic Centre; and
iv. Employment Transition.

4.3.2.2 Employment Areas

The following three land use designations are considered to be *Employment Areas*, as defined in this Plan:

i. General Industrial;
ii. Light Industrial; and
iii. Gateway Economic Centre.

4.3.2.3 General Industrial Area

4.3.2.3.1 **Planned Function**

The General Industrial Area designation is planned to provide areas for employment for industrial activities, including those activities which may have adverse impacts associated with their operation.

4.3.2.3.2 **Permitted Uses**

Permitted uses include processing, manufacturing, assembly, fabrication, research and development, laboratories, workshops, training facilities, warehousing, shipping / receiving, food processing, service shops, associated offices and retail uses, ancillary facilities, and ~~*major offices and other similar uses. Minor retail and personal and professional service commercial uses, which are scaled to serve the needs of the employees of the immediate employment area, are also permitted*~~. o~~O~~utdoor storage is permitted ~~subject to Policy 4.3.2.2.C~~. Existing adult entertainment, *major offices* retail uses, *personal services* and other commercial uses that were established on a parcel of land before June 8, 2023, are permitted.

4.3.2.3.3 **Design**

In General Industrial Areas, the use of good quality exterior building materials and landscaping will be encouraged. General Industrial Areas near *sensitive land uses* will incorporate buffering, massing, and screening, as well as controls for noise, vibration, odour, dust / debris, and light emissions which minimize impacts on the nearby sensitive uses. Outdoor storage shall be screened, using fencing and/or plantings, so that the storage area or goods are not visible from abutting lands or the street. General Industrial Areas will be encouraged to develop on sites served by existing or planned transit routes. The design of new General Industrial Areas shall be pedestrian

friendly, barrier-free and accessible, where possible. Small parking areas may be provided in the front yard; however large parking areas should ~~shall~~ be located to the side or rear of the building incorporating appropriate landscaping and/or screening.

4.3.2.4 Light Industrial Area

4.3.2.4.1 **Planned Function**

The Light Industrial Area designation is planned to provide areas for employment for industrial activities which are intended to have no adverse impacts associated with their operation.

4.3.2.4.2 **Permitted Uses**

Permitted uses include light-manufacturing, light-assembly, research and development, warehouses and wholesaling, indoor storage, service shops, associated offices and retail uses, as well as ancillary facilities are permitted. ~~offices, related to industrial uses, as well some commercial uses such as heavy equipment sales and services, repair shops and services and lumber yards. Minor retail, personal and professional *service commercial* uses which are scaled to serve the immediate needs of the employees of the immediate *employment* area, are also permitted~~. Only a limited amount of outdoor storage is permitted, subject to the Policy 4.3.2.3.~~C~~3. Raw goods and materials, or waste materials shall be in wholly enclosed structures. Existing standalone offices, retail uses, *personal services* and other commercial uses that were established on a parcel of land before June 8, 2023, are permitted.

4.3.2.4.3 **Design**

Development in the Light Industrial Area is encouraged to have high quality exterior building materials, and high-quality landscaping. *Development* at the perimeter of Light Industrial Areas shall have edge landscaping and urban design treatments, where appropriate, to strengthen the area's visual appeal. ~~Outdoor storage is not permitted, except where finished goods or materials are the primary product of a business (such as lumber in the case of a lumber yard).~~ The design of light industrial subdivisions or individual sites should incorporate pedestrian-friendly, barrier-free and accessible design. Parking areas shall be screened from any adjacent *sensitive land uses* and large parking areas ~~shall~~ should incorporate internal landscaping and be located at the rear or side of the building.

4.3.2.5 Gateway Economic Centre

4.3.2.5.1 **Planned Function**

The Gateway Economic Centre designation is planned to be a specialized *employment area* for industries involved in the movement of goods, cross border trade and those businesses which require access or visibility associated with a 400 series highway.

4.3.2.5.2 **Permitted Uses**

Permitted uses include uses related to transportation and logistics, including facilities related to shipping and receiving, warehouses, ~~*major offices,*~~manufacturer's showrooms, light manufacturing, light assembly, laboratories, research and development, and training facilities.~~,~~ Associated offices and retail uses, as well as ancillary facilities are permitted. ~~hospitality uses~~, accessory outdoor storage and other similar uses. ~~Minor retail, restaurants, personal and professional service *commercial* uses which are scaled to meet the needs of the employees within the immediate area are also permitted. Educational institutions that are complementary to the aforementioned uses are also permitted~~. ~~Raw goods and materials, or waste materials shall be in wholly enclosed structures.~~ Existing standalone offices, retail uses, institutional uses, *personal services* and other commercial uses that were established on a parcel of land before June 8, 2023, are permitted.

4.3.2.5.3 **Design**

Gateway Economic Centre uses should be planned and designed to reflect the important role they play in serving the City, Region and Ontario. Gateway Economic Centre uses should have high quality exteriors and landscaping. Gateway Economic Centre uses at the convergence of major transportation corridors will be encouraged to incorporate high quality, but unobtrusive, signage, architectural detailing on the principal building, and/or landscaping. The Gateway Economic Centre, given its nodal characteristic, will be required to accommodate transit stops or stations. The design of Gateway Economic Centre uses should be pedestrian-friendly, barrier-free and accessible. Where outdoor storage is allowed, it shall be screened using fencing and/or plantings so that the storage area or materials are not visible from abutting lands. Uses comprising outdoor storage may be required to provide, and implement, a dust/debris management plan as a condition of Site Plan Approval. Where large amounts of vehicular parking is required for a proposed use, it will be provided as multiple landscaped parking areas distributed throughout the site with a logical circulation pattern. Parking areas should be screened from adjacent land uses and large parking areas should incorporate internal landscaping. Illumination which enhances the aesthetics of the Gateway Economic Centre's buildings and sites will be encouraged, but illumination must not cause undue light pollution.

4.3.2.6 Employment Transition

4.3.2.6.1 **Planned Function**

The Employment Transition designation is planned to be a specialized designation for industries involved in the movement of goods, cross border trade and those businesses which require access or visibility associated with a 400 series highway, where additional uses to support traditional employment uses are also permitted. Additionally, the Employment Transition designation is planned to be a designation for employment uses and associated uses that are located within established locations of the Urban Area and/or in close proximity to non-employment uses.

4.3.2.6.2 **Permitted Uses**

Permitted uses include uses related to transportation and logistics, including facilities related to shipping and receiving, warehouses, offices, *major offices*, manufacturer's showrooms, light manufacturing, light assembly, laboratories, research and development, training facilities, equipment sales and rental, hotels and convention centres, veterinary and animal services, automotive and recreational vehicle sales, rental and service and other similar uses. Minor retail, restaurants, personal and professional *service commercial* uses which are scaled to meet the needs of the employees within the immediate area are also permitted. Educational institutions that are complementary to the aforementioned uses are also permitted.

4.3.2.6.3 **Design**

Employment Transition uses should be planned and designed to reflect the important role they play in serving the City, Region and Ontario. Employment Transition uses should have high quality exteriors and landscaping. Employment Transition uses at the convergence of major transportation corridors will be encouraged to incorporate high quality, but unobtrusive, signage, architectural detailing on the principal building, and/or landscaping. The design of Employment Transition uses should be pedestrian- friendly, barrier-free and accessible. Where outdoor storage is allowed, it shall be screened using fencing and/or plantings so that the storage area or materials are not visible from abutting lands. Uses comprising outdoor storage may be required to provide, and implement, a dust/debris management plan as a condition of Site Plan Approval. Where large amounts of vehicular parking is required for a proposed use, it will be provided as multiple landscaped parking areas distributed throughout the site with a logical circulation pattern. Parking areas should be screened from adjacent land uses and large parking areas should incorporate internal landscaping. Illumination which enhances the aesthetics of the Employment Transition designation's buildings and sites will be encouraged, but illumination must not cause undue light pollution.

4.3.3 Additional Policies

4.3.3.1 Employment Land Conversion

The City may permit the conversion of lands within *employment areas* to non- employment uses, ~~but only through a municipal comprehensive review that reflects the Regional Market Area, employment growth projections, allocations and intensification and density targets by the Region and Provincial Growth Plan where it has been demonstrated~~ provided that:

i. There is an identified need for the removal ~~conversion~~ and the land is not required for *employment area* uses over the long term ~~(as defined by the City in~~ in accordance with Policy 4.3.3.2~~)~~;

ii. ~~The municipality will meet the employment targets allocated to the City pursuant to this Plan;~~ The proposed conversion will not adversely affect the overall viability of the City's *Employment Areas* by:

   a. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned *employment area* uses in accordance with Policy 4.3.3.9;

   b. maintaining access to *major goods movement facilities and corridors*;

iii. ~~and the achievement of the intensification target, density targets and other Policies of this Plan~~;

iv. There are ~~is~~ existing, or planned, *infrastructure* ~~in place~~ and *public service facilities* available to accommodate the proposed use; and

v. ~~The lands are not required, over the long term, for~~ The City has sufficient employment lands to accommodate projected employment growth to the horizon of this Official Plan ~~purposes for which they are designated; and,~~

vi. ~~Cross jurisdictional issues have been considered.~~

~~Major retail uses are considered to be non-employment uses and are not permitted in *Employment Areas*.~~

4.3.3.2 Defining the Need for Conversion

The City will determine whether or not there is a need for a particular conversion. In doing so, the City will consider the population, housing, and employment forecasts in relation to the existing designated lands and approved *development* applications to determine if there is a need for additional non-employment uses. ~~"need" within the context of broader public interest and within the context of the Community Strategic Directions of this Plan as well as other Policies of this Plan.~~

4.3.3.3 Infilling and Intensification

Infilling and *intensification* is encouraged throughout the City's existing Built-up *Employment Areas*. The City will give priority to viable brownfield *redevelopment* opportunities when prioritizing resources to support infill and *intensification* programs.

~~4.3.3.4 Balancing Demand and Supply~~

~~The City will support and promote existing vacant *Employment Areas* by monitoring the inventory of vacant employment land and designating new employment lands only where there is appropriate planning merit as demonstrated through a *comprehensive review.*~~

4.3.3.4 Gateway Economic Centre Master Plan ~~or Secondary Plan~~

To ensure co-ordinated *development* over the long term, the City may work with neighbouring local municipalities, the Region, and the Province to prepare a Master Plan or Secondary Plan for Welland's portion of the Gateway Economic Centre which will address land use compatibility, urban design, multi-modal transportation linkages, energy efficiency, environmental standards and constraints (including the contaminated sediment in Lyons Creek East see Policy 12.5 ~~6.7.5~~), economic development and tourism, social needs, phasing, financing and implementation. ~~The resulting Master Plan or Secondary Plan may form part of the Official Plan.~~

4.3.3.5 Industrial Traffic

Industrial traffic should be directed away from, and not through, residential areas. Generally, the number of access points from *employment areas* to arterial, ~~and~~ collector, and regional roads should be limited to minimize potential disruptions to traffic flow.

4.3.3.6 Federal and Provincial Guidelines and Special Studies to Address Negative Impacts

Any proposed use which has the potential for *negative impacts* (including, but not limited to, noise, vibration, dust/debris, and odour) will be required to demonstrate, through a technical ~~special~~ study, how the appropriate federal or provincial guidelines will be met and maintained while the use is in existence. Any propane facility which must be licensed by the Technical Standards and Safety Authority will be required to provide a Facility Risk and Safety Management Plan to Fire and Emergency Services, in accordance with provincial regulations. ~~Certificates of Approval may be required as a condition of Site Plan Approval~~. The City may require special studies to address *negative impacts* for which Ministry of Environment, Conservation and Parks guidelines do not exist (e.g., light emissions) ~~these standards~~. These studies shall demonstrate how the *negative impacts* will be mitigated.

4.3.3.7 Accessory Residential

An accessory residential use, such as a caretaker's residence, which is incidental to,and supportive of, the employment use, may be permitted subject to any appropriate mitigative measures required to conform with Provincial and/or Regional Policy the planning process.

4.3.3.8 Compatibility Between Employment and Non-Employment Land

Major facilities and *sensitive land uses* shall be planned and developed to avoid, or if avoidance is not possible on a property, minimize and mitigate any potential *adverse effects* from odour, noise and other contaminants, minimize risk to public health and safety, and ensure the long-term operational and economic viability of major facilities in accordance with Provincial guidelines, standards and procedures. Where avoidance is not possible in accordance with the above policy, the City shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and *development* of proposed adjacent *sensitive land uses* are only permitted if the following are demonstrated in accordance with Provincial guidelines, standards and procedures:

i. There is an identified need for the proposed use;
ii. *Adverse effects* to the proposed *sensitive land use* can be minimized and mitigated; and
iii. Potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated.

4.3.3.9 Additional Compatibility Between Employment Lands

The *redevelopment* of employment land to uses that may restrict the ability for nearby existing or planned employment uses to operate or expand shall not be permitted.

4.3.3.10 Exceptions

4.3.3.10.1 Notwithstanding Section 4.3.2.6.2, no more than one (1) grocery store or one (1) supermarket, but not both, shall be permitted in addition to the uses permitted in the Employment Transition Designation on the lands municipally known as 894 Brown Road. (894 Brown Road)

~~Notwithstanding the Policies of this Plan, automotive and recreational vehicle sales, rental and service uses are permitted without amendment to this Plan on the lands designated as Gateway Economic Centre located north of Woodlawn Road and west of Highway 406. Refer to the Zoning By-law for a list of specific permitted uses.~~

~~**4.3.3.10.1 Design**~~

~~Notwithstanding Section 4.3.2.6.B2, a home and auto supply store with a maximum gross floor area of 5,550 square metres is permitted on the approximately 2.16 hectare (5.34 acre) land parcel known municipally as 210 Primeway Drive and 790River Road, as an expansion of a home and auto supply store located on lands knownmunicipally as 158 Primeway Drive.~~

4.4 COMMERCIAL AREAS

4.4.1 Planning Objectives

4.4.1.1 Provide for the Orderly Growth and Distribution of Commercial Areas

The City will ensure that there is an appropriate distribution of commercial areas provided throughout the City and that future growth occurs in an orderly manner.

4.4.1.2 To Provide a Range of Commercial Uses

The City will ensure that the land use policies reflect an appropriate range of commercial uses.

4.4.1.3 Support the City's Existing and Planned Commercial Structure

Welland's commercial structure is comprised of a series of commercial nodes and corridors, varying in size, form, location and use. The policies of this Plan are intended to support and enhance the City's commercial structure.

4.4.1.4 Balance the Supply of Commercial Space with the Demand for Commercial Goods and Services

The City will ensure that there is a sufficient supply of commercial land to meet projected market demand for commercial goods and services within the City.

4.4.1.5 Promote Intensification and Support Existing Areas and Designations

In an effort to make efficient use of designated lands, *infrastructure* and resources and reduce vacancy rates, the City will ~~promote *intensification* and vacant land *development* by~~ directing commercial *development* to underutilized or vacant land in designated areas.

4.4.1.6 Promote Opportunities for Mixed Use Development

The City will promote opportunities for mixed-use *development* in strategically located nodes and corridors.

4.4.1.7 Develop Attractive, Accessible and Pedestrian Friendly Spaces

The City will ensure that all new *development* is designed in an attractive manner, which is accessible to all and provides for the needs of pedestrians and all other modes of applicable transport.

4.4.1.8 Minimize Potential Negative Impacts

New commercial developments will be planned to minimize the potential negative impacts on adjacent land uses and transportation *infrastructure*.

4.4.2 Land Use Policies

4.4.2.1 Commercial Structure

The City of Welland's commercial structure is comprised of a distinct set of nodes and corridors, as shown on ~~Schedule B1~~ Schedule B2 – Commercial Hierarchy. The policies of this Plan are discussed in terms of these six distinctive nodes and corridors, which are:

i. The Downtown;
ii. Regional Shopping Node;
iii. Regional Shopping Node - Eastern Approach;
iv. Community Commercial Nodes;
    a. South Pelham Market Plaza;
    b. Northtown Shopping Centre;
    c. Welland Plaza;
    d. Rose City Plaza; ~~and,~~
    e. Lincoln Centre~~.~~; and,
    f. Thrice Centre
v. Community Commercial Corridors;
    a. Prince Charles Drive South;
    b. Prince Charles Drive North;
    c. Riverside Drive;
    d. King Street North and South;
    e. Southworth Street;
    f. Niagara Street; and,
    g. East Main Street.
vi. Neighbourhood Commercial Nodes.

4.4.2.2 The Downtown

The Downtown is where specialized commercial retail, office and service uses are focused. As a mixed use~~d~~ node, it is different from all other nodes within the City, functioning as the cultural,

community and administrative centre of the City. Combined with recreational and residential uses, it is the most diverse area of the City. Section 4.1 of this Plan provides detailed land use policies for the Downtown.

4.4.2.3 Regional Shopping Node

4.4.2.3.1 **Planned Function**

The Regional Shopping Node is intended to serve as the principal focus of commercial activity, providing retail commercial services, entertainment and office uses for residents within a regional trade area~~. The term regional refers to the trade area and not Niagara Region. The Regional shopping node serves an area~~ which generally includes the City of Welland, the City Port Colborne, the Town of Pelham, the Township of Wainfleet and parts of the Township of West Lincoln and the City of Thorold.

4.4.2.3.2 **Permitted Uses**

~~This area allows for both enclosed and stand alone structures.~~ Permitted uses include a full range of retail uses, ~~(such as clothing, drugs and cosmetics, home furnishings, electronics, general merchandisers),~~ business and professional services (such as banks, financial institutions, and doctors' offices), *personal services* (such as hair salons and dry cleaning depots), entertainment uses (such as movie theatres and bars). Food stores and restaurants are also permitted. Residential uses are permitted in mixed use buildings.

4.4.2.3.3 **Scale**

i. The Regional Shopping Node should be planned to accommodate ~~approximately~~a minimum ~~585,000 square feet~~ 42,500 square metres of enclosed commercial space within the Seaway Mall and an additional ~~500,000 square feet~~ 58,500 square metres of commercial space surrounding the Mall along Niagara Street for a total of approximately ~~1.085 million square feet~~ 101,000 square metres of gross floor area commercial space.
ii. Single and multiple storey commercial buildings shall be permitted.
iii. A full range of residential in combination with commercial uses at grade are permitted with a maximum height of 16-storeys. Where adjacent to low-rise residential neighbourhoods, mid-rise buildings should provide a transition in built form.

4.4.2.3.4 **Design**

The Regional Shopping Node should be planned to reflect its importance as the principal focus of commercial activity in the City. It is to be a transit-friendly setting. The node should be pedestrian friendly, barrier-free and accessible in its entirety. There should be ample parking

spaces to accommodate all vehicular traffic and patrons. Building facades, landscaping and site planning, in general, should complement one another to achieve a balanced and an aesthetically satisfying built environment.

4.4.2.4 Regional Shopping Node – Eastern Approach

4.4.2.4.1 **Planned Function**

The Regional Shopping Node – Eastern Approach designation is intended to serve as a regional focus of retail and service activity in the City in an unenclosed shopping centre with generally large scale free-standing facilities containing new large format retail ("big box") stores. The commercial businesses and activities serve a broad area, which generally includes the City of Welland and surrounding municipalities.

4.4.2.4.2 **Permitted Uses**

~~East Side~~

~~Permitted uses on the East Side of the Eastern Approach are limited to one department store, a home and auto supply store, business offices, personal service establishments, banks, restaurants, fast food outlets and other such complementary uses, provided the minimum gross floor area per unit for each non-department store DSTM use is 4,000 square feet.~~

~~West Side~~

~~Permitted retail uses on the West Side of the Eastern Approach are limited to one home improvement store. Big box retail and wholesale uses are permitted on the undeveloped portion of the West Side, south and west of the existing home improvement store, provided that they are consistent with policies 4.4.3.2, 4.4.3.3 and 4.4.3.5 of this Plan. A range of commercial service uses, including automobile dealerships, service stations, restaurants, fast food outlets, business service establishments, business offices, banks, commercial *recreation* uses, hotels, motels and call centres as well as fabricating and processing establishments and warehousing operations are also permitted on the site.~~

Permitted uses include, but are not limited to: big-box retail and wholesale, automotive dealership, service stations, banks, business offices, commercial uses, recreational facilities, department stores, fabricating and processing establishments, fast food outlets, home and auto supply store, hotels, motels, personal service establishments, restaurants, warehousing, and other such complimentary uses.

4.4.2.4.3 **Scale**

The Regional Shopping Node - Eastern Approach will be planned to provide for a ~~total~~ minimum of ~~up to~~ ~~44842,000~~44,000 square ~~feet~~metres of commercial retail and complementary service type uses~~, comprised of the following:~~.

~~East Side~~

~~i. One 1771,500 square foot department store;~~

~~ii. One 101,000,500 square foot home and auto supply store; and~~

~~iii. 45,000 square feet non-department store DSTM and/or complementary servicetype uses.~~

~~West Side~~

~~i. One 1241,500 square foot~~metre ~~home improvement store (including 5,000 square feet of storage, 171,500 square feet for a garden centre and 5 square feet for a home improvement store).~~

~~ii. Other uses (see 4.4.2.4.B) are also permitted on the site.~~

~~**4.4.2.4.4 Minimum Floor Size**~~

~~The minimum floor size for commercial retail units is 4,000 square feet.~~

4.4.2.4.4 **Design**

The Regional Shopping Node - Eastern Approach should be planned with careful consideration for all aspectsof urban design. The buildings should provide a strong street edge and a distinct sense of place. The node should be user-friendly, barrier-free and accessible. The Regional Shopping Node - Eastern Approach should be accessible to transit users, as well as encourage pedestrian trips between buildings. Building facades, landscaping and site planning, in general, should completement one another to achieve a balanced and aesthetically pleasing built environment.

4.4.2.5 Community Commercial Node

4.4.2.5.1 **Planned Function**

Community Commercial Nodes are intended to serve as a local focus for commercial activity at sites distributed across the City to serve community commercial functions. Community Commercial Nodes are generally anchored by supermarket or a general merchandiser. ~~with free-standing commercial uses and small plazas on larger lots that are generally anchored by supermarket facilities or a large retailer.~~Community Commercial Nodes will serve the needs of local residents ~~in~~ living ~~in areas~~ within relative close proximity to the Node.

4.4.2.5.2 **Permitted Uses**

Community Commercial Nodes should be planned to accommodate a range of retail, office, and *service commercial* uses~~, including a supermarket or a general merchandise anchor store~~ and a diversified mixture of basic shopping facilities, specialty retail, business and professional offices, and *personal services*. ~~Community Commercial Nodes are generally anchored by supermarket or a general merchandiser.~~ Residential uses are permitted in a mixed-use format. ~~(such as residential units on the second storey of a two storey building).~~

4.4.2.5.3 **Scale**

i. Community Commercial Nodes should be planned to accommodate up to ~~185,000 square feet~~ 17,000 square metres of commercial space.

ii. Low-rise (1 to 3-storeys) and mid-rise buildings (4 to 8-storeys) are encouraged.

4.4.2.5.4 **Design**

Community ~~Shopping~~ Commercial Nodes should be designed as focal points for adjacent neighbourhoods. They should be pedestrian friendly and include pedestrian access to adjacent neighbourhoods. Community Shopping Nodes should also be accessible to transit and should supply an adequate amount of parking facilities.

4.4.2.6 Community Commercial Corridor

4.4.2.6.1 **Planned Function**

Community Commercial Corridors are intended to serve as a focus of commercial activity along major access corridors to serve the travelling public, on free-standing commercial uses and small plazas generally on relatively small lots. Community Commercial Corridors may also accommodate residential uses in a mixed-use format.

4.4.2.6.2 **Permitted Uses**

Community Commercial Corridors permit uses to serve the travelling public with a range of retail, office, and *service commercial* uses, ~~excluding a supermarket anchor, but~~ including a diversified mixture of specialty retail, specialty food, business and professional services, *personal services*, places of worship, automotive commercial uses (such as service stations, auto dealerships, auto repair shops, but excluding auto wreckers), hospitality uses (such as hotels and motels, banquet halls and private clubs), places of entertainment, restaurants, private and commercial schools, and residential uses in a mixed-use format.

4.4.2.6.3 **Scale**

Single and multiple storey commercial buildings shall be permitted, and high-rise and mixed uses buildings are encouraged with at grade commercial uses with a maximum height of 16 storeys. Where adjacent to low-rise residential neighbourhoods, high-rise and mid-rise buildings should provide a transition in built form.

4.4.2.6.4 **Design**

Community commercial corridors are to be planned bearing in mind activities which generate vehicular traffic. These corridors are to be safe, pedestrian friendly, ~~and~~ transit oriented and incorporate active transportation. Drive-throughs are to be located in such a way that they will not constitute any hazard or nuisance to neighbours. Land uses which havetendencies to generate larger traffic volumes should have adequate parking facilities and good effective traffic planning to ameliorate traffic congestion and related hazards. Landscaping and screening should be used where appropriate to enhance overall site appeal.

4.4.2.7 Neighbourhood Commercial

4.4.2.7.1 **Planned Function**

Neighbourhood Commercial areas are intended to provide for daily or weekly convenience shopping and service needs of nearby residents.

4.4.2.7.2 **Permitted Uses**

Permitted uses within Neighbourhood Commercial areas include small retail stores (such as, small food stores, small veterinary clinics, and small pharmacies), *personal services* (such as, hair salons and dry cleaning depots) as well as ~~small~~ restaurants which are intended to ~~d~~serve residents of the surrounding neighbourhood(s). Residential units are permitted above commercial uses within these buildings.

4.4.2.7.3 **Location Criteria**

Neighbourhood Commercial areas are not shown on the land use schedules. Neighbourhood Commercial areas are permitted within the City's residential areas,~~provided that they are located at the intersections of arterial and/or collector roads and fit within the context of the surrounding land uses.~~ provided they are located along an arterial or collector, or regional road within the Urban Area.

4.4.2.7.4 **Scale**

i. Neighbourhood Commercial areas should fit within the context of the surrounding neighbourhood. Individual areas should generally not exceed ~~20,000 square feet~~ 1,858 square metres of gross floor area.

ii. Low-rise (1 to 3-storeys) buildings are encouraged.

4.4.3 Additional Policies

4.4.3.1 Infill and Intensification Development

Infilling and *intensification* is encouraged throughout the City's commercial areas. Infilling on existing commercial areas should address:

i. The need for additional parking located wherever possible at the rear of thebuilding(s);

ii. Land use compatibility;

iii. Accessibility;

iv. The accommodation of ~~potential for~~ additional traffic;

v. *Infrastructure* requirements;

vi. Opportunities for public and private realm improvements;

vii. The need for a unified and cohesive design of the overall site by locatingnew *development* at the street front; and,

viii. The maximum size requirements identified in this Plan.

4.4.3.2 Balancing Demand and Supply

The City of Welland will support its commercial structure by carefully monitoring the demand and supply for retail commercial goods. This will be achieved by exercising control over expansions to existing designated retail areas. New retail areas or expansions to existing retail areas ~~shall~~ should be tied to market demand. ~~as per the policies outlined in 4.4.3.3 and 4.4.3.5.~~

4.4.3.3 Drive Through Facilities ~~Balancing Demand and Supply~~

Where drive through facilities are permitted in this Plan, new *development* should:

~~i.~~ Where possible, place buildings close to the street edge ~~and align newbuildings with existing buildings;~~

ii. Place drive through activities away from the street frontage, so thatbuilding facades ~~can~~ front immediately onto the street;

iii. Locate stacking lanes so that they are out of view from the public streetand away from street frontages;

iv. Locate the main entrance door off of public sidewalks, with access totransit stops, where applicable;

v. Provide a high level of interior visibility adjacent to public streets through the use of windows and doors;

vi. Minimize landscaping and use of permeable materials; and,

vii. Integrate garbage enclosures and loading areas into the overall building design. Where garbage enclosures are separate structures, they should be wholly enclosed and screened from view.

4.4.3.4 Service Stations

Where service stations are permitted in this Plan, new *development* should:

i. Where possible, locate buildings and structures, such as car washes and convenience stores, close to the street edge;

ii. Maintain a consistent architectural and urban design across the entire site, including the pump house, canopy and buildings;

iii. Provide landscaping treatments including grass, plantings, trees, shrubs and/or low-rise fences, to enhance the site from the sidewalk and streetscape;

iv. Locate vehicular access to the site away from intersections (where possible);

v. Where a convenience store is provided, locate an entrance door off of public sidewalks; and,

vi. Where car wash facilities are provided, locate stacking lanes so that they are screened and out of view from the public street and away from street frontages;

~~**4.4.3.5 Major Applications**~~

~~Market Impact Studies and Peer Reviews are required for all major applications, including expansions and *redevelopment* proposals. The City, in consultation with the Region, reserves the right to determine what constitutes a major application based on a series of qualitative and quantitative criteria. Generally, major applications are defined as any application greater than 30,000 square feet. However, size alone should not be considered the sole factor in determining what constitutes a major application. Applications proposing less than 30,000 square feet may still be considered a "major application", within the context of any one of the following:~~

~~i. The need for the proposed use;~~

~~ii. Location, size and scale of the proposed development;~~

~~iii. Potential for compatibility issues;~~

~~iv. Potential market impacts on the City's existing and planned commercial structure;~~

~~v. The potential for *negative impacts* on the natural environment;~~

~~vi. The adequacy of the existing transportation infrastructure, including pedestrian, transit and cycling infrastructure, serving the proposed use; or,~~

~~vii. The adequacy of the existing water and waste water *infrastructure* and other municipal services.~~

4.4.3.5 Commercial Uses Fronting onto Corridors

Where Commercial uses are permitted in this Plan, new *development* should:

i. Where possible, place buildings close to the street edge;

ii. Locate the main entrance door off of public sidewalks, with access to transit stops, where applicable;

iii. Provide a high level of transparency along building walls which are adjacent to public streets through the use of windows and doors;

iv. Minimize the amount of paved area through the use of landscaping and permeable materials; and,

v. Integrate service entrances, garbage enclosures and loading areas into the overall building design (where garbage enclosures are separate structures, they should be wholly enclosed and screened from view).

~~**4.4.3.6 Exceptions**~~

~~4.4.3.7.1 Notwithstanding the policies of 4.4.2.4c and 4.4.3.2, the *development* of large retail and wholesale uses and/or future expansions for the department store and home and auto supply store and the home improvement store located within the Eastern Approach may be permitted without Amendment to this Plan provided that a Market Impact Study is prepared by the proponent. The Market Impact Study shall be subject to Peer Review by the City, in consultation with the Region, at the expense of the proponents. Any *development* of large retail and wholesale uses and/or future expansions will require a site specific Zoning by-law amendment.~~

~~**4.4.3.7 Market Impact Studies and Peer Reviews Market**~~

~~Impact Studies and Peer Reviews shall document the impact of the proposed application on the City's planned commercial structure and include a supply-demand analysis which identifies the City's existing supply of commercial areas, the demand for commercial retail and is related to the population growth assumptions found within the Official Plan. New nodes or expansion to existing nodes and corridors will need to demonstrate that there are no *adverse* *effects* affects on the planned function of the City's commercial structure. The cost of Market Impact Studies and Peer Reviews will be borne by the applicant/owner.~~

4.4.3.6 Proposed Amendments

When considering proposed amendments to designate additional commercial areas, or permit expansions the City shall consider:

i. How the proposed amendment implements the Objectives set forth in this Plan;
ii. The need for the proposed use;
iii. Location, size and scale of the proposed *development*;
iv. Potential for compatibility issues;
v. Potential market impacts and the potential for *adverse* *effects* ~~effects~~ on the City's planned commercial structure;
vi. The potential for *negative impacts* on the natural environment;
vii. The adequacy of the existing transportation *infrastructure*, including pedestrian and cycling *infrastructure*, serving the proposed use;
viii. The availability of servicing *infrastructure*.

4.4.3.7 Coordination

Where the trade area for the market study of the proposed commercial facility extends beyond the boundary of Welland, the City will consult with the other municipalities and the Region within the trade area

~~**4.4.3.8 Zoning By-Law**~~

~~The City's Zoning By-Law will be amended to reflect the policies of this Plan. Refer to the Zoning By-Law for a complete list of permitted uses.~~

~~**4.4.3.9 Site Plan Control**~~

~~All *development* within the City's commercial areas is subject to site plan control. The design policies of this Plan shall be implemented through site plan control and/or urban design guidelines.~~

~~**4.4.3.8 Gross Floor Area**~~

~~Within the land use designations of this Plan, the term "gross floor area" refers to the total floor area within a building, excluding *utility* areas, stairwell, washrooms and corridors.~~

4.4.3.8 Exceptions

~~4.4.3.8.1 Notwithstanding the policies of Subsection 4.4.2.6.B a mixed use building containing ground floor commercial and residential dwelling units above the ground floor is permitted on the following properties:~~

i. ~~297 King Street, described as Part of Lots 55 & 56, Plan 559, west side of Canal Street (now King Street); Part of Lot 76, Plan 559, south side of Crowland Street (now Albert Street); Part of Lot 77, Plan 559, north side of Park Street; all being Part 1, 59R-5730; Welland.~~

ii. ~~359 King Street; described as Part of Lots 50, 51 & 52, Plan 559, west side of Canal Street (now King Street); Part of Lot 78, Plan 559, south side of Park Street, Part of Lot 79, Plan 559, north side of Lincoln Street (AKA Concession Road); Part of Road Allowance Between Concessions 5 & 6 Crowland, (Closed by By-law TW3903) All Being PT 3, 59R-5730; Part of Road Allowance Between Concessions 5 & 6 Crowland, (Closed by By-law RO534510) Part 5, 59R-5730; S/T RO634698 Welland.~~

~~4.4.3.8.2 Notwithstanding the permitted uses under Section 4.4.2.6.B dwelling units are permitted over a permitted non-residential use for the lands located at 152 Hellems Avenue and 131 Young Street.~~

(152 ~~HELLEMS AVENUE AND 131 YOUNG STREET~~)

~~4.4.3.8.3 Notwithstanding the permitted uses under Section 4.4.2.6.B dwelling units are permitted over a permitted non-residential use for the lands located at 142 and 144A Thorold Road.~~

~~(142 AND 144A THOROLD ROAD)~~

4.4.3.8.1 In addition to the permitted uses under Section 4.4.2.7.~~B~~2 gas stations and business offices are also permitted uses for the lands located at the north-west and south-west corners of South Pelham Road and Webber Road.

(SPARROW MEADOWNS ESTATES SUBDIVISION)

4.4.3.8.2 Notwithstanding the permitted uses under Section 4.4.2.6.~~B~~2 parking and open space in relation to the proposed respite care and daycare uses at 152 Hellems Avenue and 131 Young Street are permitted uses for the lands located at 170 Hellems Avenue.

(170 Hellems Avenue)

4.4.3.8.3 Notwithstanding 4.4.2.6.2, a warehousing facility only may be permitted on lands known municipally as 12 Patricia Avenue. (*12 Patricia Avenue*)

4.5 INSTITUTIONAL AREAS

4.5.1 Planning Objectives

4.5.1.1 Provide an Appropriate Supply of Institutional Lands

The City will ensure there is an appropriate supply and distribution of institutional areas throughout the City and that future institutional land needs are considered when planning new growth areas.

4.5.1.2 Provide a Range of Institutional Uses

The City will ensure the land use policies allow for an appropriate range of institutional uses.

4.5.1.3 Support Existing Institutional Areas and Designations

The City will promote existing designations and vacant land *development*, while minimizing conflicts with nearby *sensitive land uses*.

4.5.1.4 Promote Opportunities for Intensification and Redevelopment

The City will promote opportunities for *intensification* and *redevelopment* on institutionally-designated lands located within the Built-u~~U~~p Area.

4.5.1.5 Promote the Development of a Health and Wellness Cluster

The City will promote and support the *development* of a health and wellness cluster by designating lands generally bounded by Lincoln Street / Plymouth Road, Ontario Road, and the Welland Recreational Waterway to support activities related to health and wellness.

4.5.1.6 Encourage Context-Sensitive Design

The City will encourage all institutional uses to be designed such that they will be well-integrated into neighbourhoods.

4.5.1.7 To Attract Institutional Investment

The City aims to support the growth of the Health Wellness Cluster through continued institutional sector investment in the form of both government and educational campuses, including satellite campuses with a focus on advanced manufacturing, business services and tourism.

4.5.2 Land Use Policies

4.5.2.1 Institutional

4.5.2.1.1 **Planned Function**

General Institutional uses are intended to serve the immediate neighbourhood, a collection of neighbourhoods or the entire City, and provide social or cultural services such as education, health care, social housing, and religious worship for residents.

4.5.2.1.2 **Permitted Uses**

Permitted uses include public and private secondary schools, post-secondary educational institutions, daycares, health care facilities, civic facilities, cultural facilities, social housing, residential uses, places of worship, cemeteries, assisted living, care facilities and retirement homes for senior citizens[5] and other public or community facilities. In addition, ancillary retail stores and personal service shops are permitted.

4.5.2.1.3 **Design**

General Institutional uses shall be planned to reflect the level of service for which they are intended to provide (neighbourhood, collection of neighbourhoods or City). General Institutional uses shall be encouraged to have building massing, exterior building materials, and landscaping which help it integrate with the neighbourhood. The City encourages specific design elements which highlight the civic nature of General Institutional uses. General Institutional uses are encouraged to develop on sites served by existing or planned transit routes. The design of new General Institutional uses shall be pedestrian friendly, barrier-free and accessible. Parking areas shall be located to the side or rear of the building and screened from view.

4.5.2.2 Health and Wellness Cluster

4.5.2.2.1 **Planned Function**

The Health and Wellness Cluster includes a range of health and wellness related uses which are typically developed as a campus, which may involve one large main building with smaller subordinate buildings, intended to serve the City or region. The Health and Wellness Cluster is planned to function as Welland's premier location for health and wellness related activities. The area is designated to allow for the creation and evolution of a suite of similar activities which can potentially benefit from both geographic proximity and co-location.

4.5.2.2.2 **Permitted Uses**

Permitted uses within the Health and Wellness Cluster are hospital and hospital related uses associated with the care and treatment of patients, medical offices, clinics, medical and health

related retail businesses, fitness operations, housing related to the medical / health care use, long-term care facilities, extended care accommodations, independent living accommodations, social housing, seniors housing, residential uses, civic facilities, community facilities, post-secondary educational institutions and recreational uses.

4.5.2.2.3 **Design**

Uses in the Health and Wellness Cluster shall be planned to reflect the important role they play in serving the City and the region, and incorporate a cohesive designtheme for the Cluster. Uses will be encouraged to have unique building massing, high quality exterior building materials, and high-quality landscaping which is reflective of the Health and Wellness Cluster's significance. Uses will be encouraged to incorporate design elements which highlight the civic presence of the Health and Wellness Cluster. The Health and Wellness Cluster will be required to provide edge treatments which help the site and building(s) integrate with the surrounding area. The campus-style *development* of the Health and Wellness Cluster will be required to incorporate on-site transit stops. The design of new uses shall be pedestrian-friendly, barrier-free and accessible in its entirety. Large expansive surface parking areas to serve the Cluster will be discouraged and multiple smaller surface parking areas or parking structures distributed throughout the site with a logical circulation pattern is encouraged. Circulation within the Health and Wellness Cluster should also be supported through appropriate active transportation and pedestrian friendly routes. Bicycle parking should be provided in proximity to parking areas and main buildings. Parking areas shall be screened from adjacent land uses and shall incorporate internal landscaping. Streetscaping, including street trees, lighting, sidewalks, public art and other elements shall be provided to link the various destinations together.

4.5.3 Land Use Policies

4.5.3.1 Institutional as Employment

In monitoring the City's job creation and when planning for new growth, the City will include the employment generated by institutional lands in its inventories.

4.5.3.2 Encouraging Master Plans for Large Institutions

The City will encourage large institutions to prepare master plans so that the futureneeds of the institution can be considered.

~~**4.5.3.3 Accessory Residential**~~

~~Accessory residential uses which are incidental and supportive of the institutionaluses may be permitted.~~

4.5.3.3 Location and Design of Secondary School Sites

Secondary schools shall be located adjacent to public parks and open spaces where possible as well as near concentrations of residential uses to minimize travel distance and support walking, cycling and transit. Secondary schools should be located on an arterial, ~~or~~ collector, or regional road within walking distance to transit stops. The location should be selected, and the site designed to minimize traffic conflicts with pedestrians and may require the need for a traffic study and traffic calming measures. Sidewalks are considered to be an integral design aspect and will be required for internal and external circulation on all school sites; bicycle lanes will be incorporated where feasible.

4.5.3.4 Location and Design of Places of Worship

Where possible, places of worship shall be located on arterial, ~~or~~ collector, or regional roads within walking distance of transit stops. Places of worship shall provide on-site parking and have adequate access for vehicles and pedestrians. Parking shall be located at the side or the rear of the building. Any negative impacts shall be mitigated. Proposals for developing new places of worship may require the applicant to submit a traffic impact study, lighting study, parking study and other studies deemed appropriate by the City.

4.5.3.5 Large Institutional Uses

Large institutional uses on sites larger than 2.0 hectares ~~will be encouraged to develop adjacent to existing or planned parks or open space. Large institutional uses~~ are encouraged to develop on sites served by existing or planned transit routes. A campus style *development* will be required to incorporate on-site transit stops. The design of new large institutional uses should be pedestrian-friendly, accessible and barrier-free, served by transit and provide active transportation connections. Parking areas shall be screened from adjacent land uses and large parking areas shall incorporate internal landscaping.

4.5.3.6 Emergency Service Facilities

Emergency service facilities, including fire, police and ambulance stations are permitted in all land use designations. Where appropriate, such facilities shall be located on an arterial, ~~or~~ collector, or regional roads. The siting of new facilities shall also consider the potential impacts on adjacent users and encouraged to co-locate with other emergency services where appropriate.

4.5.3.7 Co-Location of Government Buildings

The co-location of government facilities and services with other government facilities and services is encouraged ~~regardless of differing levels or tiers.~~

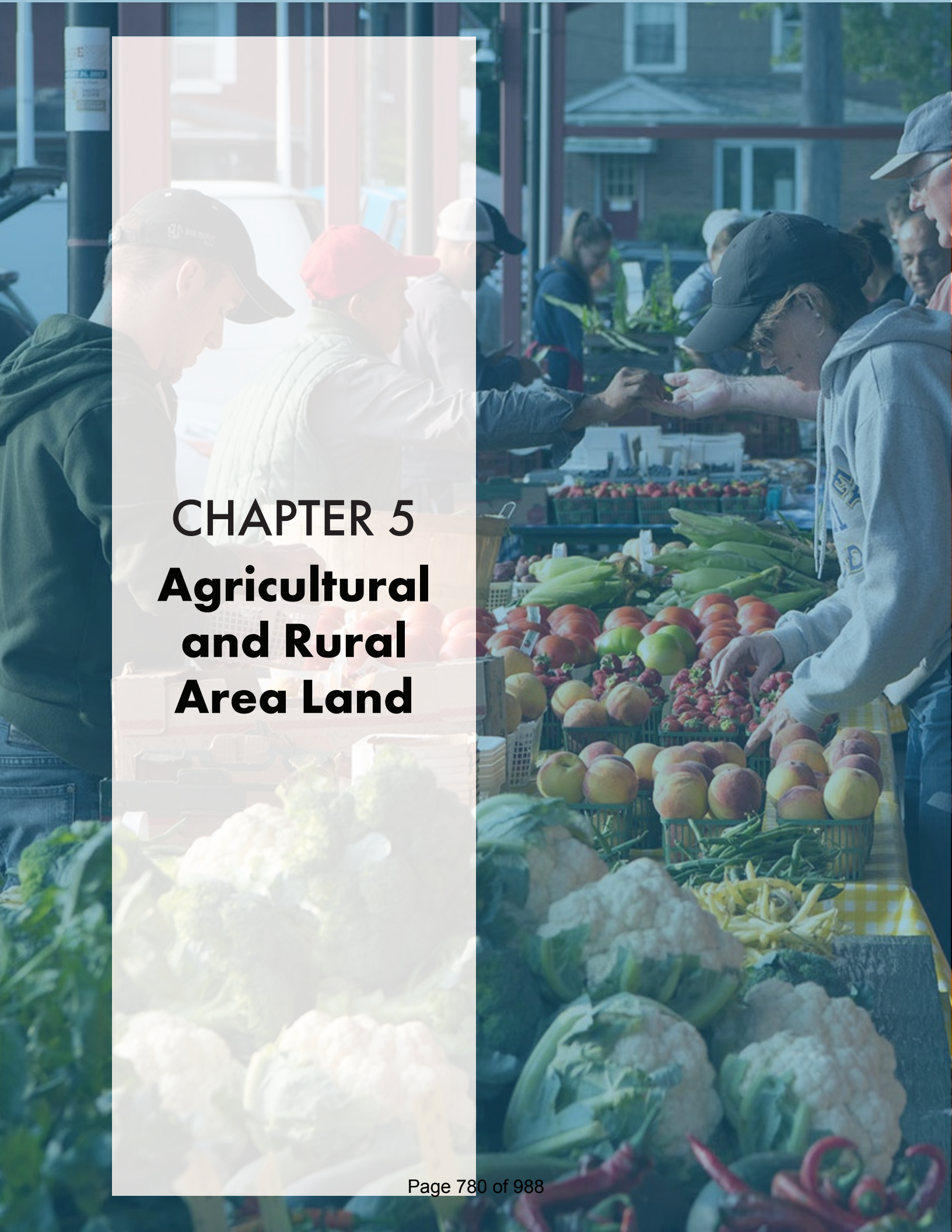
4.5.3.8 ~~Medium~~ Mid-rise and High-rise ~~Density~~ Institutional Design

Institutional buildings may accommodate ~~medium~~ mid-rise and high-rise structures where the issues of casting of shadows, obstruction of views, and privacy for adjacent lots are managed and potential negative impacts minimized. ~~Generally, medium density mid-rise buildings should be between 3 and 4 storeys and high density rise buildings should be between 5 and 8 storeys.~~ Where ~~medium~~ mid-rise and high-rise ~~density~~ institutional uses are proposed, the proposed *development* should address the following (notwithstanding the requirements for a severance, site plan or plan of subdivision):

i. Land use compatibility;
ii. Lot pattern and configuration;
iii. Accessibility;
iv. Parking requirements;
v. The potential for additional traffic and traffic manoeuvrability;
vi. The potential for transit ridership;
vii. Natural (including natural hazards) and built heritage conservation; and,
viii. The available capacity of municipal *infrastructure*.

4.5.3.9 Exceptions

4.5.3.9.1 In addition to the uses permitted under Section 4.5.2.2.~~B~~2, the following uses are permitted wholly within the existing building: residential dwelling units, restaurant and a food processing warehouse for the lands located at 16 Steel Street.
(16 Steel Street)



CHAPTER 5
Agricultural and Rural Area Land

5 AGRICULTURAL AND RURAL AREA LAND USE POLICIES

5.1 AGRICULTURAL

5.1.1 Planning Objectives

5.1.1.1 Protection of Prime Agricultural Areas

The City will protect *prime agricultural areas* by appropriately designating them as "Agricultural" and discouraging their redesignation or severance, except for:

a. Settlement area boundary expansions, subject to Policies of Section 3.5 of this Plan.

b. Lot creation for the purpose of a *residence surplus to an agricultural operation*, subject to Policies of 5.1.3.1 of this Plan.

5.1.1.2 Agriculture as an Important Economic Activity

The City will advocate and support agriculture as an important economic activity.

5.1.1.3 Agriculture Supporting Green Energy

Where appropriate, the City will encourage agricultural activities which use green energy.

5.1.1.4 Support farm diversification

The City recognizes the changing nature of the agricultural industry and supports the principle of farm diversification activities which contribute to the long-term economic sustainability of the agricultural industry.

5.1.1.5 Avoid Conflicts with Non-~~Farm~~Agricultural Uses

The City will discourage the establishment of non-~~farm~~*agricultural uses* that ~~could~~ create conflicts with agricultural ~~activities~~systems. Land use compatibility will be achieved by avoiding or where avoidance is not possible, minimizing and mitigating adverse impacts on the *Agricultural System*. Where mitigation is required, measures should be incorporated as part of the non-agricultural uses, as appropriate.

5.1.2 Land Use Policies

5.1.2.1 Planned Function

The planned function of the Agricultural designation is to provide land for farming and agriculture-related activities and to protect the City's *prime agricultural areas*.

5.1.2.2 Permitted Uses

Permitted uses include *agricultural uses*, ~~include *normal farm practices*~~, ~~agriculturally-related~~ *agriculture-related uses*, *on-farm diversified uses*, ~~activities~~,nurseries, greenhouses, conservation, forestry and *infrastructure* of a linear nature. Cannabis Production Facilities are permitted and are subject to site plan control to ensure that potential adverse impacts from the use are mitigated. ~~*Secondary uses* are also permitted. *Secondary uses* are secondary to the principal use of the property, including but not limited to, home occupations, home industries, and uses that produce value-added agricultural products from the farm operation on the property~~ As well, one (1) sea can is permitted per property. ~~*Secondary uses* that are proposed outside of existing on-farm buildings, including the farm residence, shall be subject to site plan control to ensure that the additional *development* is the appropriate scale, and is appropriately located to have the least impact on the primary agricultural operation and meet the requirements of Section 6.13 regarding impact on thenatural environment. Production of energy from renewable resources on agricultural lands may be are permitted provided that the proposed operations comply with the requirements of the *Green Energy Act*.~~

5.1.3 Additional Policies

5.1.3.1 ~~Limitations on~~ Lot Creation

5.1.3.1.1 Lot Creation and Lot Adjustments ~~for Legal, Technical or Farm-Related Purposes~~

Within the *prime agricultural area*, Lot Creation is discouraged and shall only be permitted ~~Lot creation~~ for legal, technical or farm-related purposes including ~~shall be limited to~~:

i. ~~Conveying~~ Severance of a *residence surplus to an agricultural operation* ~~*a farming operation*~~ may be permitted under the following circumstance:

- The proposed lot contains a dwelling, which existed as of December 16, 2004, that is rendered surplus as a result of farm consolidation;
- The severance shall comprise of area up to 0.4 hectares, except where additional land is deemed necessary to support on-site private water and sewage; and
- To reduce fragmentation of the agricultural land base, the retained lot shall be merged with an abutting parcel. Where merging of two lots is not possible, the retained farm parcel shall be zoned in perpetuity to preclude its use for residential

purposes.

~~ii. as a result of a farm consolidation, provided new residential dwellings are prohibited in perpetuityon any vacant remnant parcel of land created by the severance~~;

ii. Agriculture related uses, provide that any new lot will be limited to a minimum size needed to accommodate the use and appropriate *sewage and water services*;

- Any new lot shall be zoned to preclude residential uses in perpetuity.

iii. A lot line adjustment for legal or technical reasons, such as easements, corrections to deeds, quit claims and minor boundary adjustments which do not result in the creation of a new lot; ~~or~~

iv. A consent to convey for ~~a~~ *agricultural uses* ~~farm parcel~~, provided that the resulting parcels are both for *agricultural uses* and the size of the resulting parcels is a minimum of 40 hectares (100 acres) and meet the City's Zoning By-law standards~~.~~; or

v. *Infrastructure*, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.

5.1.3.1.2 Lot Creation Requirements for a New Proposed Lot ~~for Infilling Purposes~~

~~The City will not consider site specific amendments to this Policy. Infilling may be permitted on lands designated for Agriculture where all of the following conditionsexist~~ A proposed lot being considered under policy 5.1.3.1.1 containing a residential dwelling as a result of a farm consolidation within the agricultural land base must meet the following conditions:

~~i. Infilling takes place between two existing residential dwellings which are no more than 100 metres apart;~~

i. The lot ~~has~~ shall utilize private water supply and private sewage disposal system in accordance with Provincial requirements. Connections to direct ~~access to~~ existing *municipal water services* ~~which were in place as of the date of adoption of this Plan (May, 4, 2010), and~~ as depicted in Schedule D of the Plan, shall only be permitted to address health issues for existing lots of records;

~~ii. The lot maintains a minimum 45 metre frontage on an existing public road;~~

~~iii. The lot has a minimum useable lot area of 0.5 hectares;~~

~~iv. The application is accompanied by supporting studies, including, but not limited to, a Planning Justification Report, Geotechnical Study, Environmental Impact Study and any other study required by the City, Region of Niagara and the Niagara Peninsula Conservation Authority which demonstrate that there will be no negative impact of the proposed new lot on surrounding land uses, the natural environment, *infrastructure* and water quality and quantity;~~

~~v. The lot is zoned Rural Residential as of the date of adoption of this Plan (May 4,2010),~~

~~and~~;

ii. The lot meets all other provisions ~~of the Rural Residential Zoning District provisions~~ contained in the City's Zoning By-law~~.~~;

iii. Access to any new lot does not create a traffic hazard due to sightlines, grade changes or proximity to an intersection;

a. Where possible, joint access should be utilized;

iv. The proposed lots should be located to minimize impacts on surrounding farming operations.

5.1.3.1.3 Agricultural Lot Creation or Adjustment Requirements ~~for Infilling Purposes~~

A proposed lot creation or adjustment being considered under policy 5.1.3.1.1 for an agricultural use must meet the following conditions:

i. The lot meets all other provisions contained in the City's Zoning By-law.

5.1.3.2 Dwellings for Farm Help

Where the scale or type of farming makes full-time farm help necessary, additional portable farm-related dwellings may be permitted without severance, as long as these dwellings can be appropriately serviced and do not negatively impact the viability of the farm. For greater certainty, the three additional residential units that are permitted in policy 4.2.3.12 are in addition to a dwelling for farm help.

5.1.3.3 Home-Based Businesses

A Home-Based Business may be permitted as long as it is secondary to the principal agricultural use and occurs entirely within the confines of the principal dwelling unit. Home-Based Businesses must be compatible with adjacent uses and not impact the area with traffic, noise, unusual hours of operation, etc. The home-based business use must comply with the Zoning By-law, including having adequate on- site parking. The City may license home-based businesses in order to enforce the Policies of this Plan. Outdoor storage of materials related to home-based businesses is not permitted.

5.1.3.4 Minimum Distance Separation

All proposed *development* must comply with the ~~*M*~~*minimum* ~~*D*~~*distance* ~~*S*~~*separation formulae*, where applicable.

5.1.3.5 ~~Removal~~ Non-Agricultural Uses In Agricultural Areas

Limited ~~N~~non-agricultural uses may be permitted ~~should not be located~~ in Agricultural Areas subject to the following criteria:

a. The land is not a specialty crop area.
b. The use complies with minimum distance separation (MDS) formulae.
c. There is an identified need for the use within the planning horizon.
d. Alternative locations have been assessed and:
e. No reasonable alternatives exist outside prime agricultural areas.
f. No reasonable alternatives exist on lower- priority agricultural lands.

~~. However, applications for individual non-agricultural uses may be considered. These applications will require an Amendment to this Plan and may require an Amendment to the Region of Niagara's Policy Plan. Applications shall be subject to the following conditions:~~

5.1.3.6 Mineral Extraction

Extraction of minerals, petroleum resources and *mineral aggregate resources* shall be permitted in Agricultural areas.

~~That there is demonstrated need for the additional land to be designated within the planning horizon of this Plan; this can be demonstrated by surverying the capacity of similar land uses to accommodate demand within the City and/or Region. *Mineral aggregate operations* would not be required to demonstrate need;~~

~~i. That the proposed use is considered to be desirable;~~

~~ii. There are no reasonable alternatives for the proposed use within the Urban Area;~~

~~iii. There are no reasonable alternatives on lands with lower agricultural priority within the Agricultural and Rural Area;~~

~~iv. There are no conflicts with surrounding land uses and that any land use compatibility issues can reasonably be mitigated;~~

~~v. That the proposed application is supported by any required supporting studies;~~

~~vi. That the proposed use complies with all other Policies of this Plan; and,~~

~~vii. Extraction of *mineral aggregate resources* is permitted as an interim use, subject to Policy 5.3.3.5 when considering the suitability of a new or expanded *mineral aggregate operation*.~~

5.1.3.7 Value-Added Agricultural Activities

The City supports *value-added* agricultural activities which allow the agricultural industry to:

i. Become more competitive, sustainable and environmentally friendly;
ii. Adapt to new and changing markets;
iii. Diversify into and take advantage of new agricultural opportunities;
iv. Improve the understanding of agriculture by the general public; and
v. Broaden operations to diversify economic activities and add value to primary products.

Value-added agricultural activities include *agriculture-related uses* and *on-farm diversified uses*.

~~Accordingly, the City will review and update the agricultural policies of this Plan to reflect any new Policies in the Regional Policy Plan which allow for a greater rangeof value-added activities than those currently permitted in this Plan.~~

5.1.3.8 Protection for Long-Term Use

Agricultural Areas shall be protected for long- term use for agriculture; and proposed *agriculture-related* and *on-farm diversified uses* must be compatible with and not hinder surrounding agricultural operations.

5.1.3.9 Scale of Agriculture-related Uses

The following criteria shall be considered when reviewing zoning by-law amendment applications for proposed *agriculture-related uses*:

i. Whether the proposed activity is more appropriately located in a nearby settlement area or on *rural lands*;
ii. Whether the use is required for or in close proximity to the agricultural operation for it to support and complement the agricultural activity;
iii. The extent to which the use is compatible with the existing farming operation and surrounding farming operations;
iv. Whether the scale of the activity is appropriate to the site and farming operation;
v. Whether the use is consistent with and maintains the character of the agricultural area;
vi. The use does not generate potentially conflicting off-site impacts;
vii. The activity does not include a new residential use;
viii. The use is limited to low water and low effluent producing uses and the site is capable of accommodating the use on private water and private sewage treatment systems;
ix. The use does not require significant improvements to *infrastructure*; and
x. The use complies with all other applicable provisions of this Plan.

5.1.3.10 On-farm Diversified Uses Subject to Site Plan Control

On-farm diversified ~~*Secondary*~~ *uses* that are proposed outside of existing on-farm buildings, ~~including the farm residence~~, shall be subject to site plan control to ensure that the additional *development* ~~is the appropriate scale, and~~ is appropriately located to have the least impact on the primary agricultural operation and meet the requirements of Section 6.~~1~~3 regarding impact on the N~~n~~atural E~~e~~nvironment System.

5.1.3.11 Agriculture-related Uses Subject to Site Plan Control

Agriculture-related uses shall be subject to site plan control.

5.1.3.12 Minimize Conflicts with Non-Agricultural Uses

Limited non-agricultural uses may be permitted in *prime agricultural areas*. An application for a non-agricultural use on parcel outside of the Urban Boundary shall be subject to an *agricultural impact assessment* to ensure a compatible interface and minimize adverse impacts on the *agricultural system*. Impacts from non-agricultural uses on the *agricultural system* are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an *agricultural impact assessment* or equivalent analysis.

5.1.3.13 Modification of Topsoil

The removal of topsoil from *prime agricultural areas* is discouraged. Further, the placement of fill in *prime agricultural areas* is prohibited. The City will consider by-laws to regulate the placement of fill in accordance with Ontario Regulation 409/19 On-Site Excess Soil Management.

A permit from the Conservation Authority may be required for topsoil removal or the placement of fill within areas regulated by the Conservation Authority.

5.2 RURAL EMPLOYMENT AREA

5.2.1 Planning Objectives

5.2.1.1 Complement Local Agricultural Production

The City will encourage Rural Employment uses which support the viability of local agricultural production, farm operations and resource uses.

5.2.1.2 Provide Economic Development

The City will encourage Rural Employment uses which support job creation and, in particular, which have consistent employment levels year-round.

5.2.2 Land Use Policies

5.2.2.1 Planning Area

The Rural *Employment Area* applies to existing and future rural industries and institutional uses outside of the urban boundary shown on Schedule B: Land Use Map of this Official Plan. ~~New uses are subject to 5.1.3.5 of this Plan.~~

5.2.2.2 Planned Function

Rural Employment is intended to provide farm or resource related places of work on lands which do not require municipally provided sanitary or water services.

5.2.2.3 Permitted Uses

Permitted uses include outdoor storage, warehousing, shipping/receiving, lumber yards or processing of agricultural products and goods / materials supporting farm operations, as well as farm machinery sales and repair, which do not, or will not, require the extension of municipal water or sewer services. ~~Bed and breakfast~~Cannabis Production Facilities are permitted, and are subject to site plan control to ensure that the use is appropriately located to mitigate adverse impacts. Bed and breakfasts, short-term rentals, and farm-based tourism establishments may also be permitted.

5.2.2.4 Scale

Rural Employment lots shall accommodate low-rise buildings which do not detract from~~,~~ or cause~~,~~ ~~a~~ negative visual impacts and shall consider characteristics of to the rural landscape, the scale of *development*, and provision of appropriate service levels.

5.2.2.5 Design

The use of good quality exterior building materials and substantive landscaping shall be encouraged on lands designated Rural Employment. Rural Employment uses near *sensitive land uses* will incorporate buffering, massing, and screening, as well as controls for noise, vibration, odour, dust / debris, and light emissions which minimize impacts on the nearby sensitive uses. Small parking areas may be provided in the front yard, however large parking areas shall be located to the side or rear of the building incorporating appropriate landscaping and/or screening. Siting of buildings shall be set back appropriately from natural hazards, features and wooded areas as per the Policies of this Plan and City's Zoning By-law.

5.2.2.6 Exceptions

5.2.2.6.1 In addition to the uses permitted under Section 5.2.2.3 Permitted Uses, dry industrial uses and a Motor Vehicle Repair Shop Class A are also permitted.
(566 Ridge Road)

5.3 MINERAL AGGREGATE RESOURCES

5.3.1 Planning Objectives

5.3.1.1 To Protect and Manage the City's Mineral Aggregate Resources

The City will ensure that *Mineral Aggregate Resources* are protected for long-term future use. Notwithstanding licensing, any future application for the extraction of *mineral aggregate resources* shall not be required to demonstrate a need for a mineral extraction such as supply or demand analysis.

5.3.1.2 Provide for the Rehabilitation of Mineral Aggregate Operations

The City will minimize the long-term impact on the disturbed area by encouraging and promoting the timely, progressive and final rehabilitation of aggregate operations.

5.3.1.3 Ensure Land Use Compatibility Issues are Addressed

The City will ensure that land use compatibility issues are addressed.

5.3.1.4 Minimize the Impact of Mineral Aggregate Related Traffic on the Community

The City will minimize the impact of *mineral aggregate operations* related traffic on the community and the City's road *infrastructure*.

5.3.1.5 Provide a Clear Policy Framework for Evaluating Applications

The City will provide criteria for evaluating applications for *mineral aggregate operations* which are consistent with the goals and objectives of this Plan.

5.3.1.6 Orderly Extraction

The City will ensure the orderly extraction and utilization of *mineral aggregate resources*.

5.3.1.7 Sustainable Rehabilitation

The City will ensure sustainable rehabilitation of aggregate operations.

5.3.2 Land Use Policies

5.3.2.1 Planned Function

Mineral Aggregate Resources are sand, gravel, stone, shale, limestone, rock or other material used for the purposes of construction, industrial, manufacturing, maintenance and landscaping. The planned function of the Mineral Aggregate Resource Area is to provide opportunities for mineral extraction. ~~Schedule G~~ Appendix 3 identifies areas where there are known *mineral aggregate*

resources. Extraction of these resources is subject to approval pursuant to the Aggregate Resources Act and an amendment to this Plan. Such an amendment would include the identification of the *mineral aggregate operation* on ~~Schedule C~~ Appendix 3 and the provision of site-specific policies within Section 5.3 of this Plan. Site specific policies shall permit the *mineral aggregate operation* and list any other permitted land use.

5.3.2.2 Permitted Uses

The area shown as Mineral Aggregate Resource Area on ~~Schedule C~~ Appendix 3 to this Plan may be used for the extraction of mineral aggregates that are found in a natural state on the site, subject to Policy 5.3.2.1. *Mineral aggregate operations* may refine and process the raw materials extracted from the site in order to produce semi-finished or finished goods. Rehabilitation of abandoned extractive *mineral aggregate operation* sites as required under the *Aggregate Resources Act* or successor there to will be in accordance with the Policies 5.3.3.5, 5.3.3.7 and 5.3.3.8, as applicable. Existing uses and uses in accordance with the land use designation for the lands that are identified as Mineral Aggregate Resource Area are permitted.

5.3.2.3 Location

Areas having known potential for *mineral aggregate resources* have been identified as Mineral Aggregate Resource Areas on ~~Schedule C~~ Appendix 3 of this Plan. Updates to Appendix 3 based on mapping from the Province will not require an amendment.

5.3.3 Additional Policies

5.3.3.1 Protection of Mineral Aggregate Resources

Proposed new developments or *site alteration* in areas located on, or ~~in areas~~ within 300 metres (sand and gravel) or 500 metres (bedrock) of ~~or in~~ known deposits of mineral aggregate, ~~proposed development or site alteration~~ that would preclude or hinder the establishment of new or an expansion to an existing *mineral aggregate operation* or access to the resources shall only be permitted through the completion of a Mineral Aggregate Resource Study which determines the following:

i. Resource use would not be feasible; or
ii. The proposed land use or *development* serves a greater long-term public interest; and,
iii. Issues of public health, public safety and environmental impact are addressed; and~~,~~
iv. Does not adversely affect the availability of aggregate resources in adjacent areas.

5.3.3.2 Protection of Petroleum Resources

No *development* shall occur within 75 metres of a petroleum resource operation unless the petroleum resource operation has been decommissioned and rehabilitated in accordance with applicable Provincial regulations and standards.

5.3.3.3 Land Use Compatibility and Adjacent Uses

Mineral mining ~~aggregate~~ operations and petroleum resource operations shall be protected from *development* that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, safety or environmental impact. *Development* or activities on these lands or *adjacent lands* shall only be permitted if:

- The resource use would not feasible; or
- The proposed land use or *development* serves a greater long-term public interest; and
- Issues of public health, safety and environmental impacts are addressed.

. ~~Existing *mineral aggregate operations* shall be permitted to continue without the need for official plan amendment, rezoning or *development* permit under the *Planning Act*. Where *Planning Act* approvals are required for *development* within 300 metres, the City shall require studies to demonstrate land use compatibility, including appropriate setbacks and buffer distances.~~

5.3.3.4 Protection of Mineral Aggregate Operations

Development or *site alteration* located within 500 metres of a sand and gravel aggregate operation or 1000 metres of bedrock aggregate operation is not permitted, unless mitigation measures can be implemented that ensure the existing operation or expansion will not be hindered.

5.3.3.5 Applications for Planning Act Approvals to Permit New or Expansions to Existing Mineral Aggregate Operations

Demonstration of need for *mineral aggregate resources*, including any type of supply/demand analysis, shall not be required~~, notwithstanding the availability, designation or licensing for extraction of *mineral aggregate resources* locally or elsewhere~~. The establishment of a new, or an expansion to an existing, *mineral aggregate operation* shall require an amendment to this Plan and an amendment applicationshall include the following:

~~A completed application for a Regional Policy Plan Amendment, in accordance with the Region's Policy Plan Amendment Fee Schedule (as amended from time to time), and all necessary supporting documents, reports as required;~~

~~i. A completed application for a Regional Policy Plan Amendment, in accordance with the Region's Amendment Fee Schedule (as amended from time to time), and all necessary supporting documents, reports as required;~~

i. A completed application for an Official Plan Amendment and all necessary supporting documents and reports;

ii. An application to amend the City's Zoning By-law and all the necessary supporting documents and reports;

iii. The provision of a detailed site *development* plan(s) indicating such information as is required under the Aggregate Resources Act, or successor thereto;

iv. The applicant will pre-consult with the City of Welland, and where required consult ~~Region of~~ Niagara Region, the ~~Niagara Peninsula~~ Conservation Authority and the Province ~~Ministry of Natural Resources~~, as well as any others specified by the City of Welland, to establish the supporting documents and reports. Such documents and reports will be completed by a qualified individual based on clear, reasonable and attainable standards and guidelines, and will be consistent with the Reporting Standards under the Aggregate Resources Act where appropriate. This may include, but may not be limited to the following:

    i. Planning Justification Report including conformity to the City Official Plan, the Region of Niagara Official ~~Policy~~ Plan, and Provincial policy;

    ii. *Traffic and Haul Route Impact Study* demonstrating that any additional traffic and road improvements will not have unacceptable impacts on the safe and efficient use of the road network, on adjacent land uses, the planned function of the City of Welland, on cultural landscapes, or on environmentally *sensitive* features;

    iii. *Social Impact Assessment;*

    iv. Any and all environmental investigations as specified by this Plan and appropriate regulatory approval agencies;

    v. *Visual Impact Report*;

    vi. *Cultural Heritage Impact Assessment and/or Archaeological ~~Archeological Resource~~ Assessment;*

    vii. Water Resources Study which will include surface water impacts, groundwater impacts, surface/groundwater interaction impacts, and impacts on adjoining private wells;

    viii. Noise and Vibration;

ix. Air Quality;
x. *Progressive Rehabilitation Master Plan*;
xi. Site Plan;
xii. Public Consultation Plan;
xiii. Monitoring Study;
xiv. *Agricultural Impact Assessment*;

v. The Location, topography, contours, dimensions and acreage of the property proposed for an extractive industrial; operation as well as the extend of adjacent property which may be intended for future pit or quarry operations;
vi. The existing use of all land and the location and use of all buildings and structures within a distance of 120 metres from the land proposed for extraction operation;
vii. The location, height, dimensions and use of all buildings or structures existing or proposed to be erected on the site;
viii. The location, quality and estimated quantity of *mineral aggregate resources*;
ix. Existing and anticipated final grades of excavation and excavation setbacks within the site;
x. Surface water diversion, storage and drainage provisions;
xi. All entrances, exits and proposed routes to be used by associated transport;
xii. Proposed tree screening and berming, progressive and ultimate internal road plan, locations of stockpiles for overburden stripping and mineral resources, progressive and ultimate rehabilitation plans and intended use of the land after the extractive operations have ceased; and
xiii. Other information as the City deems necessary.

5.3.3.6 Evaluation of Applications and Amendments

In considering an application for an amendment pursuant to the foregoing Policy 5.3.3.~~43~~, the following will be evaluated based on submitted studies:

i. Compatibility with adjacent, existing and planned land uses with respect to noise, dust, blasting, vibration and truck traffic;
ii. Potential impacts on the natural environment, including measures required to minimize or avoid adverse impacts;
iii. Potential impacts on the quality and quantity of surface and ground water systems;
iv. Potential impacts on surrounding agricultural operations and lands, including measures to mitigate these impacts;
v. Potential impacts on the transportation system which will require trucks routes and points of site access to be established;
vi. The manner in which the mineral aggregate resource extraction and processing operations will

be carried out including hours of operation;

vii. If applicable, the capability of the land for *agricultural uses*;

viii. Proposed progressive rehabilitation plan; and

ix. Other matters as the City deems necessary; and

x. Potential Impacts to drainage collection and management.

5.3.3.7 Applications on Agricultural Land

For applications on p~~P~~*rime* a~~A~~*gricultural land*, the site will be progressively rehabilitated to agriculture to substantially the same area and average soil capability for agriculture are restored. Complete agriculture rehabilitation shall not be required if:

i. There is a substantial quantity of aggregate resource below the water table warranting extraction; or,

ii. The depth of planned extraction makes restoration of pre-extraction agricultural capacity unfeasible;

iii. Other alternatives have been considered by applicant and found unsuitable. The consideration of other alternatives shall include resources in areas of Canada Land Inventory Class 4 to 7 soils, resources on lands identified as ~~greenfield~~ Designated Growth ~~a~~Area, and resources on *prime agricultural* ~~*lands*~~*areas* where rehabilitation is feasible. Where no other alternatives are found, *prime agricultural* ~~*lands*~~*areas* shallbe protected in this order of priority: Canada Land Inventory Classes 1, 2, and 3; and

iv. Agricultural rehabilitation in remaining areas will be maximized.

5.3.3.8 Modifications to Existing Site Plans

The municipality will review and provide comments to the Province ~~Ministry of Natural Resources~~ when circulated on major site plan amendments under the Aggregate Resources Act. In order to encourage land use compatibility of *mineral aggregate operations*, the City may request additional setbacks or separation distances be established by the Province ~~Ministry of Natural Resources~~ through the licensing process.

5.3.3.9 Progressive Rehabilitation Master Plan

Outside *prime agricultural areas* or where agricultural rehabilitation is not required, the City will require progressive rehabilitation of pits and quarries to an appropriate after use as determined by the City that is in conformity with the adjoining land use designation and policies, the surrounding natural environment and existing uses. The City will require the completion of a Progressive Rehabilitation Master Plan which will determine how the rehabilitation will be

completed sequentially, within a reasonable time and in accordance with the Aggregate Resources Act, and any other regulations or applicable plans.

5.3.3.10 Rehabilitation in Environmental Areas

In environmental areas, as provided for in Section 6.0, the City will require rehabilitation to enhance the restoration of ecosystem integrity in accordance with the policies of this Plan, the Regional ~~Policy~~Official Plan, and the appropriate *watershed*/sub-watershed study.

5.3.3.11 Cultural Heritage

Where such resources exist, the City will promote and encourage rehabilitation of aggregate operations in a manner which incorporates the cultural and heritage resources in or adjacent to the site, including the conservation of *significant* cultural or heritage features where practical.

5.3.3.12 Mineral Aggregate Resources – Wayside Pits and Quarries and Portable Asphalt and Concrete Plants

Wayside pits and quarries and portable asphalt and concrete plants used for public authority contracts shall be permitted in all land use designations without *Planning Act* approvals except in those areas of existing *development* or in environmentally *sensitive* areas. The City shall seek the fullest possible public and agency involvement in the review of applications to ensure conformity with this Plan.

5.3.3.13 Redevelopment of Former Operation Sites

Development on, abutting or adjacent to lands affected by mine hazards such as; oil, gas and salt hazards; or former mineral mining operations, *mineral aggregate operations* or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

5.4 RURAL

5.4.1 Planning Objectives

5.4.1.1 To recognize existing rural development.

The Policies of this Section of the Plan are intended to recognize and generally maintain existing rural *development* patterns in the City.

~~**5.4.1.2 To allow for new non-agricultural development in rural areas.**~~

~~The City will provide consider developing a framework which allows for new non-agricultural development~~.

5.4.1.2 Maintain rural character

New *development* shall be compatible with the rural character of the area.

5.4.2 Land Use Policies

5.4.2.1 Planned Function

The predominant use of lands within the Rural designation shall be agriculture, but some non-farm related *development* will be permitted.

5.4.2.2 Permitted Uses

Permitted uses include *agricultural uses*, *agriculture-related uses*, and *on-farm diversified uses* as well as ~~Farm related uses and~~ a variety of non-agricultural *development* may be located within the Rural area, subject to meeting the land use compatibility criteria outlined in Policy 5.4.3.1. Certain types of low intensity, non-agricultural *development* are permitted such as ~~rural residential uses,~~ recreational, *public service facilities*, ~~and~~ institutional uses and rural residential uses with an approved zoning as permitted as of June 16, 2006 ~~are permitted~~.

5.4.3 Additional Policies

5.4.3.1 Rural Development Criteria

Development within the lands designated as Rural in this Plan shall only be permitted where it has been demonstrated that:

i. Individual lot size and shape, soil conditions, drainage and topography are suitable for the satisfactory long-term operation of a private waste disposal system, in accordance with the requirements of the Ministry of the Environment;

ii. The water supply meets the requirements of the Ministry of the Environment, Conservation and Parks or its agents, and the Medical Officer of Health;

iii. The proposed *development* can be sustained by rural services levels and will avoid the need for unjustified and/or uneconomical expansion of *infrastructure*;

iv. The proposed *development* will not reduce water quality and/or quantity orinterfere with natural farm drainage systems;

v. The site does not have problems of flooding, erosion, unstable slopes and is notcomprised of organic soils;

vi. The proposed *development* has adequate access to the City's road network, butlocations must

not jeopardize the operation of the system;

vii. The proposed *development* is compatible with the rural landscape and surrounding local land uses.

viii. The proposed *development* meets all other applicable Policies of this OfficialPlan; and

ix. The proposed *development* will not adversely affect the protection of *agricultural uses*.

5.4.3.2 Rural Development Municipal Services

All rural *development* shall be serviced by sustainable individual on-site water and individual on-site sewer services, except an existing lot of record may be permitted to connect to existing municipal services subject to the following:

i. Where municipal sewers or water supply mains have been extended outside the urban areas to correct an existing health problem as determined by the Medical Officer of Health or where there is a clean-up order from the Ministry of Environment, Conservation and Parks.

5.4.3.3 Lot Creation

~~Infilling~~ Lot creation may be permitted on lands designated ~~for~~ Rural where all of the following conditions ~~exist~~ are met:

~~i. Infilling takes place between two existing residential dwellings which are no more than 100 metres apart;~~

i. The lot maintains a minimum 45 metre frontage on an existing public road;

ii. The lot has a minimum useable lot area of 1.0 ~~0.5~~ hectare~~s~~, unless it is demonstrated through a hydrogeological study that a smaller size lot will adequately accommodate private services;

iii. The application is accompanied by supporting studies, including, but not limited to, a Planning Justification Report, Geotechnical Study, Environmental Impact Study and any other study required by the City, ~~Region of Niagara and the Niagara Peninsula Conservation Authority~~ which demonstrate that there will be no negative impact of the proposed new lot on surrounding land uses, the natural environment, *infrastructure* and water quality and quantity; ~~and,~~

iv. The lot meets all other provisions of the City's Zoning By-law~~.~~;

v. Road access to a new lot does not create a traffic hazard related to sight lines, curves, or grades changes in proximity to intersections; and

vi. The proposed lot should be located to minimize impacts on surrounding farming operations and comply with the *minimum distance separation formulae*.

5.4.3.4 Minimum Distance Separation

All proposed *development* must comply with the ~~A~~minimum ~~D~~distance ~~S~~separation formula.

5.4.3.5 Long-Term Pattern

The long-term pattern and character of future *development* within the City will be carefully considered before non-farm residential *development* in the Rural area will be approved.

5.4.3.6 Modification of Topsoil

The removal of topsoil from *prime agricultural areas* and *rural lands* is discouraged. Further, the placement of fill in *prime agricultural areas* is prohibited. The City will consider by-laws to regulate the placement of fill in accordance with Ontario Regulation 409/19 On-Site Excess Soil Management.

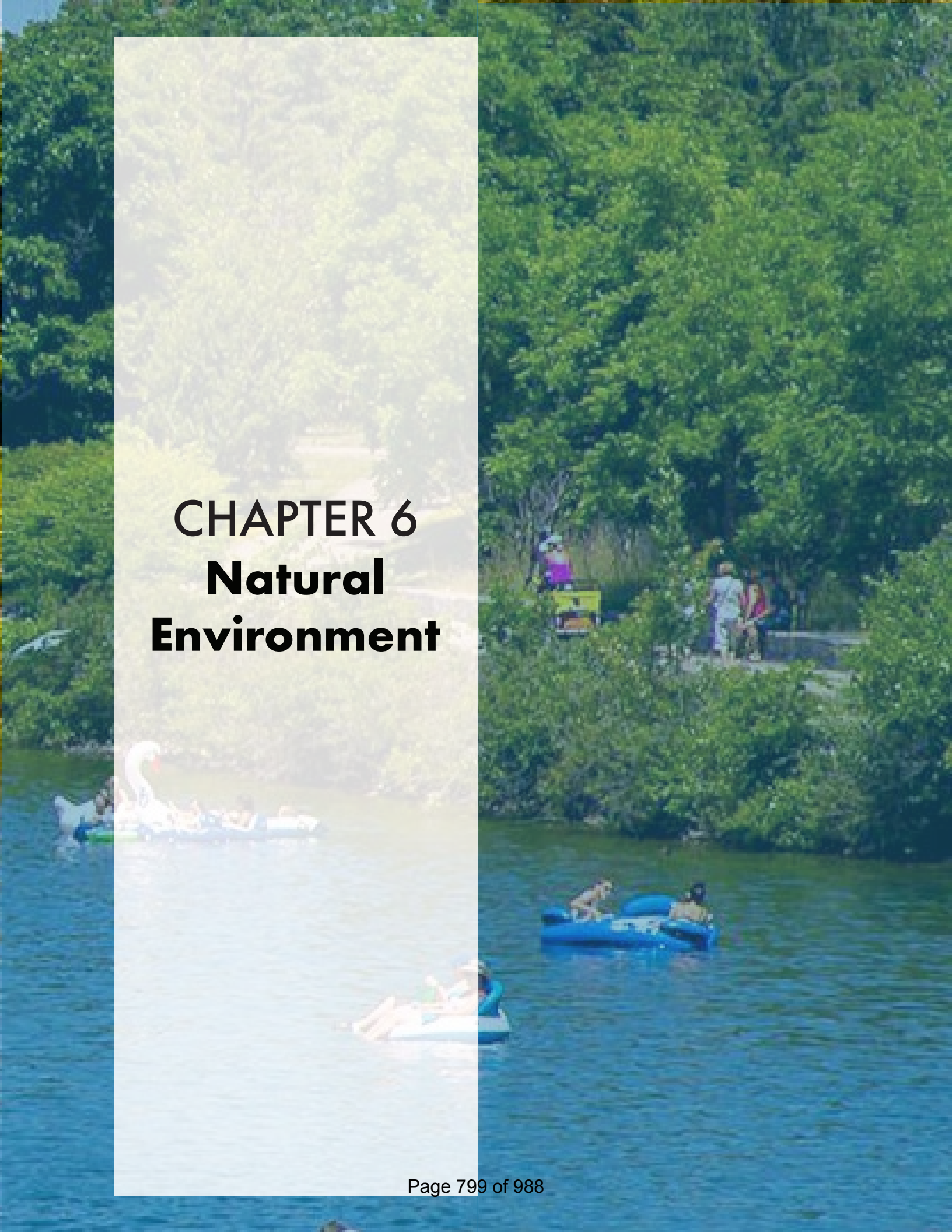
5.4.3.7 Implementation

5.4.3.7.1 Servicing

New *development* shall not require the extension of City services. The cost of providing ancillary services, such as storm drainage, snowplowing, road maintenance, possible road paving, garbage and refuse pick-up, school bus services, etc., will be reviewed when considering the approval of any rural residential *development* in the Rural area.

5.4.3.7.2 Zoning

Rural residential *development* shall be zoned in a separate zoning classification on the implementing Zoning By-law.



CHAPTER 6
Natural Environment

6 NATURAL ENVIRONMENT

6.1 PLANNING OBJECTIVES.

6.1.1 Maintain a Healthy Natural Environment for Present and Future Generations

The City endeavors to maintain a healthy natural environment for present and future generations.

6.1.2 Conserve Welland's Distinctive Natural Character

The City ~~aims to~~ will conserve Welland's distinctive natural character by protecting its N~~n~~atural Environment ~~heritage~~ S~~s~~ystem from degradation and inappropriate *development*.

6.1.3 Apply an Ecosystem-Based Approach to Planning and Decision-Making

In making decisions, the City will apply an ecosystem-based approach to planning and *development*.

6.1.4 Foster and Promote Cooperation

The City will work with public agencies, private landowners and community groups to foster and promote cooperation related to protecting and enhancing the natural environment.

6.1.5 Support and Encourage Environmental Stewardship and Restoration

The City will lead, and continue to support and encourage, environmental stewardship and restoration within Welland.

6.1.6 Support and Encourage Tree Conservation

To conserve mature trees, the City shall prepare forestry guidelines.

6.2 GENERAL POLICIES

6.2.1 Natural Environment

The Natural Environment is made up of and the *Water Resource System*, which are ecologically linked, rely on and support each other, as well as have many overlapping components.

6.3 ~~LAND USE POLICIES~~ NATURAL ENVIRONMENT SYSTEM

6.3.1 Planned Function of the Natural Environment System

The planned function of the ~~Core~~ Natural Environment ~~Heritage~~ System is to provide for the protection, maintenance, restoration and, where possible, enhancement of Welland's natural systems, ecological health, integrity and biodiversity. The ~~Core~~ Natural Environment ~~Heritage~~ System is also intended to provide a framework for establishing the *linkages* among natural environment ~~heritage features, within the system and major surface water resources.~~

6.3.2 Natural Environment System

The Natural Environment System is comprised of various natural features, areas, *wetlands* and *linkages* as mapped on Schedule C. The components of the Natural Environment System support the natural process and function of the system, while maintaining the biological diversity of the ecosystem. The individual components of the Natural Environment System within Welland are set out below:

i. *Provincially Significant Wetlands*;
ii. Other *Wetlands* and Non-Provincially *Significant Wetlands*;
iii. Habitat of *Endangered Species* and *Threatened Species*;
iv. *Fish Habitat*;
v. *Significant Valleylands*;
vi. *Significant Woodlands*;
vii. Other *Woodlands*;
viii. Significant *wildlife habitat*;
ix. *Permanent* and *Intermittent streams*;
x. *Linkages*; and
xi. *Supporting Features and Areas* including *enhancement areas*.

6.3.3 Permitted Uses

Permitted uses within the ~~Core~~ Natural Environment ~~Heritage~~ System include:

i. Forest, *fish* and wildlife management uses, conservation, and flood or erosion controls and/or protection projects where it has been demonstrated that they are necessary and/or are in the public interest and ~~the~~ alternatives have been considered ~~are not available.~~;
ii. Conservation and flood or erosion control projects, subject to demonstrating the project is necessary, in the public interest, and all alternatives have been considered;
iii. *Infrastructure* authorized under an environmental assessment, including a Class Environmental Assessment, completed in accordance with the Environmental Assessment Act;
iv. *Mineral aggregate operations* and *wayside pits and quarries* in accordance with Provincial policies;
v. Existing *agricultural uses* ~~are also permitted to continue within the Core Natural Heritage System.~~;
vi. ~~In addition to the above,~~ Ssmall scale, passive recreational uses, ~~and~~ accessory uses, and structures such as trails, boardwalks, footbridges, fences, docks and picnic facilities which

will have no significant negative impact on natural features or *ecological functions* of the ~~Core~~ Natural Environment ~~heritage~~ System and *water resource system* are permitted.

vii. Expansion of existing buildings and structures, accessory structures and uses, and conversions of legally existing uses, subject to demonstrating that the use does not expand into the Natural Environment System or buffer unless there is no alternative, in which case any expansion will be limited in scope and kept within close proximity to the existing structure;

viii. Expansions or alterations to existing buildings and structures for *agricultural uses*, *agriculture-related uses*, or *on-farm diversified uses* and expansions to existing residential dwellings subject to demonstrating that:

a. there is no alternative, and that the expansion or alteration in the feature is minimized, and in the buffer, is directed away from the feature to the maximum extent possible; and

b. The impact of the expansion or alteration on the feature and its *ecological functions* is minimized and mitigated to the maximum extent possible.

ix. ~~Activities within these lands may be subject to a permit from the Conservation Authority, (refer to NPCA Regulation 155/06, as amended).~~

6.3.4 Location of the Natural Environment System

The extent of the mapped Natural Environment System is shown on **Schedule C1**, which shows the known locations of the following Natural Environment System features:

~~*i. Natural Heritage System* of the Growth Plan;~~

i. *Provincially Significant Wetlands*;

ii. Other *Wetlands*;

iii. *Fish Habitats*;

iv. *Significant Valleylands*;

v. *Significant Woodlands*;

vi. Other *Woodlands*;

vii. *Permanent* and *Intermittent streams*; and

viii. *Linkages*.

~~**6.3.5 Expansion to an Existing Use**~~

~~Subject to other Policies in this Plan, an expansion to an existing use located within an Environmental Conservation Area or *Fish Habitat* or *adjacent lands* to a Core *Natural Heritage System* Component as identified in **Table 6-1** may be permitted if it will have no significant negative impact on the natural feature or its ecological functions. If the expansion involves a substantial *intensification* in~~

~~land use, or increase in the land area devoted to the use, the proponent shall prepare an Environmental Impact Statement. Expansions to existing uses within the Core *Natural Heritage System* may require a permit from the Niagara Peninsula Conservation Authority.~~

~~**6.3.6 Components of the Core Natural Heritage System**~~

~~The Core *Natural Heritage System* of:~~

~~xii. Core Natural Areas, classified as either Environmental Protection Areas or Environmental Conservation Areas;~~

~~xiii. Natural Heritage Corridors connecting the Core Natural Areas;~~

~~xiv. *Fish Habitat*.;~~

6.3.5 Delineation ~~of~~ or Modifications of Features ~~and Modifications~~

The boundaries of ~~Core~~ the Natural Environment System ~~Areas, Natural Heritage Corridors and *Fish Habitat*~~may be defined more precisely or modified through subw~~W~~atershed or Environmental Planning Studies, Environmental Impact Studies, hydrologic evaluations, or other studies in accordance with approved guidelines and prepared to the satisfaction of ~~the Region,~~ the City of Welland in consultation with ~~the Region, and~~ the ~~Niagara Peninsula~~ Conservation Authority if required. Features may also be mapped in more detail in secondary pland and Zoning By-laws. ~~Significant modifications, such as a change in the classification of a Core Natural Area, or a *significant* change in the spatial extent or boundaries of afeature, requires an amendment to this Plan unless otherwise provided for in this Plan. Only minor~~ B~~b~~oundary adjustments and modifications ~~to Environmental Protection Areas~~ will be permitted without Amendment to this Plan.

6.3.6 Mapping of the Natural Environment System

The features and areas that make up the Natural Environment System listed in 6.3.4 have been identified and mapped on Schedule C1, based on available information and access, of the feature.

Not all of the features and components that make up the Natural Environment System can, or have been mapped as part of the schedules to this Plan. Additional Natural Environment System features may be identified through the planning and development review process. Including through an EIS, hydrogological study and/or a wetland evaluation using the Ontario Wetland Evaluation System. Where such features are identified through an environmental impact study, hydrologic evaluation or subwatershed study., the policies of Chapter 6 shall apply to the identified Natural Environment System features.

~~**6.3.8 Additional Features Not Mapped**~~

~~Where, through the review of a planning application, it is found that there are important environmental features or functions which have not been adequately evaluated, the applicant shall have an evaluation prepared by a qualified biologist in consultation with the City of Welland, the Region of Niagara Region, the Niagara Peninsula Conservation Authority and, where appropriate, the Ministry of Natural Resources. If the evaluation finds one or more natural heritage features meeting the criteria for identification as Core *Natural Heritage System* components, the appropriate Core *Natural Heritage System* policies shall apply.~~

6.3.7 Assessment of Linkages

~~*Linkages* shown on Schedule C1, outside of the City's Urban Boundary shall be screened during a subwatershed study to assess the *ecological function*, appropriate boundary, and potential compatible uses. The subwatershed study may also make refinements to the boundary, add additional *linkages*, or remove the *linkages* if necessary through a site specific analysis.~~

When undertaking a subwatershed study for a secondary plan or when *development*/*site alteration* is proposed in, or within 30 metres of, a linkage shown on Schedule C1, an evaluation shall be completed that:

- Assesses the ecological features and functions of a linkage, including its vegetative, wildlife, and/or landscape features or functions;
- Identifies appropriate boundaries/widths that permit the movement of wildlife between nearby key natural environment features, and key hydrologic features;
- Describes the *ecological functions* the linkage is intended to provide and identifies how these *ecological functions* can be maintained or enhanced within a *development* proposal;
- Assesses the potential for compatible uses including, but not limited to, stormwater management ponds, passive recreational uses, and trails within the linkage while ensuring the intended *ecological functions* of the linkage can be maintained or enhanced;
- Assesses potential impacts on the linkage as a result of the *development*;
- Makes recommendations on how to protect, enhance, or mitigate impacts on the linkage and its *ecological functions* through planning, design, and construction practices; and
- Makes recommendations on additional *linkages*, where appropriate, or the removal of the linkage.

6.3.8 Permitted Uses within Linkages

Notwithstanding the outcomes of the required assessment of policy 6.3.7 the full range of existing and new *agricultural uses*, *agriculture-related uses*, *on-farm diversified uses*, and *normal farm*

practices are permitted within *linkages* shown on Schedule C1, provided such uses are permitted by the underlying designation.

6.3.9 Mineral Aggregate Operations

The policies of 6.3.10 do not apply to new or expanding *mineral aggregate operations*.

6.3.10 Consideration of Refinements

Changes to the limit or classification of individual features of the Natural Environment System identified through Provincial criteria requires approval from the Province. If the change to the limit or classification of an individual feature has been approved by the Province, an amendment to this Plan shall not be required.

~~In considering both refinements and significant modifications to the mapping or classification of the *natural heritage system* features shown on the **Schedule C** and **Schedule C1**, the City of Welland shall consult with the Region, the Conservation Authority and:~~

~~i. The Ministry of Natural Resources respecting changes to Environmental Protection Areas; or,~~

~~ii. The Ministry of Natural Resources and the Department of Fisheries and Oceansor its designate respecting changes to *Fish Habitat*.~~

6.3.11 Development and Site Alteration within Provincially Significant Wetlands and Woodlands

Development and *Site Alteration* is not permitted in either *Provincially Significant Wetlands* or *Significant Woodlands*, except for the permitted uses described in Policy 6.3.3 of this Official Plan. *Development* and *Site Alteration* within these lands may require a permit from the Conservation Authority.

6.3.12 Development and Site Alteration of Fish Habitat

Development or *site alteration* shall not be permitted in *fish habitat* except in accordance with Federal and Provincial requirements. In order to determine whether a *fish habitat* is present, proponents of *development* or *site alteration* shall be required to screen for the presence of *fish habitat* to the satisfaction of the City.

6.3.13 Development and Site Alteration of Habitat of Endangered and Threatened Species

Development or *site alteration* shall not be permitted in a *Habitat of Endangered and Threatened Species* except in accordance with Federal and Provincial requirements.

6.3.14 Development and Site Alteration within the Natural Environment System

Development and *Site Alteration* within the Natural Environment System outside of the features listed in 6.3.12, and 6.3.13, shall not be permitted unless it has been demonstrated to the satisfaction of the City, and where applicable, the Conservation Authority that there will be no *negative impacts* on the natural features or their *ecological function*. ~~f~~~~First priority is to be given to avoiding negative environmental impacts. If *negative impacts* cannot be avoided, then appropriate mitigation measures shall be identified required through an Environmental Impact Study.New development, including infrastructure, should be designed to maintain or enhance the natural features and functions of a site.~~

6.3.15 General Development and Site Alteration of ~~within~~ lands adjacent to the ~~Core~~ Natural Environment ~~Heritage~~ System ~~and *Adjacent Lands*~~

Development and *site alteration* ~~within the Core~~ on lands adjacent to components of the n~~N~~atural h~~H~~eritage s~~S~~ystem ~~and in *adjacent lands*, where potentially permitted by policies elsewhere in this Plan,~~ in accordance with the distances out in Table 6-1, shall demonstrate through an environmental impact study and/or hydrological evaluation that there is no negative impact on the adjacent feature's *ecological function* or *hydrologic function* after mitigation. The *development* and *site alteration* shall also be subject to the Healthy Landscape Policies of 6.3.36 ~~in Section 6.3.2 as well as the Core *Natural Heritage System* Policies~~.

Table 6-1: ~~Core~~ *Adjacent Lands* to the Natural Environment ~~Heritage~~ System ~~Components and *Adjacent Lands*~~

~~Core~~ Natural Heritage System Components	*Adjacent Lands* Where an EIS Shall Be Required for DevelopmentApplications.
~~**Environmental Protection Area**~~	
~~Provincially *Significant* Life Science Areas of Natural and Scientific Interest~~	~~All lands within 50 metres.~~
Provincially Significant Wetland	All lands within 120 metres.
Significant Woodland	All lands within 120 metres.
Other Woodland	All lands within 50 metres.
Significant Valleyland	All lands within 50 metres.
Significant Wildlife Habitat	All lands within 50 metres.

Habitat of Threatened and *Endangered Species*	All lands within 50 metres.
Linkage	All lands within 30 metres (refer to subsection 6.3.10).
~~Environmental Conservation Area~~	~~All lands within 50 metres.~~
Fish Habitat	All lands within 30 metres of the top of bank.

6.3.16 Waiving an Environmental Impact or Hydrologic Evaluation for Minor Site Alteration or Development

Notwithstanding Table 6-1, the requirement for an *environmental impact study* and/or *hydrological evaluation* may be scoped if the proposed *development* or *site alteration* is minor and is not anticipated to have a *negative impact* on the *Natural Environment System* in accordance with approved guidelines.

6.3.17 Waiving and Scoping of Environmental Impact Study or Hydrologic Evaluation

The City in consultation with other commenting bodies shall review proposed developments in accordance with the policies of this Plan and Provincial polices and may scope or waive the requirements of an Environmental Impact Study and or Hydrologic Evaluation. Waiving the requirement for an environmental impact study and/or hydrological evaluation may be subject to conditions.

An Environmental Impact Study and or Hydrologic Evaluation is not required for uses authorized under the environmental assessment process.

6.3.18 Limits of a feature or component refined through an Environmental Impact Study

Where the limits of a feature or component of the Natural Environment System have been refined through an approved environmental impact study, hydrological evaluation, or subwatershed study, the lands that are no longer included as part of the Natural Environment System shall continue to be designated based on the adjacent land use designation, unless otherwise determined through an Environmental Impact Study.

6.3.19 Buffers

Buffers will consist of natural self-sustaining vegetation.

6.3.20 Buffers in Urban Area

Within the urban area of the City as shown on Schedule A City Structure, *buffers* are required from ~~all~~ Natural Environment System feature components shown on Schedule C1. The appropriate width of the buffer will be determined through an environment impact study and or/hydrologic evaluation at the time an application is made for *development* or *site alteration*, or through a subwatershed study in support of a secondary plan or large-scale *development*. The width of the buffer shall be based on the sensitivity of *the ecological functions* from the proposed *development* or site alternation, and the potential for impacts to the feature and *ecological functions* as a result of the proposed change in land use.

6.3.21 Buffers outside the Urban Area

For lands outside the urban area of the City as shown on Schedule A City Structure, a minimum *buffer* is required to all Natural Environment System feature components shown on Schedule C1 as set out below;

i. *Provincially Significant Wetland*: 30 metres;
ii. *Permanent* and *Intermittent Stream*: 30 metres;
iii. *Significant Woodland*: 20 metres;
iv. Other *Woodland*: 10 metres; and
v. *Significant Valleyland*: 15 metres.

For features not listed in Policy 6.3.21, an appropriate width of the buffer will be determined through an environment impact study and or/hydrologic evaluation at the time an application is made for *development* or *site alteration*.

6.3.22 Development and Site Alteration within Buffers

Development or *site alteration* shall not be permitted in *buffers*, except uses permitted in Policy 6.3.3 or *infrastructure* serving the agricultural sector unless it has been demonstrated through the preparation of an environmental impact study that there will be no *negative impacts* and the buffer will continue to provide the *ecological function* for which it was intended.

6.3.23 Development and Site Alteration within the ~~Core~~ Natural Environment ~~Heritage~~ System and *Adjacent Lands*

~~*Development* and *site alteration* may be permitted without an amendment to this Plan in Environmental Conservation Areas, Natural Heritage Corridors, and on all *adjacent lands* (set out~~

~~in Table 6-1) if it has been demonstrated that, there will be no negative impact on the natural features or their ecological functions.~~

~~The proponent of the *development* shall be required to prepare an Environmental Impact Study (EIS) in accordance with the Policies of this Plan (see Policy 7.11.5~~

Where it is demonstrated that all, or a portion of the ~~Environmental Conservation Area~~ Natural Environment System does not meet the criteria for a designation under this Plan and thus the site of a proposed *development* or *site alteration* no longer is located within the ~~Environmental Conservation Area~~ Natural Environment System or adjacent land, then the restrictions on *development* and *site alteration* set out in this Policy do not apply.

~~*Development and Site Alteration within Natural Heritage Corridors*~~

~~Where *development* or *site alteration* is proposed in, or near, a Natural Heritage Corridor shown on **Schedule C1**, the Corridor shall be considered in the *development* review process. *Development* should be located, designed and constructed to maintain and, where possible, enhance the *ecological functions* of the Corridor in linking Core Natural Areas or an alternative corridor should be developed.~~

6.3.24 Development and Site Alteration on Adjacent Lands, Minimum Buffers and Linkages

Notwithstanding policies 6.3.7, 6.3.15, 6.3.19, 6.3.20, 6.3.21, and 6.3.23, the following *development* and *site alteration* is permitted on lands adjacent to features listed in 6.3.15, the associated minimum *buffers*, and *Linkages* shown on Schedule C1, without an evaluation:

- New accessory buildings to a residential use (garage, workshop, etc.) up to 50 m^2 in area;
- Expansions to existing accessory buildings to a residential use up to 50 percent of the size of the original building;
- Expansions to existing residential buildings up to 50 percent of the size of the original building;
- Reconstruction of an existing residential dwelling of the same size in the same location; and
- Existing or new agriculture uses, agriculture related uses, agricultural related buildings and structures.

~~**6.3.25 Development and Site Alteration within the Core Natural Heritage System and Adjacent Lands:**~~

~~*Development* and *site alteration* within the Environmental Protection Area is prohibited.~~

~~*Development* and *site alteration* shall not be permitted within Environmental Protection Areas except for the following:~~

~~a) forest, *fish* and wildlife management;~~

~~b) conservation and flood or erosion control projects where it has been demonstrated that they are necessary in the public interest and other alternatives are not available; and~~

~~c) small scale, passive recreational uses and accessory uses such as trails, boardwalks, footbridges, fences, docks and picnic facilities that will have no significant negative impact on natural features or *ecological functions* of the Core *Natural Heritage System*.~~

~~Where such uses are proposed, the proponent shall be required to prepare an Environmental Impact Study (EIS) to the satisfaction of the City in accordance with the Policies of this Plan (see Policy 7.11.5).~~

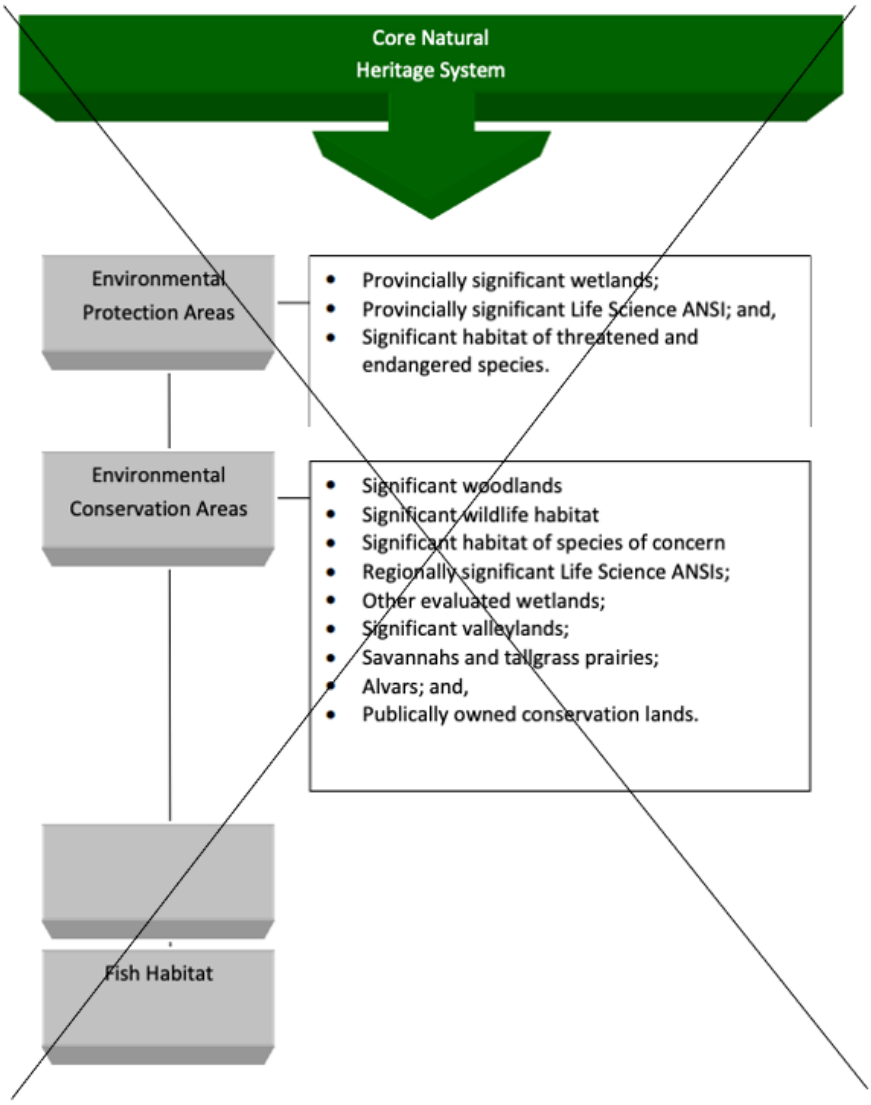
6.3.25 Significant Habitat of Threatened and Endangered Species

Mapping of the *significant habitat of threatened* and *endangered species* is not included in **Schedule C** and **Schedule C1**. The *significant habitat of threatened* and *endangered species* will be identified through the Planning and Development review process. Where such habitat is identified, *development* and *site alteration* shall be subject to the applicable policies ~~for~~ of this Plan ~~Environmental Protection Areas~~.

~~**6.3.26 Policy Framework**~~

~~The overall policy framework for the Core *Natural Heritage System* is graphically illustrated in Figure 6.1 for explanatory purposes~~

~~Figure 6.1: Components of the Core *Natural Heritage System*~~



~~**6.3.27 Environmental Protection Area**~~

~~Environmental Protection Areas include *provincially significant wetlands*; provincially significant Life Science Areas of Natural and Scientific Interest (ANSIs); and significant habitat of threatened and endangered species.~~

~~**6.3.28 Environmental Conservation Area**~~

~~Environmental Conservation Areas include significant *woodlands*; *significant wildlife habitat*; *significant* habitat of *species of concern*; regionally *significant* Life Science ANSIs; other evaluated *wetlands*; *significant valleylands*; savannahs and tall grass prairies; alvars and publicly owned conservation lands.~~

~~**6.3.29 Natural Heritage Corridors**~~

~~Natural Heritage Corridors are natural and open space *linkages* between the Core Natural Areas. They include naturally vegetated stream corridors, *valleylands*, shorelines, *woodlands*, *wetlands*, natural vegetation communities and other features which provide *linkages*.~~

~~**6.3.30 Fish Habitat**~~

~~*Fish Habitat* includes spawning grounds and nursery, rearing, food supply and mitigation areas on which *fish* depend directly or indirectly to carry out their life processes.~~

~~**6.3.31 Location**~~

~~The Core *Natural Heritage System* shown on the **Schedule C** indicates provincially and regionally significant natural features and provides the land use planning framework for natural heritage planning and *development* review in the Welland. The *Fish Habitats* shown on **Schedule C** is part of the Water Resources System, but other key hydrological features have not been identified and mapped. These features will be identified through the planning and *development* review process and through future studies. **Schedule C1** provides additional details, describing the features within the Environmental Protection and Environmental Conservation Areas.~~

6.3.26 Wetland Offsetting

The Conservation Authority may permit off setting of *wetlands* under its policies and permitting process in accordance with its regulatory role.

6.3.27 Implementation of Buffers in the Zoning By-law

Where an individual feature or component of the Natural Environment System includes a mandatory buffer, both the feature and buffer shall be implemented through a proposed site-specific Zoning By-law amendment in a manner that implements this Plan.

~~Where a minimum buffer is not prescribed in this Plan, no buffer or *vegetation protection zone* will be zoned. The buffer will be determined when a site-specific Zoning By-law amendment is proposed, and the Zoning By-law will be updated accordingly.~~

6.3.28 Dedication of Natural Environment Features

The municipality will consider opportunities to obtain components of the Natural Environment System into public ownership through dedications during the *development* approval process.

6.3.29 Native Species Plantings

Individuals and Agencies are required to use native plant species when planting within the Natural Environment System, or in adjacent *buffers*.

6.3.30 Invasive Species

The City will work with the Conservation Authority to develop programs that require or promote measures to eliminate and/or manage invasive species and discourage the use of non-native invasive species plantings in new developments adjacent to the Nnatural Eenvironment Ssystem

~~**6.3.31 Natural Features in Abutting Municipalities**~~

~~In supporting ecological restoration by the City of Welland, Niagara Peninsula Conservation Authority and other groups, priority shall be given to those projects which will enhance the features of the Core *Natural Heritage System* and water resources.~~

~~This Section of the Plan shall apply W~~when development, or site alteration, is proposed on lands ~~in Welland which are adjacent to a *significant* natural area in an adjoining municipality which is designated in that municipality's Official Plan, or is shown on the Region's Core Natural Heritage Map designated in that municipality's Official Plan, or has been identified by the Ministry of Natural Resources.~~

6.3.31 Lands Regulated By the ~~Niagara Peninsula~~ Conservation Authority

Some lands within the City of Welland are regulated by the ~~Niagara Peninsula~~ Conservation Authority. Lands in the regulated area that contain a *watercourse* will be subject to the Conservation Authority buffer requirements. Reductions to a buffer may be considered within the Urban Boundary where supported by a site-specific study approved by the City and Conservation Authority.

Development, *site alteration*, construction and filling within lands regulated by the ~~Niagara Peninsula~~ Conservation Authority ~~will~~ may require ~~a permit~~ approval from the Conservation Authority. ~~Refer to the Conservation Authority Regulation 155/06 as amended for additional details.~~

6.3.32 Resolving Conflicts

Where more than one Policy in Section 6 applies to a planning a~~A~~pplication, all of the applicable Policies are to be addressed, with the more restrictive Policies applying where there are conflicts.

6.3.33 New Lot Creation and Lot Boundary Adjustment

Where *development* or *site alteration* is approved in, or adjacent to, the ~~Core~~ Natural ~~Heritage~~ Environment System, new lots thus created shall not extend into either the area to be retained in a natural state as part of the ~~Core~~ Natural ~~Heritage~~ Environment System, or the buffer ~~zone~~ as identified through an Environmental Impact Study prepared in accordance with the Policies of this Plan. The lands to be retained in a natural state and the adjacent buffer ~~zone~~ shall be maintained as a single block and Zoned to protect their natural features and *ecological functions*. In addition, applications for a lot boundary adjustment shall avoid fragmentation of the Natural Environment System where possible and practical.

6.3.34 Residential Lot Creation

If a proposed single residential lot is to be located entirely ~~within~~ outside of the Natural Environment System but on lands adjacent to ~~a~~ the ~~Core~~ nNatural hHeritage Environment s~~S~~ystem, then the Director of Planning and Development Services may waive the requirement of an Environmental Impact Study if standard mitigation measures can avoid *negative impacts* to the feature.

~~= then the requirement for an Environmental Impact Study may be waived if the Director of Planning and Development Services is satisfied, that standard mitigation measures can avoid *negative impacts* on the natural features and *ecological functions* of the Core adjacent *Natural Heritage System*~~ .

6.3.35 Existing Lot of Records

A new residence and accessory uses may be permitted on an existing lot of record located in whole, or in part, within the Natural Environment System ~~an Environmental Conservation Area~~ or *adjacent lands* thereto as set out in **Table 6-1** if they are located, designed and constructed to minimize *negative impacts* on the natural features and *ecological functions* of the nNatural ~~Heritage~~ heritage s~~S~~ystem. Where *development* is proposed to occur on lands regulated by the ~~NPCA~~ Conservation Authority, a permit ~~is~~ may be required before *development* can take place.

6.3.36 Healthy Landscape

In making decisions concerning planning, *development* and conservation, the City of Welland will employ an ecosystem approach addressing:

i. The interrelationships among air, land, water, plant and animal life, and human activities;

ii. The health and integrity of the broader landscape, including impacts on the natural environment in neighbouring jurisdictions; and,

iii. The long-term and cumulative impacts on the ecosystem.

6.3.37 Compensation Plan

Where *development* or *site alteration* is permitted, and the removal of features within the Natural Environment System cannot be avoided, minimized, or mitigated on site, the City may consider compensation. Any proposed compensation shall be evaluated in consultation with the Conservation Authority, where applicable, and shall comply with provincial regulations. A Compensation Plan must be prepared by a qualified professional.

~~**6.3.37 Linear Uses**~~

~~Notwithstanding other Policies in this Plan, essential public uses and/or services of a linear nature including *utilities*, communication/telecommunication facilities and transportation routes such as the Niagara – GTA Corridor, may be permitted within the Core *Natural Heritage System* or *adjacent lands* where an Environmental Assessment for the proposed use has been approved under Provincial or Federal legislation, where required. In limited circumstances where an essential public service of a linear nature that is not subject to an Environmental Assessment is proposed to cross the Core *Natural Heritage System* or *adjacent lands*, the *infrastructure* shall be subject to detailed design approval from the City.~~

~~**6.4 Natural Heritage System of the Growth Plan**~~

~~*6.4.1 Permitted Uses*~~

~~Permitted uses are outlined in 6.3.3.~~

~~*6.4.2 Development and Site Alteration Within the Natural Heritage System of the Growth Plan*~~

~~*Development* or site alteration shall demonstrate:~~

~~i. No *negative impacts* to the function of Natural Heritage Features or Key Hydrologic Features.~~

~~ii. Connections between Natural Heritage Features or Key Hydrologic Features within 240 metres of each other will be maintained, where possible and enhanced with native plantings.~~

~~iii. Removal of features within the *Natural Heritage System* of the Growth Plan not identified as Natural Heritage Features or Key Hydrologic Features should be avoided, where possible.~~

~~iv. Disturbed areas, including any buildings and structures, will not exceed 25 per cent of the *total developable area*, and the impervious surface will not exceed 10 per cent of the *total developable area*.~~

~~v. A minimum of 30 per cent of the *total developable area* will remain or be returned to natural *self-sustaining vegetation*, except where specified in accordance with this plan.~~

6.4 Water Resource System

6.4.1 Water Resource System

The *Water Resource System* is made up of ground *water features* and *surface water features*, which sustain a healthy aquatic and terrestrial system as well as safe drinking water.

6.4.2 Maintaining the ~~Quantity and Quality of~~ Water Resources ~~System~~

Where d~~D~~*evelopment* and *site alteration* is proposed that includes features comprising the *Water Resource System*, a Hydrological evaluation or other studies as identified by the City and, where applicable, the Conservation Authority, may be required to demonstrate no net *negative impacts* to water quality and quantity. Mitigative measures and monitoring programs may be required and implemented through the *development* approval process.

~~shall only be permitted if they will not have negative impacts, including cross-jurisdictional and cross-*watershed* impacts, through the completion of a subwatershed study or hydrologic evaluation with respect to on:~~

~~i. The quantity and quality of surface and ground water;~~

~~ii. The functions of ground water recharge and discharge areas, aquifers andheadwaters;~~

~~iii. The natural hydrologic characteristics of *watercourses* such as base flow;~~

~~iv. Surface or ground water resources adversely impacting on natural features or *ecological functions* of the Core *Natural Heritage System* or its components;~~

~~v. Natural drainage systems, stream forms and shorelines.~~

~~*Development* and *site alteration* shall be restricted in the vicinity of *vulnerable* surface and *ground water features* of importance to municipal water supplies so that the safety and quality of municipal drinking water will be protected or improved.~~

~~*Development* and *site alteration* shall be restricted in the vicinity of *vulnerable*surface and *ground water features* of importance to municipal water supplies so that the safety and quality of municipal drinking water will be protected or improved.~~

~~**6.4.3 Water Resource Mitigation**~~

~~measures and/or alternative *development* approaches may be required in order to protect, improve or enhance key hydrologic areas, key hydrologic features, *sensitive* surface water~~

~~features, *sensitive ground water features*, and their *hydrologic functions*. The City may require the establishment of appropriate *development* conditions and monitoring programs through the *development* approval process.~~

6.4.3 The Welland Water Treatment Plant Intake Protection Zone

The Welland Water Treatment Plant is located on Merritt Island in between the Welland River and the Old Welland Canal. The ~~Niagara Peninsula~~ Conservation Authority's Source Water Protection Study identified an Intake Protection Zone covering the areas to the north and west of the Treatment Plant. The Intake Protection Zone is located on ~~**Map 1 in**~~ Appendix 1 to this Plan. *Development* and *Site Alteration* within the intake protection zone will be subject to a study which identifies that there will be no impact on the water quality and quantity as a result of the proposed *development* and/or *site alteration*.

6.4.4 ~~Source Water Protection, Groundwater and Watershed Studies~~ Vulnerable Groundwater Protection

Vulnerable groundwater areas within Welland are shown on Appendix 2 to this Plan. *Development* and *site alteration* within *vulnerable* groundwater areas shall address the potential for *negative impacts* where the proposed *development* or *site alteration* is perceived to have potential to impact water quality or water quantity.

6.4.5 Efficient and Sustainable Use of Water

Efficient and sustainable use of water resources systems shall be promoted, including practices to conserve water and protect, or enhance, water quality. In addition, water and wastewater facilities shall be designed to reduce energy and greenhouse gas emissions.

6.4.6 Combined Sewer Overflows

Combined sewer overflows have significant environmental impacts on water quality. ~~Elimination of overflows shall be a priority of the City.~~ Existing municipal combined sewer and storm drainage systems shall be separated, where technically and financially feasible. *Development* is not permitted to connect a new storm outlet to an existing combined sewer.

6.4.7 Stormwater Management and Sediment and Erosion Control Plan

A Stormwater Management Plan, and a Sediment and Erosion Control Plan prepared and signed by a qualified engineer, may be required for an application for *development* or *site alteration*. ~~depending on:~~

~~i. The scale and nature of the proposal; and,~~

~~ii. Site-specific environmental conditions.~~

6.4.8 ~~General~~ Stormwater Management ~~Practices~~

The City will ensure that stormwater management plans ~~practices~~ for *development* applications in urban areas help to minimize stormwater volumes and contaminant loads by maintaining or increasing theextent of permeable and vegetative surfaces.

6.4.9 Stormwater Management and Sediment and Erosion Control Plans ~~Guidelines~~

Stormwater Management Plans and Sediment and Erosion Control Plans shall be prepared in accordance with the ~~Ontario~~ Ministry of the Environment, Conservation and Parks, Stormwater Management Planning and Design Manual, and the Greater Golden Horseshoe Conservation Authorities' Erosion and Sediment Control Guideline for Urban Construction or their successors, and in accordance with any *watershed* and/or environmental planning studies for the area.

A Stormwater Management Plan and a Sediment and Erosion Control Plan shall notbe required for a new *mineral aggregate operation* or an expansion to an existing operation, where these matters are adequately addressed through studies prepared to meet the requirements of the *Aggregate Resources Act*.

A Stormwater Management Plan shall demonstrate that the proposal will minimize vegetation removal, grading and soil compaction, erosion and sedimentation, and impervious services.

6.4.10 Stormwater Management Plans

Where required, stormwater management plans will address, but are not limited to, the following:

i. Be informed by *watershed* planning or equivalent;
ii. Be integrated with planning for *sewage and water services* and ensure that systems are optimized, feasible and financially viable over the long term;
iii. Minimize, or, where possible, prevent increases in contaminant loads;
iv. Minimize erosion and changes in water balance, and prepare for the impacts of climate change through the effective management of stormwater, including the use of green *infrastructure*;
v. Mitigate risks to human health, safety, property, and the environment;
vi. Maximize the extent and function of vegetative and pervious surfaces;
vii. Promote stormwater management best practices, including stormwater attenuation and re-

use, water conservation and efficiency, and low impact *development*;

viii. Consider green *infrastructure* and other measures which address the impacts of climate change; and

ix. Include an implementation and maintenance plan.

6.4.11 Location of Stormwater Management Facilities

Generally, Stormwater Management Facilities shall not be constructed in ~~Core~~ the Natural Environment System or hazard lands ~~Heritage Areas, *Fish Habitat* or key hydrologic features~~ except in *buffers* and outfalls to a stream.

6.4.12 Permits to Take Water and EASR Registration

Prior to any planning approvals, new *development* a~~A~~pplications requiring a Provincial Permit to Take Water shall satisfy the City of Welland that the water taking will not have *negative impacts* on natural ecosystems or the *quality and quantity of water* to meet existing and future ~~planned~~ uses. In accordance with applicable provincial legislation, water taking activities may be required to be registered on the Environmental Activity and Sector Registry (EASR) instead of obtaining a Permit to Take Water.

~~**6.4.13 No Significant Adverse Impacts**~~

~~*Development* and *site alteration* shall not have significant adverse impacts on ground water quality or quantity. In areas where *development* and *site alteration* could significantly affect ground water quality or quantity, the City shall require that an assessment of potential groundwater impacts be submitted with the *development* application.~~

6.4.13 Municipal Drains

The City recognizes that the primary function of the Municipal Drains is to provide drainage for agricultural lands. These drains also may be used to convey irrigation water for agricultural use. Welland supports design, construction and maintenance of Requisition and Petition Drains authorized under the *Drainage Act* in accordance with Best Management Practices to avoid significant detrimental effects on farmland, water resources, natural areas and *fish* and *wildlife habitat*. The City of Welland supports ongoing drain maintenance and shall carry out drain maintenance in accordance with the Federal Department of Fisheries and Oceans' Class Authorization System for Agricultural Municipal Drains. Where *development*, *site alteration* or building is proposed adjacent to a Municipal Drain, then a setback of 15 metres in width measured from the stable top of bank shall berequired to provide access for drain maintenance, protect the integrity of the drains and protect environmental health. A narrower setback may be permitted

where it has been demonstrated, to the satisfaction of the City in consultation with and the ~~Niagara Peninsula~~ Conservation Authority, that there will not be a significant negative impact on the maintenance and functioning of the drain.

6.5 ~~Natural Vegetation and Wildlife~~ Other Natural Environment System Policies

6.5.1 Forest Cover ~~Targets~~

Welland will support the protection, restoration, and enhancement of tree and forest cover to achieve a minimum 30 percent forest cover across the municipality by 2051. ~~support efforts to achieve the following targets through the *development* and implementation of *watershed* and environmental planning studies encourage and through voluntary landowner stewardship and restoration that maintains and enhances forest cover.:~~

~~i. 30% of the land area in Welland in forest cover or wetland, with at least 10% of each subwatershed in wetland; and,~~

~~ii. A 30 metre wide naturally vegetated buffer along 70% of the length of the first to third order streams in Welland.~~

6.5.2 Existing Agricultural Uses

Agricultural uses may operate within ~~this~~ natural heritage features and associated *buffers*. *Agricultural uses* are encouraged to employ best management practices to protect the features.

6.5.3 Woodland Protection and Conservation

~~i. Enacting and maintaining a tree cutting By-law regulating the destruction or injuring of trees in *woodlands* less than 1.0 hectare in size; and,~~

~~ii.~~ Where a *woodland* is greater than 0.5 hectares in size is located on, ~~or adjacentto~~, lands which are the subject of an application for a plan of subdivision, a consent, site plan approval or a *development* permit, the applicant shall be required to prepare a Tree Saving Plan as a condition of approval. A grading orbuilding permit shall not be issued unless the Tree Saving Plan has beenapproved by the City. If an Environmental Impact Study has been approved forthe *development*, the Tree Saving Plan shall be in accordance with the recommendations of the EIS and in accordance with the City and Regional By- laws as well as Policy 6.5.5 ~~6.1.2.3.i)~~.

6.5.4 Tree Saving Plan

Where *development* or *site alteration* is approved within the ~~Core~~ Natural Environment ~~Heritage~~ System ~~or *adjacent lands*~~ as set out in Schedule C ~~**Table 6-1**~~, ~~then~~ the applicant shall submit a Tree

Saving Plan maintaining, or enhancing, the remaining natural features and *ecological functions* to be retained as part of Site Plan application. The Plan shall be prepared by a professional arborist ~~forester~~ in accordance with the Niagara Region ~~Regional~~ Tree and Forest Conservation By-law ~~and the City's Tree Conservation By-Law and its implementation monitored by a member of the Ontario Professional Forestry Association~~.

6.5.5 Tree Saving Plan Requirements

The Tree Saving Plan will:

i. Establish an Inventory and assess the health and significance of the trees in the *woodland*;
ii. Identify the trees to be removed, based on the reasons for removal and the methods to be used;
iii. Identify the trees to be retained and the measures required to prevent detrimental impacts on those trees; and,
iv. Recommend a program to monitor the health of the trees to be retained and implement measures to ensure that trees and shrubs found through the abovemonitoring to be dead or in poor health shall be replaced.

~~**6.5.6 Integration of Natural Features and Use of Native Species**~~

~~New development, *site alteration* including municipal *Infrastructure* and facilites should maintain or enhance the natural features, and functions of a site, including the are encouraged to planting of native species.~~

6.5.6 Aquatic Species at Risk

Where *development* or *site alteration* is proposed that could have an impact on aquatic species at risk an Environmental Impact Study shall be required in accordance with the Species at Risk Act and this Official Plan.

6.5.7 Cumulative Impacts

Consideration of cumulative impacts shall be required when an Environmental Impact Study, Hydrological Evaluation, or *Subwatershed* study is undertaken in support of *development*.

~~**6.5.8 Wetland Cover**~~

~~*Wetlands* shall be maintained and restored, where possible in the City.~~

6.5.8 Riparian Vegetation Cover

Naturally vegetated riparian areas adjacent to *permanent* and *intermittent streams*, *wetlands*, and other waterbodies shall be maintained or enhanced, where possible in the City to support the protection and maintenance of aquatic functions.

6.5.9 Cultural and Regenerating Woodlands

In some instances, *significant woodlands* or other *woodlands* in *settlement areas* may be substantially compromised as a result of prior land use activity. In these circumstances, subject to Environmental Impact Study, these features may be reclassified as a *cultural and regenerating woodland*. The removal of a *cultural and regenerating woodland*, or a portion, may be permitted subject to preparing a woodland enhancement plan.

6.5.10 *Urban Forest*

The *urban forest* shall be maintained or enhanced in the City by 2051. The City supports opportunities for enhancement of the *urban forest*, which may be achieved through a number of means including, but not limited to:

i. the development and implementation of Urban Forestry Guidelines and any recommendations contained therein;
ii. City efforts of tree planting, as well as tree planting programs of the Conservation Authority and other public or private organizations;
iii. private land stewardship that includes protection of existing tree cover and tree planting efforts;
iv. land acquisition or dedication of private land to the City, Conservation Authority, or other public or private organizations for tree planting and reforestation efforts;
v. identification of woodland *enhancement areas* through the completion of *watershed* plans, subwatershed studies, or similar plans; and
vi. required tree and woodland protection and planting through the application process for *development* or *site alteration*.

6.5.11 Collaboration

Welland will collaborate with the Niagara Region, the ~~Niagara Peninsula~~ Conservation Authority and other appropriate stakeholders, in developing and maintaining an environmental data base and monitoring program to assess ecosystem health and integrity and recommend improvements, where necessary, to this Plan.

6.5.12 Priorities for Ecological Restoration

In supporting ecological restoration by the City of Welland, ~~Niagara Peninsula~~ Conservation Authority and other groups, priority shall be given to those projects which will maintain or enhance the features of the ~~Core~~ nNatural environment ~~Heritage~~ sSystem and water resources systems.

~~**6.6 Air Quality and Climate Change**~~

~~*6.6.1 Energy Conservation*~~

~~Welland shall encourage and support energy conservation, district heating and combined heat and power and the on-site use of alternative and renewable energy sources developed in accordance with Provincial and Federal legislation, policies and regulations, and where all potential negative impacts to *adjacent lands* are mitigated. Welland will also encourage the application of energy conservation measures in the design and construction of new buildings and in the rehabilitation and upgrading of existing buildings and structures. Refer to Policy 6.5.2.8 for additional direction on energy conservation.~~

~~*6.6.2 Flexibility in Development Approvals Process*~~

~~Increased flexibility in Zoning and site planning may be considered in order to accommodate variances in building orientation, landscaping designs, lot coverage and other site or building characteristics to provide for increased energy efficiency.~~

~~*6.6.3 Climate Change*~~

~~Recognizing that some climate change may be unavoidable, the City shall develop and implement plans to adapt to potential impacts in collaboration with Niagara Region, the Niagara Peninsula Conservation Authority and other stakeholders.~~

6.6 Landforms, Geology and Soil

~~**6.6.1 Development and Site Alteration**~~

~~*Development* and *site alteration* may be permitted within an Earth Science Area of Natural and Scientific Interest (ANSI) and *adjacent lands* within 50 metres if it has been demonstrated that there will be no *negative impacts* on the earth science features for which the area was identified or on *ecological functions* related to the ANSI. Where an amendment to the City's planning documents, or a major *development* is proposed within an Earth Science ANSI, adequate information shall be submitted with the application respecting:~~

~~i. Site topography, significant geological features and stratigraphic exposures; and,~~

~~ii. Planning and design measures recommended to avoid *negative impacts* on the feature and its *ecological functions* or, if not possible, to mitigate them.~~

~~**6.6.2 Linear Public Utilities**~~

~~Linear public *utilities* and *infrastructure* may be permitted within an Earth Science ANSI if there is no reasonable alternative location and they are designed to avoid, or minimize, *negative impacts.*~~

6.6.1 Site Alteration By Law

~~Recognizing that activities such as the dumping or placing of fill, grading of land and removal of topsoil can result in flooding and erosion, property damage, poor water quality, degradation of farmland and adverse impacts on natural areas, the City will enact a *Site Alteration* By-law regulating such activities.~~ As a condition of *development* approval, the City may require measures to conserve topsoil and reduce or mitigate soil erosion in accordance with the Site Alteration By-law.

6.6.2 Excess Soil Management

Welland shall incorporate best management practices for the management of *excess soil* generated and fill received during *development* or *site alteration*, including the *development* of municipal and Regional *infrastructure*, to ensure that: a) the Zoning By-law identifies appropriate sites for *excess soil* storage and processing; and b) Site Plan approval is utilized for new or expanding soil storage or processing sites.

6.7 Natural Hazards

6.7.1 Natural Hazards

Hazardous lands ~~and sites identified and mapped~~are regulated by the ~~Niagara Peninsula~~ Conservation Authority ~~and the Region of Niagara~~ as ~~are~~ shown on Schedule C2. ~~Schedule C2 provides additional information indicating the specific types of *hazardous lands* and sites designated at each location.~~

6.7.2 Delineation of Natural Hazards

Hazardous Lands should be delineated in the City's Zoning By-law. The extent of a natural hazard may be refined in Schedule C2 without an amendment to this Plan through municipally led studies, hydrologic evaluations, floodplain evaluations, or site-specific studies completed as part of a *development* application.

6.7.3 Natural Hazard Study

Where an application for *development* or *site alteration* is made, and ~~such~~ natural hazard mapping is not available, the location and extent of *hazardous lands* or sites shall be ~~as~~ determined by ~~the Conservation Authority after considering~~ an appropriate study prepared, and signed, by a qualified engineer and submitted with the application to the satisfaction of the Conservation Authority.

6.7.4 Development and Site Alteration in Hazard Land

Development shall generally be directed, in accordance with Provincial policy, to areas outside of:

- *hazardous lands* adjacent to *river, stream and small inland lake systems* which are impact by *flooding hazards* and /or *erosion hazards*;
- areas that are rendered inaccessible during times of *flooding hazards*, *erosion hazards*; and
- *hazardous sites*.

~~*Development* and *site alteration* may be permitted within floodplains if it has been demonstrated, to the satisfaction of the Conservation Authority that it is in accordance with the Conservation Authority's Regulation 155/06 or its successor, and subject to the Conservation Authority's approval~~.

6.7.5 Permitted Development and Site Alteration in Hazard Land

Notwithstanding Policy 6.7.4 *development* and *site alteration* in hazard lands may be permitted in accordance with Conservation Authority policies in certain areas associated with *flood plains* in accordance with policy 6.7.9, where the *development* is limited to the uses that by their nature must be located within the *flood plain*, including flood and/or erosion control works or minor additions or passives non-structural uses that do not affect flood flows.

6.7.6 Permitted Development and Site Alteration adjacent to Valleylands

Along *valleylands*, where the valley bank height is equal to or greater than 3 metres, the following provisions apply:

i. A minimum setback of 7.5 metres from the stable top of the valley slope, as surveyed by the applicant and approved by the Conservation Authority, shall be required for all new *development* and *site alteration*.

ii. Where the Conservation Authority finds evidence of potential slope instability, ~~or where the angle of the valley slope exceeds 3:1 (Horizontal Distance: Vertical Distance)~~ a

geotechnical report prepared by a qualified engineer shall be submitted with an application for new *development* or *site alteration*. An appropriate setback will be determined, if required, through the review process ~~greater than 7.5 metres may be required where the Conservation Authority has determined, after considering the geotechnical report, that an increased setback is needed to address site specific conditions~~. The valley shallbe maintained in a natural state and there shall be no disturbance of grades orvegetation below the top of bank or within the setback area from the top of bank.

iii. Within the Urban Area, the City supports the maximum use of land for *development* while avoiding hazardous conditions. A reduced setback may be considered where an existing lot provides insufficient depth to accommodate the required setback, provided that a geotechnical report submitted by the applicant, and approved by the Conservation Authority, finds that the reduced setback, with mitigative measures, will maintain long-term bank stability with no adverse environmental impacts, will not create new hazards or increase existing ones, and that no *development* or *site alteration* will be permitted below the top of the valley bank.

iv. Existing vegetation should be maintained within the setbacks required under this Policy. Vegetation below the top of the valley slope shall not be disturbed.

v. ~~For newly created lots on Greenfield or *brownfield sites*, the rear lot lines or side lot lines (as the case may be) shall be set back 7.5 metres from the Authority approved top of slope.~~ The City of Welland shall encourage dedication of these lands for conservation purposes, either to the appropriate local municipality or to another public agency where there is a willing recipient.

vi. For newly created infill lots within the Built-u~~U~~p Area, a reduction in valleyland setback may be considered where the new lots do not require the construction of new roads (public or private), and adequate municipal water and sewer capacityis available on the existing road frontage ~~and the subject site does not result in the creation of more than two lots~~. Furthermore, a Geotechnical investigation shall demonstrate that infringement within the setback area, with mitigative measures, can be accommodated on-site while maintaining bank stability and no adverse environmental impacts. In no case shall *development* be permitted beyond the top of bank down the slope.

6.7.7 Hazardous Sites

On *hazardous sites*, *development* and *site alteration* will not be permitted unless a geotechnical study, prepared and signed by a qualified engineer, has demonstrated,to the satisfaction of the Conservation Authority, that applicable Policies can be met.

6.7.8 Prohibited Uses on Hazard lands

On *hazardous lands* and *hazardous sites*, the following uses shall not be permitted:

i. Institutional uses associated with hospitals, nursing homes, pre-school, schoolnurseries, day care or schools;

ii. Essential emergency services such as those provided by fire, police andambulance stations and electrical substations; and

iii. Uses associated with the disposal, manufacture, treatment or storage of *hazardous substances*.

6.7.9 Permitted Uses on Hazard lands

Notwithstanding policy 6.7.4 and 6.7.8, *development* and *site alteration* may be permitted in those portions of *hazardous lands* and *hazardous sites* where the effects and risk to public safety are minor and can be mitigated in accordance with Provincial standards, and the following criteria is demonstrated:

~~Where, under this Plan, development and *site alteration* may be permitted on portions of *hazardous lands* or *hazardous sites*, then the Conservation Authority must be satisfied that the effects and risk to public safety are minor and can be managed ormitigated so that.~~

i. *Development* and *site alteration* will be in accordance with provincial flood proofing standards, *protection works standards* and *access standards*;

ii. Vehicles and people have a way of safely entering and exiting the area duringtimes of flooding, erosion and other emergencies;

iii. New ~~on-site or off-site~~ hazards will not be created, or existing ones aggravated; and

iv. No adverse environmental impacts will result.

6.7.10 New Lot Creation and Lot Boundary Adjustment

New lot creation and lot boundary adjustments should avoid the fragmentation of hazard lands where possible and practical.



CHAPTER 7

Open Space and Recreation

7 ~~PARKS,~~ OPEN SPACE AND RECREATION

7.1 PLANNING OBJECTIVES

7.1.1 Fulfill the City's Long-Term Parks, Open Space and Recreation Vision

The City will plan and seek opportunities to expand ~~for an integrated~~ its system of parks, open spaces and recreational opportunities which serve a wide range of citizens.

7.1.2 Plan and Maintain a Hierarchy of Parks

The City will plan and develop facilities to maintain a hierarchy, and equitable distribution, of parks, open spaces and recreational opportunities throughout the municipality.

7.1.3 Links Important Destinations

The City will ensure the provision of a continuous path / open space system to physically link important destinations within the City as outlined in the City's Community Trails Strategy.

7.1.4 Protect the Waterfront

The City will encourage the protection and management of waterfront lands throughout the City as important parks, recreational and open space areas.

7.1.5 Adapt to Citizen Needs

The City will encourage the *development* and *redevelopment* of accessible facilities and public amenities which are multi-purpose, support a range of activities, and are adaptable over the life cycle of the facility or amenity. ~~so that investments in open space and recreation are cost-effective for the municipality over the long-term and are able to continually meet the needs of Welland's changing demographic base~~.

7.1.6 Support Efforts which Help to Achieve the Vision in the Welland Parks, Recreation & Culture Master Plan ~~Welland Recreational Waterway Master Plan~~

The City will ~~support~~ efforts which help to achieve the vision put forth in the Welland Parks, Recreation & Culture Master Plan with respect to economic development, quality of life, public access, conservation, and heritage ~~Welland Recreational Waterway Master Plan~~.

~~7.1.7 Maintain Public Access to the Waterfront~~

~~The City will ensure that public access to the waterfront along the Welland Recreational Waterway is maintained so that all of the City's citizens have the opportunity to enjoy the waterfront area.~~

~~**7.1.8 To Support Economic Development and Quality of Life Improvements**~~

~~The City will encourage the completion of the Welland Recreational Waterway Master Plan as a means to support local economic development, conservation, recreation, education, and heritage for the benefit of citizens.~~

~~**7.1.9 To Support the Greater Niagara Circle Route and Welland Canals Parkway**~~

~~The City will encourage the completion of the Welland Recreational Waterway Master Plan as a means to support local economic development, conservation, recreation, education, and heritage for the benefit of citizens.~~

7.1.7 To Enhance Residents' Sense of Place

The City will enhance its parkland system by providing for a range of recreational, social, cultural and community activities within its parks which create vibrant public spaces for all ages and abilities and enhance residents' sense of place within their community.

7.1.8 Support Urban Agriculture

The City will support *urban agriculture* through encouraging community gardens and the developing City-wide guidelines.

7.1.9 Support Climate Change Initiatives

The City will consider initiatives that mitigate and reduce the impacts of climate change when planning for parks, open space and trails, including opportunities for green *infrastructure* and planting consistent with Chapter 8 of this Official Plan.

7.2 LAND USE POLICIES FOR PARKS, OPEN SPACES AND RECREATION

7.2.1 Parks, Open Spaces and Recreation ~~Facilities~~

7.2.1.1 Planned Function

The Parks, Open Space and Recreation designation includes lands used for active and passive leisure activities. In addition, open spaces are intended to contribute to the enhancement of the natural environment through the provision of green space and vegetation.

7.2.1.2 Permitted Uses

Permitted uses include indoor and outdoor active and passive recreational uses including parks, trails, golf courses, arenas, curling rinks, sports fields and other similar uses as well as open space areas. Compatible uses, such as public and/or private *utilities*, environmental conservation, and community gardens may also be ~~allowed~~ permitted.

Small scale, ancillary commercial activities which are associated and complementary to the function of a park or recreational area, such as cafes, refreshment booths, sporting goods rentals/sales, ~~taverns,~~ restaurants, outdoor patios, and outdoor theatres ~~assembly halls, and drugless practitioners~~ may also be permitted, provided that they do not undermine the function of the park/recreational area.

~~*(VARIOUS CITY-OWNED PROPERTIES/FACILITIES)*~~

7.2.1.3 Park Hierarchy

In general terms, the following hierarchy for parks will be maintained in Welland:

i. Neighbourhood Parks: Serve the immediate *recreation* needs of a neighbourhood and are within walking distance of the area being served;
ii. City-wide parks: Serve the *recreation* needs of the residents of Welland; and,
iii. Regional parks: Intended to serve the *recreation* needs of the residents of Welland and also attract tourists from other areas of Niagara and beyond.

7.2.1.4 Open Space Linkages

The City, wherever possible, shall develop a well-maintained open space system which links important destinations, such as the Downtown, activity centres, residential neighbourhoods, workplaces, waterfront areas, and parks using trails, natural areas, bicycle paths and sidewalks in accordance with the City's Community Trails Strategy and Appendix 4.

7.2.1.5 Standards of Provision

The City intends to achieve an overall ratio of 4 hectares of park space per 1,000 persons of population within Welland. Table 6-2 provides a breakdown of the City's planned standard by park type.

Table 6-2: Standard of Provision for Parks	
Type of Park	Standard of Provision
Neighbourhood Park[1]	1.0 hectare (2.5 acres) per 1,000 people
City-wide Park[2]	2.6 hectares (6.5 acres) per 1,000 people
Regional Park[3]	0.4 hectares (1.0 acre) per 1,000 people
Total	4.0 hectare (10 acres) per 1,000 people

[1] Generally, Neighbourhood Parks should be tableland. Any lands acquired for Neighbourhood Parks that are not tableland should be in addition to the recommended standard. Connecting walkways are included within the Neighbourhood level of parkland.

[2] ~~An undetermined portion of the City-wide Parks shall be comprised of lands within the City's~~ The City's Natural Environment ~~Heritage~~ System will supplement the City-wide park standards.

[3] ~~Portions of the Regional Park are supplemented significantly by lands under the jurisdiction of the Welland Recreational Canal Corporation. Allowance has been made for the acquisition of parkland in the Woodlawn Road/River Road area, which, due to its proposed use for high level sports facilities, should be classified as a Regional Park.~~

7.2.1.6 Design of New Parks and Facilities

The following policies shall apply to the provision of new open spaces and facilitiesthroughout the City:

i. Parks, ~~and~~ trails, open spaces and community facilities shall be integrated into the overall design of an area to ensure an optimal location for the citizens being served;

ii. The design of open spaces should focus on building design, public realm, encouragement for public art;

iii. Any landscaping and topographical modifications as may be required in the provision of parks by a developer shall be coordinated, as soon as possible, by the developer prior to the dedication of the lands for park purposes;

iv. Landscaping of parks, where appropriate, should use native plantings and species;

v. Efforts shall be made to alleviate any *negative impacts* (e.g., light pollution) to *adjacent lands*;

vi. The design of parking areas shall take into consideration the users of the openspace or recreational facilities and minimize conflicts between vehicular and pedestrian traffic;

vii. The open space or facility shall have reasonable street frontage and be accessible;

viii. New open spaces will be coordinated with school sites, wherever feasible, to facilitate joint use of recreational amenities;

~~ix. In areas where more than 30% of the land is still vacant, open space in accordance with the standards of provision will be required;~~

ix. In neighbourhoods where there is a deficiency of open space, the creation of open space from underutilized or *brownfield sites* may be considered on a site-by-site basis or as part of a secondary plan;

x. The design and programming of open spaces and recreational facilities will consider and implement techniques to optimize the safety and security of all users including through accessibility and age-friendly design; and,

xi. Guidelines for the design of open spaces and recreational facilities which address elements of Crime Prevention Through Environmental Design (CPTED) may be prepared in consultation with the public, stakeholder groups,and the Niagara Regional Police. The following CPTED principles will be considered:

- Natural Surveillance,
- Access Control,
- Territorial Reinforcement, and
- Mechanical Forms of Surveillance and Access Control.

7.2.1.7 Temporary Public Realm Enhancements

Short-term and temporary streetscape enhancements that expand the public realm will be encouraged such as sidewalk patios and temporary urban squares or plazas.

7.2.1.8 Redesignation of Lands

The redesignation of open space lands to ~~Core~~ nNatural environment e sSystem due to the existence of any *significant* or unique natural features as defined by the Ministry of Natural Resources and Forestry, the ~~Regional Municipality of Niagara Region,~~ or the ~~Niagara Peninsula~~ Conservation Authority will not require an Amendment to this Plan.

7.2.1.9 Trail Connections

Where a trail linkage in an open space system crosses an arterial or collector road, it shall be located where a safe crossing can ~~a marked pedestrian/bicycle crossing, grade-separated crossing, or other crossing safe guard shall~~ be provided.

7.2.1.10 Golf Courses

A golf course shall only be permitted through a site-specific zoning by-law amendment which demonstrates that: ~~upon circulation of the *development* Application to, and consultation with, the Region, Niagara Peninsula Conservation Authority, and any relevant provincial agencies. Furthermore, a golf course shall only be permitted under the following circumstances, which will be addressed through special studies required at the time of a *development* Application:~~

i. All buildings, structures, landform alterations and works are located outside the ~~Core~~ nNatural environment sSystem;

ii. The *development* ensures that natural ecological systems and processes are maintained and enhanced;

iii. The *development* minimizes disruption to existing landforms, landscape features and natural features, and demonstrates how all features are being *conserved* ~~preserved~~ to the greatest possible degree;

iv. Maintains or enhances the quality and quantity of ground and surface water resources~~s~~ systems;

v. Maintains or enhances the site's ground water recharge function;

vi. Maintains or enhances the site's existing aquatic ecosystem and terrestrial ecosystem functions;

vii. Issues with traffic and servicing have been adequately addressed;

viii. The buildings and structures are appropriate in terms of scale, location, character, and architectural design;

ix. A sustainable design strategy ~~describing~~ describes what measures will be implemented, including, but not limited to, water conservation and nutrient management measures, to reduce the golf course's environmental impact during operations;and,

x. The *development* complies with the ~~M~~*minimum* ~~D~~*distance* ~~S~~*separation formulae*.

7.3 ADDITIONAL POLICIES FOR OPEN SPACE AND RECREATION

7.3.1 Public Park Land Dedication

7.3.1.1 Required Dedication or Contribution

In accordance with the *Planning Act*, as a condition of *development* approval, the City of Welland may require the applicant to dedicate up to 2% of the land for commercial or industrial developments and in all other cases 5% of the gross developable area of the land.

City Council may use an alternative rate of one (1) hectare for every 600 dwelling units for the provision of public open space~~, other than roads, in residential developments, and up to 2% of the land for commercial or industrial developments~~.

7.3.1.2 Maximum Dedication or Contribution

The parkland dedication permitted under the alternative rate shall not exceed 10% of the land or the value of the land for sites that are five hectares or less, and for sites greater than five hectares, the dedication shall not exceed 15% of the land or the value of the land.

7.3.1.3 Cash-in-lieu Contribution

~~Also, i~~In accordance with the *Planning Act*, as a condition of *development* approval, the City of Welland may require cash-in-lieu payment to the City's reserve fund instead of land, at a rate of 2% of the land value for commercial or industrial developments and in all other cases 5%, or one (1) hectare for each 1,000 net residential units~~ require the applicant to dedicate one (1) hectare for every 300 dwelling units. This required dedication may take the form of land or as a cash-in-lieu payment to the City's reserve fund to be~~ calculated based on the rates applicable at the date of approval of an amendment or site plan control application, or date of building permit application (when there is not amendment or site plan control application), but paid ~~as of~~ the day prior to the issuance of a Building Permit.

7.3.1.4 Parkland dedication for larger sites

On large sites, the City may require conveyance of parkland over cash-in-lieu for *development* or *redevelopment* applications including but not limited to applications for Plans of Subdivision. Parkland dedication will particularly be required in areas of the City where it is determined that there is need for a park or other public recreational purposes by consulting the City's Parks, Recreation, and Culture Master Plan or its successor plan, the Community Trails Strategy or its successor plan, or the Northwest Welland Secondary Plan.

7.3.1.5 Application of Surpluses

Land and/or funds accepted by the City as a condition of *development* approval will be used for the acquisition and *development* of parks in the area; however any surplus after the needs of the neighbourhood have been met may be applied to help relieve deficiencies in other areas or other public recreational purposes, including the erection or repair of buildings and the acquisition of machinery for park or other public recreational purposes.

7.3.1.6 Collaboration with Partners

The City will work closely with the ~~Region of~~ Niagara Region, the private sector, ~~Niagara Peninsula~~ Conservation Authority and other agencies to continue to improve and enhance the City's open space and recreational resources.

7.3.1.7 Evaluation of Public Lands

The City will evaluate public lands being disposed for potential acquisition for *recreation* and open space uses in concert with other growth needs, including reuse of abandoned rail facilities and utility corridors for trail development.

~~7.4 WELLAND RECREATIONAL WATERWAY~~

~~7.4.1 Planning Objectives~~

~~**7.4.1.1 Support Efforts which Help to Achieve the Vision in the Welland Recreational Waterway Master Plan**~~

~~The City supports efforts which help to achieve vision put forth in the Welland Recreational Waterway Master Plan.~~

~~**7.4.1.2 Maintain Public Access to the Waterfront**~~

~~The City will ensure that public access to the waterfront along the Welland Recreational Waterway is maintained so that all of the City's citizens have the opportunity to enjoy the waterfront area.~~

~~**7.4.1.3 To Support Economic Development and Quality of Life Improvements**~~

~~The City will encourage the completion of the Welland Recreational Waterway Master Plan as a means to support local economic development, conservation, recreation, education, and heritage for the benefit of citizens.~~

~~**7.4.1.4 To Support the Greater Niagara Circle Route and Welland Canals Parkway**~~

~~The City will encourage the completion of the Welland Recreational Waterway Master Plan as a means to support local economic development, conservation, recreation, education, and heritage for the benefit of citizens.~~

7.4 LAND USE POLICIES FOR THE WELLAND RECREATION CORRIDOR~~WATERWAY~~

7.4.1 Vision

~~Through the Welland Recreational Canal Corporation, the~~ The City of Welland has established the Welland Recreational Corridor to ~~Waterway as~~ "an exciting, attractive, well used and self-sustaining recreational waterway which is fully integrated into the fabric and life of the City of Welland," as articulated in the Welland Parks, Recreation & Culture Master Plan ~~Welland Recreational Waterway Master Plan~~.

7.4.2 Planning in Conformance with the Master Plan

The planning and *development* of the Welland Recreational Corridor ~~Waterway~~, and the *development* of lands adjacent to the Welland Recreational Corridor ~~Waterway~~, shall generally

be in conformance with the Welland Parks, Recreation & Culture Master Plan ~~Welland Recreational Waterway Master Plan~~. Planning and *development* within these lands may require a permit from the ~~Niagara Peninsula~~ Conservation Authority.

7.4.3 Permitted Uses

Permitted uses within the lands designated as Welland Recreational Corridor ~~Waterway~~ include all uses permitted within the Parks, Open Space and Recreation and General Institutional designations. In addition to this, ~~medium~~ mid and high-density residential *development* is also permitted subject to the Policies of Sections 7.4.4 and 7.4.5 ~~6.3.2.4 and 6.3.2.5~~ of this Plan.

7.4.4 Design

7.4.4.1 Provide a clean and safe environment

The land and the water within the Corridor ~~Waterway~~ should be free of contaminants which impair the beneficial uses by people and other living entities. People should be ableto swim in the water and engage in other water activities without risk of illness.

7.4.4.2 Development which Supports the Healthy Landscape Policies of this Plan

Planning and management of land and water assets should restore and renew natural habitats and communities; enhance and maintain natural ecological processes; and ensure environmental sustainability by introducing more vegetation along the shoreline.

7.4.4.3 Support a Mix of Uses

Development of lands within the Welland Recreational Corridor ~~Waterway~~ should allow for a mix of land uses, both public and private.

7.4.4.4 Diversity of Uses

Uses within the Welland Recreational Corridor ~~Waterway~~ include a range of facilities, activities and experiences for residents and visitors of all ages, cultures and genders.

7.4.4.5 Maintain Public Access

Development of lands within the Welland Recreational Corridor ~~Waterway~~ shall be undertaken in a manner which maintains continuous public access to the waterfront along its length.

7.4.4.6 Link Neighbourhoods to the Corridor ~~Waterway~~

Development of the lands within, and adjacent to, the Welland Recreational Corridor ~~Waterway~~ should enhance existing linkages and provide new pedestrian linkages.

7.4.4.7 Support a Variety of Modes

Development of the lands within the Welland Recreational ~~Waterway~~Corridor, in particular within activity nodes, should be accessible by a variety of transportation modes, including transit, cycling, pedestrians and vehicles.

7.4.4.8 Safe and Accessible

Development of the lands within the Welland Recreational ~~Waterway~~Corridor should ensure safe and accessible access for all persons, where feasible.

7.4.4.9 Attractive Design

Planning and *development* of lands within the Welland Recreational ~~Waterway~~Corridorshould:

i. Provide distinctive and memorable places;
ii. Protect and enhance views and vistas;
iii. Optimize the relationship between facilities, open space and water;
iv. Be consistent and compatible with the design of the overall Waterway;
v. Where possible, reflect Welland's diverse culture and history throughattractive design.
vi. Be consistent with the other policies of this Plan

7.4.4.10 Archaeological Conservation ~~Preservation~~

The City has a special regard for the Welland Canals System. Any proponent for *development*, *redevelopment* or *site alteration* on lands within or adjacent to the Welland Canals System, ~~will~~ may require an archaeological assessment in accordance with the policies of Section 9.2 of this Plan. *Significant archaeological resources* shall be *conserved* by removal and documentation, or by conservation ~~preservation~~ on site, and other measures may be required to ensure that the heritage integrity of the Canals system is *conserved* ~~preserved~~ and promoted.

7.4.5 Residential Development

A limited amount of medium and high-density residential *development* may be permitted within the Welland Recreational ~~Waterway~~ Corridor designation, provided that the proposed *development*:

i. Is compatible with the surrounding land uses;
ii. Does not compromise the recreational function of the waterfront area;
iii. Maintains public access to the waterfront area; and,
iv. Is consistent with all other policies of this Plan, including Policies of Sections 7.4.4 of this Plan.

7.4.6 Downtown Node

It is intended that those portions of the Welland Recreational ~~Waterway~~ Corridor and the Welland River through Downtown shall be treated as special features / amenities and, as such, shall be functionally and visually integrated with other Downtown uses.

7.4.7 ~~Multi-Use~~ Community Trails

An open space / park land system incorporating ~~a~~ multi-use trails shall be developed in consistency with the City's Community Trails Strategy and the Welland Parks, Recreation & Culture Master Plan, ~~wherever possible,~~ with a focus along the Welland Recreational Corridor ~~Waterway~~ and Welland River within the Downtown area.

7.4.8 Impacts of Adjacent Development

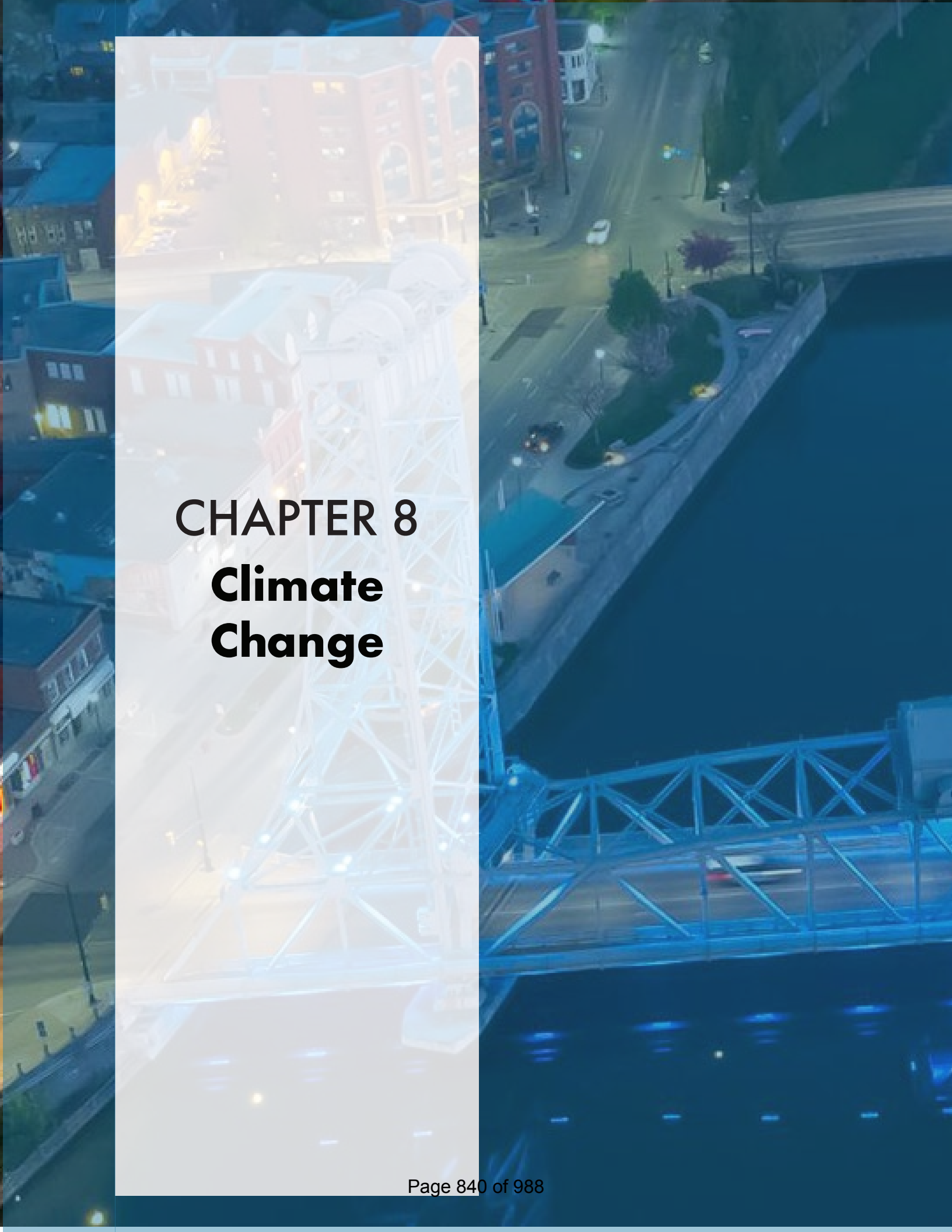
To further assist in supporting the Welland Recreational ~~Waterway~~ Corridor, the City will consider the impacts of future *development* adjacent to the corridor and require the proposed *development* to implement measures which ensure that the vision for the Welland Recreational ~~Waterway~~ Corridor is not compromised.

7.4.9 Environmental Constraints

Proponents of d~~D~~*evelopment* and *site alteration* within the Welland Recreational ~~Waterway~~ Corridor shall ~~be consistent~~ consult with the ~~Niagara Peninsula~~ Conservation Authority's ~~Regulation 155/06. *Development* and *site alteration* shall also conform with all other applicable Policies of this Plan (such as the Policies for~~ with respect to ~~Natural~~ *Hazards*~~ous Lands~~, ~~Core nNatural environment sSystem, Cultural Heritage, Archaeology,~~and Intake Protection Zone for the Welland Water Treatment Plant~~)~~.

7.4.10 Financial Support

Where possible, lands or funds from parkland dedication obtained from *development* near to the Welland Recreational Waterway will be directed to enhancing or subsidizing the *infrastructure*, facilities, and equipment for the Welland Recreational Waterway.



CHAPTER 8
Climate Change

8 CLIMATE CHANGE

8.1 PLANNING OBJECTIVES

8.1.1 Prioritize the Reduction of Greenhouse Gas Emissions

The City will prioritize the reduction of greenhouse gas emissions, improve air quality and increase resiliency to climate change by carefully managing the built and natural environment through the *development* process.

8.1.2 A Resilient City

The City will encourage building design and green initiatives that help meet the current and future needs of the City making Welland resilient to future effects of climate change.

8.1.3 Sustainable Practices

The City will encourage the use of sustainable materials and designs that can easily integrate with the environment to help mitigate effects of climate change.

8.1.4 Energy Conservation

The City shall encourage and support energy conservation, district heating and combined heat and power and the on-site use of alternative and renewable energy sources ~~developed in accordance with Provincial and Federal legislation, policies and regulations, and where all potential *negative impacts to adjacent lands* are mitigated.~~ Welland will also encourage the application of energy conservation measures in the design and construction of new buildings and in the rehabilitation and upgrading of existing buildings and structures.

8.1.5 Waste Reduction and Energy Generation

During the *development* review process the City will promote opportunities for waste reduction, composting and recycling initiatives, including the identification of new opportunities for energy generation from waste, source reduction, reuse, and diversion. ~~including during demolition and construction stages.~~ Consideration shall also be given to increased convenience and access to waste diversion collection programs to promote participation.

8.1.6 Changing Climate

The City recognizes that some aspects of climate change may be unavoidable, the City shall develop and implement plans, where appropriate, to adapt to potential impacts in collaboration with Niagara Region, the ~~Niagara Peninsula~~ Conservation Authority and other stakeholders.

8.2 Climate Change Policies

8.2.1 Clean Air Initiatives

The City may establish clean air initiatives in relation to *development* and future *infrastructure* projects to achieve air quality that is safe and considers the impacts of climate change.

8.2.2 Green Infrastructure

To ensure the growth of a resilient City, green *infrastructure* such as green roofs, bioswales, permeable pavements, public charging *infrastructure*, and LEED practices etc. will be encouraged where possible.

8.2.3 Support the Transition of Net-Zero Development

The City should develop a target to support achieving net zero *development* and encourage all *development* to use resilient building material to mitigate and adapt to climate change.

8.2.4 Green Development Standards

The City will develop Green Development Standards that facilitate sustainable designs for new privately and City owned developments. The Green Development Standards will be updated every 5 years. The Green Development Standards will support the City's Net-Zero Goal.

8.2.5 Support Flexibility in Development Approvals Process

The City will promote Zoning provisions and site planning standards to accommodate flexibility in building orientation, landscaping designs, lot coverage and other site or building characteristics to provide for the opportunity for increased energy efficiency.

8.2.6 Tree Canopy

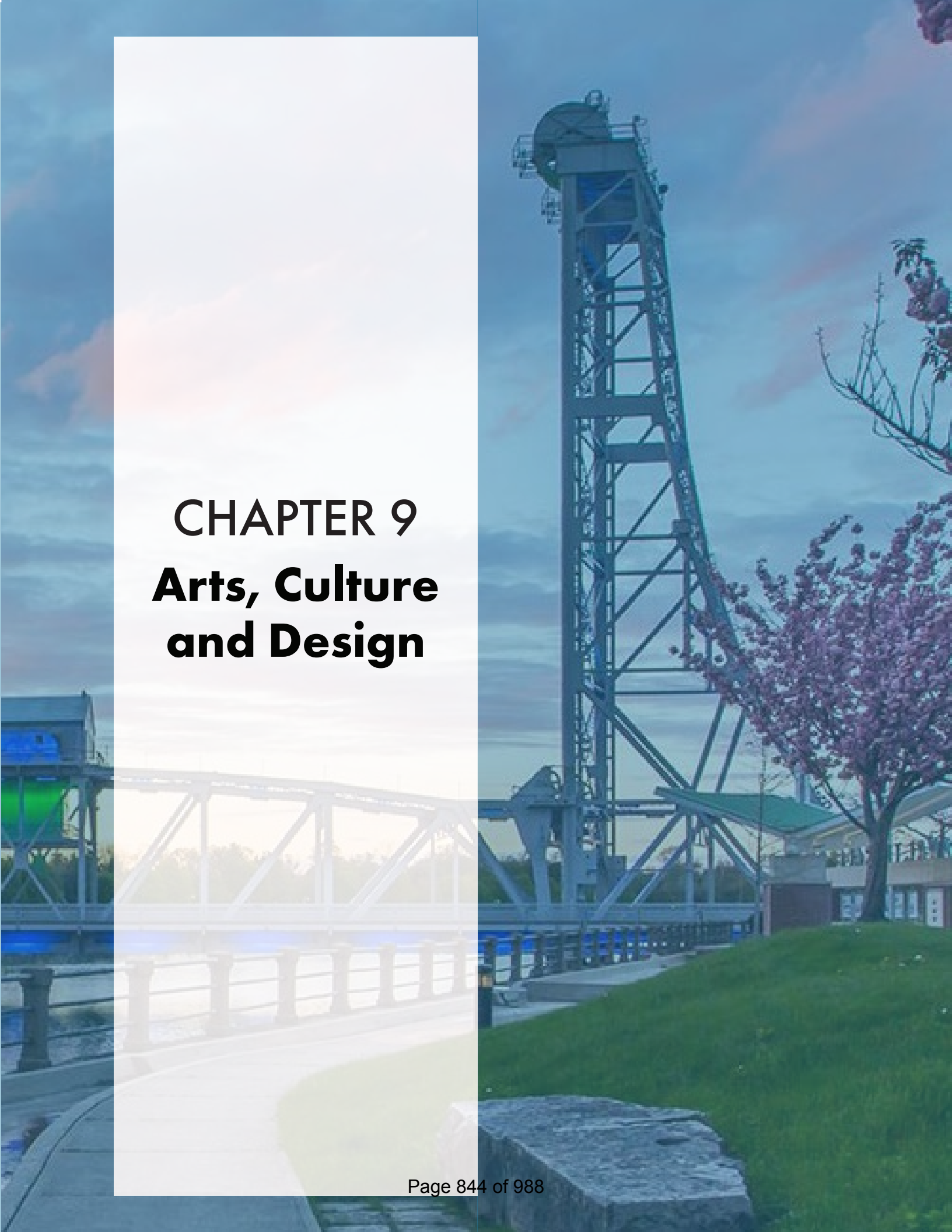
The City will prioritize the protection of mature and healthy trees and encourage the expansion of the overall urban tree canopy. The City shall include a tree canopy target to ensure tree canopy is protected and enhanced.

8.2.7 Stormwater Management Planning

Stormwater Management Planning is encouraged to incorporate best practices, including green *infrastructure* and/or low impact developments designs.

8.2.8 Renewable Energy Facilities

New or expanding renewable energy generation facilities will be subject to a compatibility study in accordance with Regional and Provincial requirements to determine mitigation measures, if required.



CHAPTER 9
Arts, Culture and Design

9 ARTS, CULTURE AND ~~HERITAGE~~ DESIGN

9.1 PLANNING OBJECTIVES

9.1.1 Maintain and Enhance our Cultural and Heritage Resources and Landscapes

The City will encourage the conservation, ~~protection,~~ and enhancement of the City's Cultural heritage resources, including landscapes, archaeological sites, important views and vistas, buildings and structures of historic, cultural, and architectural value.

9.1.2 Encourage Quality Design

The City will encourage growth and *development* which promotes the conservation ~~protection~~ and sympathetic treatment and use of heritage resources.

9.1.3 Recognize ~~Districts~~ Neighbourhoods with Cultural Heritage Attributes

The City will encourage the conservation ~~protection~~ and awareness of the rich heritage of the City's Downtown area as well as the various ethnic cultures and neighbourhoods.

9.1.4 Increase the Profile of and Support for Arts and Culture

The City recognizes the social and economic benefits of supporting arts and cultural initiatives and heritage and aims to greatly increase the City's profile in this area. In support of this, the City will consider opportunities for cultural expression and the recognition of Indigenous communities within park planning and public space design.

9.1.5 Placing Urban Design in the Forefront

The City will ensure, where applicable, that urban design principles and guidelines are considered and a focus of land use planning decisions.

9.1.6 Encourage Quality Design

The City will encourage a high quality and consistent level of urban design for public and private realms including but not limited to building design.

9.1.7 Accessibility and Age Friendly Design

The City will ensure community design practices are accessible, age-friendly and barrier-free to promote inclusivity, human health and well-being.

9.1.8 Streetscape Design

The City will encourage human scale design and compact built form that is massed, designed and oriented to create well-defined, appropriately transitioned, comfortable, well-designed, functional, and attractive public spaces and streetscapes.

9.1.9 Sustainable Practices

The City will encourage sustainable forms of *development* and designs through the Green Development Standards, refer to policy 8.2.4.

9.1.10 Public Realm

The City will endeavour to ensure elements of public realm be designed to the highest quality possible and located to provide interest, safety, diversity and focal points within the community.

9.2 POLICIES FOR CULTURAL HERITAGE CONSERVATION

9.2.1 General Conservation

Conservation of landscapes, important views and vistas, sites, buildings or structures of cultural heritage, historical, architectural, or archaeological merit shall be encouraged throughout the City, ~~wherever possible~~ to foster a sense of place and benefit communities, including First Nations and Métis communities.

9.2.2 Advisory Committee

~~Heritage Welland~~ The City of Welland Heritage Advisory Committee shall be consulted on matters relating to heritage resources as required by the Ontario Heritage Act.

9.2.3 ~~Heritage Inventory~~ Municipal Register

The City shall maintain an inventory of ~~buildings~~ properties of ~~architectural and/or historic~~ cultural heritage value or interest~~, for the purposes of designating~~. Non-designated properties of interest may be listed to the Municipal Register if City Council believes the property to contain cultural heritage value or interest found in O.Reg. 9/06 Criteria for Determining Cultural Heritage Value or Interest of the Ontario Heritage Act.

Property owners shall be consulted with prior to the listing of any non-designated properties on the Municipal Register.

~~For the purpose of designating ,by By-law, selected properties for preservation and protection from alteration pursuant to the *Ontario Heritage Act*.~~

9.2.4 **Identifying Cultural Heritage Resources**

The evaluation of properties with cultural heritage value or interest must employ the criteria of Regulation. 9/06 Criteria for Determining Cultural Heritage Value or Interest of the Ontario Heritage Act.

9.2.5 **Timelines for Identifying Cultural Heritage Resources**

In accordance with the Ontario Heritage Act, the City may issue a notice of intention to designate a property listed on the Municipal Registry upon a notice of complete official plan amendment, zoning by-law amendment or plan of subdivision application.

Designations must occur within the time frame outlined in the Ontario Heritage Act after a notice of intention to designate subject to exceptions contained in the Ontario Heritage Act. The City will notify the Region of newly or listed features of cultural heritage value or interest.

9.2.6 **Removal of Non-designated Heritage Properties from the Municipal Register**

Existing and Non-designated properties or buildings included in the City's Municipal Register, shall be removed from the Register if the following occur:

i. If City Council does not give the notice of intention to designate~~d~~ the property within the prescribed timelines outlined in the Ontario Heritage Act of the property being included in the register;
ii. If City Council withdraws the notice of intention to designate~~d~~ a property;
iii. If City Council issues notice of intention, but does not pass a By-law within the prescribed timeline outlined in the Heritage Act;
iv. If City Council issues a notice of intention, and passes a By-law, but the By-law is repealed at the Ontario Land Tribunal.

If a property or building is removed from the Municipal Register, the property or building shall be removed from the Register in accordance with the Ontario Heritage Act.

9.2.7 **~~Use of~~ Heritage Designation**

Heritage ~~features~~ properties shall be appropriately designated using relevant provincial legislation including the *Ontario Heritage Act*, the *Planning Act*, the *Municipal Act* and other

applicable statutory legislation in order to conserve ~~preserve and enhance~~ the City's cultural heritage resources.

~~**9.2.8 Heritage Designations for Specific Properties**~~

~~Individual properties and areas of unique cultural, architectural and historical significance may be recognized through designation pursuant to the *Ontario Heritage Act*.~~

9.2.8 Heritage ~~Designations for~~ Conservation Districts

~~Special studies may be undertaken for districts having heritage potential.~~ Should an area be found to meet the applicable criteria of Ontario Regulation 9/06 Criteria for Determining Cultural Heritage Value or Interest of the Ontario Heritage Act, a Heritage Conservation District may be established pursuant to the *Ontario Heritage Act*. ~~All new *development* within a Heritage Conservation District will be required to maintain the character of the area~~.

9.2.9 Heritage Conservation District Assessments

Prior to designating a new Heritage Conservation Area District under the Ontario Heritage Act, the City shall undertake a study with a qualified professional in accordance with the Ontario Heritage Act to:

i. Assess the feasibility of establishing a Heritage Conservation District;
ii. Examine the character, appearance and cultural heritage significance of the Study area including vistas, contextual elements, buildings, structures, and other property features to determine if the area should be *conserved* as a heritage conservation district;
iii. Recommend the geographic boundaries of the area to be designated and the objectives of the designation;
iv. Recommend changes required to be made to the City's Official Plan and By-laws; and
v. Share the intent and scope of study to residents, landowners and the public at large.

9.2.10 Conservation Easements

Conservation easements are voluntary legal agreements between a heritage property owner and the City that conserves *significant* cultural heritage value of a property. The use of a conservation easement registered on title of a property is encouraged if designation under the *Ontario Heritage Act* is not ~~appropriate~~ feasible.

9.2.11 Alteration of Heritage Properties

Alterations may be made to properties designated by By-law as having historical significance provided that the alterations do not affect the *heritage attributes* ~~reasons for the designation~~, and

are in keeping with the Policies of this Plan~~, and meet the requirements of the Zoning By-law, other City By-laws and applicable municipal and provincial policies and codes~~. Additions or alterations that affect *heritage attributes* may be approved by Council in accordance with the Ontario Heritage Act.

9.2.12 Partnership Funding for Heritage

Council shall endeavour to obtain funds for the conservation and restoration of buildings through all available sources with the assistance of applicable agencies~~ such as the Ontario Heritage Foundation~~.

9.2.13 Regard for Heritage Resources during Development

Where appropriate, ~~All~~ all new *development* shall have regard for heritage resources by conserving, accommodating and incorporating heritage resources in *development* and *redevelopment* proposals. Existing landmark or heritage trees, tree lines, hedge lines, or fence lines shall be considered, evaluated, and where possible, integrated in the design of any *development* or *redevelopment*.

9.2.14 ~~Retention~~ Conservation of Designated Heritage Properties

Designated properties shall be ~~retained~~ *conserved* as part of any new *development* or *redevelopment* to ensure that the cultural heritage value or interest of the building and/or lands is not adversely impacted ~~compromised~~, unless Council or its designate approves removal in accordance with the Ontario Heritage Act.

9.2.15 Public Works Compatibility with Heritage Resources

Consideration shall be given to the effects of public works and *development* on *significant* cultural heritage resources ~~buildings, infrastructure, sites and areas of historical, architectural, scenic or archaeological importance prior to the approval of public works and proposals for development. At the discretion of the Director Manager of Planning and Development Services, emergency repairs to *infrastructure* within buildings, sites and areas of historical, architectural, scenic or archaeological importance may not require a permit~~.

~~**9.2.16 Mobility and Accessibility Improvements to Heritage Buildings**~~

~~The *redevelopment* of heritage buildings shall address the need to improve the accessibility and mobility for all individuals.~~

9.2.16 Roadway Changes and Heritage Resources

In the extending of streets and other necessary road improvements, including realignment and widening, consideration shall be given to the impact of such extensions or improvements on heritage resources, especially the character of streetscapes.

9.2.17 Development and Site Alteration within Areas of Archaeological Resources or Areas of Archaeological Potential

Development and *site alteration* shall not be permitted on lands containing *archaeological resources* or *areas of archaeological potential* unless *significant archaeological resources* have been *conserved* or the land has been investigated and cleared or mitigated following the assessment being entered into the Ontario Public Register of Archaeological Reports. Mapped *areas of archaeological potential* are shown on Schedule G.

An archaeological assessment or any other archaeological investigation may not be required for *development* and *site alteration within areas of archaeological potential* if the site has been subjected to recent, extensive or intensive disturbance.

The boundaries of *areas of archaeological potential* may be defined more precisely or modified through an archaeological assessment. Boundary adjustments and modifications to *areas of archaeological potential* in Schedule G will be permitted without amendment to this Plan.

9.2.18 Development and Site Alteration of land adjacent to Archaeological Resources

Development and *site alteration* on *adjacent lands* to *protected heritage property* is not permitted, unless the *heritage attributes* of the *protected heritage property* will be *conserved*.

9.2.19 Archaeological ~~Resource~~ Assessment

A minimum Stage 1 Archaeological Assessment will be required and submitted to the Province ~~and the Region of Niagara~~ within the prescribed timeline for review where *development* is proposed on lands with archaeological potential. For lands located outside a settlement area boundary where *site alteration* or *development* will not affect the entire property, the archaeologist may consult with the Province on a property-by-property basis to determine if these areas can be exempt or the assessment can be scoped.

The archaeological assessment will follow the applicable guidelines and processes as dictated by the Province such as the Heritage Act.

~~**9.2.20 Additional Archaeological Resource Assessments**~~

~~Depending on the aforementioned Stage 1 Archaeological Assessment, the City may require that Stage 2 to Stage 4 Assessments be conducted. The findings and recommendations of Archaeological Assessments shall be adhered to and, where appropriate, incorporated into *development* plans.~~

9.2.20 Additional Archaeological ~~Resource~~ Assessment

Depending on the aforementioned Stage 1 Archaeological Assessment, the City may require that a Stage 2, Stage 3 and ~~to~~ Stage 4 Assessment~~s~~ be conducted. The findings and recommendations of Archaeological Assessments shall be adhered to and where appropriate, incorporated into *development* plans.

9.2.21 Heritage Impact Assessment

The City may require a heritage impact assessment be prepared by a qualified professional to the satisfaction of the City for any proposed alteration, construction or any *development* of:

- A property on the Municipal Register;
- A potential cultural heritage resource, which has been evaluated, or is being evaluated, but not yet formally designated and is listed on the Municipal Register;
- A potential cultural heritage resource identified through the *development* approval process or *site alteration*.

In reviewing a Heritage Impact Assessment prepared in support of an alteration, or a *development* proposal for a property on the Municipal Register, consideration will be given to, but not limited to, the criteria outlined within Heritage Act.

9.2.22 Marine Archaeological Assessment

The City may require a Marine Archaeological Assessment for the *development* or *redevelopment* of marine archaeological sites, and sites adjacent to or that utilize the waterways in the City.

9.2.23 Environmental Assessment

If the City undertakes an Environmental Assessment, it will review the *areas of archaeological potential* as identified by Schedule G and determine if archaeological assessments are required as part of the Environmental Assessment process. Where a project is within an area of archaeological potential, an archaeological assessment may be required as part of the study process.

9.2.24 Unexcavated Archaeological Sites

Unexcavated archaeological sites and *archaeological resources* shall be protected against disturbance until all required archaeological assessments and requirements from the Province have been completed.

9.2.25 Unexpected Discoveries

The emergency protocol for the unexpected discovery of *archaeological resources* as detailed in the Region's Archaeological Management Plan or an applicable City policy shall be followed during unexpected discoveries. The emergency protocol will be implemented as a standard clause included in all draft plan approvals and *development* agreements.

9.2.26 Celebrating Ethnic Composition

Council encourages and promotes the City's ethnic composition through festivals, exhibits, ethnic days, themed streetscaping of neighbourhoods, etc.

9.2.27 Supporting the Arts, Culture and Heritage

The City will endeavour to support initiatives which enhance, expand and support existing and new arts and cultural activities in Welland.

9.2.28 Public Art

The City encourages and supports the display of art in public places as a means of enhancing the public realm, enriching the visual experience of residents and visitors and promoting Welland's culture. The utilization of public art will celebrate Welland's cultural heritage resources as well as enhance existing cultural heritage resources where appropriate. The City will promote the creation of public art that reflects the City's cultural diversity and heritage by:

i. Encourage public art initiatives on properties and within buildings;
ii. Encourage the inclusion of public art in all significant public and private sector developments;
iii. Promote the concept of soliciting gifts of cash and gifts in-kind to the Town to implement public art initiatives; and
iv. Encourage the implementation of temporary public art, murals, and interactive displays with the potential for them to become permanent.

9.2.29 Cultural Master Plan

The City will prepare cultural master plan that identifies cultural resources to inform decision making. The cultural master plan will review existing and planned City projects to determine if

they are subject to the Environmental Assessment Act, and if it will impact potential *archaeological resources*.

9.3 POLICIES FOR URBAN DESIGN

9.3.1 Urban Design Guidelines

The City recognizes the value of pedestrian-friendly streetscapes and vibrant neighbourhoods and should therefore ensure consistency with both the City and the Niagara Region's Urban Design Guidelines.

9.3.2 Public Realm Design

9.3.2.1 Streetscapes

Streetscapes shall be designed to:

a) Respect the predominant character and function of the surrounding area; and

b) Provide and/or maintain opportunities for vistas and view corridors.

The City will facilitate a complete streets design approach when considering streetscape design. Streetscapes and public spaces shall be designed to prioritize the pedestrian environment with elements such as high-quality landscaping, street furnishings, patios, public art, lighting, signage or other distinct placemaking elements that are complimentary to and emphasize the existing character of the street.

9.3.2.2 Pedestrian Environment

The pedestrian environment should be comfortable, safe and secure in public places which include roads, parks and open spaces, schools, public transit routes and public activity areas of buildings. Measures that are necessary include:

- The design and siting of new buildings shall provide visibility and ease of access to adjacent roads, parks and open spaces;
- Appropriate lighting and visibility shall be provided for all walkways, parking lots, garages and outdoor amenity areas;
- Public-oriented spaces and activity areas shall be oriented toward public roads; and
- A consistent level of landscape design shall be provided incorporating elements such as paving, planting, fencing, lighting and signage, as appropriate.

9.3.2.3 Crime Prevention Through Environmental Design (CPTED)

The City will incorporate the following Crime Prevention Through Environmental Design (CPTED) principles into proposed and existing public realm projects:

- Natural Surveillance,
- Access Control,
- Territorial Reinforcement, and
- Mechanical Forms of Surveillance and Access Control.

9.3.2.4 Roads and Lanes

Roadways and lanes should be enhanced through landscaping and streetscape treatments. The streetscape along roads and lanes can be improved through several features such as:

- Sidewalks with width appropriate for the streetscape;
- Shade trees and boulevard planting;
- Improved street furnishings and lighting; and
- Public Art.

9.3.2.5 Built Form

New *development* should be compatible with its adjacent context and surrounding character with regard to building scale and site design. The siting and massing of new buildings should not result in adverse impacts on adjacent properties in regard to privacy and shadow.

9.3.3 Placemaking

The City will encourage the implementation of placemaking features, along main streets and within public spaces, entryways to the community, vistas and heritage areas that contribute to a distinct sense of place. Place making features include but are not limited to public art installations, unique paving, signage and banners, distinctive street furniture, street vendors, and special landscape treatment plantings.

9.3.4 Public Art

The City will encourage the implementation of temporary public art, murals and interactive displays with the potential for these installations to become permanent at key locations within the community.



CHAPTER 10
Integrated Transportation

10 INTEGRATED TRANSPORTATION

10.1 PLANNING OBJECTIVES

10.1.1 To Provide a Transportation System which Supports a Variety of Modes

The City aims to reduce dependence on the automobile and develop a diverse multimodal transportation system which ~~supports~~ includes a comprehensive active transportation network, an interconnected public transit system, an efficient goods movement network ~~a variety of transportation modes, including road, rail, transit, cycling, pedestrian modes~~ and transportation demand management modes.

10.1.2 To Provide an Integrated Transportation System

The City will encourage and plan for an integrated transportation system which allows for cost-effective and efficient movement of people and goods in a sustainable manner that is compatible with existing and future planned land uses.

10.1.3 To Create a Connected ~~Responsible~~ Transportation System

The City will encourage a transportation system in Welland which supports economic development ~~and social inclusion with minimum social and environmental disruption~~.

10.1.4 To Ensure a Coordinated Transportation System

The City will encourage coordination among other municipalities, the Niagara Region, the Province, agencies, and stakeholders in developing a ~~the transportation system to~~ coordinated and ~~cooperate towards~~ ~~optimizing~~ optimized ~~the~~ transportation system.

10.1.5 To Protect Future System Needs

The City will anticipate, designate and protect transportation rights-of-way and areas required for future transportation facilities in cooperation with the Province, Niagara Region, where applicable, and neighbouring municipalities.

10.1.6 To Plan for a Safe Transportation Network

The City will plan its transportation network as a safe and accessible system. Additionally, the City will coordinate with the Region to ensure that its transportation network also provides fast and efficient routes for emergency response purposes.

10.1.7 Attracting Tourism

The City will enhance Welland's position within the Niagara Region as a destination for recreational activity bringing new tourism and economic development.

10.1.8 To Promote Active Transportation Uses

The City will promote the use of active transportation such as transit, walking and cycling to reduce the dependence on the automobile.

10.1.9 A Healthy and Active Lifestyle for Citizens

The City will promote an active and healthy lifestyle through the active transportation network.

10.1.10 A Sustainable Active Transit System

The City will promote a *multi-modal transportation system* that prioritizes active transportation.

10.1.11 To Plan for a Safe and Accessible Active Transportation Network

The City will ensure the active transportation system is maintained and designed for all users and mobility needs, where possible.

10.1.12 Rural Active Transportation Connections

The City will promote active transportation connections between rural and urban areas.

10.1.13 Way Finding

The City will promote the use of wayfinding to create a transportation network that is easy to navigate. Wayfinding signage along Regional Roads will be coordinated with the Region to ensure consistent implementation.

10.1.14 To Plan for Complete Streets

The City will promote and facilitate a complete streets design approach to new and existing streets that balance the needs of multiple modes of travel, as well as individuals of varying ages and abilities.

10.2 GENERAL TRANSPORTATION POLICIES

10.2.1 General Policies

10.2.1.1 Carpooling and other Transportation Demand Management (TDM) Initiatives

Carpooling, park and ride lots, paid parking initiatives and workplace-based commuter programs

will be encouraged and expanded throughout the City.

10.2.1.2 Protecting Corridors

The City shall plan for and protect corridors and rights-of-way for *infrastructure*, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs. The City, in consultation with the Niagara Region, where applicable, shall not permit *development* in *planned corridors* that could preclude or negatively affect the use of or functionality of the *planned corridors*.

10.2.2 Roads

10.2.2.1 Road Classification

All roads within the municipality are classified according to their function as provincial highways, regional roads, arterial roads, collector roads ~~expressways, arterials, collectors~~ and local roads as shown on Schedule "E". This hierarchy of roads is intended to optimize the roadway network and provides the following:

i. Accommodation of intra-city, regional and inter-city traffic with minimal disruption to the quality of life of local residents;
ii. Direct large volumes of commercial and truck traffic around residential areas;
iii. Allow for logical vehicular movement throughout the City; and,
iv. Facilitate the establishment of public transit and on-street cycling routes.

10.2.2.2 Definitions for Roadway Classifications

The following definitions shall serve as guidelines for roadway classifications within the City:

i. Provincial Highway: a divided or undivided roadway with partial or full access control serving large volumes of inter-city and provincial traffic at high speeds.
ii. Regional Road: a roadway that provides strategic links in the regional and local road network and fulfills an arterial road function carrying large volumes of traffic within and through the City and may have restricted or controlled property access.
iii. Arterial Road: a divided or undivided road primarily used for traffic movement and servicing moderate to large volumes of inter-City and/or through traffic at moderate speeds and may have restricted or controlled property access.
iv. Major Collector Road: an undivided road where traffic movements and land access are of equal importance and serving moderate volumes of traffic at moderate speeds and may act as local transit corridors.
v. Minor Collector Road: an undivided road where traffic movements and land access are of equal

importance and serving low/moderate volumes of traffic at low speeds.

vi. Local Road: an undivided road primarily used for land access and serving low volumes of traffic at low speeds.

~~vii. Expressway: a median or fully divided provincial highway or undivided provincial highway with full access control serving large volumes of inter-city traffic at high speeds.~~

~~viii. Arterial Road: a divided or undivided road primarily used for traffic movement and servicing moderate to large volumes of inter-City and/or through traffic at moderate speeds.~~

~~ix. Collector Road: an undivided road where traffic movements and land access are of equal importance and serving moderate volumes of traffic at moderate speeds.~~

~~x. Local Road: an undivided road primarily used for land access and serving low volumes of traffic.~~

10.2.2.3 Right-of-way Widths

~~Generally, t~~The planned minimum right-of-way widths for municipal roads identified on Schedule E Road Hierarchy ~~should~~ will be:

~~30.0~~ 26 metres for City arterial roads;

~~24.5~~ 23 metres for minor and major City collector roads; and,

20.0 metres for City local roads.

The minimum right-of-way widths ~~in Policy 6.4.2.1.C~~ indicate the amount of land which may be required by the City as part of the *development* approval process in accordance with the Planning Act. Regional Roads shown on Schedule E may be subject to the right-of-way widths and minimum sight triangle dimension requirements for regional roads identified on Schedule E1.

10.2.2.4 Alternative Designs

In circumstances where a road is proposed to be less than these minimum standards, the City will ensure that:

i. The planned function of the road is capable of accommodating anticipated travel demand;

ii. Municipal services, including maintenance and emergency services can be delivered in a safe and efficient manner;

iii. The proposed right of way is consistent with planned adjacent land uses; and,

iv. The road design is consistent with the Objectives and Policies of Section 10.1 ~~6.4~~ of this Plan.

Rear lane *development* may be considered at the discretion of the Director of Planning and Development Services in consultation with the Director of Infrastructure Services. Where a *development* incorporates rear lanes the frontage of the lot will support a pedestrian friendly street design in accordance with Section 10.3 of this Official Plan.

~~**10.2.2.5 Planned Widenings**~~

~~The right-of-way widths in Policy 6.4.2.1.C indicate the amount of land which may be required as part of the *development* approval process. **Schedule F** shows the location of the planned road widenings. **Table 6.3** lists roads which may require widenings to achieve their right-of-way widths. Also refer to the Regional Policy Official Plan for additional information on Regional Road widenings.~~

~~Table 6-3: Planned Road Widenings, City of Welland~~

~~Atlas Avenue~~
~~Biggar Road – East of Moyer Road~~
~~Broadway~~
~~Brown Road~~
~~Burgar Street~~
~~Canal Bank Street – Ontario Road to Forks Road~~
~~Clare Avenue – Gaiser Road to North City Limit~~
~~Colbeck Drive~~
~~Crowland Avenue~~
~~Division Street~~
~~Doans Ridge Road~~
~~East Main Street~~
~~Elm Street~~
~~First Avenue~~
~~Fitch Street – West of First Avenue~~
~~Forks Road – Kingsway to west limits of the City of Welland~~
~~Gaiser Road – South Pelham Road to Colbeck Drive~~
~~Hagar Street – Burgar Street to Wellington Street Hellems Avenue~~
~~Humberstone Road – West of Prince Charles Drive South~~
~~Humberstone Road – Townline Tunnel Road east to Southworth Street~~
~~Keefer Road King Street Lincoln Street~~
~~Memorial Park Drive Miller Road~~
~~Moyer Road~~
~~Netherby Road – East to Townline Tunnel Road Netherby Road – Reaker Road to Rusholme Road Niagara Street~~
~~Ontario Road Plymouth Road~~
~~Prince Charles Drive North and South~~
~~Quaker Road – South Pelham Road to St. Lawrence Drive~~
~~Reaker Road – South of Netherby Road~~
~~Rice Road~~
~~Ridge Road – Rusholme Road to Highway No. 140 River Road~~
~~Riverside Drive Ross Street Schisler Road South Pelham Road~~
~~Southworth Street Thorold Road~~
~~Townline Tunnel Road Webber Road Wellington Street West Main Street~~
~~Willson Road – North of Endicott Terrance to Willsonway~~
~~Willsonway~~
~~Woodlawn Road~~

10.2.2.5 Development Subject to Widening

No new *development* or *redevelopment* will be permitted which does not front on a public road of an acceptable standard of construction. As a condition of *development* approval, the City will require that sufficient lands be conveyed to provide for a road right-of-way in accordance with the classification set out above.

10.2.2.6 Lands to be Dedicated

Unless otherwise specified in this Plan, a dedication of land to widen a roadway will be taken equally from both sides of the road allowance measured from the centreline of the roadway. In certain circumstances, where factors such as topography and existing *development* dictate, it may be necessary to require more than half of the widening on one side of the road allowance.

10.2.2.7 Prioritizing Road Improvements

All existing roads shall be brought up to the approved municipal standards for roadways. However, it is recognized that, due to the expense of undertaking such works, this may not be achieved for many years. Priority will be given to those areas where the residents or businesses indicate that they are prepared to assist the City through the application of the *Local Improvement Act*, or where it is desirable to carry out the improvements in conjunction with other public works in the vicinity.

10.2.2.8 Road Improvement Criteria

Notwithstanding the above, road improvements can have a significant impact on the character of the neighbourhood. Therefore, the City shall undertake road improvements when:

i. ~~The need is demonstrated through an~~ It is determined that a road is not operating safely and efficiently ~~analysis and public consultation regarding the safety, efficiency, affordability, diversity, land use impact, and integration of the transportation system~~;

~~ii. The resulting road improvements through the design process shall improve the liveability of affected residential areas by:~~

~~a. Reducing the use of local streets in residential areas by cut-through traffic;~~

~~b. Minimizing conflicts between local and through traffic; and,~~

~~c. Minimizing any adverse impacts on the social and natural environment of adjacent lands.~~

10.2.2.9 Roadway Functional Principles

To improve the designated functions of the roadway system, the following general principles shall be used:

i. Where feasible, direct access from individual properties on arterial roads will be restricted to enhance the flow of traffic and minimize the negative impacts on abutting properties and pedestrian movement;

ii. The spacing of intersections between arterial and collector roads will be appropriate to accommodate traffic control devices;

iii. The spacing and possible reduction of driveways on arterial roads through the use of controlled joint access and common off-street parking facilities;

iv. Discouraging the intersection of local roads with arterial roads;

v. Controlling the number and design of driveways for multi-residential and commercial uses on collector and arterial roads;

vi. Encouraging service roads or rear lanes for low-density residential uses abutting arterial roads, and, where appropriate, collector roads~~; and,~~

~~vii. Consideration of various traffic calming and management measures to reduce through-traffic on local streets and to promote safer streets.~~

10.2.2.10 Traffic Calming Designs

Traffic calming designs will be introduced on roads as per the recommendations of the Transportation Master Plan and other applicable City policies.

10.2.2.11 Provisions for Road Designs

Where appropriate, the design of roads shall include provisions for:

i. Pedestrians, by way of sidewalks to promote safety and reduce pedestrian- vehicle conflicts;

ii. Bicycles and other non-motorized vehicle traffic, by way of bicycle lanes, ~~pre-paved boulevards,~~ shared use lanes and other feasible measures ~~etc.~~

iii. Aesthetic and noise reducing applications, by way of tree planting, landscaping, street furniture, berms, ~~etc.~~, ~~where~~ and other feasible measures ~~necessary~~;

iv. Universal access and ease of movement with minimal physical and psychological obstacles, by way of sloped curbs, level entranceways, minimal grade changes, and other feasible measures; ~~etc~~

v. Traffic calming measures; and

vi. Accommodating agricultural equipment and activities in order to promote safety.

10.2.2.12 Truck Traffic Management

Truck traffic shall be managed by:

i. Directing it away from, or around, residential or sensitive areas where the road capacities are inadequate or where there is a potential for noise and/or safety hazards, and, in particular, designate, establish and monitor truck routes in coordination with the Region;
ii. Encouraging the relocation of existing land uses (which generate volumes of truck traffic which contribute to current noise and safety hazards) to more suitable locations in the City
iii. Discouraging the movement of heavy truck traffic on all collector and local streets in residential areas.

10.2.3 Transit

10.2.3.1 Promote Transit Usage

In the interests of overall energy conservation, environmental protection, and public mobility, the City shall promote the use of public transit, wherever possible.

10.2.3.2 Transit within Walking Distance

~~The City shall facilitate the provision of local transit services within a reasonable walking distance of all urban land uses.~~ The City may require that 90% of the new residential and non-residential units in a proposed subdivision to occur along arterial, collector, and regional roads that may be serviced by transit ~~are within 400 metres of a transit stop~~.

10.2.3.3 Linking Land Uses with Transit and Active Transportation Infrastructure

~~In the planning of transit service, the~~ The City shall promote ~~consider the location of~~ the following ~~types of~~ uses ~~and the appropriateness of transit linkages~~ to occur along arterial, collector, and regional roads with exiting or planned frequent transit ~~between these uses~~:

i. Concentrations of transit-supportive housing, employment and retail;
ii. Concentrations of schools and other developments which may generate high volumes of transit users;
iii. Terminals for inter-city *transportation systems*;
iv. Major medical, social service, or community service facilities;
v. Active transportation *infrastructure*; and
vi. Major recreational facilities, ~~multi-use trails,~~ theatres, museums, and other arts, culture, and *recreation* facilities.

10.2.3.4 Tools to Encourage Transit Use and Active Transportation

The City in collaboration with the Region shall encourage the use of public transit and active transportation by:

i. Encouraging transit-supportive *intensification* in the vicinity of established transit routes, as well as in, and around, the Welland Transit Terminal;
ii. Requiring that new *development* provide convenient and direct access topublic transportation facilities;
iii. Integrating pedestrian linkages, trails, and intersections of major road ways with transit stops;
iv. Providing for universal access so that users with varying needs have the fullest access possible to the transit system; and,
v. Supporting an on-going investment in transit vehicles which provide transit user safety and comfort, and takes advantage of new technology.

~~**10.2.3.5 Design of Stops and Transfer Locations**~~

~~New transit stops and transfer locations will be designed to offer comfort, amenities and safety considerations (including, but not limited to, seating areas, weather protection, and lighting). A program of upgrading existing transit stops and transfer locations to standards, as applicable, is encouraged.~~

10.2.3.5 Reducing Automobile Reliance

New major *development* or *redevelopment* will incorporate transit and pedestriansystems aimed at reducing the reliance on the automobile.

10.2.3.6 Parking Reductions to Support Ridership

Reduced parking requirements may be supported for *development* within *intensification* areas identified on Schedule A ~~fronting corridors which have major transit service~~, as a means to encourage transit ridership and transit cost-effectiveness.

10.2.3.7 Considering Transit in Road Design

Roadway design proposals shall consider and incorporate transit service needs and requirements.

10.2.3.8 Niagara Region Transit

The Regional Transit Commission, where required shall be consulted on *development* applications, secondary plans and other land use plans to ensure integration of land use planning and public transit.

10.2.4 Railways

10.2.4.1 Rail to Support Industry

The City shall support the location of rail service to meet the needs of industrial uses within the City. It will further encourage multi-modal connections to rail as ameans of supporting economic development.

10.2.4.2 Surplus Railway Lands

The City, together with the railway authority, will identify potential reuse of railway lands which becomes surplus to the railway's needs. Where appropriate, the City will consider the use of surplus railway lands for new trails and open spaceuses.

10.2.4.3 Mitigating Conflicts with Rail

The City, together with the railway authority, ~~the Region,~~ and other agencies, will identify where conflicts exist between rail, vehicles, cyclists, pedestrians, and adjacent land uses and will implement appropriate measures to mitigate the conflict, wherever possible.

10.2.4.4 Level Crossings

The City ~~will identify those level crossings requiring grade separations and seek appropriate government assistance for such construction. At the same time, the City will identify those level crossings which are hazardous to public safety and~~ will seek appropriate measures to improve and/or create close level crossings~~.~~ where it is hazardous to public safety.

10.2.4.5 Required Studies

Where *development* is proposed adjacent to a rail corridor, the City together with the railway authority, will consider the impact of the *development* on the rail corridor and may require studies (including, but not limited to~~, snow,~~ noise, vibration, air quality studies) to demonstrate that the rail corridor's function is not negatively impacted and that potential negative impacts of the rail corridor on theproposed land use can be mitigated in accordance with applicable guidelines, standards, and procedures".

10.2.4.6 Major Goods Movement

10.2.4.6.1 **Protecting Major Goods Movement**

The City recognizes the importance of efficient freight, road, and ports system for the City's economic development and will set out opportunities to improve the movement of goods within the City. The City also recognizes the importance of protecting land near *Major goods movement facilities and corridors* for employment uses that rely on the facilities and corridors. As such,

development proposals for *sensitive land uses* within proximity to these corridors will be subject to the compatibility requirements outlined in Section 4.3.3.9 of the Official Plan.

10.2.4.6.2 **Major Goods Movement Study**

The City will work with the Region to prepare a Goods Movement Study, that will identify priority routes for goods movement, where feasible, to take advantage of cross-border trade opportunities, including the Foreign Free Trade Zone, maximize the use of the Niagara Gateway Economic Zone and Niagara Gateway Economic Centre, and facilitate the movement of goods into and out of *employment areas*.

10.2.5 The Welland Canal

10.2.5.1 Authority

The St. Lawrence Seaway Management Corporation has jurisdiction for the area within the Welland Canal. The City will work with Transport Canada and the St. Lawrence Seaway Authority on matters related to the Welland Canal which affects the City and its citizens.

10.2.5.2 Importance of the Welland Canal

The City recognizes the significance of the Welland Canal as an important goods movement corridor ~~and the environmental benefits of shipping as a mode of goods movement.~~

10.2.5.3 Canal-Side Development

The City, where possible, will encourage and support the St. Lawrence Seaway Management Corporation ~~Authority~~ and Transport Canada in its on-going efforts to improve the economic and environmentalimpacts of the Welland Canal. In particular, the City will encourage *development* adjacent to the canal which supports this Plan's strategic goals and objectives related to establishing a multi-modal economic driver in Welland.

10.2.5.4 ~~Mitigation of Impacts~~

~~The City will require that new development, which may be considered a sensitive land use and is located adjacent to the canal, shall be subject to appropriate~~

10.2.5.5 Mitigation of Impacts

The City will require that new *development*, which may be considered a *sensitive land use* and is located adjacent to the canal, shall be subject to appropriate technical studies and that appropriate mitigation measures are provided as a condition of *development* approval.

10.2.5.6 Heritage Value

The Welland Canal is recognized as having a built and cultural heritage value to the City and opportunities will be sought to promote and celebrate this heritage.

10.2.5.7 Partnership

Dialogue between the City of Welland, ~~Regional Municipality of~~ Niagara Region, and the St. Lawrence Seaway Management Corporation ~~authority~~ is encouraged on matters of mutual interest where the potential solutions will benefit from partnership and cooperation.

10.2.6 Accessibility

10.2.6.1 Mobility for All Persons

The City shall strive to improve the mobility of all persons to make conditions safe for walking, persons using mobility devices, including wheelchairs and scooters, and people utilizing accessible conventional transit, specialized transit and accessible taxis.

10.2.6.2 Accessible Design for New Buildings

All new public, commercial, residential, recreational, and institutional buildings and facilities will incorporate accessible design, including, but not limited to, escalators/elevators where appropriate, automatic door openers, and ramps at building entrances, where required.

10.2.6.3 Development Review Considerations

In the review of *development* Applications, the City will address accessibility needs by:

i. Requiring driveway and sidewalk slopes at a maximum ratio of 1:12, height to length;
ii. Requiring sidewalk curb cuts at all intersections;
iii. ~~Requiring that paving changes (e.g. interlocking brick, tactile strips, etc.) be incorporated at grade changes and intersections;~~
iv. ~~Requiring designated parking spaces for persons with disabilities, as specified in the Zoning By-law;~~
v. ~~Encouraging any other features appropriate to ensure that barrier-free design is provided and,~~
vi. Requiring that paving changes (e.g. ~~interlocking brick,~~ tactile strips, where feasible) be incorporated at grade changes and intersections;
vii. Requiring designated parking spaces for persons with disabilities, as specified in the Zoning By-law;
viii. Encouraging any other features appropriate to ensure that barrier-free design is provided and,

ix. Where appropriate, circulating the Application to an Accessibility Advisory Committee for comment.

10.2.6.4 Preparation of Guidelines

The City may prepare specific design guidelines for accessibility and/or ensure that accessible design is addressed when preparing design guidelines for neighbourhoods.

10.3 ACTIVE TRANSPORTATION POLICIES

10.3.1 Active Transportation and Transit

10.3.1.1 Prioritizing Transit and Cycling

The City will support the construction of transit and cycling *infrastructure* line with a complete streets design approach when streets are being upgraded or new streets are being planned.

10.3.1.2 Roads and Lanes

Roads shall be oriented in a grid of regional roads, arterial roads, collector roads and local roads that organize *development* that is pedestrian and bicycle friendly and is highly connected and supports transit.

10.3.1.3 Connecting Active Transportation Infrastructure

When introducing new active transportation *infrastructure*, the City will consider the Community Trails Strategy, the Parks, Recreation & Culture Master Plan, Appendix 4, and other applicable documents to support a connected network.

10.3.1.4 Mobility

The City will encourage supportive environments for car sharing programs and car ride share platforms to reduce personal and business costs for transportation.

10.3.1.5 Transportation Master Plan

A Transportation Master Plan will be prepared by the City to further support the advancement of active transportation within the community and Region. The Transportation Master Plan will provide direction for creating a safe and convenient active transportation network within the City. This will include facilitating connections from neighborhoods to strategic growth areas, transit stations, *employment areas*, tourism destinations, community services, institutions, and Regional connections through upgrades to existing roads and planned future roads.

~~10.3.1.6 Phasing~~

~~An implementation strategy should be developed including project phasing and cost estimates for all future proposed networks. The approach should build upon existing assets while prioritizing new connections for completion according to community need and fiscal capacity.~~

10.3.2 Cycling

10.3.2.1 Cycling System for Welland

The City shall implement, in a staged program, the *development* of a continuous and safe system of on-street and off-street cycling network ~~trails~~.

10.3.2.2 Supportive Site Design

Pedestrian and cycling supportive site design shall be encouraged and shall provide safe pedestrian and cycling opportunities for all ages and abilities in all new developments.

10.3.2.3 Cycling Consideration during Road Project

The design of new, and reconstruction of existing, arterial and collector roads shallconsider bicycle movements and facilities ~~by ensuring that such projects incorporate cycling facilities~~. New on-street cycling routes on arterial or collector roads will be designed to buffer the effect of high traffic volumes by applying the most appropriate principles and standards. ~~through wide cycling lane widths, paving materials, special demarcation, etc.~~

10.3.2.4 Cycling Considerations at Bridge Crossings

The City will consider and accommodate, as much as possible, the needs of cyclists on bridge crossings.

10.3.2.5 Cycling Considered during Development

Development applications shall be reviewed to ensure that cycling linkages are incorporated into the design of the *development* in a safe and efficient manner, wherever warranted. In all new *development* and *redevelopment*, consideration shall be given to safe and secure bicycle movements and bicycle parking facilities.

10.3.2.6 Zoning requirements for Cycling

The Zoning By-law may require *development* in certain Zones to provide a minimum number of bicycle parking facilities and may specify whether these facilities are required to be weather-protected.

10.3.2.7 Active Transportation ~~Cycling~~ Advisory Committee

The City will consult with its Active Transportation Advisory Committee on City projects incorporating active transportation and to seek advice and input on issues related to cycling, from time-to-time.

10.3.2.8 Funding Support for Cycling Trails

The City may provide funding for implementing a cycling trails system by allocating a portion of the City's budget on an annual basis for this purpose.

10.3.3 Pedestrians

10.3.3.1 A Safe, Convenient and Attractive System

Transportation facilities, including the construction of new roads and reconstruction of roads, shall include safe, convenient and attractive pedestrian systems such as sidewalks, corner ramps, pedestrian signals and appropriate lighting. A continuous sidewalk/walkway system providing accessible, safe, convenient and enjoyable walking for all users shall be developed and maintained.

10.3.3.2 Pedestrian-Friendly Streets

The *development* of pedestrian-scale streets and streetscapes which are safe, convenient and attractive will be supported through measures such as providing wide sidewalks, sheltered transit stops, street furniture, canopies on buildings, landscaping, locating retail and personal service uses at street level, and supporting building design which provides shelter and other amenities.

10.3.3.3 Required New Sidewalks and Walkways

The City will require that new subdivisions provide sidewalks and walkways, as per the City's municipal standards manual, as deemed appropriate. Pedestrian crossing signals will be required at all signalized intersections.

10.3.3.4 Transition between Sidewalks and Walkways

There should be a smooth transition between sidewalks and pedestrian walkways with appropriate signage provided for pedestrian walkways.

10.3.3.5 Connection to Transit Stops

Sidewalks will be required to link directly to new transit stops.

10.3.3.6 Reducing Walking Distances

Sidewalks, walkways, and trails shall be designed in a manner to reduce thewalking distances between residential *development* and transit, recreational/community facilities, schools and commercial facilities. ~~This requirement shall be evaluated at a variety of scales.~~

10.3.3.7 Sidewalk Requirements within the Right of Way

For new or reconstruction, sidewalks shall be provided as follows:

i. On both sides of arterial roads;
ii. On both sides of collector roads; ~~and,~~
iii. On at least one side of all local roads, and,
iv. On a cul-de-sac where required by City standards.

10.3.3.8 Sidewalks Serving Certain Land Uses

Sidewalks ~~are considered essential near bus stops, schools, community facilities, and institutions, and s~~hould be provided on both sides of the streets adjacent to schools, community facilities and institutions, where feasible.

10.3.3.9 Extension of Sidewalks

As a condition of approval, a sidewalk shall be required beyond the limits of a proposed subdivision to complete connection to the following:

i. An existing sidewalk;
ii. Isolated sections of sidewalk created by *development*; and,
iii. An intersection, walkway or logical ending point where the length of the sidewalk is reasonable.

10.3.3.10 Upgrading Pedestrian Facilities

The City will undertake a program of sidewalk reconstruction to upgrade existing sidewalk and trails in established areas.

10.3.3.11 Multi-Use Paths

The City may consider the provision of multi-use paths in lieu of sidewalks or on-street cycling facilities.

10.3.4 Trails

10.3.4.1 Community Trails Strategy

Connectivity between trail networks, sidewalks and on-road cycling routes will be enhanced to create an integrated, connected system of trails and active transportation *infrastructure* in accordance with the City's Community Trails Strategy.

10.3.4.2 Safety and accessibility

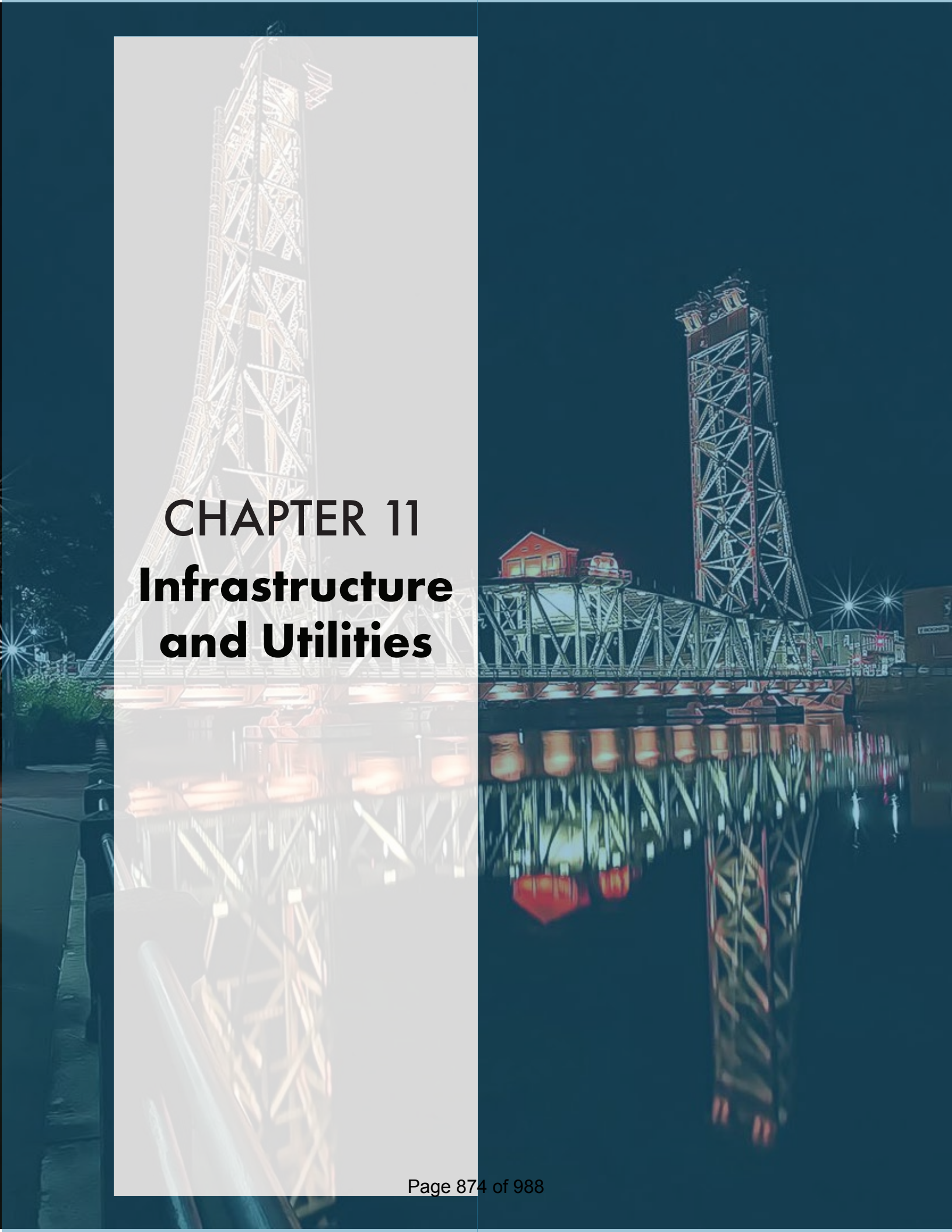
Trails will be continuous, safe, accessible, well-maintained, and convenient for all ages and abilities.

10.3.4.3 Develop supportive partnerships and programs

Social *infrastructure* shall support trails use in addition to the physical *infrastructure*. The City shall provide opportunities to connect with the community and create programs that can help encourage trail use.

10.3.4.4 Conceptual Trails

The Welland Parks, Recreation & Culture Master Plan, Community Trail Strategy, and Appendix 4 identify conceptual trail linkages in the City that would connect its communities to the Welland Canal Recreational Corridor. These trails linkages shall be further studied to develop detailed mapping routes and phasing.



CHAPTER 11
Infrastructure and Utilities

11 INFRASTRUCTURE AND UTILITIES

11.1 PLANNING OBJECTIVES

11.1.1 To Provide an Adequate Amount of Space to Accommodate the Needs of Infrastructure and Utilities

The City will ensure there is a sufficient amount of land designated to accommodate *infrastructure* and *utilities*.

11.1.2 To Reduce Potential for Land Use Compatibility Issues Related to Infrastructure

The City will ensure issues related to land use compatibility are addressed.

11.1.3 To Ensure the Safe and Efficient Provision of Power, Cable and Telecommunication Facilities

The City will work with the appropriate providers to ensure the safe and efficient provision of power, cable and telecommunications in an environmentally acceptable manner.

11.1.4 To Ensure that there is a Sufficient Planned Supply of Municipal Water and Sanitary Sewage Services in the Urban Boundary

The Region ~~of Niagara~~ is responsible for providing a supply of municipal sanitary sewer and water services within the City. The City will work closely with the Region to ensure there is a sufficient planned supply of sanitary and water services to meet long-term growth projections outlined in this Plan. The City recognizes the Region's Water and Wastewater Master Servicing Plan. ~~and Public Utilities Policies in the Regional Policy~~Official Plan~~, as amended from time to time.~~

11.1.5 To Ensure the Sustainable Planning, Design and Development of Water and Sanitary Sewage Services

The City will ensure that these systems are provided in a sustainable manner (i.e. they can be sustained by the water resources systems upon which such services rely) and that they are financially viable and protect human health and the natural environment.

11.1.6 To Ensure that all Development within the City is Appropriately Serviced

The City will ensure all new *development* within the Urban Area occurs on lands with access to full municipal services and necessary *utilities*. For lands outside of the Urban Area, the City will ensure

that *development*, where necessary, complies with the standards of, and are subject to, the approval of all applicable authorities / agencies.

11.1.7 Improve Water Quality and Reduce Stormwater Runoff

The City aims to improve water quality and reduce stormwater run-off by promoting proven innovative techniques for stormwater management.

11.1.8 Encourage Innovation and New Technology

In the provision of *infrastructure* and *utilities*, the City will encourage the use of proven innovative techniques and new technology.

11.2 POLICIES

~~**11.2.1 Planned Function**~~

~~The planned function of the *Infrastructure* and Utility designations is to allow for the efficient and effective use of land to accommodate *utilities* and infrastructure.~~

~~**11.2.2 Permitted Uses**~~

~~Uses include public and/or privately owned facilities, including water and sanitary sewage facilities, Stormwater Management Facilities, pumping stations, hydro corridors, communications/telecommunications *infrastructure* and facilities and transmission towers.~~

~~These facilities are permitted in all land use designations, subject to the Policies of this Plan.~~

11.2.1 New Infrastructure

Before consideration is given to developing new *infrastructure*, the City in collaboration with the Niagara Region shall optimize the use of existing *infrastructure* shown on Schedule D, and plan and direct growth in a manner that promotes efficient use of existing services.

11.2.2 Design

The location, design, construction, and operation of *infrastructure* will be sustainable, strategic, and cost-efficient, and minimize adverse impacts on the Natural Environment System, agricultural lands, and existing landscape. In addition, the ~~The~~ built form of new *infrastructure* and *utility* facilities will be in harmony with the character of the surrounding area and will be appropriately landscaped.

11.2.3 Necessary Public Utilities

New public *utilities* will be provided in accordance with the servicing needs of existing and future *development* and with economic, safety and environmental considerations.

11.2.4 Siting Renewable Energy Facilities

Subject to Provincial requirements, the City will review the siting of all renewable energy generation facilities within the context of the policies of this Plan.

11.2.5 Infrastructure Risk

The City and Niagara Region shall assess *infrastructure* risks and vulnerabilities, including those caused by the impacts of climate change, and identify actions and investments to address these challenges, which could be identified as part of municipal asset management planning.

11.2.6 Water and Sanitary Sewage

11.2.6.1 General Water Supply

The City will work closely with the Niagara Region to ensure there is a sufficient planned supply of water capacity within the treatment plant to serve Welland and accommodate the long-term growth projections included in this Plan.

11.2.6.2 Water Supply within the Urban Area

All new *development* within the Urban Area is required to be connected to the water system as a condition of *development*. The water facilities shall be designed with considerations for reducing energy and greenhouse gas emissions.

11.2.6.3 Water Outside of the Urban Area

New *development* outside of the Urban Area which is consistent with other Policies of this Plan will only occur in instances where the City is satisfied that there is an on-site source of potable ~~clean and sustainable~~ water which is capable of serving the proposed *development*. The water facilities shall be designed with considerations for reducing energy and greenhouse gas emissions.

11.2.6.4 General Sanitary Sewerage

The City will work closely with the Niagara Region to ensure there is a sufficient reserve capacity within the sanitary treatment plant to serve Welland and accommodate the long-term growth based on the projections in this Plan.

Where development is proposed on lands adjacent to an existing or proposed sewage treatment facility, the location of development shall be determined by appropriate noise and odour studies that identify suitable separation distances and mitigation measures.

11.2.6.5 Sanitary Sewage Supply within the Urban Area

All new *development* within the Urban Area is required to be connected to the sanitary sewage system as a condition of *development*. The sanitary sewer facilities shall be designed with considerations for reducing energy and greenhouse gas emissions.

11.2.6.6 Sewage outside of the Urban Area

New *development* outside of the Urban Area which is consistent with other Policies of this Plan will only occur in instances where the City is satisfied that the proposed lot size, topography, soils, drainage and siting in accordance with the septic permit system. ~~will permit a Ministry approved sustainable on-site private waste collection system~~. The sanitary sewer facilities shall be designed with considerations for reducing energy and greenhouse gas emissions.

11.2.6.7 Infrastructure Planning

Infrastructure planning shall be aligned with land use planning, *infrastructure* investment and *watershed* planning.

11.2.6.8 Lot Creation and Sustainable Private Services

Outside the Urban Boundary, it is the objective of this Plan to ensure that all new lot creation establishes, and maintains in perpetuity, *sustainable private services* wherever municipal water and/or wastewater services are not available.

11.2.6.9 ~~Cisterns~~ Sewage Disposal Holding Tank

A privately maintained ~~cistern and~~ sewage disposal holding tank shall not be considered *sustainable private services* for the purposes of this Plan. No new lot creation shall be approved which is solely dependent upon the use of ~~a cistern and/or~~ a holding tank.

11.2.6.10 Sustainable Private Services

~~All new *development* located outside the Urban Area boundary shall provide *sustainable private services*.~~ The landowner is responsible for the maintenance, upkeep and repair of all private water supply and sewage disposal systems in accordance with applicable legislation.

11.2.6.11 Phasing

Schedule D shows the areas within the City which are serviced and those which will be serviced in the future.

11.2.6.12 Location

New water or wastewater facilities is the Niagara Region's responsibility and shall be located so as to reduce any potential negative impacts on surrounding uses and should not be located near *sensitive land uses*. The siting of new facilities is subject to requirements of the *Environmental Assessment Act*.

11.2.6.13 Communal Systems

Private communal sewage services and *private communal water services* are prohibited.

11.2.6.14 Default Responsibility Agreement

The City will not consider nor accept to becoming a party to a 'default responsibility agreement' for any private communal water supply or sewage treatment system as may be required pursuant to Ministry of the Environment, Conservation and Parks guidelines whether or not the existing or proposed *development* is permitted by this Plan or the Zoning By-law.

11.2.6.15 Service Failures

In the event that there are service failures of private systems outside of the Urban Area, the City will undertake a *comprehensive review* of its Official Plan and revisit the Growth Management Strategy to assess the implications of expanding full municipal services into rural areas where failures have occurred.

11.2.6.16 New or Expansion of Existing Municipal Water and Wastewater

Construction of new, or expansion of existing municipal water, and wastewater *infrastructure* should only be considered where the following conditions are met:

i. Where capacity exists;
ii. strategies for water conservation and other water demand management initiatives are being implemented in the existing service area;
iii. plans for expansion or for new services shall serve growth that achieves at least the minimum growth management targets and policies for *intensification* and density in this Plan; and
iv. plans have been considered in the context of applicable inter-provincial, national, bi-national, or state-provincial Great Lakes Basin agreements and are in compliance with the Great Lakes-St. Lawrence River Basin Sustainable Water Resources Agreement.

v. Proposed construction or expansion is within the urban area boundary, except where otherwise permitted in this Plan.

11.2.6.17 Water licenses and sewage disposal system approvals

Where an extension of the existing water supply or sewage disposal systems is proposed consistent with Policy 11.2.6.16 of the Official Plan, the application will be subject to the City's or Region's water licenses and sewage disposal system approvals.

11.2.6.18 Lateral Connections

Lateral connections to Regional water or wastewater mains are discouraged within the urban area boundary, and are not permitted outside the urban areas' boundaries.

11.2.7 Stormwater

11.2.7.1 Stormwater Water Management Plan

A Stormwater Water Management Plan and Sediment Erosion Control Plan, prepared and signed by a qualified engineer, may be required depending on the scale, location and other site-specific issues related to a proposed *development*. Requirements for Stormwater Management and Sediment Erosion Control Plans are set out in Section 6 of this Plan.

11.2.7.2 Innovative Techniques

Where appropriate, ~~T~~the City encourages the use of innovative techniques to reduce the need for large S~~s~~tormwater M~~m~~anagement F~~f~~acilities, thereby reducing run-off and improving water quality. Innovative techniques and Low Impact Design practices include, but are not limited to, rainwater harvesting systems (rain barrels and cisterns), green roofs, landscape systems and vegetated swales, downspout disconnection and permeable surfaces.

11.2.7.3 Location

Stormwater Management Facilities should generally be located at the edge of neighbourhoods; at the interface with natural areas; and/or within large public open spaces, including community parks. Stormwater Management Facilities should not be located within the ~~Core~~ Natural ~~Heritage~~ Environment System or on *Hazardous Lands*.

11.2.7.4 Naturalization

Where appropriate, Stormwater Management Facilities shall be naturalized, making use of native plants and species in accordance with Chapter 6 The Natural Environment System.

11.2.7.5 Integration

Stormwater Management Facilities shall be designed to have a high level of public exposure and should be integrated in, and contribute to, the enhancement of the neighbourhood's public realm. Where appropriate, Stormwater Management Facilities should be designed so that approximately 50% of the perimeter is adjacent to public areas such as parks, trails and public road right of ways.

11.2.7.6 Safety

The design and layout of ~~stormwater management facilities~~Stormwater Management Facilities shall address issues related to safety and shall be designed with gentle slopes in areas with direct access. Areas with steeper slopes shall not have direct access and shall be designed to include overhangs, railings and dense plantings.

11.2.7.7 Guidelines

Stormwater Management Plans should be prepared according to the City's and ~~NPCA~~ Conservation Authority's current standards, and applicable guidelines. ~~including the NPCA's Stormwater Management Manual (or it predecessor) and the City of Welland's Municipal Standards Manual (or its predecessor)~~.

11.2.8 Power, Telecommunications, and Other Cabled Services

11.2.8.1 Location

New *development* within strategic growth areas including the Downtown, Local Growth Centres and Local Corridors will have local service power lines, communications/telecommunications *infrastructure* and other cabled services located underground in road rights-of-way, where feasible.

11.2.8.2 Land Use Compatibility

The City will encourage *utility* installations for telecommunications towers to be located outside of residential areas, where feasible. In instances where the facilities are of a scale and function which is perceived to present significant issues related to land use compatibility, *infrastructure* which must be located within residential areas or within close proximity to residential areas shall be designed to be compatible with the adjacent and surrounding land uses.

11.2.8.3 Design

Where feasible, the City will seek to have local service power lines, communications/telecommunications *infrastructure* and other cabled services located underground.

Above ground *utilities* shall be sited to reduce their visual impact on the streetscape and/or screened using street furniture and landscaping. The City encourages *utility* providers to consider innovative methods of containing *utility* services within streetscape features such as gateways, lamp posts, transit shelters, etc., when determining appropriate locations for large *utility* equipment and *utility* cluster sites.

11.2.8.4 Location and Siting of Large Utility Equipment

The City will ensure that appropriate locations for large *utility* equipment and cluster sites have been determined and that consideration be given to locational requirements for larger *infrastructure* within public rights of ways, as well as easements on private property.

11.2.8.5 Permissions

Utility infrastructure shall be permitted in all land use designations, subject to the policies of this Plan.

Utility providers proposing to locate, relocate, or replace a facility within a regional road allowance will require approval from the Niagara Region.

11.2.8.6 Servicing

The City will ensure that adequate *utility* networks, are or will be, established to serve the anticipated *development* through discussions with public and/or private *utility* providers.

11.2.8.7 Coordination

The City encourages all *utilities* to be planned for and installed in a coordinated and integrated basis in order to be more efficient, cost effective and minimize disruptions.

11.2.8.8 Joint Use of Rights-of-ways and Corridors

The joint use of rights-of-ways and corridors between private and public *utility* providers is encouraged wherever feasible to:

- To lessen the impact on the environment of uncoordinated alignments of multiple *utilities*; and
- Avoid land use and *development* conflicts.

11.2.9 Power Generation Facilities and Green Energy

~~Welland~~The City will encourage and support alternative and renewable-source energy generation facilities which are developed in accordance with this Plan, the Niagara Region, and Provincial and Federal legislation, policies, and regulations. Proposed developments will be

encouraged to locate in areas where their adverse impacts on *adjacent lands* and natural features are minimized and mitigated to the greatestextent possible. Where feasible and practical, power generation facilities which areprimarily buildings (e.g., cogeneration plant) may be encouraged to develop on *brownfield sites*. When evaluating proposals for alternative energy generation facilities, the City will consider the following:

i. Location of facility;
ii. Size and scale of proposed facility;
iii. Potential for land use compatibility issues with adjacent land uses and potential for adverse impacts related to air, noise, odour, vibration etc.;
iv. Potential for perceived risks to human health ~~and~~ , safety, and the environment; and,
v. Any additional considerations.

Developments which fall under the jurisdiction of the *Green Energy Act* do not require an Amendment to this Plan. *Development* may require a permit from the ~~Niagara Peninsula~~ Conservation Authority.

11.2.10 Energy and Water Conservation

~~Welland~~Where all potential *negative impacts* to *adjacent lands* are mitigated, the City shall encourage and support energy conservation, district heating and combined heat and power, and the on-site use of alternative and renewable energy sources developed in accordance with Provincial and Federal legislation, policies, and regulations.~~, and where all potential *negative impacts to adjacent lands* are mitigated~~.

11.2.10.1 Energy Conservation Measures for Infrastructure

The City will also encourage the application of energy conservation measures in the*infrastructure* and *utility* servicing of new buildings and in the rehabilitation and upgrading of existing neighbourhoods, buildings and structures.

11.2.10.2 Water Conservation Measures

The City will encourage and support water conservation methods (such as efficient landscape irrigation, low water consumption fixtures, etc.) in the *development* of new sites and buildings and in the rehabilitation and upgrading of existing sites and buildings.

11.2.10.3 Passive Solar Gain

The City will encourage *development* to optimize opportunities for passive solar gain by providing guidance related to building orientation, the placement of trees and landscaping and the selection of building materials including but not limited to: cladding, energy-efficient glazing system, etc.

11.2.10.4 Energy Conservation Design Guidelines

The City may establish energy conservation design guidelines to encourage, ~~or require,~~ future *development* to implement energy conservation measures, that can include:

- reducing energy demands;
- promoting design and orientation to optimize passive solar energy gains;
- providing for on-site, renewable energy generation and co-generation and district energy systems;
- integrating green roofs into energy and water conservation strategies; and
- integrating active transportation and transit into *development* plans.

~~**11.2.11 Site Plan Control**~~

~~The *development* of all new *infrastructure* and *utilities* are subject to Site Plan Control.~~

11.2.11 Consultation

The City will consider the consultation protocols of the Indigenous communities that have traditional territory in this area, when engaging on planning matters or capital works projects.

11.2.12 Pipeline Infrastructure

11.2.12.1 Right of Way Crossings

TransCanada PipeLines Limited (TCPL) operates high pressure natural gas pipelines within its rights-of-way which cross through the City of Welland as identified in Schedule A.

11.2.12.2 TransCanada PipeLines Limited Regulation

TCPL is regulated by the Canada Energy Regulator (CER), which has a number of requirements regulating *development* in proximity to the pipelines, including approval for activities within 30 metres of the pipeline centreline.

11.2.12.3 TransCanada PipeLines Limited Consultation

New *development* can result in increasing the population density in the area, and may result in TCPL being required to replace its pipeline to comply with CSA Code Z662. Therefore, the City shall require early consultation with TransCanada for any *development* proposals within 200 metres of its facilities.

11.2.12.4 Setbacks from TransCanada PipeLines right-of-way

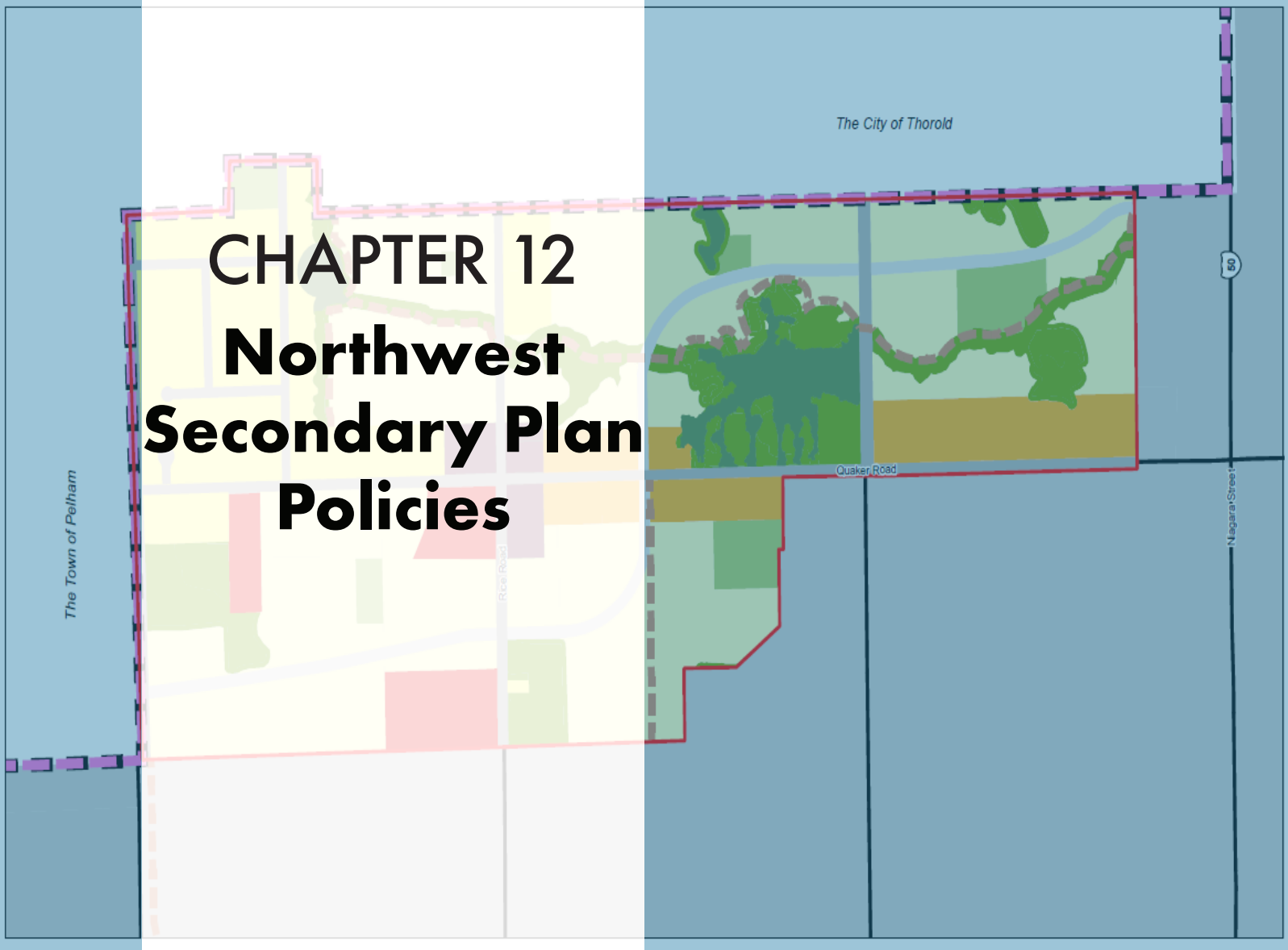
New *development* in proximity to a TCPL pipeline right-of-way shall incorporate appropriate setbacks in accordance with TCPL's development standards and the City's Zoning By-law.

11.2.12.5 Uses of Right-of-Ways

The City will encourage the use of TCPL's right-of-way for passive parkland or open space subject to TCPL's easement rights.

11.2.13 Waste Management Facilities

11.2.13.1 Proposed development within the influence area, as determined by Provincial Land Use Compatibility Guidelines or through site specific study, of all waste management facilities shall demonstrate that the solid waste disposal site will not have any unacceptable adverse effects on the proposed development and will not pose any risks to human health and safety.



CHAPTER 12
Northwest Secondary Plan Policies

12 NORTHWEST SECONDARY PLAN POLICIES

12.1 BACKGROUND AND PLANNING CONTEXT

12.1.1 Northwest Welland is intended to accommodate future urban growth within the City through orderly, sequential and contiguous *Designated Growth Area development* along with infill in the *Built-up Area*. The Secondary Plan Area is well positioned for the establishment of a new complete community that will integrate with surrounding *Built-up areas*, provide connections, and effectively accommodate existing and planned *infrastructure*.

12.1.2 As delineated on Schedule F, 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.

12.1.3 Schedule F outlines the detailed land use designations for the Secondary Plan Area. Section 12.4 outlines the policies specific to each land use designation, which will direct *development* within the Secondary Plan Area, together with the vision and objectives for Northwest Welland as outlined in Section 12.2 and 12.3.

12.1.4 All *development* within Northwest Welland shall consider the design and built form direction of both the Welland Urban Design Guidelines, as well as the Northwest Welland Urban Design Guidelines included as an addendum to the City-wide guidelines.

12.1.5 The minimum density target for Welland's *Designated Growth Areas* shall be 50 residents and jobs combined per gross hectare.

12.2 Vision

Over time, Northwest Welland is envisioned to evolve into a complete community that will accommodate future growth and *development* in the City in a manner that respects the existing character and built form of the area, as well as the natural environment. 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 centralized mixed-use node located at the intersection of Quaker Road and Rice Road will provide intensified residential and commercial growth to help achieve a balanced community where residents can live, work, learn, and play.

12.3 Objectives

12.3.1 To protect and enhance natural heritage features, areas, and corridors of Northwest Welland within the City's broader linked *natural heritage system*.

12.3.2 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.

12.3.3 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.

12.3.4 To maintain the low-density residential character of existing neighbourhoods, while developing a new community that is compact, connected, walkable, and diverse.

12.3.5 To reduce traffic congestion by providing a balanced road network for local residents, businesses, students, and visitors supportive of the public transit network.

12.3.6 To conserve, protect and integrate built and cultural heritage elements as per Section 6.~~.6~~ of this Plan.

12.3.7 To implement sustainable community design initiatives that ensure conservation of water resources and adaptation to climate change.

12.4 Land Use Structure

12.4.1 Low-Density Established Residential

12.4.1.1 **Planned Function**

The Low-Density Established Residential designation recognizes the existing residential neighbourhoods within the Secondary Plan Area.

12.4.1.2 **Permitted Uses**

Permitted uses for lands designated Low-Density Established Residential on Schedule F shall be in accordance with Section 4.2.2.2.2~~.~~ Low-Density Residential of this Plan.

12.4.1.3 **Scale**

Low-rise residential infill and *intensification* should respect and fit in with the character of existing low-density residential neighbourhoods, in terms of built form, scale and massing, in accordance with Section 4.2.2.2.3 and 4.2.3.1 Design Policies for Existing Neighbourhoods, and 4.2.3.6 Infill and *Intensification Development* of this Plan.

12.4.1.4 **Design**

i. The design of *development* for lands designated Low-Density Established Residential on Schedule F shall be in accordance with Section 4.2.2.2.4 Low-Density Residential of this Plan, except as modified below by the policies outline below.

ii. Low-density residential *development* within existing neighbourhoods shall reflect the design and built form direction of both the Welland's City-wide Urban Design Guidelines, as well as the Northwest Welland Urban Design Guidelines included as an addendum to the City-wide guidelines.

iii. Within the Low-Density Established Residential designation, new *development* shall reflect the predominant building type, height, scale, massing, and setbacks of the surrounding neighbourhood.

iv. Buildings should be street related, with consistent setbacks to create a harmonious relationship to the street.

v. Residential *development* shall be designed to retain existing trees and enhance existing vegetation wherever possible.

12.4.2 Low-Density Greenfield Residential

12.4.2.1 **Planned Function**

i. The Low-Density Greenfield Residential designation recognizes future low-density residential *development* areas on vacant designated lands.

ii. The density of lands designated Low-Density Greenfield Residential on Schedule F shall be planned in accordance with Section 4.2.2.2.1 Low-Density Residential of this Plan.

12.4.2.2 **Permitted Uses**

The permitted uses for lands designated Low-Density Greenfield Residential on Schedule F shall be in accordance with Section 4.2.2.2.2 Low-Density Residential of this Plan.

12.4.2.3 **Scale**

i. The scale of lands designated Low-Density Greenfield Residential on Schedule F shall be planned in accordance with Section 4.2.2.2.3 Low-Density Residential of this Plan.

ii. New low-density *development* should accommodate low-rise dwellings that are appropriately spaced and do not cause any adverse impacts from shadows or overlook and provide an appropriate transition of lot sizes adjacent to Low-Density Established Residential designations.

12.4.2.4 **Design**

i. The design of *development* for lands designated Low-Density Greenfield Residential on Schedule F shall be in accordance with Section 4.2.2.2.4 Low-Density Residential of this Plan, except as modified below by the policies outlined below.

ii. Low-density residential *development* within new neighbourhoods shall reflect the design and built form direction of both the Welland's City-wide Urban Design Guidelines, as well as the Northwest Welland Urban Design Guidelines included as an addendum to the City-wide guidelines.

iii. New residential *development* within the Low-Density Greenfield Residential designation shall be designed in accordance with Section 4.2.3.2 Design Policies for New Neighbourhoods of this Plan.

iv. Buildings should be street related, with consistent setbacks to create a harmonious relationship to the street.

v. Residential *development* shall be designed to retain existing trees and enhance existing vegetation wherever possible.

vi. Street plantings and additional on-site landscaping should be incorporated within new low-density residential neighbourhoods.

vii. Pedestrian safety and active transportation shall be supported in new neighbourhoods through the provision of sidewalks, walkways, trail connections, frequent intersections, attractive streetscapes, and landscaping.

viii. New lots are prohibited to back onto public streets.

ix. Where possible, buildings and lots are encouraged to front onto natural heritage features, parks, open spaces and trails.

12.4.3 Medium-Density Residential

12.4.3.1 **Planned Function**

i. The Medium-Density Residential designation is intended to provide for residential *development* at increased densities along Quaker Road, east of Rice Road within the Secondary Plan Area to support walkability, transit, and active transportation, as well as the viability of the future mixed-use node located at Quaker Road and Rice Road.

ii. The planned density of lands designated Medium-Density Residential on Schedule F shall be planned in accordance with Section 4.2.2.3.1 Medium-Density Residential of this Plan.

12.4.3.2 **Permitted Uses**

i. Permitted uses for lands designated Medium-Density Residential on Schedule F shall be in accordance with Section 4.2.2.3.2 Medium-Density Residential of this Plan.

12.4.3.3 **Scale**

i. Lands designated Medium-Density Residential shall have a maximum height of six storeys.

ii. The highest densities within this designation are encouraged to be developed adjacent to the Mixed-Use Designation area at Quaker Road and Rice Road.

12.4.3.4 **Design**

i. The design of *development* for lands designated Medium-Density Residential on Schedule F shall be in accordance with Section 4.2.2.3.4 Medium- Density Residential of this Plan, except as modified below by the policies outlined below.

ii. Medium-density residential *development* shall reflect the design and built form direction of both the Welland Urban Design Guidelines, as well as the Northwest Welland Urban Design Guidelines included as an addendum to the City-wide guidelines.

iii. *Development* within the Medium-Density Residential designation should provide appropriate transitions in heights, densities, and scale adjacent to the Low-Density Residential designation.

iv. Buildings should be oriented to front and define the street edge at a pedestrian scale. They should generally be placed on a site to respect a consistent setback and provide for continuity in built form that maintains a relationship to the street.

v. *Development* shall be designed and sited to provide a cohesive main street appearance along Quaker Road through the integration of landscaping and complementary built form elements.

vi. Direct vehicular access to individual dwelling units will not be permitted from Quaker Road. Buildings positioned to face Quaker Road should be accessed by rear lanes off a public street. Window streets are discouraged in order to allow dwellings to be located close to Quaker Road.

vii. The design and location of vehicular access points shall minimize their impact on the streetscape.

viii. Consolidated vehicular access points, paired driveways, and shared parking areas are encouraged on local streets to increase the boulevard space for street trees and on-street parking. Driveways are to be no wider than the width of the garage to minimize the amount of impermeable surfaces in front yards.

ix. New lots are prohibited to back onto arterial and collector roads.

x. Where possible, buildings and lots are encouraged to front onto natural heritage features,

parks, open spaces and trails.

12.4.4 Mixed Use

12.4.4.1 Planned Function

i. The intended function of the Mixed-Use Designation located at the corner of Quaker Road and Rice Road is to create a central mixed-use node that will provide a variety of retail opportunities to serve the needs of local residents living in close proximity to the area in a pedestrian and transit-oriented manner. The function of the Mixed-Use designation is also to provide opportunities for a range of higher density residential housing.

ii. The *development* of one or more privately-owned publicly accessible urban squares is encouraged at the intersection of Quaker Road and Rice Road. This space is envisioned to provide an internal focal point for the area and function as a public gathering space servicing the immediate neighbourhood and any visitors to the area.

12.4.4.2 Permitted Uses

i. The permitted uses for lands designated Mixed Use on Schedule F shall be developed in accordance with Section 4.4.2.5.2 Community Commercial Node of this Plan, except as modified by the policies outlined below.

ii. The intent of the Mixed-Use designation is to accommodate a mix of two or more permitted land uses on a site, either within the same building or integrated as separate buildings on the lot.

iii. Both stand-alone commercial buildings and mixed-use buildings accommodating commercial and residential uses are permitted within the Mixed-Use designation. Drive-through facilities will not be permitted.

iv. Permitted residential buildings shall be in the form of triplexes, fourplexes, townhouses, stacked townhouses, live-work buildings and low-rise apartment buildings.

12.4.4.3 Scale

i. Mixed use buildings are encouraged to be located closest to the intersection of Quaker Road and Rice Road. Buildings at this intersection should be the tallest within the Mixed-Use Designation, to a maximum height of 8 storeys.

ii. The minimum height for stand-alone commercial buildings shall be 2 storeys.

12.4.4.4 Design

i. The design of *development* for lands designated Mixed Use on Schedule F shall be developed in accordance with Section 4.4.2.5.4 Community Commercial Node of this Plan, except as modified by the policies outlined below.

ii. *Development* within the Mixed-Use designation shall reflect the design and built form direction of the Northwest Welland Urban Design Guidelines, included as an addendum to the Welland Urban Design Guidelines.

iii. Site and building planning should encourage the creation of a high-quality public realm within Northwest Welland's mixed-use node through the inclusion of landscaped areas, weather protective designs, building entrances and active built spaces and uses at the street line to enhance pedestrian safety and comfort.

iv. Buildings located at Quaker Road and Rice Road should be massed to establish a strong street edge and pedestrian environment.

v. All buildings should be located at or close to the street line and create a generally continuous building face to frame the street and to create a unified streetscape at a pedestrian scale.

vi. Principal building entrances, primary windows and signage shall face the sidewalk and provide direct access onto the public sidewalk.

vii. *Development* shall provide for a transition in heights and densities adjacent to Low-Density Residential areas and ensure that appropriate setbacks are proposed in relation to adjacent properties.

viii. Vehicular access points shall be consolidated where possible and common parking areas should be situated at the rear or side of lots. Where side yard parking is exposed to the street, it shall be screened by landscaping or built features in order to minimize impacts on streetscapes.

ix. Driveways to individual residential units along Quaker Road and Rice Road are not permitted, but consolidated driveways to commercial and mixed-use developments will be considered through the site plan approval process.

12.4.5 General Institutional

i. Institutional uses and sites within Northwest Welland are designated General Institutional on Schedule F. *Development* on these lands should be planned in accordance with Section 4.5 Institutional Areas of this Plan.

12.4.6 Parks, Open Space and Recreation

i. Lands designated Open Space and Recreation on Schedule F shall be developed in accordance with Section 7 ~~Parks,~~ Open Space and Recreation of this Plan, in addition to the policies outlined below.

ii. Within Northwest Welland, these lands should be developed and maintained as Neighbourhood Parks, which shall serve the immediate *recreation* needs of a neighbourhood within walking distance of the area being served.

iii. New Open Space and Recreation designations are symbolically shown on Schedule F~~G~~ and shall be further delineated at the time of *development* review and approval. *Development* of these lands should be designed in accordance with Section 7.2.1.6 Design of New Parks and Facilities of this Plan.

iv. While not shown on Schedule F, Parkettes should be also developed within the new low-density residential neighbourhoods of Northwest Welland in order to support increased access to greenspace for residents. The location of these areas will be further delineated throughout the *development* process. They should generally be located within a 200 to 400 metre walking distance of the neighbourhood area they serve.

12.4.7 Environmental Protection Area

i. Lands designated Environmental Protection Area on Schedule F shall be subject to the policies of Section 6 Natural Environment of this Plan.

12.4.8 Environmental Conservation Area

i. Lands designated Environmental Conservation Area on Schedule F shall be subject to the polices of Section 6 Natural Environment of this Plan.

ii. As shown on Appendix 5, a number of drainage features within Northwest Welland are identified as potential Headwater Drainage Features. A Headwater Drainage Feature Assessment shall be required to the satisfaction of the City and the Conservation Authority prior to approval of *development* adjacent to those drainage features. The assessment shall evaluate and classify the drainage feature status based on criteria established by the Conservation Authority and shall determine if the drainage features are to be maintained in-situ, can be relocated or can be removed.

iii. As shown on Appendix 5, a number of small *wetlands* less than 0.5 hectares in size are identified within Northwest Welland. Prior to *development*, evaluation of these *wetlands* should be undertaken to determine if they are *significant* and warrant protection.

iv. Where drainage features are to be removed, applications for *development* shall restore

lost functions through enhanced lot level controls as feasible.

v. Where drainage features are to be maintained or moved, applications for *development* shall use natural channel design techniques to maintain or enhance the overall productivity of the reach.

vi. Natural heritage corridors have been shown conceptually (not to scale) on Appendix 5. They follow natural features whenever possible and are intended to be of sufficient size, including *buffers*, to ensure the functionality and sustainability of the features within the *natural heritage system*.

vii. Any *development* or *site alteration* within a Corridor shall require the completion of an Environmental Impact Study which shall demonstrate how *development* can be located, designed and constructed to maintain and, where possible, enhance the *ecological functions* of the natural heritage corridor in linking the *natural heritage system* or where an alternative corridor can be accommodated.

viii. The following uses are permitted within natural heritage corridors:

- Trails,
- Stormwater management facilities, including Low Impact Development, if it can be demonstrated that these elements do not result in a negative impact on the *natural heritage system*, and;
- Streets, if they are designed with special features to facilitate safe movement of wildlife through the linkage. These features may include, but are not limited to, traffic calming measures, eco-passages, minimized road widths, naturalized zones along the road, reduced speed limits and speed humps, and special signage. Street design will be in accordance with urban design direction and the recommendations of supporting EIS work.

12.5 Other Policy Directions

12.5.1 Sustainability

i. New ~~D~~*development* should incorporate sustainable design features to conserve energy and resources, reduce greenhouse gas emissions and the urban heat island effect, prevent flooding, and protect drinking water supply.

ii. Green *infrastructure* and Low Impact Development measures for stormwater management are encouraged such as permeable paving, rain gardens, bioswales, green roofs and other techniques, shall be considered in the design of new *development* and implemented to the extent feasible, as determined by the *development* process.

iii. Land use patterns and transportation networks should be designed to support walking,

cycling and transit as preferred modes of transportation, in order to reduce traffic and encourage active and sustainable lifestyles for residents.

iv. A wide selection of native trees, shrubs and wildflowers should be used in landscaping, and the functional use of plant material in new *development* is encouraged to create microclimates that allow for energy conservation. Deciduous trees and shrubs should be chosen that shade windows from summer sun and allow sunlight to enter during the winter.

12.5.2 Transportation

i. The Northwest Welland Secondary Plan area shall be developed in accordance with Section 10 Transportation of this Plan.

ii. Detailed transportation impact analysis and studies are required to be submitted with planning applications for *development* along Rice Road and the future collector road. This analysis shall consider any impacts to the Regional Road network and consistency with any Regional study work.

iii. Any future access or road connection to a Regional Road is required to be reviewed and approved by the Region. Future access points shall be directed to the local road network instead of the Regional Road.

12.5.3 Infrastructure and Utilities

i. The Northwest Welland Secondary Plan area shall be developed in accordance with Section 11 Infrastructure and Utilities of this Plan.

ii. In addition to the policies of Section 11, the Secondary Plan area shall be serviced by a local sanitary collection system in accordance with the Northwest Welland Secondary Plan Municipal Servicing Conceptual Design Report dated May 2021, or any subsequent studies or updates as applicable.

iii. No individual servicing connections will be permitted to the Regional Trunk Sewer along Rice Road and Quaker Road.

12.5.4 Arts, Culture and Heritage

i. The Northwest Welland Secondary Plan area shall be developed in accordance with Section ~~9~~6.6 Arts, Culture and Heritage of this Plan, in addition to the policies outlined below.

ii. All proposed *development* within the Secondary Plan Area will require a Stage 2 Archaeological Assessment, which is to be submitted to the Province and Region of Niagara for review. The findings and recommendations of Archaeological Assessments

shall be incorporated into *development* plans where necessary and appropriate.

iii. Any proposed *development* on or adjacent to an identified or potential cultural heritage resource will require a Cultural Heritage Impact Assessment to further assess the cultural heritage value of the identified resource and to ensure that *significant* cultural heritage resources in the Secondary Plan Area are *conserved*.

12.5.5 Phasing of Development

i. *Development* shall progress in a logical, efficient, and fiscally responsible manner. Prior to the approval of any *development* applications within the study area, the City, in consultation with the Region, shall prepare a *phasing* plan demonstrating the cost-effective provision of municipal *infrastructure* and how the Secondary Plan area will build out over time.

ii. The phasing strategy for the Secondary Plan area shall consider:

- The integration of new *development* with existing *development*, resulting in a more contiguous, connected, and compact urban form;
- The provision of adequate municipal services (water, sanitary, stormwater) to accommodate the proposed growth in a cost-efficient manner;
- The ability of new growth to facilitate the provision of municipal services to existing privately serviced areas within the Urban Boundary;
- The provision of appropriate transportation facilities, and the availability of adequate capacity on the existing road network; and,
- The provision and adequacy of educational and social services, recreational facilities and other community services.

If one or more of these factors cannot be addressed to the satisfaction of the City and Region, the processing and/or approval of *development* applications may be held in abeyance, or deferred, until an appropriate service level or facilities can be provided.

iii. *Development* shall be phased in line with the timely provision of community facilities and *infrastructure* within each block represented by the existing boundary arterial roads.

iv. As a condition of approval of *development* in the Northwest Secondary Plan Area, where an application has been made for a *development* in advance of steps of the phasing plan, the City shall require the implementation of appropriate and reasonable measures and *development* agreements, which may include front ending agreements and/or cost sharing agreements, to ensure that the *development* in the Northwest Secondary Plan Area is coordinated and that the required commitments of funds, lands and services are secured and/or in place. These measures and agreements shall ensure that the reasonable costs

of the municipal and community *infrastructure*, land and/or facilities are fairly and equitably shared without adverse impact on the City's financial capability. The measures and agreements permitted by this policy shall be only those which are permitted by law and are otherwise agreed to by the landowner(s) and the City. The Cost Sharing Agreement and/or Front-Ending Agreement may deal with:

- Front-end or accelerated payment requirements;
- Local services as permitted in Sections 44(1) and 59(2) of the Development Charges Act;
- Matters to which the parties voluntarily agree; and/or,
- Other matters permitted by law.

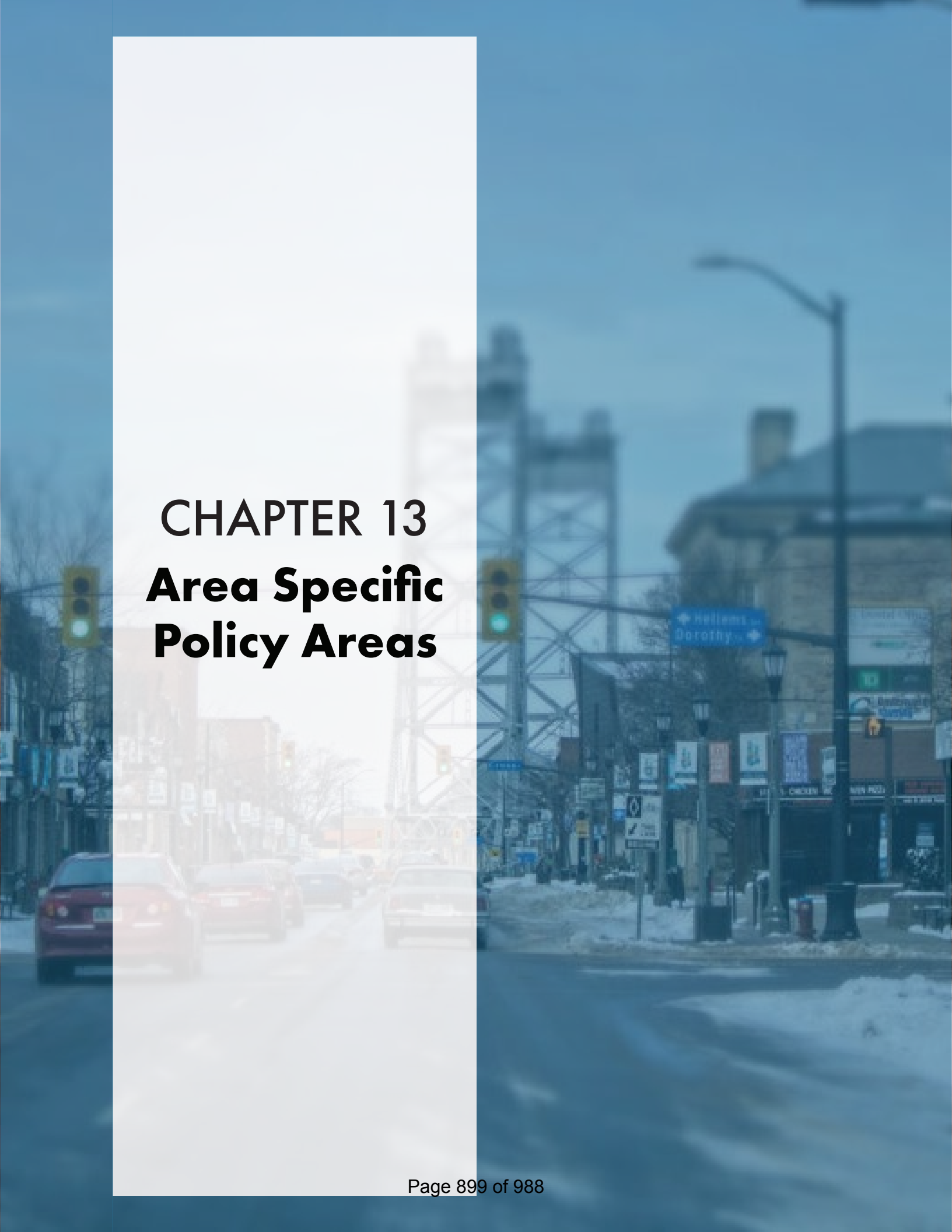
v. Nothing in this policy compels the City to enter into any agreements with any applicant landowner.

vi. Where an application has been made for a *development* in advance of the installation of *infrastructure* identified within this Secondary Plan as required to support the subject *development*, including both on-site and off-site services as well as upstream and downstream system requirements, Council may consider entering into a front-ending agreement with a developer, as a condition of approval, in accordance with City policies and procedures respecting such agreements.

vii. Planning applications within the Secondary Plan area shall be required to demonstrate how the proposal meets the intent of the phasing plan.

12.5.6 Implementation

The implementation of the Northwest Welland Secondary Plan will be in accordance with Section 14 Implementation of this Plan



CHAPTER 13
Area Specific Policy Areas

13 AREA SPECIFIC POLICIES

13.1 Area 1: Region of Niagara Landfill Site

13.1.1 Planned Function

Area 1 as shown on Schedule B, is the Humberstone landfill operated by the Regional Municipality of Niagara and is planned to function as a landfill for municipal household solid waste.

13.1.2 Permitted Uses

The permitted uses for Area 1 are limited to those uses which are associated with the operation of a landfill. The operations of the landfill site are subject to the legislative requirements of the *Environmental Protection Act.*

13.1.3 Design

The City encourages improvements to the design of the site which improve screening and buffering through the use of trees, vegetation and berming. The City also supports any improvements which help to reduce the potential for impacts associated with noise, dust and odour. Setbacks for adjacent land uses shall be consistent with the Ministry of the Environment policies and guidelines for landfill sites.

13.2 Area 2: Lyon's Creek East

13.2.1 Planned Function

Area 2 is an overlay designation which covers the limits of the Lyons Creek East Contaminated Sediment Strategy area. The Lyons Creek East Contaminated Sediment Strategy was developed as part of the Niagara River Remedial Action Plan, which identified portions of Lyons Creek East as having contaminated sediment on the creek bottom. This Policy provides direction for future land use change occurring on lands which fall within the limits and in the Subwatershed that flows into the Lyons Creek East Contaminated Sediment Strategy area, identified as Area 2 on Schedule B.

13.2.2 Permitted Uses

There are a range of land uses within Area 2, including Agricultural, ~~Core~~ Natural Environment System, Light Industrial, Gateway Economic Centre, Industrial, Transportation and Infrastructure. For a specific list of permitted uses, refer to corresponding land use designation and associated Policies contained within this Plan.

13.2.3 Design

Future *development* or *site alteration* of lands within and that drain into Area 2 shall have no impact on the existing deposits of contaminated sediments on the bottom of Lyons Creek East. During the planning and approval stage of any proposed *development* in the area of contaminated sediment, *redevelopment* or *site alteration*, specific consideration shall be given to the potential impacts of:

i. Stormwater flows and runoff;
ii. Construction; and,
iii. Maintenance and operations occurring on the lands of any new *development*.

For proposed *development*, *redevelopment* or *site alteration* that occurs on lands outside of, but drain into Area 2, consideration shall be given to the potential impacts of stormwater flows and runoff.

13.2.4 Other Policies

13.2.4.1 *Consideration of the Niagara River Remedial Action Plan and the Lyons Creek East Contaminated Sediment Management Strategy*

When undertaking any operations or projects within Area 2, the City will consider the Niagara River Remedial Action Plan and the Lyons Creek East Contaminated Sediment Management Strategy.

13.2.4.2 *Sediment Management and Remediation*

The City supports the management and remediation of contaminated sediments through natural recover, within Lyons Creek East.

13.3 Area 3: Lands South of Regional Road 58A and West of the Welland Recreational Canal

13.3.1 Planned Function

13.3.2 Area 3 is an interim designation for lands newly incorporated within the Urban Area. The interim planning function of the lands designated as Area 3 as shown on Schedule B are to:

- Indicate those lands for which the final land use designations and policies are awaiting the outcome of planning studies.
- Conduct secondary planning and/or major planning studies that establish long-term *development* policies for the subject lands.
- Establish interim *development* policies.
- Identify the requirements for the secondary planning and major planning studies.

13.3.3 Other Policies

13.3.3.1 Secondary Planning or an equivalent process shall be conducted for Area 3 in accordance with Section 14.3 of this Plan.

13.3.3.2 The secondary planning studies and/or major planning studies for Area 3 shall be conducted in accordance with Section 14.3.2 of this Plan.

13.3.3.3 The findings of the studies referred to in Section 14.3 shall be implemented through an amendment to this Plan.

13.3.4 Permitted Uses

Permitted uses in Area 3 are limited to existing uses, as well as those specifically identified in Sections 5.1.2.2 and 5.4.2.2.



CHAPTER 14
Implementation

14 IMPLEMENTATION

14.1 GENERAL

Where the Policies in this Section identify requirements or standards, they are intended to express the minimum expectations for implementation of this Official Plan and should specific land use Policies dictate higher standards elsewhere in this Plan, then those higher standards shall prevail.

14.2 PLANNING STUDIES

14.2.1 Studies, Resources and Findings

The City may undertake planning studies, from time-to-time, in order to monitor progress of planning initiatives, understand new trends, ensure an appropriate response is provided for issues which may arise, or for any other purpose deemed suitable by the ~~General Manager~~ Director~~,~~ of Planning and Development Services, Committee or Council. The City will dedicate sufficient resources, or seek partnership funding~~,~~ for planning studies so that the work can be undertaken with appropriate professional diligence. The City may implement the findings of a planning study with a follow-up Official Plan Amendment, a Secondary Plan, a Zoning By-law Amendment, a By-law or any mechanism deemed appropriate.

14.2.2 Studies by other agencies

Should other agencies undertake planning studies which may have implications to Welland, the municipality will encourage that its interests be represented on an advisory committee, steering committee, etc. If deemed appropriate, themunicipality may also contribute resources to assist with the study.

14.3 SECONDARY PLANS

14.3.1 Impetus for Secondary Plans

The City of Welland may undertake a planning study and implement a Secondary Plan in order to guide the *development* or *redevelopment* of a specified area of the municipality. The City may also require a proponent to undertake a planning process and prepare a Secondary Plan, to the satisfaction of the City, in order to guide *development* within a designated area. The Secondary Plan provides a greater level of detail than provided by the Official Plan. Examples of situations which may warrant a Secondary Plan include, but are not limited to:

i. New *Designated Growth Areas* 15 ha or larger introduced through Settlement Area Boundary Expansion ~~Large areas for Greenfield development~~;

ii. ~~Older r~~Residential, non-residential, or mixed-use areas which are in transition or experiencing land use compatibility issues;

iii. *Built-up areas* undergoing major change, including the Regional Growth Centre, and other areas identified for significant *intensification* or revitalization. ~~Residential, non-residential or mixed uses areas which are experiencing~~*pressure for land use conversion or intensification*; and/or,

iv. Areas which have been designated for heritage protection under the *Heritage Act*.

14.3.2 Scope and Requirements for Studies Supporting Secondary Plans

The City shall prepare a Terms of Reference in consultation with the Conservation Authority, where applicable, to determine the required planning studies. The planning study and resulting Secondary Plan will address, as appropriate:

i. Land use;
ii. Natural environment system;
iii. Natural and human-made risks;
iv. Transportation;
v. Water and wastewater servicing;
vi. Stormwater management (and a subwatershed or scoped subwatershed study);
vii. Mitigation of *negative impacts*;
viii. Climate change adaptation impacts;
ix. Sustainable design;
x. Urban design;
xi. Archaeology, built and cultural heritage;
xii. Culture;
xiii. *Utilities*;
xiv. Economics;
xv. Municipal finance; and,
xvi. Air Quality.

14.3.3 Cost Sharing and Front Ending Agreements

To advance the delivery of secondary plans or *infrastructure*:

i. Cost share agreements shall be entered into between landowners for the provision of public community and *infrastructure* facilities such as parks, collector roads, road improvements, internal and external services, stormwater management facilities, public/private *utilities* and school sites. Where a cost sharing agreement is in place for a specific area, the City shall require that, as a condition of *development* approval,

development proponents enter into one or more developers' group agreements to address the sharing of these costs.

ii. The City may enter into Front Ending Agreements for the provision of public *infrastructure* in advance of the Niagara Region or City's planned provision of the *infrastructure*, and such costs will be recuperated through Development Charges.

14.3.4 Stakeholder Consultation

The planning study will be undertaken with appropriate stakeholder consultation. A minimum of one Statutory Public Hearing and one Public Open House will be held in advance of the Secondary Plan's adoption.

14.3.5 Privately Initiated Secondary Plans

Privately initiated secondary plans should be undertaken based on terms of reference approved by the City, in consultation with the Conservation Authority where applicable, prior to development of the secondary plan.

14.3.6 Development Application in Advance of City Led Secondary Plan

Where an adopted Secondary Plan is required by this Official Plan is not yet in-effect and a *development* application is submitted within the Secondary Plan area, the *development* application shall demonstrate:

i. Consistency with an adopted secondary plan or how the proposed *development* will be positively integrated with the overall plan area where secondary plan direction is not available;

ii. The size and/or location of the proposed *development* will not adversely impact the remaining *development* area, or alternatively, is of a significance that it will assist in creating a positive vision for the *development* of the area;

iii. How the *development* contributes to:

- A diversity and mix of land uses;
- A mix of built form;
- High quality urban design and public realm;
- Provision of park and open space;
- Appropriate refinement implementation of the Natural Environment System;
- Adequate provision of *infrastructure*, including transit and active transportation;
- Planning approaches that support sustainable and resilient communities; and
- Co-location of *public service facilities* within community hubs, where appropriate,

and adapting existing *public service facilities* and spaces a priority.

iv. How the *development* will align with the requirements of:

- A subwatershed study where applicable;
- A functional servicing study or *infrastructure* review;
- A transportation study
- A *development* phasing plan, if applicable; and
- Any other studies determined through Pre-Consultation or as required.

14.3.7 Secondary Plan Monitoring

The City shall monitor the build out of secondary plan areas to determine how they are meeting any targets set out in the Secondary Plan.

14.3.8 Implementation of Secondary Plans

Lands part of a Secondary Plan approved prior to July 1, 2012, without an approved Draft Plan of Subdivision or Plan of Condominium shall be subject to the mapping and policies of this Official Plan.

14.4 ZONING BY-LAW

14.4.1 Conformity with Official Plan

14.4.1.1 Zoning to Conform

The Zoning By-law is one of the primary tools for implementing the Official Plan. In accordance with the *Planning Act*, the Zoning By-law shall be updated so that it is in conformity with the Official Plan.

14.4.1.2 Scope of Zoning Regulations

The Zoning By-law shall contain regulations to control the amount and type of *development* with respect to matters such as:

i. Permitted uses;
ii. Location of uses;
iii. Lot areas and dimensions;
iv. Floor areas;
v. Siting of *development* relative to the lot;
vi. The portion of the site which can be occupied by buildings or structures;
vii. Densities of residential land uses;
viii. Densities of non-residential land uses;

ix. The bulk and massing character of buildings;

x. Requirements of parking and loading areas;

xi. Requirements for landscaping; and,

xii. Any other such regulations or requirements which may be allowed to becontrolled through a Zoning By-law as enabled by the *Planning Act*.

14.4.1.3 Non-Conforming or Non-Compliant Development

The City shall ~~discourage~~ encourage applications to change the use of buildings or land from a legal non-conforming or legal non-compliant use where the present use is inconsistent with the policies of this Plan. However, the plan shall not prohibit the continued operation of legal non-conforming or legal non-compliant uses at the time this Plan is approved.

The passing of a by-law or amendment shall not recognize illegal uses which are inconsistent with the policies of this Plan.

Expansions to existing buildings and structures, accessory structures and existing uses, as well as conversions or *redevelopment* of legally existing uses that bring the legal non-conforming use more into conformity with this Plan, are permitted subject to demonstration of the following:

- New municipal services are not required; and
- The use does not expand into Natural Environment System and *water resource system*, unless there is no other alternative in which case any expansion shall be limited in scope and kept within close geographical proximity to the existing structure.

14.4.2 Interim Control By-Law

14.4.2.1 Purpose of Interim Control By-Law

Where Council has, by By-Law or Resolution, directed that a study be undertakenregarding its land use planning policies or Zoning regulations for the City or any defined area or areas thereof, it may pass an Interim Control By-law prohibiting the use of land, buildings or structures within the area defined by the By-law, except for such uses as are set out in the By-law.

14.4.2.2 Time Limit of Interim Control By-Law

An Interim Control By-law shall apply for a limited period of time subject to the provisions of the *Planning Act*.

14.4.3 Minor Zoning By-law Amendments

14.4.3.1 Purpose of Minor Zoning By-law Amendments

Where Council has, by By-law or Resolution, delegated the authority to pass by-laws per of the Planning Act, that are minor nature, to the Director of Planning and Development Services. The Director of Planning and Development Services may pass by-laws related to:

- A by-law to assist in the interpretation of the Zoning By-law or for clerical changes; and
- Minor Zoning By-law Amendments.

14.4.3.2 Scope of Minor Zoning By-law Amendments

A minor Zoning By-law Amendment applies to the following:

- Extension of a zoning boundary where a property is dual zone or to reflect an addition of lands; and
- To permit a use not specified in the Zoning By-law but conforms to the Official Plan.

14.4.3.3 Criteria for Minor Zoning By-law Amendments

A Minor Zoning By-law Amendment in accordance with Policy 12.4.3.2, is subject to the following criteria:

i. An Official Plan Amendment is not required, and the proposal must conform to the City's Official Plan; and
ii. A Draft Plan of Subdivision is not required in accordance with the City's Official Plan.

14.4.4 Holding Provisions

14.4.4.1 Purpose of Holding

The Zoning By-law will incorporate provisions for Holding Zoning which may be applied on lands where the lands are pre-zoned for a use, but presently there exists a number of conditions which must be satisfied prior to *development*. Lands subject to Holding Zoning will be identified with an "H" symbol beside the land use symbol on the Zoning map.

14.4.4.2 Application of the Holding Provision

Holding provisions will be applied where there is a need for additional conditions which cannot be applied on a pre-zoning basis or through the Site Plan Approval process.

14.4.4.3 Interim Uses for Lands Subject to Holding

The Zoning By-law may specify interim uses which may be deemed compatible and/or permissible, even though lands are subject to a Holding Provision.

14.4.4.4 Lifting of the Holding Provision

The Zoning By-law will be amended to remove the Holding symbol when it has been determined that the conditions requiring the Holding have been satisfied. Such conditions may include, but are not limited to:

i. Completion of special studies related to the area, or site's opportunities or constraints, or the impact of *development* and mitigation thereof;
ii. The grading of the site;
iii. The provision of road *infrastructure*, including, but not limited to, the roadbase, streetlights, signage and traffic control signals;
iv. The provision of water, wastewater, or stormwater servicing for the lands;
v. Satisfying certain financial requirements of the municipality;
vi. Any other matter provided for by the provisions of the *Planning Act*.

14.4.4.5 Stakeholder Consultation

Consultation related to lifting of the Holding Provision will be done in accordance with the *Planning Act*.

14.4.5 Temporary Use By-Law

14.4.5.1 Purpose of Temporary Use By-Law

Provided the general intent and purpose of the Official Plan are maintained, Council may pass By-laws to authorize the temporary use of land, buildings or structures for a purpose that is otherwise prohibited by this Plan, for renewable periods not exceeding three years, in accordance with the *Planning Act*.

14.4.5.2 Considerations

In enacting a Temporary Use By-law, Council shall have regard for the following matters:

i. compatibility of the proposed use with surrounding land uses;
ii. any requirement for temporary buildings or structures in association with the proposed use;
iii. any requirement for temporary connection to municipal services and *utilities*;
iv. the potential impact of the proposed use on transportation facilities and traffic in the immediate area;
v. access requirements for the proposed use;
vi. parking requirements for the proposed use, and the ability to provide adequate parking on-site; and,
vii. any potential long-term impacts associated with the proposed temporary use.

14.4.5.3 Temporary Uses

In general, temporary uses, buildings and structures that are not farm related shall not be permitted in Agricultural areas. Temporary uses shall be compatible with existing and future *agricultural uses*, will not compromise the properties intended agricultural use and no non-farm buildings or structures are proposed.

14.4.6 ~~Bonus Zoning~~ ~~Community~~ Benefits Charges

14.4.6.1 Purpose of ~~Bonus Zoning.~~ Community Benefit Charges

~~The City may use Bonus Zoning in accordance with the provisions of the *Planning Act* in order to permit increases in the height and/or density limits applicable to a proposed *development* in return for the provision of such facilities, services, or matters as are set out in the By-law.~~

The City may pass a Community Benefit Charge By-law in accordance with the provision of the *Planning Act* in order to cover the capital costs of facilities and services required as a result of *development* or *redevelopment*.

14.4.6.2 Scope of Community Benefit Charge

A Community Benefit Charge may apply to:

i. Approval of a Zoning By-law Amendment Application;
ii. Approval of a Minor Variance Application;
iii. Transfer of Land;
iv. Approval of a Plan of Subdivision;
v. Approval of a Consent Application;
vi. Approval of Plan of Condominium Application; and
vii. Approval of Building Permit.

14.4.6.3 Exclusion of Community Benefit Charge

A Community Benefit Charge does not apply to:

i. A *development*/*redevelopment* or proposed building or structure less than five storeys;
ii. A *development*/*redevelopment* of proposed building or structure with less than 10 residential units;
iii. A *development*/*redevelopment* of a building or structure intended for use as a long-term care home as defined by the Province;
iv. A *development*/*redevelopment* of a building or structure intended for the use as a retirement home as defined by the Province;

v. A *development*/*redevelopment* of a building or structure intended for the use of post-secondary institution including: a publicly-assisted university, college or university, and Indigenous institute;

vi. A *development*/*redevelopment* of a building or structure intended for the use as a hospice; and

vii. Non-profit housing *development* as defined by the Province.

~~**14.4.6.4 Applicable Land Uses**~~

~~Bonus Zoning provisions may be allowed for all forms of development; however, the City reserves the right to allow Bonus Zoning for only specific land use or area in order to achieve the goals of the Official Plan, Secondary Plan, etc.~~

~~**14.4.6.5 Benefits Suggested for Bonus Zoning**~~

~~Bonus Zoning may be offered for the provision of, but should not be expected foror may not be limited to:~~

~~i. Daycare facilities;~~

~~ii. The provision of underground parking;~~

~~iii. Parks facilities significantly above the minimums required by the City and the *Planning Act*;~~

~~iv. *Recreation* or community centres;~~

~~v. Specific types of housing, such as housing for low and moderate income groups,senior citizens and people with physical disabilities ;~~

~~vi. Substantial transit amenities or facilities significantly beyond those requiredby the City;~~

~~vii. Public art; and/or,~~

~~viii.The substantial conservation of natural, built or cultural heritage featuressignificantly beyond those required by the respective agencies.~~

~~**14.4.5.6. Mutual Benefit and Appropriate Scale**~~

~~The height or density bonus should be reasonably aligned to the cost/benefit provided by the facilities, services, or matters, and must result in a substantial net benefit to the general public. Under no circumstances will the height or density bonus result in a scale of development which is incompatible with adjacent uses orexceed the capacity of municipal services. To this end, the City may place a cap onany height or density bonus offered.~~

~~**14.4.5.7 Agreements**~~

~~As a condition to the application of Bonus Zoning provisions to a proposed development, the owner of the subject land will be required to enter into an Agreement with the City, to be registered against the title to the land. The Agreement will deal with the facilities, services, or matters which are to be provided, the timing of their provision, and the height or density bonus to be given.~~

~~14.4.7 Zoning with Conditions~~

~~14.4.7.1 Purpose of Zoning with Conditions~~

~~The City may use Zoning with Conditions, once Provincial regulations are established, in order to encourage the specific mixing of land uses which is planned to support development, *redevelopment*, revitalization, or *intensification* in certain areas.~~

~~14.4.7.2 Applicable Land Uses~~

~~It is anticipated that Zoning with Conditions will be principally used in mixed use areas or *redevelopment* areas in order to achieve the goals of the Official Plan, Secondary Plan, etc..~~

~~14.4.7.3 Use of Conditions~~

~~In Zoning categories which provide for Conditional uses, the Zoning By-law will stipulate which uses are permitted and which uses are Conditional upon the existence of certain permitted uses. The Zoning By-law may place a limit on the gross floor area, height, or density of any permitted or Conditional use in Zoning categories which provide for Conditional uses.~~

~~14.4.7.4 Change in Use~~

~~If the owner intends to change the land use in a *development* which was permitted through Conditional Zoning resulting in non-compliance of the *development* with the Conditional Zoning, then the new *development* will only be permitted if justified by a Zoning By-law Amendment and/or Official Plan Amendment.~~

~~14.4.8 Flexible Zoning~~

~~14.4.8.1 Mix of Housing Types~~

~~Flexible zoning refers to sites which are zoned to allow for a mix of housing types and may include any combination of two or more of the following:~~

~~i. Low density, including singles, semi-detached, and duplex houses;~~

~~ii. Medium density, including townhomes, triplexes, four-plexes and apartment buildings; and,~~

~~iii. High density, including medium and high-rise apartment buildings.~~

~~Where the City has applied flexible zoning standards to a residentially designated property an application to amend the Official Plan is not required to permit the mix of housing types permitted in the Zoning By-law.~~

~~*14.4.8.2 Mix of Densities*~~

~~Where the City has applied flexible zoning standards to a residentially designated property, the planned densities contained within the Residential Section of this Plan shall apply only to the portion of the property which is dedicated to the corresponding housing type.~~

14.5 GUIDELINES

14.5.1 Purpose of Guidelines

Guidelines may ~~will~~ be prepared and may contain standards and performance criteria which are too detailed or require interpretation beyond the Policies and regulations normally appropriate in an Official Plan or Zoning By-law, respectively. Guidelines may be prepared which provide, but are not limited to:

i. Specific direction for the preparation and review of *development* proposals;
ii. Specific direction for the preparation of supporting studies for *development* proposals;
iii. Themes, approaches or intentions related to the architectural or landscape treatment of the municipality, an area, neighbourhood, or site;
iv. Themes, intentions or approaches for the planning or design of public *infrastructure*; and/or,
v. Themes, approaches or intentions related to sustainable design, ecological design, or climate change adaptation for the municipality, area, neighbourhood or site.

14.5.2 Stakeholder Consultation

Guidelines will be prepared with appropriate stakeholder consultation. The City will also consider the consultation protocols of the Indigenous communities that have traditional territory in this area. A public open house or other public consultation may be conducted in advance of the guideline's acceptance.

14.5.3 Public Record

A record will be maintained of all guideline documents and copies of both the record and the guideline documents will be made available to the public.

14.5.4 Regional Guidelines

Where a guideline has been adopted by Regional Council, the City will have regard for the content and maintain consistency, where possible.

14.6 PLANS OF SUBDIVISION

14.6.1 Purpose of Plans of Subdivision

~~As the preferred method of lot creation,~~ Plans of Subdivision will be required for lot creation in situations where lot creation by consent is not appropriate.

14.6.2 Evaluation of Plans of Subdivision

Applications will be evaluated on the following minimum criteria:

~~Consistency~~

i. Conformity with the is Official Plan, ~~Official Plan,~~ Secondary Plan and any other applicable plans and policies;
ii. Availability of servicing without undue financial commitment by the City;
iii. Suitable provision of municipal services including, but not limited to, public streets, water, storm and sanitary sewers, waste collection and disposal in accordance with Region's Waste Management Strategic Plan, publicand/or private *utilities*, fire and police protection, parks, schools, and other community facilities;
iv. Exposure to noise, air pollution and other *negative impacts*, along with suitable mitigation measures;
v. Integration with surrounding land uses;
vi. Integration with the transportation network;
vii. Impacts to, and mitigation of, *negative impacts* on the natural environment;
viii. Optimization of the supply, means of supplying, efficient use and conservationof energy;
ix. The provision of appropriate urban design and landscaping for the proposed*development*;
x. Compliance with applicable City guidelines;
xi. ~~Exposure to nearby air pollution and mitigation of impacts~~; and
xii. Stormwater Management

14.6.3 Conditions of Approval

As a condition of draft plan of subdivision approval, the City may require proponents to satisfy certain conditions prior to final approval and registration of the plan. The applicant shall be required to meet the conditions within three yearswhich, if not met, may cause the approval to

lapse. To ensure that conditions are bound to the owner and the land, the City shall require the proponent to enter into a Subdivision Agreement which will be registered on title.

14.6.4 Extensions of Draft Approval

14.6.4.1 In considering a request for an extension to draft plan of subdivision approval, where appropriate, the City will ~~work with the Regional Municipality of Niagara and the Conservation Authority to~~ ensure that current conditions, based on new or updated policies, guidelines and community standards, are applied and determine if updates are required.

14.6.4.2 ~~Only one extension to~~ A lapsing draft plan of subdivision ~~shall~~ may be approved by City ~~Welland~~ Council or its delegate subject to it being demonstrated that concerted effort and progress has been made towards satisfying existing conditions of approval. ~~for a period of up to two years unless:~~

~~i. The draft plan meets the growth management and environmental policies of the Regional and Welland Official Plans.; and~~

14.6.5 ~~Existing Draft Approval~~ Plans of Subdivision Not Deemed Registered

The City will review existing plans of subdivision that have been registered for eight years or more, that have had no construction occur or *infrastructure* installed on-site, and do not meet the growth management objectives of this Plan, and where appropriate, the City may deem it not be a registered plan and may amend the site-specific designations and zoning accordingly.

14.7 PLANS OF CONDOMINIUM

14.7.1 Purpose of Plans of Condominium

Plans of Condominium will be required for the creation of units, common elements and exclusive use common elements through the registration of a Plan of Condominium in accordance with the *Condominium Act* and the *Planning Act*.

14.7.2 Types of Plans of Condominium

Plans of Condominium subject to policy 14.7.1 include:

- Standard Condominium
- Common Element Condominium
- Vacant Land Condominium
- Conversion from Rental to Condominium

14.7.3 Minimum Number of Units

The condominium will be developed with a minimum number of units to ensure adequate, reasonable, and independent operation of the condominium corporation.

14.7.4 Common Elements

Common elements in condominium corporations will be permitted unless the City requires public ownership of the lands for purposes of:

i. pedestrian or vehicular access, including any part of a public road allowance;
ii. the construction, maintenance and repair of public facilities and services;
iii. safeguarding *significant* natural features;
iv. planned trail systems; or,
v. the proposal is not otherwise in the public interest.

14.7.5 Vacant Land Condominium

The same considerations and requirements for the evaluation of draft plans of subdivisions shall apply to draft plans of vacant land condominiums.

14.7.6 Condominium Agreement

As a condition of draft plan of condominium approval, the City may require proponents to satisfy certain conditions prior to final approval and registration of the plan. The applicant may be required to meet the conditions within a specified time period, which, if not met, may cause the approval to lapse. To ensure that conditions are bound to the owner and the land, the City shall require the proponent to enter into an Agreement which will be registered on title.

14.8 SITE PLAN CONTROL

14.8.1 Site Plan Control Area

Council shall adopt a By-law to designate the entire area of the City as a Site Plan Control Area. All types of *development* or *redevelopment* shall be subject to Site Plan Control provisions with the exception of the operation of licensed pits and quarries, single-detached, semi-detached, residential developments of ten units or fewer~~three unit dwelling~~ or duplex dwellings, interior design, and additions or renovations thereto.

14.8.2 Development or Redevelopment

For the purposes of the Plan, *development* or *redevelopment* shall be defined as the construction, erection, or placing of one or more buildings or structures on land,or the making of an addition or alteration to a building or structure that has the effect of substantially increasing its size or usability, or the laying out and establishment of a commercial parking lot.

14.8.3 Site Plan Requirements

Plans showing the location of all buildings, structures, ~~and facilities~~ to be developed and areas of work, and drawings showing plan, elevation, and cross-section views for each building to be erected, will be required as part of the Site Plan Approval process. In accordance with the *Planning Act*, the requirement for the submission of drawings shall also include residential buildings containing more ~~than but less~~ than twenty-five dwelling units.

14.8.4 Site Plan Applicability

As it relates to Site Plan Applications and set out in the Planning Act, *development* subject to Site Plan Applications generally includes:

i. The construction, erection or placing of a building on land or alteration that increases the sizes or useability;
ii. Laying out and establishment of a commercial parking lot or the parking of three or more trailers (including mobiles homes)
iii. Construction, erection or building of three or more land lease community homes, meaning permanent structure where the owner of the dwelling leases land.

Site Plan Applications do not apply to the placement of portable classrooms on school sites of district school boards that existed prior to January 1, 2007, and the construction, erection or placing of a building/structure for residential purposes on a parcel of land that will contain no more than 10 residential units.

14.8.5 Evaluation of Site Plan Applications

The following will be considered in the evaluation of applications:

i. location, massing, and conceptual design of buildings and structures;
ii. location and design of vehicular and pedestrian access points;
iii. location and design of off-street parking and loading facilities;
iv. facilities for on-site pedestrian and vehicular circulation;
v. road widening;

vi. location and design of on-site exterior lighting which minimizes off-site impacts, landscaping, buffering, fencing,outdoor storage, and garbage disposal facilities;

vii. the use of dark sky compliant lighting from all structures;

viii. measures to minimize any loss of sunlight and privacy to adjacent properties;

ix. measures to minimize noise and odour to adjacent properties;

x. location and design of outdoor recreational areas;

xi. location of external facilities and works;

xii. easements over, and grading of, lands;

xiii. provisions for stormwater management and drainage;

xiv. the use of appropriate soils for on-site sewage systems;

xv. available capacity of municipal *infrastructure*;

xvi. facilities designed to have regard for accessibility for persons with disabilities;

~~xvii. matters relating to exterior design including elements pertaining to character,scale, appearance and design features of buildings and their sustainable design;~~

xvii. matters related to exterior access for *affordable* housing units;

xviii. the sustainable design elements on any adjoining roadway under the City's jurisdiction, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities; and,

xix. green *infrastructure*, such as naturalized retention ponds and rain gardens to increase stormwater offset;

xx. maintenance of native tree cover and vegetation on the lot where the terrain and soil conditions permit;

xxi. provision for the City to enter into one or more Agreements with applicants, toensure that *development* proceeds in accordance with the proposal and City requirements~~.~~;-and

xxii. securities and processes to ensure implementation and long-term monitoring and compliance with site plan agreements and/or other agreements if required.

14.8.6 Site Plan Agreement

As a condition of Site Plan Approval, the City may require proponents to satisfy certain conditions. The applicant may be required to meet the conditions within aspecified time period, which, if not met, may cause the approval to lapse. To ensurethat conditions are bound to the owner and the land, the City shall require the proponent to enter into a Site Plan Control Agreement which will be registered ontitle.

14.9 CONSENT POLICY

14.9.1 Purpose of Consents

Consents may be allowed ~~for the creation of up to two (2) new lots~~ in the Urban Area, or in accordance with any land division Policies in the Agricultural and Rural Area.

14.9.2 Evaluation of Consents

Applications will be evaluated on the following minimum criteria:

i. Consistency with the Policies of this Official Plan;

ii. Consistency with a Secondary Plan (where appropriate), or guidelines, as well as compliance with the Zoning By-law;

~~iii. A Plan of Subdivision is not required;~~

iii. The prevailing size and configuration ~~shape~~ of ~~the~~ existing surrounding lots;

iv. The ~~road~~ access of the lots to existing roads and *infrastructure*;

v. The impact of the consent on the ability of adjacent lots to be developed;

vi. The impact of the consent on the natural environment; and,

vii. Adequacy of municipal services and *utilities*.

viii. The impact of the consent on the overall drainage of the existing surrounding areas.

14.9.3 Conditions of Approval

As a condition of approval, proponents may be required to satisfy certainconditions as authorized by the *Planning Act*, including but not limited to:

i. The dedication of parkland or cash-in-lieu of such dedication;

ii. The dedication of any road widenings and one-foot reserves as may be required by the City;

iii. Fulfillment of any financial requirements of the City;

iv. A servicing Agreement pertaining to any extension or upgrading of municipal services required by the City to accommodate the *development*;

v. Submission of a registered reference plan;

vi. Any other Agreements which may be necessary, and which may be registeredon title;~~.~~

vii. A plan showing the location of all existing services to the property relative to the proposed lot line(s).

~~14.9.4 Exceptions~~

~~That this application is exempt from the policies identified in section 7.9.1, which allow for only the creation of up to two (2) new lots in the Urban Area (South Side Forks Road)~~

14.10 COMMUNITY IMPROVEMENT PLANS

14.10.1 Community Improvement Plans

The *Planning Act* allows municipalities to identify Community Improvement Project Areas, prepare Community Improvement Plans, and provide incentive programs which stimulate *redevelopment* of lands as a means to maintain the vitality of the municipality.

14.10.1.1 Delegation

Where Council has, by By-law or Resolution, delegated the authority to approve Community Improvement Plan Applications per of the Planning Act and Municipal Act, to the Director of Planning and Development. The Director of Planning and Development may approve Community Improvement Plan Applications and enter into Community Improvement Plan agreements.

14.10.1.2 Alternative Measures

In accordance with the Planning Act, Council may by By-law or Resolution adopt alternative measures for informing and obtaining public input related to Community Improvement Plans.

14.10.2 Downtown and Health and Wellness Cluster Community Improvement Plan

14.10.2.1 Goals

The goal of ~~community improvement in the Downtown~~ the Downtown and Health and Wellness Cluster Community Improvement Plan (DHWC) is to reinforce the importance of the Downtown, aid in stimulating private sector *redevelopment*, and guide private sector *development* and *redevelopment*. The City may redefine the boundary of the DHWC without any amendment to this plan.

14.10.2.2 Programs, Eligibility and Funding

The DHWC ~~Downtown~~ CIP may offer a range of programs, including, but not limited to:

i. Grants for urban design, façade and building improvements; and

ii. Deferred tax and fee programs for planning applications and/or building permits.

~~iii. Facade Restoration and Improvement Loan Program;~~

~~iv. Development Charge Waiver/Exemption Program;~~

~~v. Refund of Local Planning and Building Fees Program~~

~~vi. Residential Conversion and *Intensification* Loan Program;~~

~~vii. Property Rehabilitation and *Redevelopment* Tax Increment Grant Program;~~

iii. Parking Requirements Reduction Program.

14.10.3 Brownfield Community Improvement Plan

14.10.3.1 Goals

The goal of community improvement on brownfield lands is to promote the remediation, rehabilitation, adaptive re-use, *redevelopment* and overall improvement of *brownfield sites*.

14.10.3.2 Programs, Eligibility and Funding

The Brownfield CIP may offer a range of programs, including, but not limited to:

i. Environmental Study~~Site Assessment~~ Grant Program;

ii. Brownfields Tax Assistance Program; ~~and,~~

iii. Brownfields ~~Rehabilitation~~ Tax Increment Grant Program~~.~~; and

iv. Brownfields Fee Grant Program.

~~The Brownfield CIP will describe the eligibility criteria to obtain funding through any of the CIP's programs. The program funding will be established by Council, butshall not place a burden on municipal finances.~~

14.10.4 Niagara Economic Zone and Centre Community Improvement Plan

14.10.4.1 Goals

The goal of the Niagara Economic Zone CIP is to promote private sector investment, *development*, *redevelopment* and construction activity on employment lands in the Gateway Community Improvement Project Area.

14.10.4.2 Programs, Eligibility and Funding

The Niagara Economic Zone CIP may offer a range of programs, including, but not limited to:

- Tax Increment Grant
- Fee programs for planning applications Development fees exemptions or deferrals

14.10.5 Affordable Rental Housing Community Improvement Plan

14.10.5.1 Goals

The goal of the Affordable Rental Housing CIP is to encourage the provision of *affordable* rental housing through establishing new partnerships with multiple providers and providing financial incentives

14.10.5.2 Programs, Eligibility and Funding

The Affordable Rental Housing CIP may offer a range of programs, including, but not limited to:

- Grants or forgivable loans for the construction of *affordable* housing,
- *Affordable* housing study grants,
- Tax Increment Grant
- Municipal planning applications and/or building permits fee grants, and;
- Special Land Programs for *affordable* housing projects

14.10.6 New Community Improvement Plan Areas

14.10.6.1 Criteria for New Areas

In considering the establishment of a new Community Improvement Plan Area, theCity will consider any of the following criteria:

i. Conditions of existing buildings;
ii. Land use issues;
iii. Aesthetic issues;
iv. Transportation or *infrastructure* issues;
v. Natural or human-made environmental issues;
vi. Social or community issues;
vii. Economic issues; and,
viii. Any other relevant issues which create barriers to the repair, rehabilitation or*redevelopment* of underutilized or dilapidated land/buildings.

14.10.6.2 Criteria for New Community Improvement Plans

New Community Improvement Plans shall contain:

i. a statement of purpose, goals, objectives,
ii. a description of the Community Improvement Project area,
iii. a description of all programs and/or projects,
iv. an implementation plan, and

v. a technical appendix justifying the delineation of the area and the need for the programs.

The preparation and adoption of new Community Improvement Plans shall meet the minimum requirements of the *Planning Act* for public consultation, unless Council adopts alternative measures as outlined in policy 1~~4~~2.10.1.2.

14.11 Community Planning Permit System

The community planning permit system is a planning tool that allows for the replacement and combining of the zoning amendment, minor variance and site plan approval processes, as well as the regulation of vegetation removal and *site alteration*, as well as other types of *development*. This system also offers opportunities to streamline the planning approvals processes and clearly establish rules and criteria for *development* within the by-law.

14.11.1 Community Planning Permit By-law

City Council may by by-law establish a community planning permit system within the City for any area or areas set out in the by-law.

14.11.2 Community Planning Permit By-law Transition

City Council will not pass a community planning permit by-law for any area in City unless, this Official Plan is in effect.

14.11.3 Community Planning Permit System Process

Within an area for which a community planning permit by-law has been enacted, both the City's Zoning By-law and site plan control will not apply.

If a community planning permit by-law is enacted, the use and *development* of land must comply with the permitted uses, standards and criteria set out in the community planning permit by-law as demonstrated by the issuance of a community planning permit, unless the proposed use or *development* is expressly exempted from a permit as indicated in the community planning permit by-law. Where existing site plan agreements are already registered on a property, those agreements may be amended as long as such amendments comply with the applicable provisions of the community planning permit by-law.

14.11.4 Scope of Community Planning Permit System

A community planning permit by-law will:

i. Contain a description of the area to which the by-law applies, which must be within the boundaries of the area identified in the Official Plan;
ii. Set out and define permitted and discretionary uses;
iii. Set out *development* standards with specified minimum and maximum standards;
iv. Set out any internal review for permit decisions;
v. Describe notification procedures for decisions;
vi. Set out criteria for determining whether a proposed use or *development* is permitted;
vii. Describe the process for amending development permits, development permit agreements and pre-existing site plan agreements;
viii. Outline any conditions of approval that may be imposed; and
ix. Set out the scope of delegated authority, including any limitations.

14.11.5 Implementing a Community Planning Permit System By-law

To permit passage of a community planning permit by-law for application to the entire City, the following policies shall apply:

i. A community planning permit area may include the entire City or any area or areas identified on Schedules attached to a community planning permit by-law; and
ii. Where a community planning permit area includes the entire City, the goals, objectives and policies of each designation in this Plan, the general policies for guiding growth and *development* in all designations and the vision and principles of the Plan shall be implemented within the community planning permit by-law to ensure any *development* and use of land will conform to the Official Plan and address the matters outlined in Section 14.11.4.

14.11.6 Community Planning Permit Application Review and Approvals

Upon consideration of a complete community planning permit application, the City may:

i. Approve the application and issue a permit with no conditions;
ii. Approve the application subject to conditions being met before the issuance of a permit;
iii. Approve the application and issue a permit with conditions attached;
iv. Approve the application subject to conditions being met before the issuance of a permit and with conditions attached; or
v. Refuse the application.

14.11.7 Community Planning Permit Application Delegation

Council may delegate its decision-making authority respecting community planning permit applications and its authority to execute, amend and release community planning permit agreements or pre-existing site plan agreements to a Committee appointed by Council or an employee of the City in the identified area. Any limits on the criteria for such delegation will be established in the community planning permit by- law.

14.11.8 Requirement For List of Studies, Criteria and Conditions

To ensure that the goals, objectives and policies of the City's Official Plan, and the matters outlined in Section 14.11.4 will be addressed to determine whether a *development* or use of land may be permitted by a community planning permit, the by-law shall set out criteria to be considered in such circumstances, study requirements, and types of conditions that may be imposed on a permit. The types of criteria, study requirements, and conditions set out are intended to address goals, objective and policies of the City's Official Plan, and the matters outlined in Section 14.11.4.

14.11.9 Community Planning Permit Application Criteria

The criteria for determining whether a *development*, use of land, discretionary use or variation to by-law provision may be permitted shall be set out in the community planning permit by-law and shall include demonstration of the following to the satisfaction of the City:

i. The proposal is appropriate for the lands;
ii. The proposal takes into account the unique characteristics of the property;
iii. The potential off-site and adverse impacts resulting from the proposal are identified and mitigated where appropriate;
iv. The proposal is compatible with the surrounding land uses;
v. The proposal is consistent with any applicable urban design guidelines;
vi. The proposal conforms to the Region of Niagara Official Plan and City's Official Plan; and
vii. The proposal is consistent with and conforms to Provincial policies.

14.11.10 Community Planning Permit Application Supporting Studies

A list of studies that may be required to be submitted at the time of application of a community planning permit application, such that it may be deemed complete, shall be set out in the community planning permit by-law, or in an appendix thereto, and shall include the materials and technical reports that may be required at the time of application as outlined in Section 14.8.2.

14.11.11 Community Planning Permit Application Conditions

A list of conditions that may be imposed on a community planning permit shall be set out in the community planning permit by-law, or in an appendix thereto, and shall include, but not be limited to, conditions:

i. They may be imposed pursuant to sections 34, 40, 41 and 42 of the Planning Act, in order to implement the vision, goals and objectives of the Official Plan;
ii. To require the implementation of actions or recommendations in technical reports that have been submitted in support of a Community Planning Permit application;
iii. To require the submission of supplemental technical reports where deemed required through application review; and
iv. To require the owner of land to enter into an agreement with the City respecting one or more conditions.

14.11.12 Community Planning Permit Application Amendments

Any amendments to a community planning permit by-law shall be in conformity with the objectives and policies of this Plan and shall be considered in the context of the planned vision for all lands within the area or areas subject to the by-law. Further, an application to amend the community planning permit by-law must be supported by a comprehensive planning rationale, a strategy for consulting within the public, and the studies and information.

14.11.12.1 Community Planning Permit Discretionary Uses

A community planning permit may allow, as a discretionary use, any use not specifically listed as a permitted use in the community planning permit by-law, provided that the proposed use is similar to and compatible with listed permitted uses, would have no negative impact on adjoining properties, would meet applicable criteria within the by-law and maintain the intent, principles and policies of this Plan

14.11.13 Community Planning Permit Application Variation to Standards

A community planning permit may allow certain variations to the standards specified within the Community Planning Permit by-law. Such variations may be permitted only if they have satisfied the policies pertaining to applicable policies of this Plan.

14.12 SUPPORT STUDIES

Support studies may be required as part of planning studies or *development* proposals. The support studies, and when they are needed, are generally described below; however, the municipality may refine the scope or request that a support study be undertaken based on its discretion, the context of the proposed *development*, or input from appropriate agencies. Additional studies and peer reviews may also be required by other agencies, such as the ~~NPCA~~ Conservation Authority and Niagara Region.

14.12.1 Requirements for All Studies

All studies and information submitted to the City~~, Region or NPCA~~ shall be prepared by a qualified professional. Any study or report requested by the City, ~~Region or NPCA~~ may be subject to a peer review, where the applicant shall be responsible for all costs of peer review which shall be payable upon submission of an invoice from the City, Niagara Region and Conservation Authority. Supporting studies shall be submitted in an electronic and hard copy format. Additional studies and peer reviews may be required by other agencies, ~~including but not limited to the Region and NPCA,~~ the cost of which shall also be paid for by the applicant.

14.12.2 Subwatershed Plan

14.12.2.1 Need for a Subwatershed Plan

A Subwatershed Plan provides for the maintenance of *ecological function*, in particular the *ecological function* of *watercourses*. Major changes in land use, such as a boundary expansion or Secondary Plan for a Designated Growth ~~Greenfield~~ Area, shall require the preparation of a ~~Subwatershed~~ Plan by the City, based on terms of reference developed by the City in consultation ~~with the Niagara Peninsula Conservation Authority and~~ with affected agencies and landowners if appropriate. Subwatershed studies may proceed in advance of the completion of a quaternary *watershed* plan.

14.12.2.2 Implementing the Recommendations of a Subwatershed Plan

The findings and recommendations of a Subwatershed Plan shall be implemented through amendments to the Official Plan and, where appropriate, secondary plans, any plan produced under the *Planning Act* or the Zoning By-law. The Subwatershed Plan should provide specific direction for:

i. The future *development* of the new *Designated Growth Areas*;

ii. Servicing and *infrastructure*; ~~and,~~

iii. Opportunities for improvement and enhancement of the ~~N~~natural Environment ~~S~~systems, as

well as the *ecological function* and integrity of those systems.;

iv. Opportunities for protection, enhancement, or restoration of the *quality and quantity of water*; and

v. Identifying and refining the Natural Environment System of *Designated Growth Areas* and other large undeveloped areas.

14.12.2.3 Scope of Subwatershed Plan

A subwatershed study should be scoped with the City, the Region, Conservation Authority, and affected landowners, where required. It should include, but not limited to:

- An inventory of existing ecological and hydrological data and conditions;
- The identification of existing and proposed land uses, and the modelling of potential *development* impacts;
- Water quality targets in accordance with the *watershed* plan, Provincial guidelines, or other industry standards and best practices;
- Procedures for monitoring water quality and quantity before, during, and after *development*;
- Completion of a water balance;
- Consideration of all elements of the Natural Environment System outlined in this Official Plan;
- Refinement to the boundaries of the Natural Environment System;
- Identification of opportunities for, and constraints to *development*;
- Guidelines and best management practices for *development* design, environmental design, construction management, etc.;
- The recommendation of appropriate stormwater management techniques in accordance with Provincial, Regional and Local guidelines and industry best practices;
- An analysis the cumulative impact of *development*; and
- Implementation and adaptive monitoring plans.

14.12.3 Master Drainage Plan

14.12.3.1 Need for a Master Drainage Plan

A Master Drainage Plan provides for the maintenance of the stormwater and *ecological functions* of *watercourses* in a large area within a subwatershed. Where a Secondary Plan, Plan of Subdivision or any applicable plan under the *Planning Act*, is being undertaken, a Master Drainage Plan may also be required, based on terms of reference developed by the City in consultation with the Conservation Authority.

14.12.3.2 Implementing the Recommendations of a Master Drainage Plan

The findings and recommendations of a Master Drainage Plan shall be implemented through amendments to the Official Plan and, where appropriate, ~~a~~ Secondary Plans, Zoning By-law and other plans provided for under the *Planning Act* (such as a Plan of Subdivision or Site Plan).

14.12.4 Stormwater Management Plan

14.12.4.1 Need for a Stormwater Management Plan

A Stormwater Management Plan provides for the maintenance of the stormwater functions of *watercourses* based on the impacts of site-specific or area-specific *development*. Where a Plan of Subdivision, Site Plan or applicable plan under the *Planning Act* is being undertaken, a Stormwater Management Plan may also be required, based on terms of reference developed ~~in consultation with~~ to the satisfaction of the City in consultation with ~~and~~ the ~~Niagara Peninsula~~ Conservation Authority.

14.12.4.2 Implementing the Recommendations of a Stormwater Management Plan

The findings and recommendations of a Stormwater Management Plan shall be implemented through amendments to the Official Plan and where appropriate, Secondary Plans, Zoning By-law and other plans produced under the *Planning Act* (such as a Plan of Subdivision or Site Plan).

14.12.4.3 Stormwater Management Plan for developments

Proposals for *development* proceeding by way of a secondary plan, plan of subdivision, plan of condominium or site plan control will be supported by a stormwater management plan or equivalent at the discretion of City, that:

i. Conforms to the applicable subwatershed policies of this Official Plan;

ii. Is informed by any subwatershed plan or equivalent where applicable;

iii. Ensures all proposals for *development* or *redevelopment* are designed based on an integrated treatment approach in order to address requirements for water quality, erosion control, flood control, thermal mitigation and water budget to minimize stormwater flows and reliance on stormwater ponds, which includes low impact *development* and green *infrastructure*, where appropriate;

iv. Establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces;

v. Ensures stormwater management facilities are designed to support key features and *ecological functions* in the Natural Environment System, where possible; and

vi. Aligns with the stormwater master plan or equivalent for the settlement area, where applicable.

14.12.5 Environmental Impact Study

14.12.5.1 Need for an Environmental Impact Study

An Environmental Impact Study (EIS Study) is a technical assessment of a *development* proposal's environmental impacts on Nnatural Environment System ~~heritage~~ and hydrologic features and functions. Where *development* or *site alteration* is being undertaken within the guidelines put forth ~~in **Table 7.1,**~~ an Environmental Impact Study shall be required in both *settlement areas* and outside of *settlement areas* as required by the policies of this Plan.

~~Table 7-1: Core *Natural Heritage System* Components and *Adjacent Lands*~~	
~~Core Natural Heritage System Components~~	~~*Adjacent Lands* Where an EIS Shall Be Required for Development Applications.~~
~~**Environmental Protection Area**~~	
~~Provincially *Significant* Life Science Area of Natural and Scientific Interest~~	~~All lands within 50 metres.~~
~~Provincially *Significant* Wetland~~	~~All lands within 120 metres.~~
~~Habitat of Threatened and *Endangered Species*~~	~~All lands within 50 metres.~~
~~**Environmental Conservation Area**~~	~~All lands within 50 metres.~~
~~*Fish Habitat*~~	~~All lands within 30 metres of the top of bank.~~

14.12.5.2 Preparation and Submission

A draft terms of reference for an environmental impact study and/or hydrological evaluation shall be prepared in accordance with applicable guidelines, and in consultation with the Conservation Authority as appropriate.

Following the City's approval of the draft terms of reference a~~A~~n Environmental Impact Study shall be prepared and signed by a qualified ~~biologist or environmental planner~~ professional ~~in accordance with the Region of Niagara's~~Niagara Region's ~~Environmental Impact Study Guidelines or applicable guidelines at the time~~.

Environmental Impact Studies for lands within, or adjacent to, ~~Environmental Conservation Areas~~ the Natural Environment System ~~within the Urban Area~~ shall be prepared to the satisfaction of the City, ~~in consultation with the Conservation Authority and the Region of Niagara~~. ~~Environmental Impact Studies for lands adjacent to all other components of the Core *Natural Heritage System* shall be prepared to the satisfaction of the Region of Niagara, in consultation with the City and the Conservation Authority.~~ Refer to Section 6 of this Plan for additional details on EIS studies.

The City may require an independent peer review of an environmental impact study and/or hydrological evaluation, with the costs to be borne by the applicant.

14.12.5.3 Content of an Environmental Impact Study

~~The specific requirements for an EIS are outlined in the Region of Niagara's Environmental Impact Study Guidelines.~~ The ~~required~~ proposed content for an EIS must be approved by the City prior to submission. The contents may be scoped where the City is ~~reduced where the Region of Niagara has and/or the conservation authority have been~~ satisfied that:

i. The environmental impacts of a *development* application are thought to be limited; or,
ii. Other environmental studies fulfilling some or all requirements of an EIS have been accepted by the City ~~Region of Niagara~~.

14.12.5.4 Implementing the Recommendations of an Environmental Impact Study

The findings and recommendations of an Environmental Impact Study shall be implemented primarily through a Plan of Subdivision, Site Plan Control or other plans produced under the *Planning Act*. Amendments to the Official Plan or other plans may also be required.

14.12.5.5 Peer Review of Environmental Impact Study

The City may require an independent peer review of an environmental impact study and/or hydrological evaluation, with the costs to be borne by the applicant.

~~14.12.6 Market Impact Assessment~~

~~14.12.6.1 Need for a Market Impact Assessment~~

~~A Market Impact Study provides assurance that a proposed *development* is not premature and does not negatively impact the local or regional economy. Where an Official Plan Amendment, Secondary Plan, Plan of Subdivision or Site Plan is being undertaken, a Market Impact Study may also be required, based on the Policies of this Plan and terms of reference developed by~~

~~the City in consultation with the Regional Municipality of Niagara. The Market Impact Study may be subject to a peer review, the cost of which will be recovered by the City from the proponent.~~

~~**14.12.6.2 Implementing the Recommendations of a Market Impact Study**~~

~~The findings and recommendations of a Market Impact Study shall be implemented through a Plan of Subdivision, Site Plan or other plans produced under the *Planning Act* and, where required, amendments to the Official Plan, Zoning By-law and/or other plans.~~

14.12.6 Traffic Transportation Impact Study

14.12.6.1 Need for a Traffic Transportation Impact Study

A Transportation Impact Study provides for the maintenance of the City's transportation system given the demands in different transportation modes generated by a proposed *development*. Where an Official Plan Amendment, Secondary Plan, Plan of Subdivision, Site Plan or other plans produced under the *Planning Act* are being undertaken, a Transportation Impact Study may also be required, based on terms of reference developed by the City in consultation with the ~~Regional Municipality of~~ Niagara Region. The Transportation Impact Study may be subject to a peer review, the cost of which will be recovered by the City from the proponent.

14.12.6.2 Implementing the Recommendations of a Traffic Transportation Impact Study

A Transportation Impact Study provides for the maintenance of the City's transportation system given the demands in different transportation modes generated by a proposed *development*. Where an Official Plan Amendment, Secondary Plan, Plan of Subdivision, Site Plan or other plans produced under the *Planning Act* are being undertaken, a Transportation Impact Study may also be required, based on terms of reference developed by the City in consultation with the ~~Regional Municipality of~~ Niagara Region. The Transportation Impact Study may be subject to a peer review, the cost of which will be recovered by the City from the proponent.

14.12.7 Geotechnical Subsurface Investigation

14.12.7.1 Need for a Geotechnical Subsurface Investigation

A Geotechnical Subsurface Investigation provides for confirmation of the load- bearing capacity of soils to support *development*. Where a Plan of Subdivision, Site Plan or other plans produced under the *Planning Act* is being undertaken, a Geotechnical Subsurface Investigation may be required, based on terms of reference developed by the City. A Geotechnical Subsurface Investigation may also be required by the Conservation Authority as a condition of *development* approval or permit approval to address slope stability.

14.12.7.2 Implementing the Recommendations of a Geotechnical Subsurface Investigation

The findings and recommendations of a Geotechnical Subsurface Investigation shall be implemented through a Plan of Subdivision, Site Plan other plans producedunder the *Planning Act*, and, where required, amendments to the Official Plan, Zoning By-law and/or other plans.

14.12.8 Archaeological ~~Resource~~ Assessment

14.12.8.1 Need for an Archaeological ~~Resource~~ Assessment

An Archaeological ~~Resource~~ Assessment provides for the documentation, ~~protection,~~ and conservation of the City's *archaeological resources*. An Archaeological ~~Resource~~ Assessment will be required in accordance with Section 9 ~~6.6~~ of this Plan.

14.12.8.2 Implementing the Recommendations of an Archaeological ~~Resource~~ Assessment

The findings and recommendations of an Archaeological ~~Resource~~ Assessment shall be implemented through a Plan of Subdivision, Site Plan or other plans produced under the *Planning Act*, and where required, amendments to the OfficialPlan, Zoning By-law and/or other plans.

14.12.9 Wetland Evaluation Study

14.12.9.1 Need for a Wetland Evaluation Study

A Wetland Evaluation Study provides for the delineation of a wetland or *wetlands* based on field survey of the wetland feature(s). A Wetland Evaluation Study may be required where an Environmental Impact Study is required. A Wetland Evaluation Study will be undertaken by qualified persons in accordance with the *Wetlands* Evaluation System for Southern Ontario.

14.12.9.2 Implementing the Recommendations of a Wetland Evaluation Study

The findings and recommendations of a Wetland Evaluation Study shall be implemented through a Plan of Subdivision, Site Plan or other plans produced under the *Planning Act* and where required, amendments to the Official Plan, Zoning By-law and/or other plans.

14.12.10 Record of Site Condition

14.12.10.1 Need for a Record of Site Condition

A Record of Site Condition where recommended by an Environmental Site Assessment, will be prepared and filed in accordance with the *Environmental Protection Act*, confirms the status of a site or lands with respect tocontamination. Where any *development* is proposed, a Record of Site Condition may be required.

14.12.10.2 Implementing the Recommendations of a Record of Site Condition

The findings and recommendations Environmental Site Assessment and confirmed by ~~of~~ a Record of Site Condition shall be implemented through a Plan of Subdivision, Site Plan other plans produced under the *Planning Act,* or Building Permit and, where required, amendments to the Official Plan, Zoning By-law and/or other plans.

14.12.11 Noise and/or Vibration Study

14.12.11.1 Need for a Noise and/or Vibration Study

A Noise and/or Vibration Study provides assurance that the proposed *development* meets Ministry of Environment, Conservation and Parks guidelines for the protection of *sensitive land uses* from noise and/or vibration. Where a Plan of Subdivision or Site Plan is being undertaken, a Noise and/or Vibration Study may also be required, based on terms of reference developed by the City in consultation with applicable agencies ~~the Regional Municipality of Niagara, and/or the Ministry of Environment~~. The Noise and/or Vibration Study may be subject to a peer review, the cost of which will be recovered by the City from the proponent.

14.12.11.2 Implementing the Recommendations of a Noise and/or Vibration Study

The findings and recommendations of a ~~Gas Well Location~~Noise and/ or Vibration Study shall be implemented through a Plan of Subdivision, Site Plan or other plans produced under the *Planning Act,* and where required, amendments to the Official Plan, Zoning By-law and/or other plans.

14.12.12 Gas Well Location Study

14.12.12.1 Need for a Gas Well Location Study

A Gas Well Location Study provides for the hazard assessment of known or suspected former petroleum wells. Where an Official Plan Amendment, Secondary Plan, Plan of Subdivision, Site Plan or other plans produced under the *Planning Act* are being undertaken, a Gas Well Location Study may also be required to demonstrate that the known or suspected hazard has been mitigated in accordance with the relevant provisions of the *Oil, Gas, and Salt Resources Act.*

14.12.12.2 Implementing the Recommendations of a Gas Well Location Study

The findings and recommendations of a Gas Well Location Study shall be implemented through a Plan of Subdivision, Site Plan or other plans produced under the *Planning Act,* and where required, amendments to the Official Plan, Zoning By-law and/or other plans.

14.12.13 Tree Savings Plan

14.12.13.1 Need for a Tree Savings Plan

A Tree Saving Plan is a plan prepared for the purposes of protecting and preserving trees on properties where *development* or disturbance of the natural forest cover is to occur. Tree Saving Plans should attempt to retain as many trees as possible. Requirements for Tree Saving Plans are provided in the Niagara Region Woodland Conservation By-law No. 220-79 ~~Region of Niagara Tree and Forest Conservation By-Law (30-2008)~~ as amended from time to time. A Tree Saving Plan may be required to support an application for *development* or *site alteration*, where the *development* may have impacts on a wooded area.

14.12.13.2 Implementing the Recommendations of a Tree Savings Plan

The findings and recommendations of a Tree Savings Plan shall be implemented through the appropriate planning mechanism, such as a site plan, a plan of subdivision or other plans produced under the *Planning Act*.

14.12.14 Planning Justification Report

14.12.14.1 Need for ~~an~~ Planning Justification Report

A Planning Justification Report shall be required to support any proposal for *development* or *site alteration* and should demonstrate how the proposal meets the Policies and Objectives of this Plan. Where appropriate, the Report should ~~also provide a synthesis of~~ address and justify planning and *development* issues for a site or area, where the proposed *development* requires a number of the above-noted studies. The Report should synthesize and integrate the various findings and propose recommendations, particularly where the findings and recommendations of one study or report overlap or have implications for another study.

14.12.14.2 Implementing the Recommendations of a Planning Justification Report

The findings and recommendations of a~~n Integrated~~ Planning Justification Report shall be implemented through a Plan of Subdivision/Condominium, Site Plan or other plans produced under the *Planning Act,* and where required, amendments to the Official Plan, Zoning By-law and/or other plans.

14.12.15 Cultural Heritage Impact Assessment

14.12.15.1 Need for a Cultural Heritage Impact Assessment

A Cultural Heritage Impact Assessment may be required to support any proposal where the *development*, ~~or~~ *site alteration*, or demolition has potential to negatively impact cultural heritage

resources. It can also demonstrate how the cultural heritage resource will be *conserved* in the context of *redevelopment* or *site alteration*. Mitigative or avoidance measures or alternative *development* approaches may alsobe recommended. A Cultural Heritage Impact Assessment shall be prepared by a qualified professional.

14.12.15.2 Implementing the Recommendations of a Cultural Heritage Impact Assessment

The findings and recommendations of a Cultural Heritage Impact Assessment shall be implemented through a Plan of Subdivision/Condominium, Site Plan or other plans produced under the *Planning Act*, or other applicable acts including the Ontario Heritage Act and where required, amendments to the Official Plan, Zoning By-law and/or other plans.

14.12.16 Community Services and Facilities Study ~~Social Impact Assessment~~

14.12.16.1 Need for a Community Services and Facilities Study ~~Social Impact Assessment~~

A Community Services and Facilities Study ~~Social Impact Assessment~~ may be required to support any proposal where *development* or *site alteration* has the potential to impact the City's social *infrastructure* required to support healthy, complete communities ~~negatively impact on social aspects of the City~~. The ~~Assessment~~ study ~~should document any potential positive and *negative impacts*~~ will generally consider the capacity of nearby schools, and childcare facilities, as well as access to nearby community facilities. ~~of the proposed development and recommend potential mitigative measures~~. The required content will be confirmed during the Pre-Consultation meeting.

14.12.16.2 Implementing the Recommendations of a Community Services and Facilities Study ~~Social Impact Assessment~~

The findings and recommendations of a Community Services and Facilities Study ~~Social Impact Assessment~~ shall be implemented through a Plan of Subdivision/Condominium, ~~Site Plan~~ or other plans produced under the *Planning Act*, or other applicable acts and where required, amendments to the Official Plan, Zoning By-law and/or other plans.

14.12.17 Visual Impact Assessment

14.12.17.1 Need for a Visual Impact Assessment

~~The findings and recommendations of a Visual Impact Assessment shall be implemented through a Plan of Subdivision, Site Plan or other plans produced under the *Planning Act*, or other applicable acts and where required, amendments to the Official Plan, Zoning By-law and/or other plans. The Assessment should make recommendations for minimizing any potential *negative impacts*.~~ A

Visual Impact Assessment may be required to support any proposal where *development* or *site alteration* has the potential to negatively impact views and vistas.

14.12.17.2 Implementing the Recommendations of a Visual Impact Assessment

The findings and recommendations of a Visual Impact Assessment shall be implemented through a Plan of Subdivision, Site Plan or other plans produced under the *Planning Act*, or other applicable acts and where required, amendments to the Official Plan, Zoning By-law and/or other plans. The Assessment should make recommendations for minimizing any potential negative impacts.

14.12.18 Growth Management Study

14.12.18.1 Need for a Growth Management Study

A Growth Management Study shall be required from time to time to assess the implications of future long-term population and/or employment growth. A Growth Management Study should assess the implications of future growth in relation to the City's urban boundary, strategic growth areas and *intensification* areas, land supply in the *Designated Growth* ~~*Greenfield*~~ *Areas* (~~and possibly nodes and corridors~~), impacts on the natural environment, transportation network, *infrastructure* and rural areas and any other major structural elements of the City.

14.12.18.2 Implementing the Findings of a Growth Management Study

The findings and recommendations of a Growth Management Study shall be implemented through a *comprehensive review* of the Official Plan and an Amendment or update to this Plan.

14.12.19 Other Studies

The City may require that any other special studies be undertaken in support of a *development* proposal. Where possible, the City will advise of the need for special studies during pre-consultation with the proponent regarding the proposed *development*. Any special study may be subject to a peer review, the cost of which will be recovered by the City from the proponent. Other potential studies which may be required might include, but are not limited to:

i. Built Heritage Impact Assessment ~~Study~~;
ii. Light and Shadow Study;
iii. Environmental Site Assessment;
iv. Farm Operation and Ownership Study;
v. Alternative Sites for Non-Agricultural Uses Study;
vi. Minimum Distance Separation Study;
vii. *Mineral Aggregate Resources* Study;

viii. Municipal Servicing Study;

ix. Hydrological Study;

x. Financial Impact Assessment;

xi. Floodplain and Hazards Lands Study; and,

xii. Traffic and Haul Route Impact Study~~.~~

xiii. Active Transportation Study;

xiv. Odour Impact Study; ~~and~~

xv. Market Study

xvi. Wind Study; and

xvii. *Agricultural Impact Assessment*.

~~14.13 DEVELOPMENT CHARGES~~

~~14.13.1 Development Charge By-law~~

~~Council shall adopt a by-law to levy development charges in the City as a means to ensure that the costs of growth are borne by growth. The Development Charge By-law shall define the classes of development subject to payment of a Development Charge and what amount is to be paid.~~

~~14.13.2 Development or Redevelopment~~

~~Development Charges shall apply to *development*, or the additional *development* created through *redevelopment*.~~

~~14.13.3 Waiver or Exemption of Development Charge~~

~~The municipality may waive some or all of the Development Charge or exempt certain *development* from the Development Charge as a means to promote specific *redevelopment* or revitalization.~~

14.13 CAPITAL BUDGETS

14.13.1 Alignment of Capital Budgets to the Official Plan

During the process of allocating capital budgets to short, medium, and long-term initiatives, Council will have regard for the Policies of this Plan. Where this Plan has identified priorities for change or implementation, Council will be encouraged to dedicate appropriate capital resources to these initiatives. Additionally, Council is encouraged to seek partnership capital funding to support priorities for change or implementation of this Plan's policies.

14.13.2 Capital Budget for Official Plan Updates

Council will ensure that sufficient capital budget is made available to support the required five-year reviews of this Plan and any supporting special studies.

14.14 UPDATING THE PLAN

14.14.1 Comprehensive Review

In accordance with the Provincial Policy Statement, the City will conduct a *comprehensive review* within ten years, if adopted as a new Official Plan, and every 5 years thereafter ~~for every five-year review of the Plan~~ (whether or not an expansion to the Urban Area Boundary is contemplated) in order to keep the Plan up to date. The scope of the *comprehensive review* will be discussed with Council ~~and/or the Regional Municipality of Niagara~~, and may be discussed with stakeholders through public consultation.

14.14.2 Conformity with Provincial and Regional Policies and Plans

The *comprehensive review* will include a discussion of provincial and regional policies and plans and identify where updates to the City's Official Plan are needed to ensure conformity to upper-tier policies and plans.

14.14.3 Indicators and Strategic Directions

The *comprehensive review* will consider key indicators and strategic directions to help the municipality understand past progress, its current situation, and identify new planning strategies to ensure that Welland is a progressive and sustainably- developed City.

14.15 AMENDING THE PLAN

14.15.1 Applications to Amend the Official Plan

From time-to-time, an amendment to the Official Plan may be deemed appropriate to provide for a proposed *development*. In considering the suitability of the Amendment, Council will consider the following criteria:

i. Provincial and regional policies and plans;
ii. The vision, strategic directions, and goals of this Plan;
iii. Whether the amendment creates an inappropriate precedent; and,
iv. The city, neighbourhood, and immediate area impacts of the proposed land use change.

14.15.2 Amendments to Implement Comprehensive Review

Where a *comprehensive review* has identified that changes to the Plan's policies are necessary to maintain the currency of the Plan, then Council may adopt an Amendment to this Plan.

14.15.3 Amendments to Implement Provincial or Regional Policies and Plans

Where changes to or new Provincial or Regional policies and plans come into effectthat require updates to this Plan, then Council may adopt an Amendment to this Plan.

14.15.4 Amendments to Implement Planning Studies

Where a planning study has been undertaken to address the needs of a specific area or recent trend, Council may adopt an Amendment to this Plan to implement the recommendations of the study.

14.15.5 Technical Revisions

The following revisions may be made to this Plan by the City of Welland at any time without the need for an Amendment:

i. Corrections to grammar, punctuation or typographical errors or formatting revisions that do not change the intent of these provisions;

ii. Additions or revisions to technical information on maps or schedules that do not affect the Land Use Designations of land including, but not limited to, matters such as updating and correcting base map information (roads, assessment parcels and labels), keys, legends or title blocks; and

iii. Changes to appendices, footnotes, headings, indices, marginal notes, tables of contents, illustrations, historical or reference information, page numbering footers and headers, which do not form a part of this By-law and are editorially inserted for convenience of reference only.

14.16 COMMITTEE OF ADJUSTMENT

14.16.1 Committee to ~~Deal with Variances~~ address variances and applications for consent

Council has appointed a Committee of Adjustment to review and make decisions onthe following matters:

i. Applications to allow a minor variance from the provisions of the Zoning By-law;

ii. Applications to allow a minor variance from the provisions of the Fence By-law;

iii. Applications to allow a minor variance from the provisions of the Sign By-law~~;and,~~

iv. Applications to allow a minor variance from the provisions of the Swimming Pool and Fence By-Law; and

v. Applications to allow for the subdivision of land through a consent.

14.17 REQUIREMENTS TO CONSULT

14.17.1 Statutory Required Consultation

The City will meet all statutory requirements for public consultation in accordance with the *Planning Act*.

14.17.2 Pre-Consultation before Application Submission

The City ~~requires~~ encourages all applicants ~~of *development* and *site alteration* proposals to pre-consultant with the City.~~ to consult with the municipality in advance of submission of an application for:

i. An Official Plan Amendment;

ii. A Zoning By-law Amendment;

iii. A Site Plan Approval;

iv. A Plan of Subdivision;

v. A Plan of Condominium.

vi. A Site Plan;

vii. Other applications as identified

~~Pre-consultation will determine what is required to be submitted for a complete application and will provide an opportunity to discuss the nature of the application, the need for supporting studies, such as those identified in Section 7.11, and the planning approvals process. Where appropriate, pre-consultation may also require the involvement of the Region of Niagara and Niagara Peninsula Conservation Authority.~~

14.17.3 Pre-Consultation ~~By-law~~

~~The City will pass a By-law requiring applicants to consult with the municipality in advance of submission of an application for:~~

~~i. An Official Plan Amendment;~~

~~ii. A Zoning By-law Amendment;~~

~~iii. A Plan of Subdivision;~~

~~iv. A Site Plan;~~

~~v. Minor Variance; and,~~

~~vi. Any other plan.~~

Prior to scheduling an optional Pre-Consultation, an applicant may submit to the Director of Planning and Development Services or their designate a completed Request for Pre-Consultation, which may include:

i. The general location and municipal address of the lands;
ii. The current use of lands;
iii. A summary of the proposed application;
iv. Conceptual Plan;
v. Any known environmental, servicing, and transportation issues known; and
vi. Other information as may be required by the Director of Planning and Development Services or their designate.

The Pre-Consultation will determine what is required to be submitted for a complete application and will provide an opportunity to discuss the nature of the application, the need for supporting studies, such as those identified in Section 12.11, and the planning approvals process. Following a pre-consultation, a checklist of required material in the form of a Record of Pre-Consultation will be circulated to the applicant.

Where appropriate, pre-consultation may also require the involvement of the ~~Region of~~ Niagara Region, ~~and Niagara Peninsula~~ Conservation Authority, and other applicable service provider agencies.

14.17.4 Complete Application

The Director of Planning and Development Services ~~General Manager Planning and Development Services~~ or their designate shall be responsible for determining whether a Planning Application is complete. If an Application is submitted without adequate supporting information and/or reports, and any Application review fees required by the City, or any other public agency, the Application may be deemed incomplete.

14.17.5 Coordination with Adjacent Municipalities

The City of Welland will work with its neighbouring municipalities, the Niagara Region and other agencies to address cross jurisdictional impacts, issues and opportunities associated with *development* in the City of Welland and, where appropriate, *development* outside of the City.

14.17.6 Coordination with the Niagara Region

The City will circulate the Niagara Region on the following planning projects and applications when required for the engineering review of regional water, wastewater, and transportation *infrastructure*:

i. Site Specific and Policy Specific Official Plan Amendments;
ii. Secondary Plans;
iii. Block Servicing Plans;
iv. Local Environmental Assessments;
v. Comprehensive Zoning By-laws;
vi. Zoning By-law Amendment;
vii. Draft Plans of Subdivision;
viii. Plans of Condominium;
ix. Consents;
x. Minor Variances; and
xi. Site Plan Control.

14.17.7 Coordination with Public Utilities

The City will confirm, as part of the development review process, that *utility* providers are able to provide services to support the proposed *development* in a timely manner and that, if required, appropriate locations for large *utility* equipment and *utility* cluster sites have been determined.

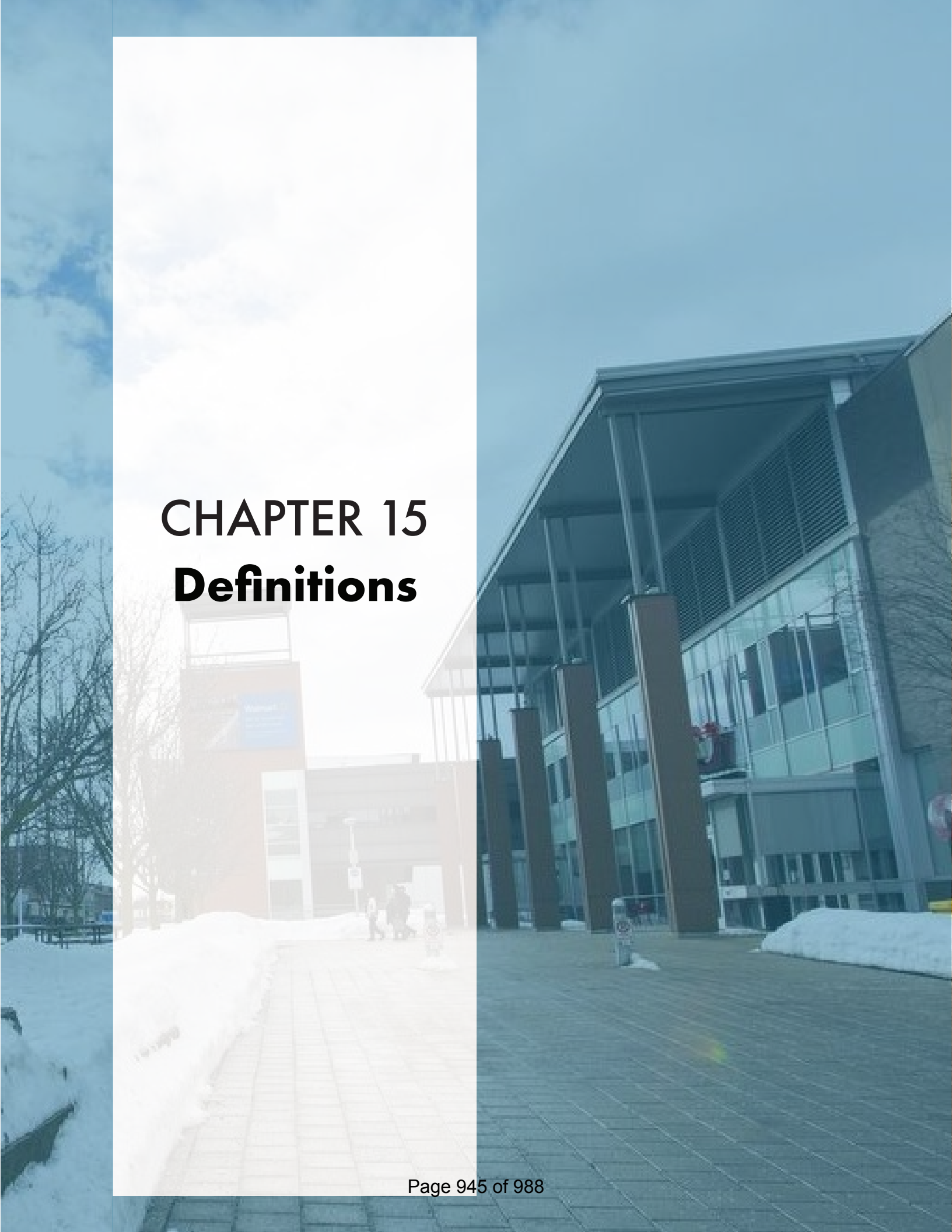
14.17.8 Coordination with Indigenous Communities

The City shall engage early with Indigenous communities and ensure their interest are considered when identifying, protecting, and managing *archaeological resources*, *built heritage resources*, and *cultural heritage landscapes*.

The City encourages proponents of *development* or *redevelopment* proposals to engage early with Indigenous communities that have territory in this area prior to submission of a *development* or *redevelopment* application.

14.17.9 Expiry of Record of Pre-Consultation

Where an application(s) has not submitted within one (1) year to the date of the Pre-Consultation meeting, a new Pre-Consultation meeting should be requested by the Applicant unless otherwise extended by the Director of Planning and Development Services or their designate.



CHAPTER 15
Definitions

15 DEFINITIONS

~~**Area of Natural and Scientific Interest**~~

~~Areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education. There are two types of ANSIs.~~

~~i. Earth Science Areas of Natural and Scientific Interest means areas identified by the Ministry of Natural Resources~~ Province ~~as containing some of the most significant representative examples of the bedrock, fossil and landform features in Ontario, and includes examples of ongoing geological processes.~~

~~ii. Life Science Areas of Natural and Scientific Interest means areas of land and water identified by the~~ Province ~~Ministry of Natural Resources as containing significant representative segments of Ontario's biodiversity and natural landscapes including specific types of forests, valleys, prairies and *wetlands*, their native plants and animals, and their supporting environments.~~

Access standards

Methods or procedures to ensure safe vehicular and pedestrian movement, and access for the maintenance and repair of protection works, during times of *flooding hazards*, *erosion hazards* and/or other water-related hazards.

Additional Needs Housing

Means any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of *additional needs housing* may include, but are not limited to long-term care homes, adaptable and accessible housing, and housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for older persons.

Adjacent lands

~~Those lands contiguous to a specific natural heritage feature or area where it is likely that *development* or *site alteration* would have a negative impact on the feature or area.~~

For the purposes of *Major goods movement facilities and corridors*, this refers to lands contiguous to existing or *planned corridors* and transportation facilities where *development* would have a negative impact on the corridor or facility. The extent of the *adjacent lands* may be recommended in provincial guidance or based

on municipal approaches that achieve the same objectives.

For the purpose of the Natural Environment System, this refers to lands contiguous to a specific Natural Environment System feature or area where it is likely that *development* or *site alteration* would have a negative impact on the feature or area. The extent of the *adjacent lands* may be recommended by the Province or based on municipal approaches which achieve the same objectives.

Adverse effects

As defined in the *Environmental Protection Act*, means one or more of:

i. Impairment of the quality of the natural environment for any use that can be made of it;
ii. injury or damage to property or plant or animal life;
iii. Harm or material discomfort to any person;
iv. An adverse effect on the health of any person;
v. Impairment of the safety of any person;
vi. Rendering any property or plant or animal life unfit for human use;
vii. Loss of enjoyment of normal use of property; and
viii. Interference with normal conduct of business.

Affordable

In the case of ownership housing, the least expensive of:

i. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low- and moderate-income households*; or
ii. Housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the *regional market area*;

In the case of rental housing, the least expensive of:

i. a unit for which the rent does not exceed 30 percent of gross annual household income for *low- and moderate-income households*; or
ii. a unit for which the rent is at or below the average market rent of a unit in the ~~regional market area~~ City.

Agricultural system

means a system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:

a) An agricultural land base comprised of *prime agricultural areas*, including specialty crop areas. It may

also include *rural lands* that help to create a continuous productive land base for agriculture; and

b) An *agri-food network* which includes agricultural operations, *infrastructure*, services, and assets important to the viability of the agri-food sector.

Agricultural uses

The growing of crops, including nursery and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro- forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

~~accommodation for full-time farm labour when the size and nature of the operation requires additional employment. *Agricultural uses* include value retention uses required to make a commodity saleable (i.e. Corn dryer, washing, sorting, packing and packaging).~~

Agriculture-related uses

Those farm-related commercial and farm-related industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity. ~~Farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation.~~

Agricultural Impact Assessment

means the evaluation of potential impacts of nonagricultural uses on the *agricultural system*. An assessment recommends ways to avoid or if avoidance is not possible, minimize and mitigate adverse impacts.

Agri-food network

Within the *agricultural system*, a network that includes elements important to the viability of the agri-food sector such as regional *infrastructure* and transportation networks; agricultural operations including on-farm buildings and primary processing; *infrastructure*; agricultural services, farm markets, and distributors; and vibrant, agriculture-supportive communities.

Archaeological resources

Includes artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.

Areas of archaeological potential

Means areas with the likelihood to contain *archaeological resources*, as evaluated using the processes and criteria that are established under the *Ontario Heritage Act*. ~~Areas with the likelihood to contain *archaeological resources*. Criteria for determining archaeological potential are established by the Province. Archaeological potential is confirmed through archaeological fieldwork undertaken in accordance with the *Ontario Heritage Act*.~~

~~**Areas of mineral potential**~~

~~Areas favourable to the discovery of *mineral deposits* due to geology, the presence of known *mineral deposits* or other technical evidence.~~

Areas of natural and scientific interest (ANSI)

Areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study or education.

Attainable Housing

Rental or ownership housing provided by the market for moderate income households that are generally within the fifth and sixth income decile of the *regional market area*. *Attainable housing* can include dwelling types of various sizes, densities, and built forms, and is intended to provide individuals with the opportunity to access housing more suitable to their needs.

Brownfield sites

Undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Buffers

Buffer means an area of land located adjacent to Natural Environment System features and areas, other *wetlands*, and *watercourses* and usually bordering lands that are subject to *development* or *site alteration*. The purpose of a buffer is to protect the features and areas and their *ecological functions* by mitigating impacts of the proposed *development* or *site alteration*. *Buffers* shall consist of natural self-sustaining vegetation as a condition of *development*.

Built up Area

The limits of the developed urban areas for the purpose of measuring the minimum *intensification* target in this Plan. The *Built-up Areas* is delineated in Schedule A.

Built heritage resources

One or more *significant* buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community, including an Indigenous community. These resources may be identified through designation or heritage conservation easement under the *Ontario Heritage Act*, or listed by the City, province or federal government.

Comprehensive review

An official plan review which is initiated by a planning authority, or an Official Plan Amendment which is initiated or adopted by a planning authority, which:

i. Is based on a review of population and growth projections and which reflect projections and allocations by upper-tier municipalities and provincial plans; considers alternative directions for growth; and determines how best to accommodate this growth while protecting provincial interests;
ii. Utilizes opportunities to accommodate projected growth through *intensification* and *redevelopment*;
iii. Confirms that the lands to be developed do not comprise specialty crop areas in accordance with policy 2.3.2; Is integrated with planning for *infrastructure* and *public service facilities*; and
iv. Considers cross-jurisdictional issues.

Conserved

~~The identification, protection, use and/or management of cultural heritage and *archaeological resources* in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.~~

Means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative *development* approaches should be included in these plans and assessments.

Cultural and Regenerating Woodland

Woodlands where the *ecological functions* of the site are substantially compromised as a result of prior land use activity and would be difficult to restore and/or manage as a native woodland and which provide limited *ecological function* and ecosystem services.

Cultural heritage landscapes

~~A defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a *significant* type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the *Ontario Heritage Act*; and villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.~~ means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

Deposits of mineral aggregate resources

An area of identified *mineral aggregate resources*, as delineated in Aggregate Resource Inventory Papers or comprehensive studies prepared using evaluation procedures established by the Province for surficial and bedrock resources, as amended from time to time, that has a sufficient quantity and quality to warrant present or future extraction.

Designated and available

Lands designated in the Official Plan for urban residential use.

Designated Growth Areas

Lands within the urban area but outside of *built-up areas* that have been designated in this Plan for *development* and are required to accommodate forecasted growth to the horizon of this Plan. *Designated Growth Areas* include lands that are *designated and available* for residential growth, as well as lands required for employment and other uses. *Designated Growth Areas* do not include excess lands, and are identified in Schedule A.

Designated vulnerable area

Areas defined as *vulnerable*, in accordance with provincial standards, by virtue of their importance as a drinking water source that may be impacted by activities or events.

Development

The creation of a new lot, a change in land use, or the construction of a building or structure, requiring approval under the Planning Act. It includes the construction of new, or significant expansion of existing, public *utilities* or *infrastructure* but does not include works subject to the Drainage Act.

Disability

Means any one of the following:

i. Any degree of physical *disability*, infirmity, malformation or disfigurement that is caused by bodily injury, birth defect or illness and, without limiting the generality of the foregoing, includes diabetes mellitus, epilepsy, a brain injury, any degree of paralysis, amputation, lack of physical co-ordination, blindness or visual impediment, deafness or hearing impediment, muteness or speech impediment, or physical reliance on a guide dog or other animal or on a wheelchair or other remedial appliance or device,

ii. A condition of mental impairment or a developmental *disability*,

iii. A learning *disability*, or a dysfunction in one or more of the processes involved in understanding or using symbols or spoken language,

iv. A mental disorder, or

v. An injury or *disability* for which benefits were claimed or received under the insurance plan established under the *Workplace Safety and Insurance Act*, 1997; ("handicap").

Ecological function

The natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Employment area

~~Those areas designated in the Official Plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.~~

Means those areas designated in the official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land that were lawfully established on the parcel of land before June 8, 2023. Uses that are excluded from *employment areas* are institutional and commercial, including retail and office not associated with the primary employment use listed above.

Endangered species

A species that is listed or categorized as an "Endangered Species" on the Ontario Ministry of Natural Resources official species at risk list or that is designated as Endangered by the Committee on the Status of Wildlife in Canada (COSEWIC), or as classified by the Committee on the Status of Species at Risk in Ontario (COSSARO) as identified on the Species at Risk Ontario (SARO) list, as updated and amended from time to

time.

Enhancement Areas

Ecologically supporting areas adjacent to Natural Environment System features and key hydrologic features. *Enhancement areas* can also be measures internal to features that increase the ecological resilience and function of individual features or groups of natural features and areas. Enhancements areas are identified where they:

- connect natural features and areas to create larger contiguous natural areas;
- reduce edge habitat and increase proportion of interior conditions (greater than 100 m from edge); and
- include critical function zones and important catchment areas critical to sustaining *ecological functions*.

Erosion hazard

The loss of land, due to human or natural processes, that poses a threat to life and property. The *erosion hazard* limit is determined using considerations that include the 100-year erosion rate (the average annual rate of recession extended over a one-hundred-year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Excess Soil

Soil, or soil mixed with rock that has been excavated as part of a project and removed from the project area for the project as defined under O.Reg. 406/19 under the Environmental Protection Act.

Fish

As defined in S.2 of the *Fisheries Act*, c. F-14, as amended, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

Fish habitat

~~The spawning grounds and nursery, rearing, food supply and migration areas on which *fish* depend directly or indirectly in order to carry out their life processes and is as identified by the Provincial Ministry of Natural Resources.~~

As defined in the Fisheries Act, means water frequented by *fish* and any other areas on which *fish* depend directly or indirectly to carry out their life processes, including spawning grounds and nursery, rearing, food supply, and migration areas.

Flood plain

For river stream, and small inland lake systems, means the area, usually low lands adjoining a *watercourse*,

which has been or may be subject to *flooding hazards*.

Flooding hazard

The inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water. Along *river, stream and small inland lake systems*, the *flooding hazard* limit is the ~~The~~ *one-hundred-year flood*~~; and~~.

- ~~A flood which is greater than one or two, which was actually experienced in a particular *watershed* or portion thereof as a result of ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources and Forestry;~~

~~except where the use of the *one hundred year flood* or the actually experienced event has been approved by the Minister of Natural Resources and Forestry as the standard for a specific *watershed* (where the past history of flooding supports the lowering of the standard).~~

The Minister of Natural Resources, through Ontario Regulation 41/24, has specified that the 100-year flood is the regulatory flood event for the entirety of the City of Welland.

Floodproofing standard

The combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate *flooding hazards*, wave uprush and other water-related hazards along the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes, and *flooding hazards* along *river, stream and small inland lake systems*.

Gross density

The total number of dwelling units per hectare divided by the developable portion of a property or site. *Gross density* does not include lands within the ~~Core~~ Natural Environment ~~Heritage~~ System, but would include other forms of non-residential *development* (such as roads, parks, *infrastructure*, etc.).

Ground water features

Refers to water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

Habitat of Endangered and Threatened Species

~~*Habitat of endangered and threatened species* refers to land that,~~

~~a) Is an area where individuals of an *endangered species* or a *threatened species* depend directly or indirectly, to carry on its life processes including life processes such as reproduction, rearing, migration or feeding and includes places in the area that are used by members of the species as dens, nests, hibernacula or other residences, live or have the~~

~~potential to live and find adequate amounts of food, water, shelter, and space needed to sustain their population, including an area where a species concentrates at a vulnerable point in its annual or life cycle and an area that is important to a migratory or non-migratory species, and~~

~~b) Has been further identified, by the Ministry of Natural Resources or by any other person, according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time.~~

means habitat within the meaning of section 2 of the Endangered Species Act, 2007.

Hazardous lands

~~Property or lands that could be unsafe for *development* due to naturally occurring processes. Along *river, stream and small inland lake systems*, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard* or *erosion hazard* limits.~~

~~m~~Means property or lands that could be unsafe for *development* due to naturally occurring processes. Along *river, stream and small inland lake systems*, this means the land, including that covered by water, to the furthest landward limit of the *flooding hazard* or *erosion hazard* limits.

Hazardous sites

Property or lands that could be unsafe for *development* and *site alteration* due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).

Hazardous substances

Substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

Heritage attributes

~~The principal features, characteristics, context and appearance that contribute to the cultural heritage significance of a *protected heritage property.*~~

Means, as defined under the Ontario Heritage Act, in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to their cultural heritage value or interest.

Housing Options:

means a range of housing types such as, but not limited to single-detached, semidetached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, laneway housing, garden suites, rooming houses and multi-residential buildings, including low-and mid-rise apartments. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, *affordable* housing, *additional needs housing*, multigenerational housing, student housing, farm worker housing, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or institutional uses, such as long-term care homes.

Hydrologic function

The functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

Individual on-site sewage services

~~Individual, autonomous sewage disposal systems within the meaning of s.8.1.2, O.Reg. 403/97, under the *Building Code Act*, 1992 that are owned, operated and managed by the owner of the property upon which the system is located~~.

Means sewage systems, as defined in O. Reg. 332/12 under the Building Code Act, 1992, that are owned, operated and managed by the owner of the property upon which the system is located.

Individual on-site water services

Individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located.

Infrastructure

Physical structures (facilities and corridors) that form the foundation for *development*. *Infrastructure* includes: sewage and water systems, septage treatment systems, *waste management systems*, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, active *transportation systems*, oil and gas pipelines and associated facilities.

Intensification

The *development* of a property, site or area at a higher density than currently exists through:

i. *Redevelopment*, including the reuse of *brownfield sites*;
ii. The *development* of vacant and/or underutilized lots within previously developed areas;

iii. Infill *development*; and

iv. The expansion or conversion of existing buildings.

Intermittent streams

Means stream-related *watercourses* that contain water or are dry at times of the year that are more or less predictable, generally flowing during wet seasons of the year but not the entire year, and where the water table is above the stream bottom during parts of the year.

Linkages

~~m~~Means an area, that may or may not be associated with the presence of existing natural features and areas, that provides and maintains ecological connectivity between natural features and areas, and supports a range of community and ecosystem processes enabling plants and animals to move among Natural Environment System features, in some cases over multiple generations, thereby supporting the long-term sustainability of the overall Natural Environment System.

Low- and moderate-income households

In reference to ownership housing, low- and moderate-income households are households with incomes in the lowest 60 percent of the income distribution for the *regional market area*. In the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the *regional market area*.

Major goods movement facilities and corridors

Means transportation facilities, corridors and networks associated with the inter- and intraprovincial movement of goods. Examples include: inter-modal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes, primary transportation corridors used for the movement of goods and those identified in provincial transportation plans. Approaches that are freight-supportive may be recommended in provincial guidance or based on municipal approaches that achieve the same objectives.

Major Office

Major office is generally defined as a freestanding office building of 10,000m2 or greater, or with 500 jobs or more.

Mineral aggregate operation

Lands under license or permit, other than for *wayside pits and quarries*, issued in accordance with the *Aggregate Resources Act*, or successors thereto;

i. For lands not designated under the *Aggregate Resources Act*, established pits and quarries

that are not in contravention of municipal zoning by Zoning By- laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and

ii. associated facilities used in extraction, transport, beneficiation, processing or recycling of *mineral aggregate resources* and derived products such as asphalt and concrete, or the production of secondary related products.

Mineral aggregate resources

Gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the *Aggregate Resources Act* suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the *Mining Act*.

Mineral deposits

Areas of identified minerals that have sufficient quantity and quality based on specific geological evidence to warrant present or future extraction.

Minimum distance separation formulae

Formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Multi-modal transportation system

A transportation system which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.

Municipal sewage services

A sewage works within the meaning of Section 1 of *the Ontario Water Resources Act* that is owned or operated by a municipality.

Municipal water services

A municipal drinking-water system within the meaning of Section 2 of the *Safe Drinking Water Act*, 2002.

Natural heritage features and areas

~~Features and areas, including *significant wetlands*, *significant* coastal *wetlands*, *fish* habitat, *significant woodlands*, *significant valleylands*, *significant* habitat of *endangered species* and *threatened species*, *significant wildlife habitat*, and *significant* areas of natural and scientific interest, which are important for their~~

~~environmental and social values as a legacy of the natural landscapes of an area.~~

Means features and areas, including *significant wetlands*, *significant* coastal *wetlands*, other coastal *wetlands* in Ecoregions 5E, 6E and 7E, *fish habitat*, *significant woodlands* and *significant valleylands* in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River), habitat of *endangered species* and *threatened species*, *significant wildlife habitat*, and *significant areas of natural and scientific interest*, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

~~**Natural heritage system**~~

~~A system made up of *natural heritage features and areas*, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems can include lands that have been restored and areas with the potential to be restored to a natural state.~~

Negative impacts

~~Degradation to the *quality and quantity of water*, *sensitive surface water features* and *sensitive ground water features*, and their related *hydrologic functions*, due to single, multiple or successive *development* or *site alteration* activities. In regard to *fish habitat*, the harmful alteration, disruption or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under the *Fisheries Act*, using the guiding principle of no net loss of productive capacity. In regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.~~

~~In regard to Earth Science Areas of Natural and Scientific Interest (ANSIs), degradation that, due to single, multiple or successive *development* or *site alteration* activities, threatens the integrity of the geological features, landforms or processes for which the ANSI was identified and their associated educational and interpretive functions.~~

In regard to water, degradation to the quality or quantity of surface or groundwater, and their related *hydrologic functions*, due to single, multiple or successive *development* or *site alteration* activities;

In regard to *fish habitat*, any permanent alteration to, or destruction of *fish habitat*, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act; and

In regard to other *natural heritage features and areas*, degradation that threatens the health and integrity of the natural features or *ecological functions* for which an area is identified due to single, multiple or successive *development* or *site alteration* activities.

Net Density

The total number of dwelling units per hectare divided by the developable portion of a property or site. *Net density* does not include lands within the ~~Core~~ Natural Environment ~~Heritage~~ System, parkland, roads and *infrastructure*.

Normal farm practices

A practice, as defined in the *Farming and Food Production Protection Act*, 1998, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. *Normal farm practices* shall be consistent with the *Nutrient Management Act*, 2002 and regulations made under that *Act*.

Older Growth Forest

A relatively undisturbed forest stand containing trees over 100 years old. It may exhibit some of the characteristics of old growth forest such as an uneven-aged canopy; a range of size classes; gap succession processes; undisturbed soils; the presence of substantial standing and fallen deadwood, with the fallen deadwood present in a range of decay classes; or pit and mound topography.

One-hundred-year flood

For *river, stream and small inland lake systems*, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year.

On-farm diversified uses

On a farm; secondary use; limited in area; includes, but is not limited to, home occupations, home industries, agri-tourism uses, *value-added* uses electricity generation facilities, transmission systems, and energy storage systems; compatible with surrounding agricultural operations.

Partial services

Municipal sewage services or *private communal sewage services* and *individual on-site water services* or *municipal water services* or *private communal water services* and individual on- site sewage services.

Permanent streams

~~m~~Means *watercourses* that contain water during all times of the year.

Personal Services

Personal service uses are those commercial services which provide a service to individuals, and may include uses such as dry cleaners, hairdressers and barber shops, car rental agencies, car dealerships, gas stations and auto and truck repair shops.

Planned corridors

~~Corridors identified through provincial plans or preferred alignment(s) determined through the *Environmental Assessment Act* process which are required to meet projected needs.~~

Corridors or future corridors which are required to meet projected needs, and are identified through this Plan, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ministry of Transportation, Ministry of Energy, Northern Development and Mines, Metrolinx, or Independent Electricity System Operator (IESO) or any successor to those Ministries or entities, is actively pursuing the identification of a corridor. Approaches for the protection of *planned corridors* may be recommended in guidelines developed by the Province.

Portable asphalt plant

A facility with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material~~,~~ and includes stockpiling and storage of bulk materials used in the process, which is not of permanent construction, but which is to be dismantled at the completion of the construction project.

Portable concrete plant

A building or structure with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process, which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

Prime agricultural area

Areas where *prime agricultural lands* predominate. This includes: areas of *prime agricultural lands* and associated Canada Land Inventory Class 4-7 soils; and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture. *Prime agricultural areas* may be identified by a planning authority based on provincial guidance or informed by mapping from the Ontario Ministry of Agriculture, ~~and~~ Food and Agribusiness and Ontario Ministry of Rural Affairs or any successor to those ministries. ~~using evaluation procedures established by the Province as amended from time to time, or may also be identified through an alternative agricultural land evaluation system approved by the Province.~~

Prime agricultural land

Land that includes specialty crop areas and/or Canada Land Inventory Classes 1, 2, and 3 soils, in this order of priority for protection.

Private communal sewage services

A sewage works within the meaning of Section 1 of the *Ontario Water Resources Act* that serves six or more lots or private residences and is not owned by a municipality.

Private communal water services

A non-municipal drinking-water system within the meaning of Section 2 of the *Safe Drinking Water Act*, 2002 that serves six or more lots or private residences.

Protected heritage property

~~Real property designated under Parts IV, V or VI of the *Ontario Heritage Act*; heritage conservation easement property under Parts II or IV of the *Ontario Heritage Act*; and property that is the subject of a covenant or agreement between the owner of a property and a conservation body or level of government, registered on title and executed with the primary purpose of preserving, conserving and maintaining a cultural heritage feature or resource, or preventing its destruction, demolition or loss.~~

Means property designated under Part IV or VI of the Ontario Heritage Act; property included in an area designated as a heritage conservation district under Part V of the Ontario Heritage Act; property subject to a heritage conservation easement or covenant under Part II or IV of the Ontario Heritage Act; property identified by a provincial ministry or a prescribed public body as a property having cultural heritage value or interest under the Standards and Guidelines for the Conservation of Provincial Heritage Properties; property protected under federal heritage legislation; and UNESCO World Heritage Sites.

Protection works standards

The combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damage caused by *flooding hazards*, *erosion hazards* and other water-related hazards, and to allow access for their maintenance and repair.

Public service facilities

Land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, and cultural services. *Public service facilities* do not include *infrastructure*.

Quality and quantity of water

~~Measured by indicators such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.~~

Is measured by indicators associated with *hydrologic function* such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

Recreation

Leisure time activity undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction and the achievement of human potential.

Redevelopment

The creation of new units, uses or lots on previously developed land in existing communities, including *brownfield sites*.

Regional market area

~~Refers to an area, generally broader than a lower-tier municipality, that has a high degree of social and economic interaction. In southern Ontario, the upper or single-tier municipality will normally serve as the regional market area. Where a regional market area extends significantly beyond upper or single-tier boundaries, it may include a combination of upper, single and/or lower-tier municipalities.~~

An area that has a high degree of social and economic interaction. The boundaries of the Niagara Region will serve as the *regional market area* for the purposes of assessing housing market conditions.

Renewable energy systems

~~The production of electrical power from an energy source that is renewed by natural processes including, but not limited to, wind, water, a biomass resource or product, or solar and geothermal energy.~~

Means an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.

Residence surplus to a<u>n agricultural</u> ~~farming~~ operation

~~An existing farm residence that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).~~

~~An one~~ single existing habitable farm residence such as a detached dwelling or any associated additional residential units, that is rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation)

Residential intensification

Intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

i. *Redevelopment*, including the *redevelopment* of *brownfield sites*;
ii. The *development* of vacant or underutilized lots within previously developed areas;
iii. Infill *development*;
iv. The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and

The conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites and rooming houses.

River, stream and small inland lake systems

means all *watercourses*, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event.

Rural Lands

Lands which are located outside *settlement areas*, and which are outside *prime agricultural areas*.

Secondary uses

Uses secondary to the principal use, including, but not limited to, home occupations, home industries, and uses that produce *value-added* agricultural products from farm operations.

Service Commercial

Generally refers to personal and professional commercial services.

Sensitive

In regard to *surface water features* and *ground water features*, means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants.

Sensitive land uses

Buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby major facility. *Sensitive land uses* may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities. With

respect to policies dealing with the identification and remediation of contaminated lands, means an institutional, residential, parkland or agricultural or other use defined in the Record of Site Condition Regulation 153/04.

Settlement areas

Urban areas within municipalities (such as cities and towns) that are:

i. *Built-up areas* where *development* is concentrated and which have a mix of land uses; and
ii. Lands which have been designated in the official plan for *development* over the long-term planning horizon.

For the purposes of this Plan, the term "urban area" shall mean "settlement area", and the term "urban boundary" shall mean the boundary of the settlement area (urban area).

Sewage and water services

Includes *municipal sewage services* and *municipal water services*, *private communal sewage services* and *private communal water services*, *individual on-site sewage services* and *individual on-site water services*, and *partial services*.

Significant

In regard to *wetlands*, coastal *wetlands* and *areas of natural and scientific interest*, an area identified as provincially *significant* ~~by the Ontario Ministry of Natural Resources~~ using evaluation procedures established by the Province, as amended from time to time.

In regard to the habitat of *endangered species* and *threatened species*, means the habitat, as approved by the Endangered Species Act Ontario Ministry of Natural Resources, that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of *endangered species* or *threatened species*, and where they depend on life processes of reproduction, rearing, hibernation, migration and feeding those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle.

In regard to *woodlands*, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history. These are to be identified using criteria and procedures established by the Province.

In regard to other features, ecologically important in terms of features, functions, representation or amount,

and contributing to the quality and diversity of an identifiable geographic area or the natural ~~heritage~~ environment system.

In regard to mineral potential, means an area identified as provincially *significant* through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index;

~~In regard to potential for petroleum resources, means an area identified as provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time.~~

In regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people. Processes and criteria for determining cultural heritage value are established by the Province under the authority of the Ontario Heritage Act.

~~In regard to a change in the spatial extent of a CoreNatural Heritage Component an increase or decrease of over 20% in the area within an Environmental Conservation Area or in the length or area of a *surface water feature* shown as *Fish Habitat*.~~

~~Criteria for determining significance for the resources identified in Sections (c)-(g) are recommended by the Province, but municipal approaches that achieve or exceed the same objective may also be used.~~

While some *significant* resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Site alteration

Activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

~~**Special needs**~~

~~Any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or support functions required for daily living. Examples of special needs housing may include, but are not limited to, housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly.~~

Species of Concern

Any species that is listed or categorized as a special concern species on the Ontario Ministry of Natural Resources Official Species at Risk list or that is designated as a special concern species by the Committee on the Status of Wildlife in Canada (COSEWIC) or that is not included on those lists but has been given a ranking of S3 imperiled or higher by the Ontario Natural Heritage Information Centre, as updated from time to time.

Supporting Features and Areas

Lands that have been restored or have the potential of being restored. *Supporting features and areas* include grasslands, meadows, and thickets (defined in accordance with Ecological Land Classification for Southern Ontario); other *valleylands*; and other *wildlife habitat*; and *enhancement areas* where they are determined to contribute to the biodiversity and *ecological function* of the Natural Environment System.

Surface water feature

Water-related features on the earth's surface, including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge areas, springs, *wetlands*, and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

Sustainable private services

A sewage disposal system, other than a holding tank, that is designed and constructed in accordance with the Ontario Building Code Act and a water supply well designed and constructed in accordance with the Ministry of the Environment Guidelines or other guidelines approved by the City of Welland, which are located on the same property as the buildings to which the sewage disposal system and water well provide service.

Threatened species

~~Any species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources official Species at Risk list or that is designated as Threatened by the Committee on the Status of Wildlife in Canada (COSEWIC) as updated from time to time.~~

Means a species that is classified as "Threatened Species" on the Species at Risk in Ontario List, as updated and amended from time to time.

Transportation systems

~~A system consisting of corridors and rights-of way for the movement of people and goods, and associated transportation facilities including transit stops and stations, cycle lanes, bus lanes, high occupancy vehicle~~

~~lanes, rail facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, intermodal terminals, harbours, and associated facilities such as storage and maintenance.~~

A system consisting of facilities, corridors and rights-of-way for the movement of people and goods, and associated transportation facilities including transit stops and stations, sidewalks, cycle lanes, bus lanes, high occupancy vehicle lanes, rail facilities, parking facilities, park-and-ride lots, service centres, rest stops, vehicle inspection stations, inter-modal facilities, harbours, airports, marine facilities, ferries, canals and associated facilities such as storage and maintenance

Urban Agriculture

~~m~~Means food production in *settlement areas*, whether it is for personal consumption, commercial sale, education, or therapy. Examples include, but are not limited to, vertical agriculture facilities, community gardens, greenhouses, and rooftop gardens.

Urban Forest

Meaning tree-dominated vegetation and related features found within an urban area and includes woodlots, plantations, shade trees, fields in various stages of succession, wetland and riparian areas.

Utility (ies)

~~All public and/or private utilities (including, but not exclusive of cable television, hydro, communications/telecommunications, Canada Post etc.) or any similar works or systems necessary to the public interest.~~

Any system, works, plant, pipeline, or equipment providing a service necessary to the public interest including but not limited to electric power generation and transmission, stormwater management, water supply, sewage treatment and disposal, waste management, communications and telecommunications, and oil and gas pipelines and associated facilities.

Value-Added

Uses that generally occur on-farm which add value to agricultural products and their sale and distribution and are intended to promote and sustain the viability of farming operations. Such uses are generally considered *agriculture-related uses*, and are required to be small scale and related to the farm activity. *Value-Added* Uses may be grouped into three major components: Support Uses, Production Uses and Marketing Uses:

i. Production uses: mean *value-added* farm related uses that include processing of agricultural products (including wineries, canneries, bakeries, cheese factories and similar uses); and distribution and warehousing of agricultural products.
ii. Marketing uses: mean *value-added* farm related uses that include a variety of methods of

increasing the sales of raw or finished farm products. Such uses may include road side produce stands and other retail facilities for the sale of products, pick your own facilities, agri-tourism uses (such as farm mazes,special events facilities (e.g. farm weddings) and educational facilities) and "experiential uses" (such as "working farm vacations" or culinary schools).

iii. Support uses: means uses that support day to day farm operation and may include machinery repairs, seed suppliers, and other uses not more appropriately accommodated in *settlement areas*. Support uses are intended toprimarily serve the farm operation and surrounding local farm operations andare intended to remain secondary to the principal farm operation."

Valleylands

A natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

Vulnerable

Surface and groundwater that can be easily changed or impacted by activities or events, either by virtue of their vicinity to such activities or events or by permissive pathways between such activities and the surface and/or groundwater.

Waste management system

Sites and facilities to accommodate solid waste from one or more municipalities and includes landfill sites, recycling facilities, transfer stations, processing sites and hazardous waste depots.

Water Resource System

Means a system consisting of *ground water features* and areas, *surface water features* (including shoreline areas), Natural Environment System features and areas, and *hydrologic functions*, which are necessary for the ecological and hydrological integrity of the *watershed*.

Watershed

means an area that is drained by a river and its tributaries.

Watercourse

An identifiable depression in the ground in which a flow of water regularly or continuously occurs.

Wayside pits and quarries

A temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of- way.

Wetlands

Lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of *wetlands* are swamps, marshes, bogs and fens. Periodically soaked or *wetlands* being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be *wetlands* for the purposes of this definition.

Wildlife habitat

Areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific *wildlife habitats* of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodlands

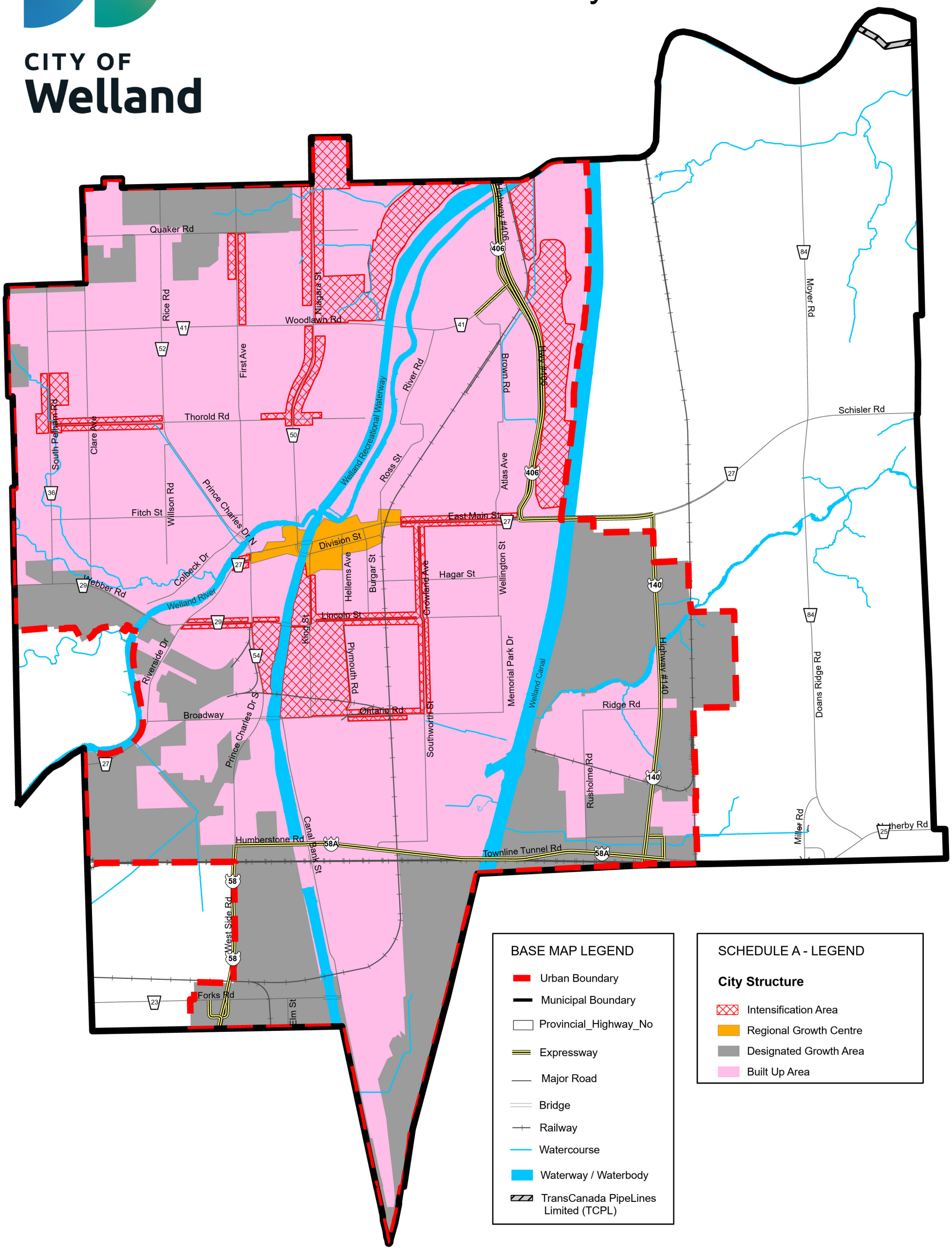
~~Treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of *wildlife habitat*, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels. They do not include cultivated fruit or nut orchards or plantations used for the purpose of producing Christmas trees.~~

Means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of *wildlife habitat*, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. *Woodlands* include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels. *Woodlands* may be delineated according to the Forestry Act definition or the Province's Ecological Land Classification system definition for "forest."

CITY OF WELLAND OFFICIAL PLAN

Schedule 'A' - City Structure

CITY OF
Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE A - LEGEND

City Structure

- Intensification Area
- Regional Growth Centre
- Designated Growth Area
- Built Up Area

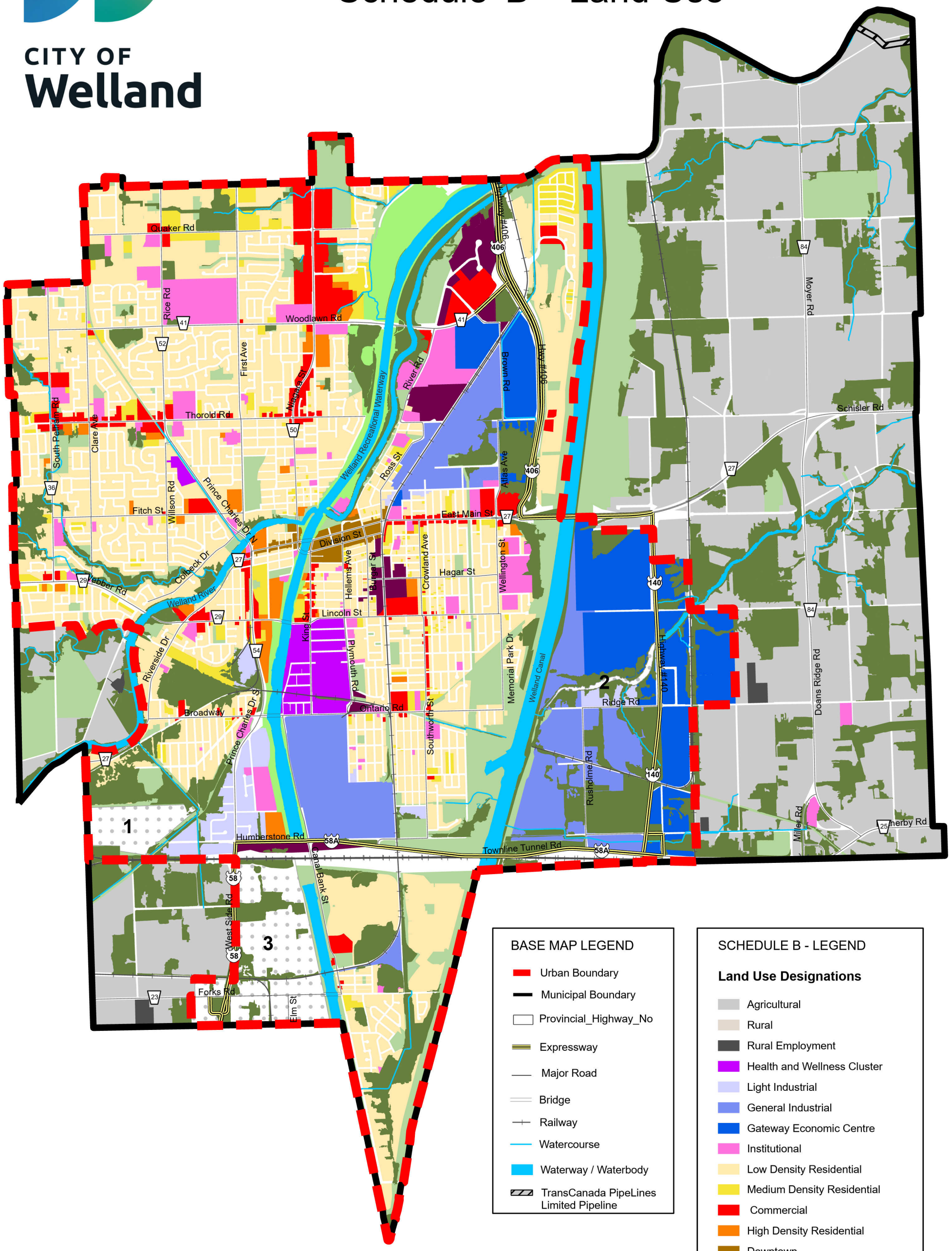
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'B' - Land Use

CITY OF
Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited Pipeline

SCHEDULE B - LEGEND

Land Use Designations

- Agricultural
- Rural
- Rural Employment
- Health and Wellness Cluster
- Light Industrial
- General Industrial
- Gateway Economic Centre
- Institutional
- Low Density Residential
- Medium Density Residential
- Commercial
- High Density Residential
- Downtown
- Transitional Employment
- Natural Environment System
- Open Space and Recreation
- Welland Recreational Waterway
- Specific Policy (Areas 1-3)
- Site Specific Exceptions

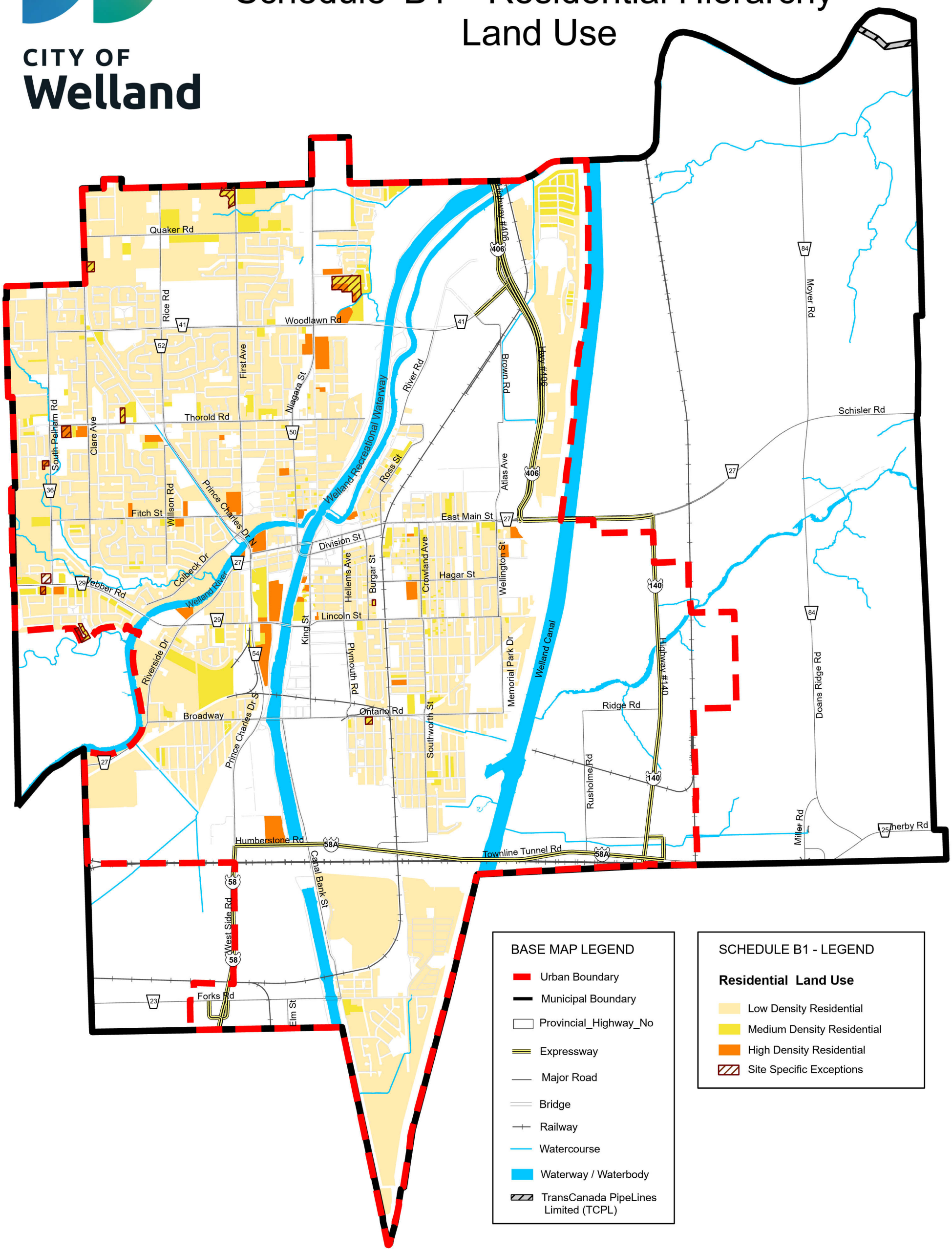
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'B1' - Residential Hierarchy
Land Use

CITY OF Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE B1 - LEGEND

Residential Land Use

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Site Specific Exceptions

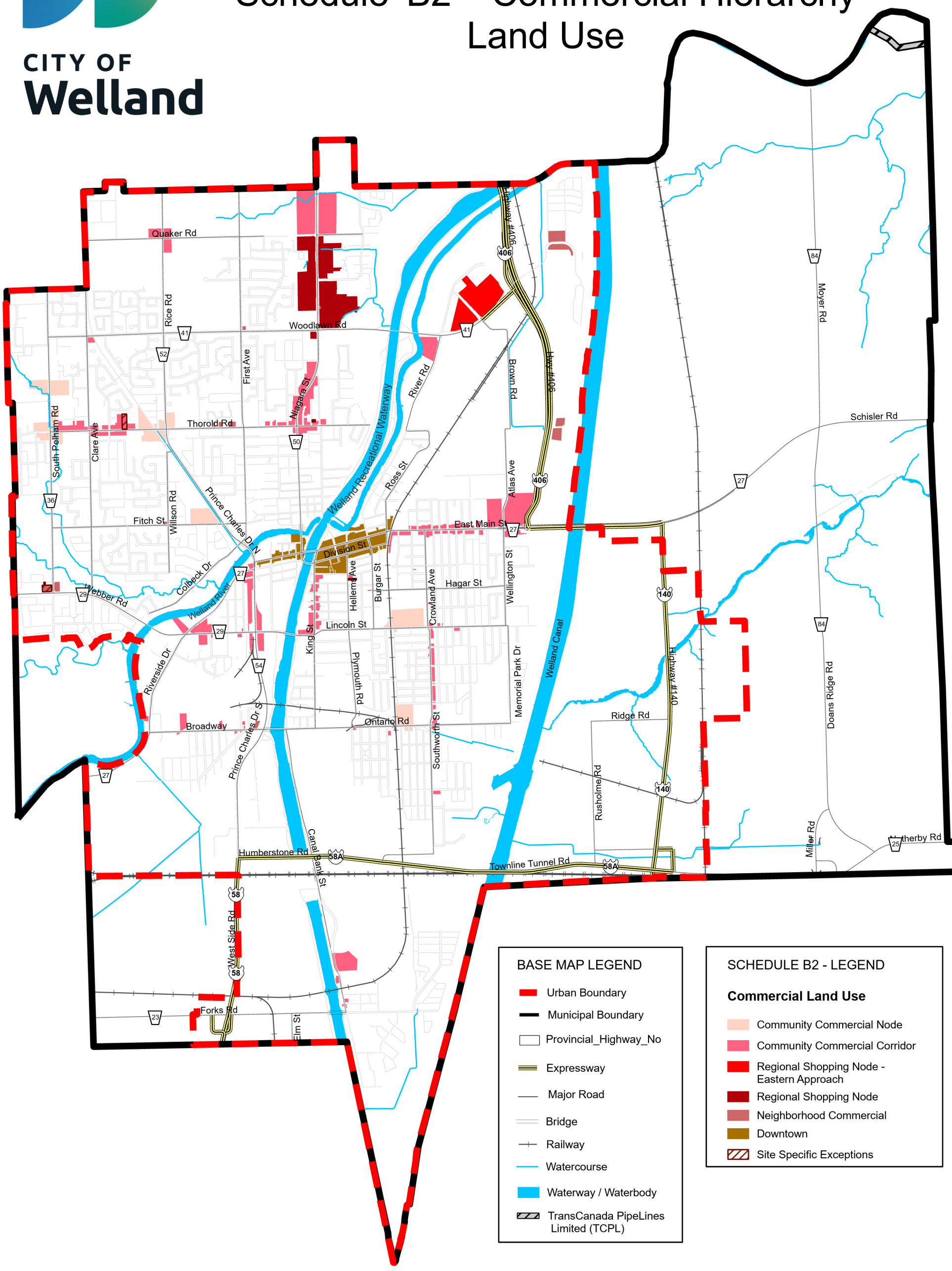
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'B2' - Commercial Hierarchy Land Use

CITY OF Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE B2 - LEGEND

Commercial Land Use

- Community Commercial Node
- Community Commercial Corridor
- Regional Shopping Node - Eastern Approach
- Regional Shopping Node
- Neighborhood Commercial
- Downtown
- Site Specific Exceptions

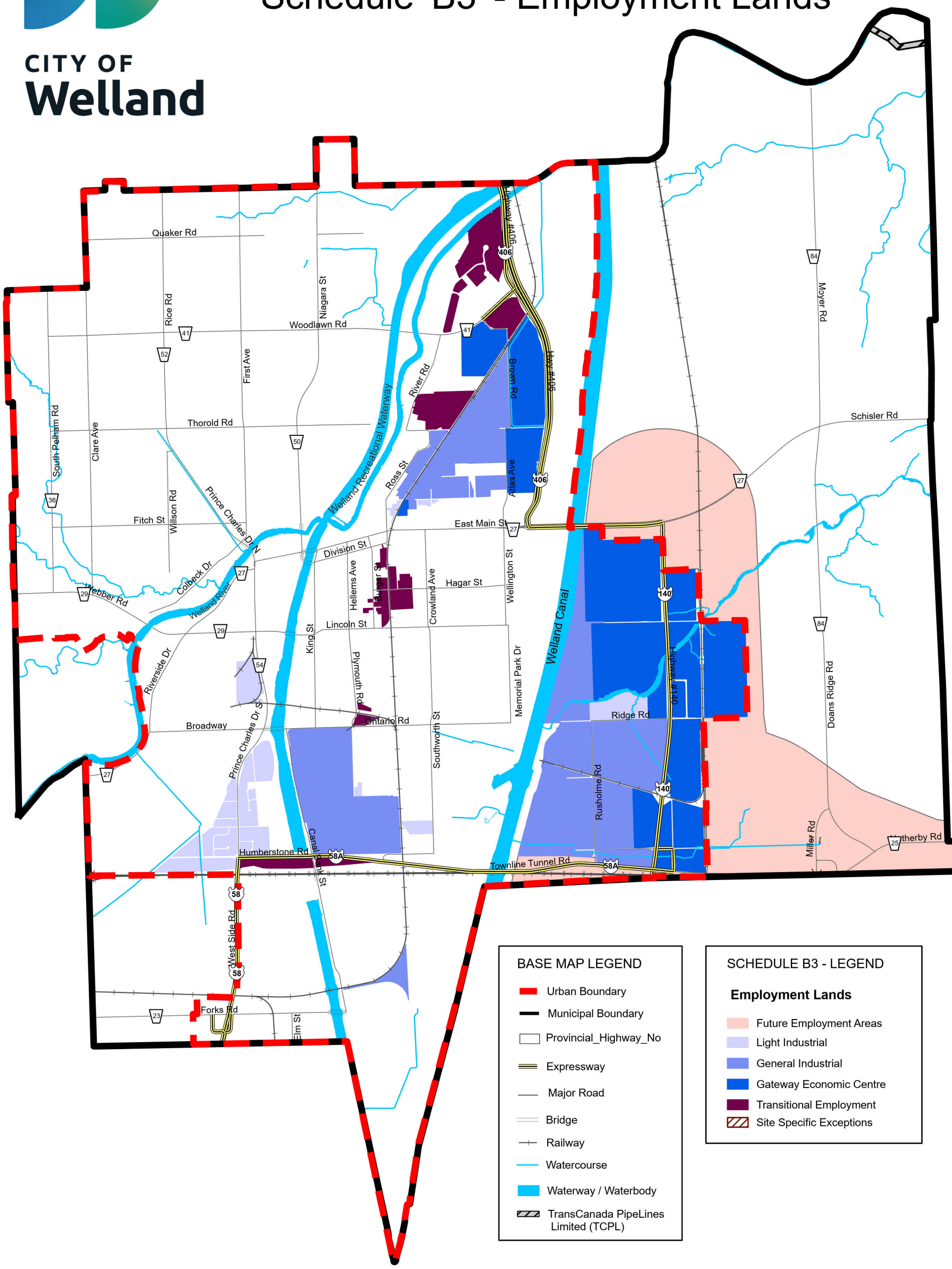
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'B3' - Employment Lands

CITY OF Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE B3 - LEGEND

Employment Lands

- Future Employment Areas
- Light Industrial
- General Industrial
- Gateway Economic Centre
- Transitional Employment
- Site Specific Exceptions

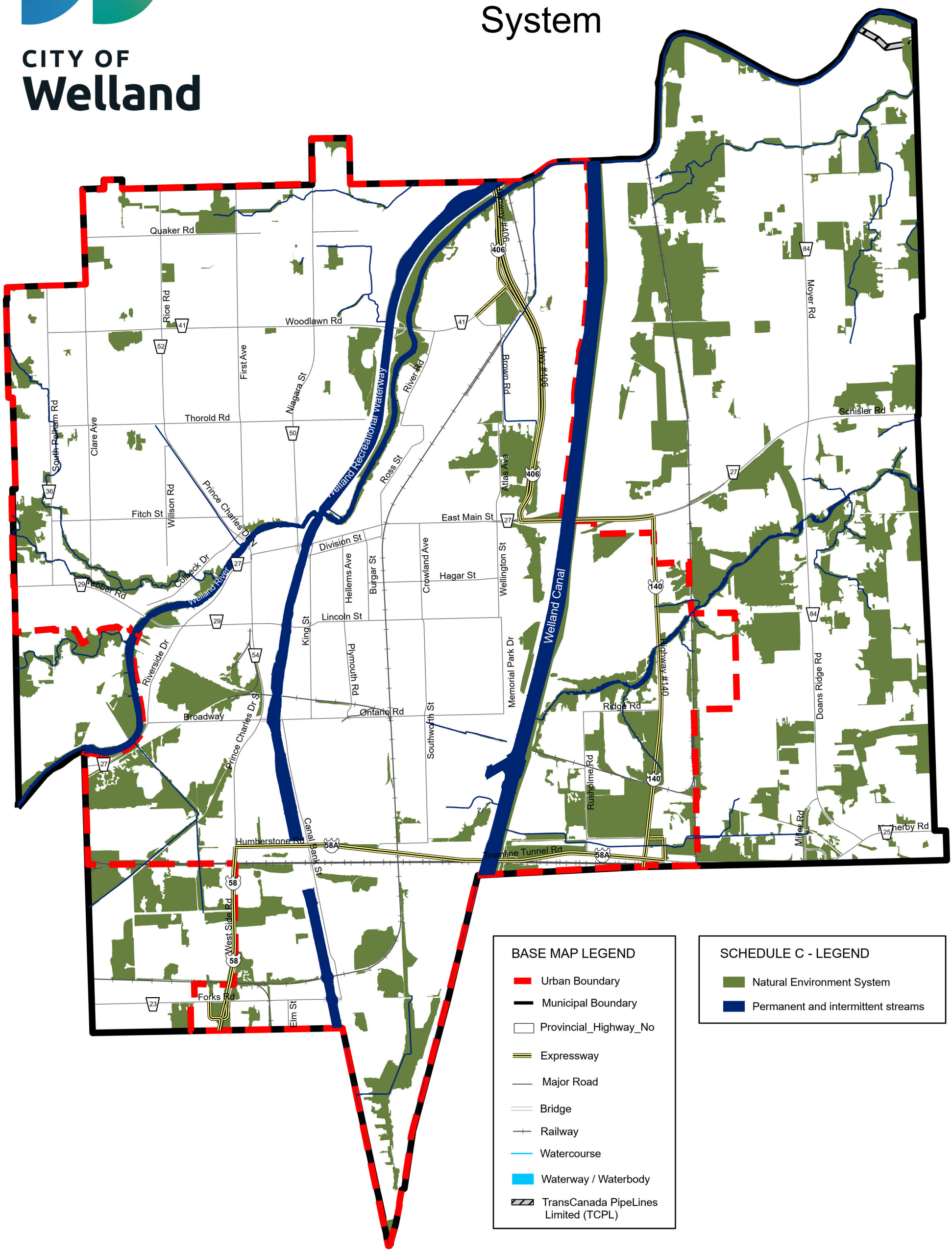
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'C' - Natural Environment System

CITY OF Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE C - LEGEND

- Natural Environment System
- Permanent and intermittent streams

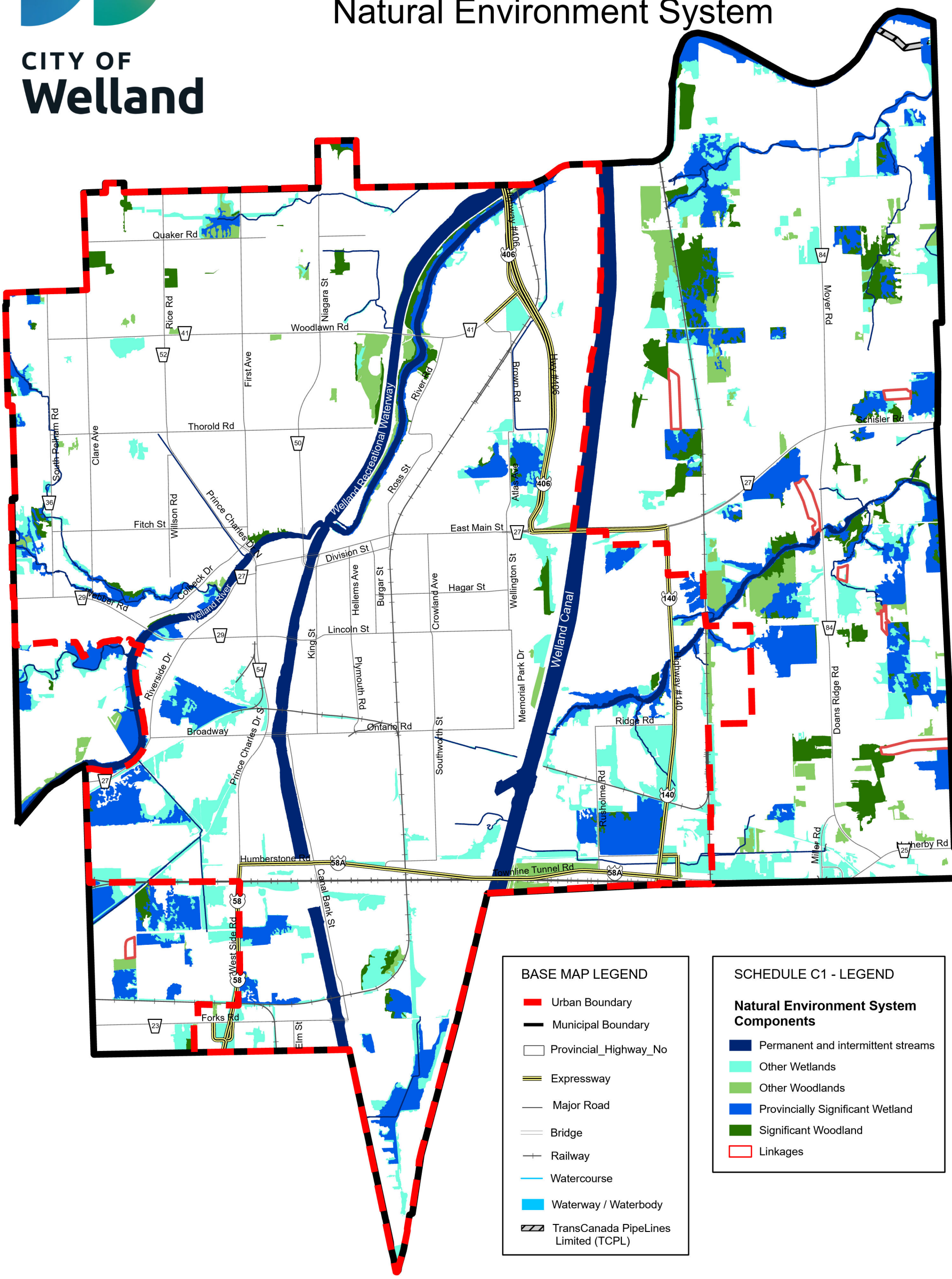
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'C1' - Components of the Natural Environment System

CITY OF Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE C1 - LEGEND

Natural Environment System Components

- Permanent and intermittent streams
- Other Wetlands
- Other Woodlands
- Provincially Significant Wetland
- Significant Woodland
- Linkages

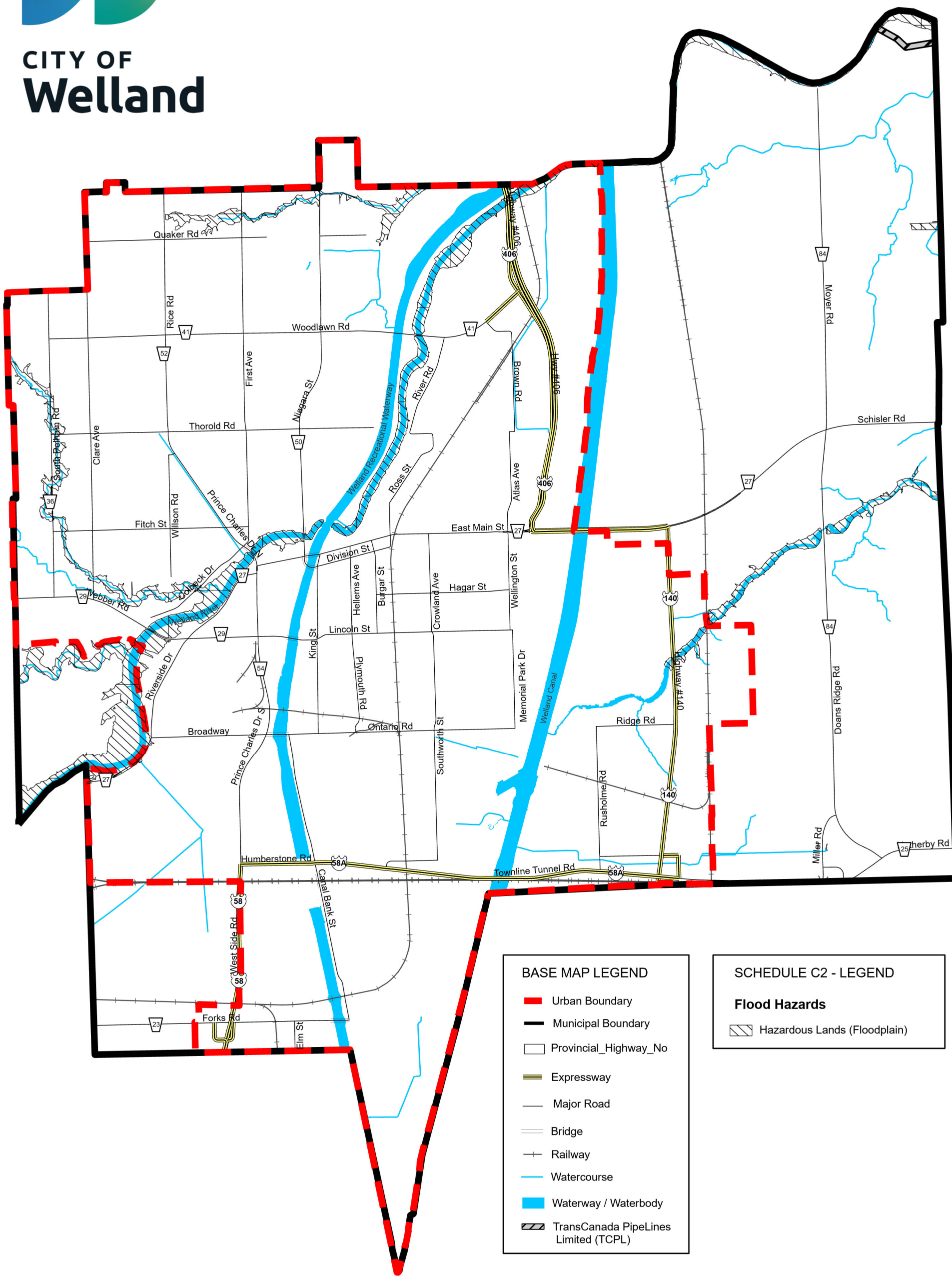
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'C2' - Floodplains

CITY OF
Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE C2 - LEGEND

Flood Hazards

- Hazardous Lands (Floodplain)

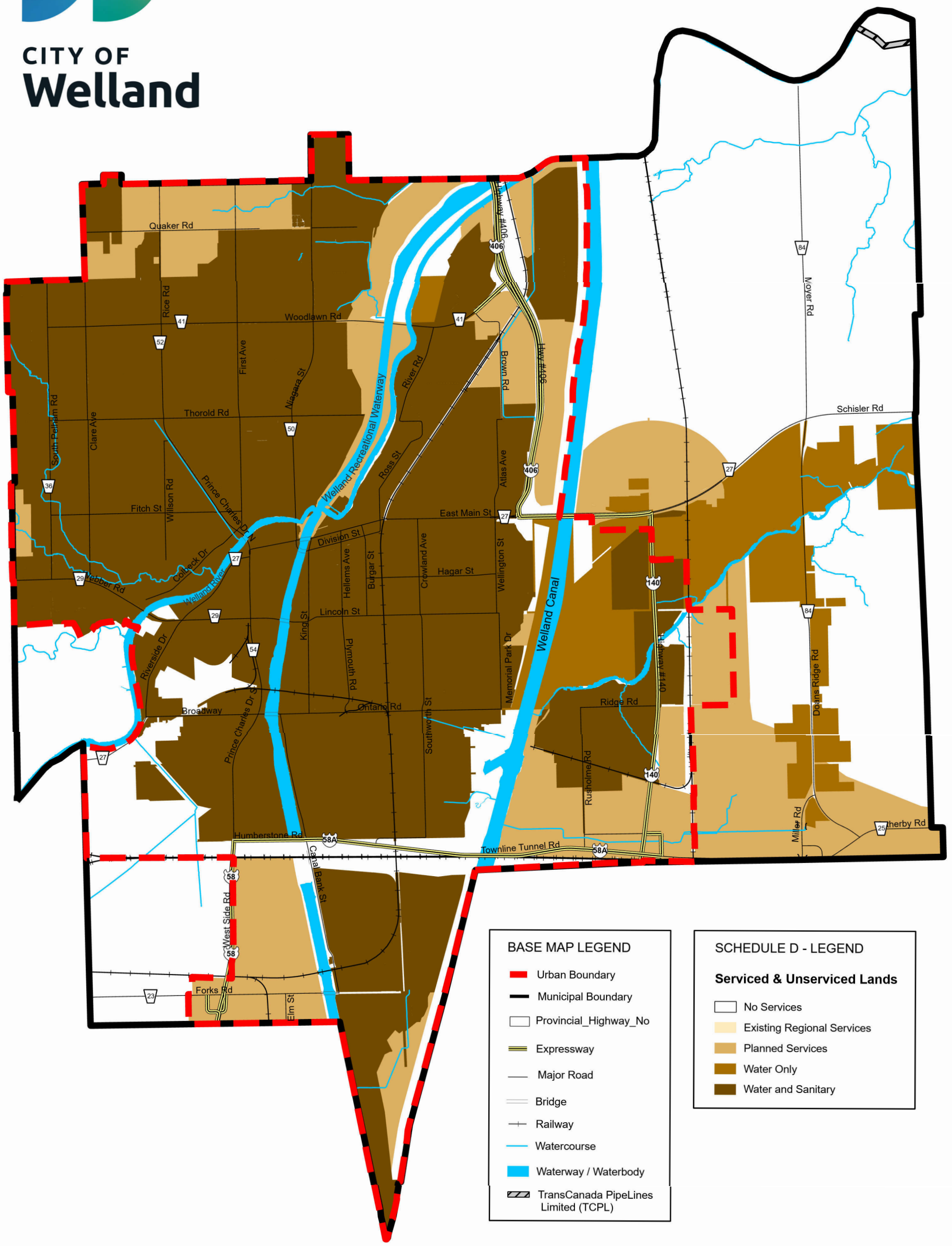
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'D' - Serviced & Unserviced Lands

CITY OF
Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE D - LEGEND

Serviced & Unserviced Lands

- No Services
- Existing Regional Services
- Planned Services
- Water Only
- Water and Sanitary

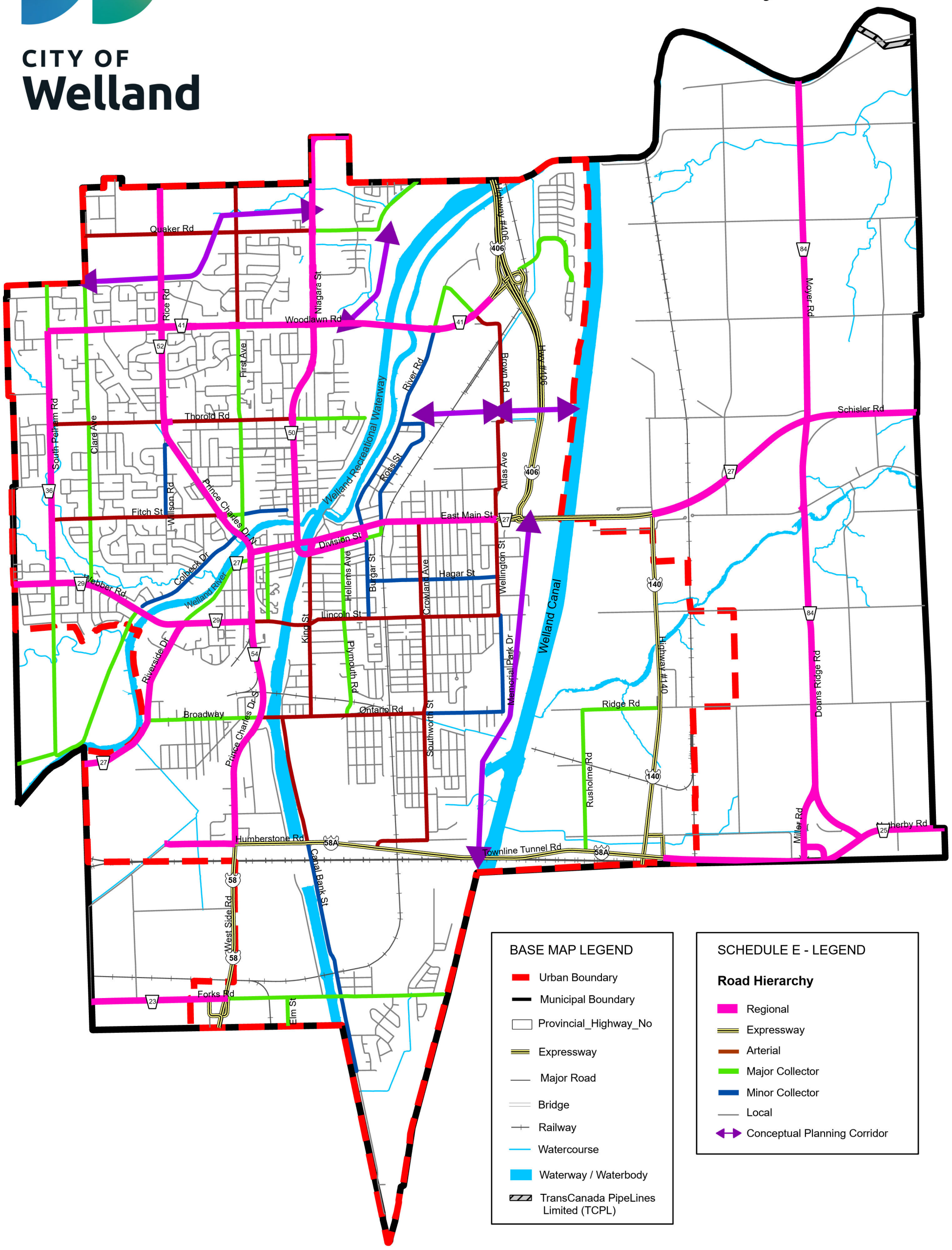
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'E' - Road Hierarchy

CITY OF
Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE E - LEGEND

Road Hierarchy

- Regional
- Expressway
- Arterial
- Major Collector
- Minor Collector
- Local
- Conceptual Planning Corridor

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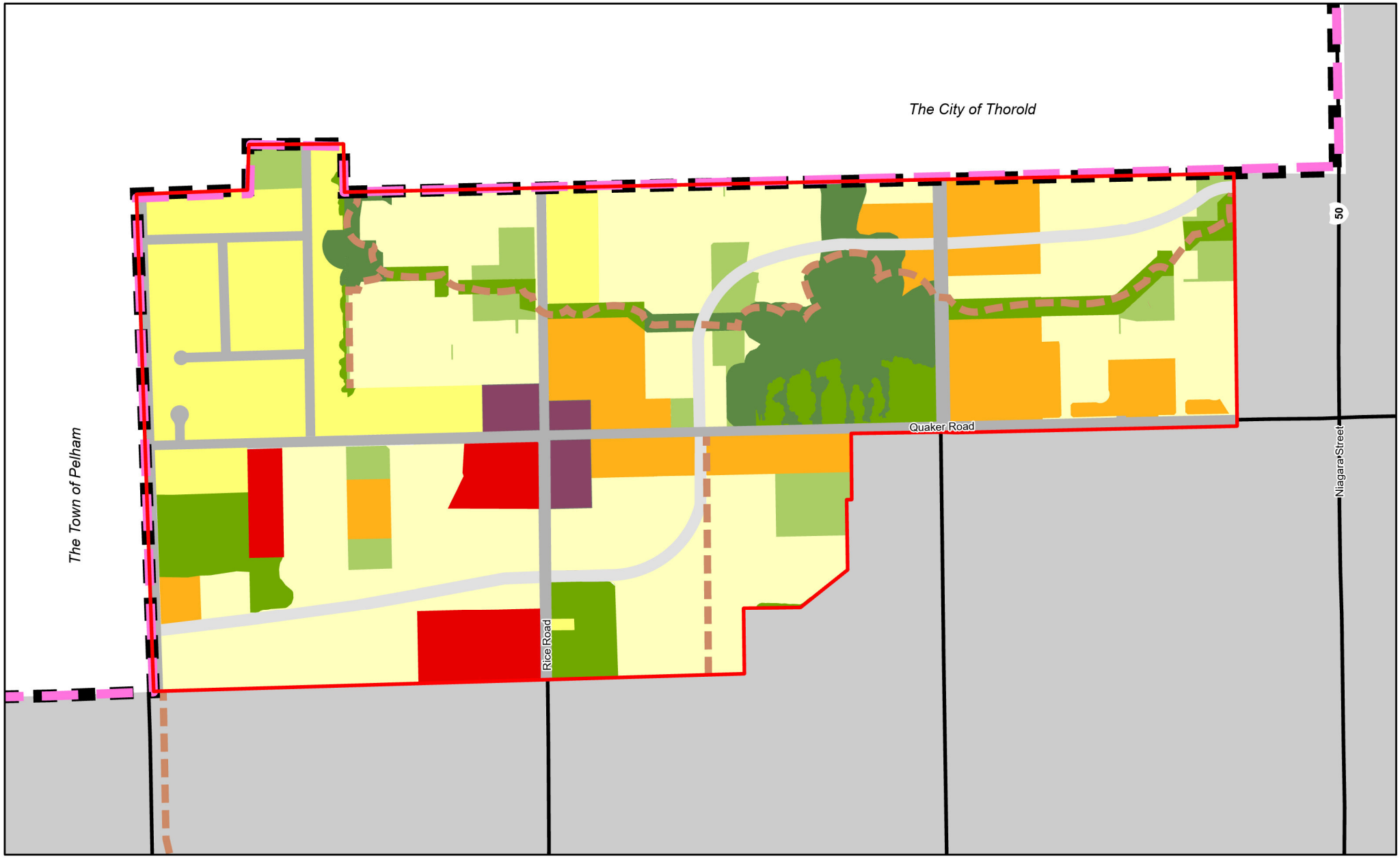
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CITY OF WELLAND OFFICIAL PLAN

Schedule 'E1' -Niagara Regional Road Allowance Widths

Regional Road #	Road Name	Road Segment	Width in Metres
23	Forks Road	Western Boundary of Welland – Highway 58	26.2
25	Netherby Road	Doan's Ridge Road – Eastern Boundary of Welland	30.5
27	Riverside Drive	Western Boundary of Welland – Lincoln Street	26.2
		Lincoln Street – Prince Charles Drive	20.1
	West Main Street	Prince Charles Drive – King Street	20.1
	East Main Street	King Street – Ross Street	20.1
		Ross Street – Wellington Street	26.2
		Highway 140 – Moyer Road	36.6
		Moyer Road – Eastern Boundary of Welland	26.2
	Eastbound Ramp from Moyer Road	Regional Road 84 – Regional Road 27 Eastbound	35
29	Webber Road	Murdock Street – Riverside Drive	30.5
	Lincoln Street	Riverside Drive – Prince Charles Drive	26.2
33	Humberstone Road	Highway 58 – Feeder Road	26.2
36	South Pelham Road	Webber Road – Woodlawn Road	26.2
41	Woodlawn Road	South Pelham Road – Seaway Mall Entrance	26.2
		Seaway Mall Entrance – Highway 406	35.0
50	Niagara Street	West Main Street – Welland River	20.1
		Welland River – Thorold Road	23.2
		Thorold Road – Northern Boundary of Welland	26.2
54	Prince Charles Drive South	Highway 58 – Lincoln Street	30.5
	Prince Charles Drive North	Lincoln Street – Thorold Road	26.2
	Rice Road	Thorold Road – Quaker Road	30.5
		Quaker Road – Northern Boundary of Welland	26.2
68	King Street	Division Street East – East Main Street	23.2
84	Miller Road	Townline Road Tunnel Road – Netherby Road	26.2
	Doan's Ridge Road	Netherby Road – East Main Street	26.2
	Moyer Road	East Main Street – Welland River	30.5
525	Townline Tunnel Road	Highway 58A – Netherby Road	36.6
	Keefer Road	Townline Tunnel Road – Miller Road	35.0
527	Division Street	West Main Street – Burgar Street	20.1
	Burgar Street	Division Street – West Main Street	20.1

Regional Intersection Type	Minimum Sight Triangle Dimension Requirements
Urban (signalized)	10 metres x 10 metres
Urban (non-signalized)	6 metres x 6 metres
Rural	15 metres x 15 metres



CITY OF WELLAND OFFICIAL PLAN - Schedule 'F' - Northwest Welland Secondary Plan

- Secondary Plan Boundary
- Urban Boundary
- Welland Boundary Line
- Low Density Established Residential
- Low Density Greenfield Residential
- Medium Density Residential
- Mixed Use
- General Institutional
- Existing Roads
- Proposed Roads
- Trails
- Open Space & Recreation
- Environmental Conservation Area
- Environmental Protection Area

N

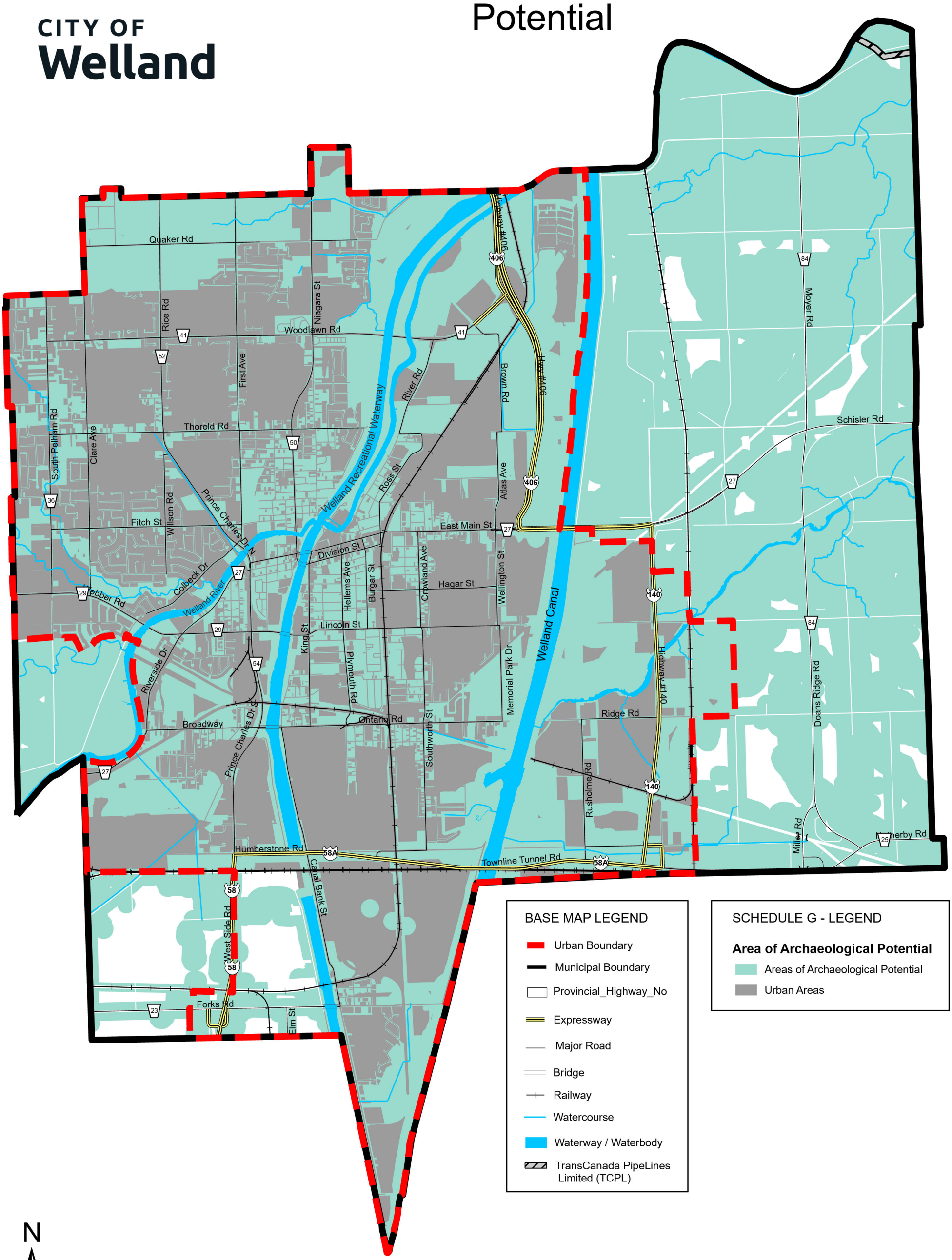
0 100 200 400 600 Meters

CITY OF Welland

CITY OF WELLAND OFFICIAL PLAN

Schedule 'G' - Area of Archaeological Potential

CITY OF Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

SCHEDULE G - LEGEND

Area of Archaeological Potential

- Areas of Archaeological Potential
- Urban Areas

N

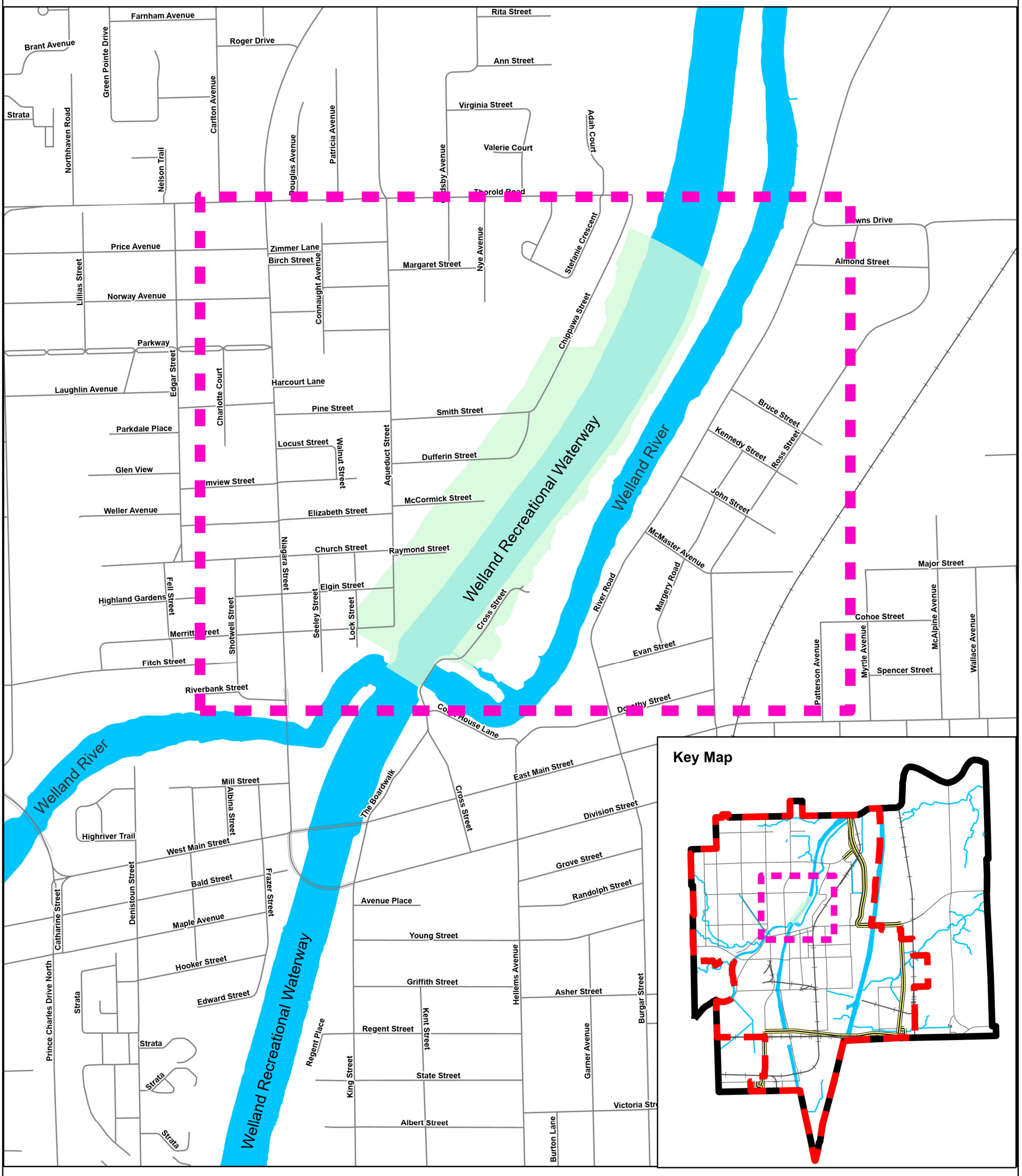
Meters

0 500 1,000 2,000

CITY OF Welland

CITY OF WELLAND OFFICIAL PLAN

Appendix '1' - Welland Water Treatment Plant Intake Protection Zone



Key Map

N

0 125 250 500 Meters

BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody

APPENDIX 1 - LEGEND

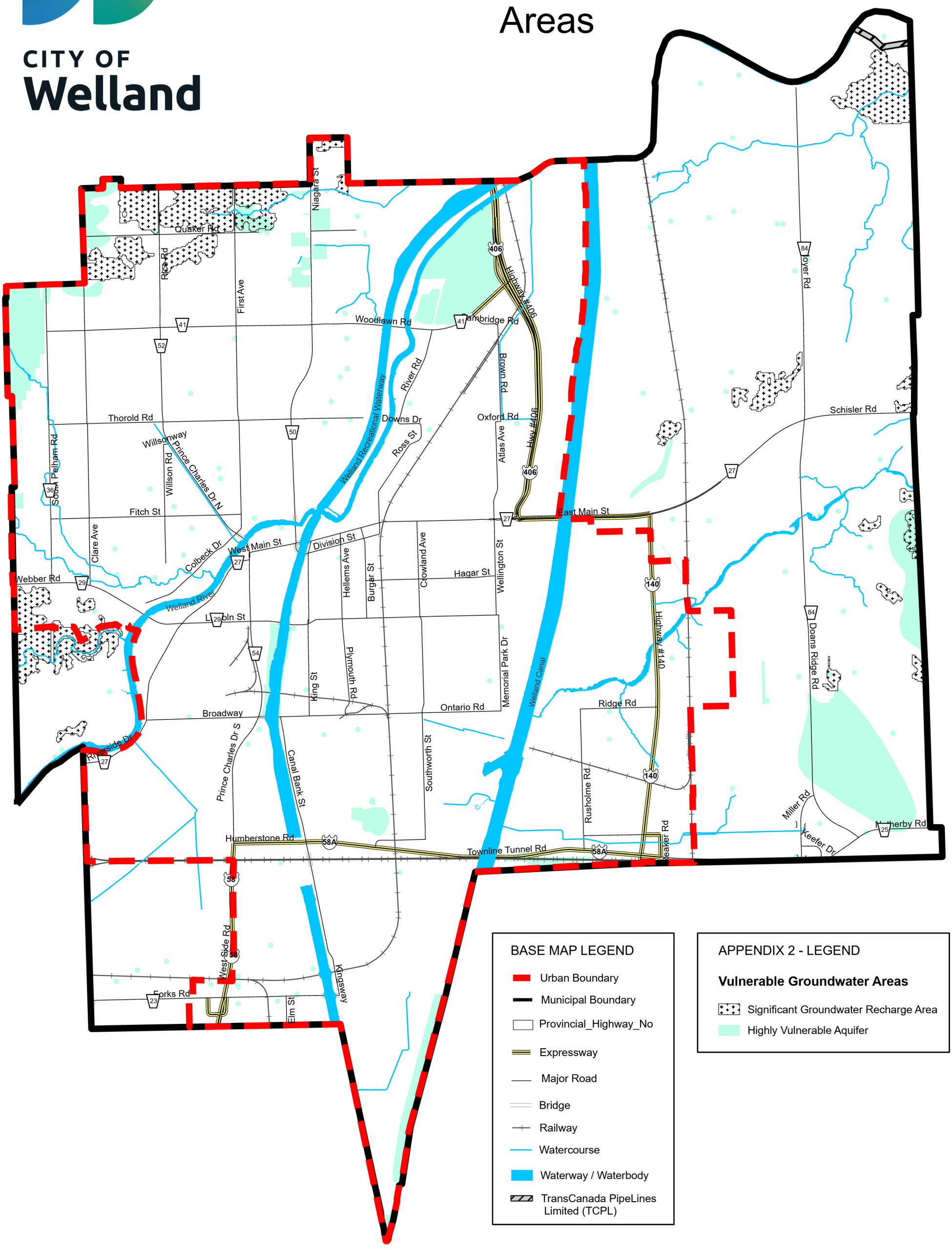
Welland Water Treatment Plant Intake Zone

- Welland Water Treatment Plant Intake Zone

CITY OF WELLAND OFFICIAL PLAN

Appendix '2' - Vulnerable Groundwater Areas

CITY OF Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

APPENDIX 2 - LEGEND

Vulnerable Groundwater Areas

- Significant Groundwater Recharge Area
- Highly Vulnerable Aquifer

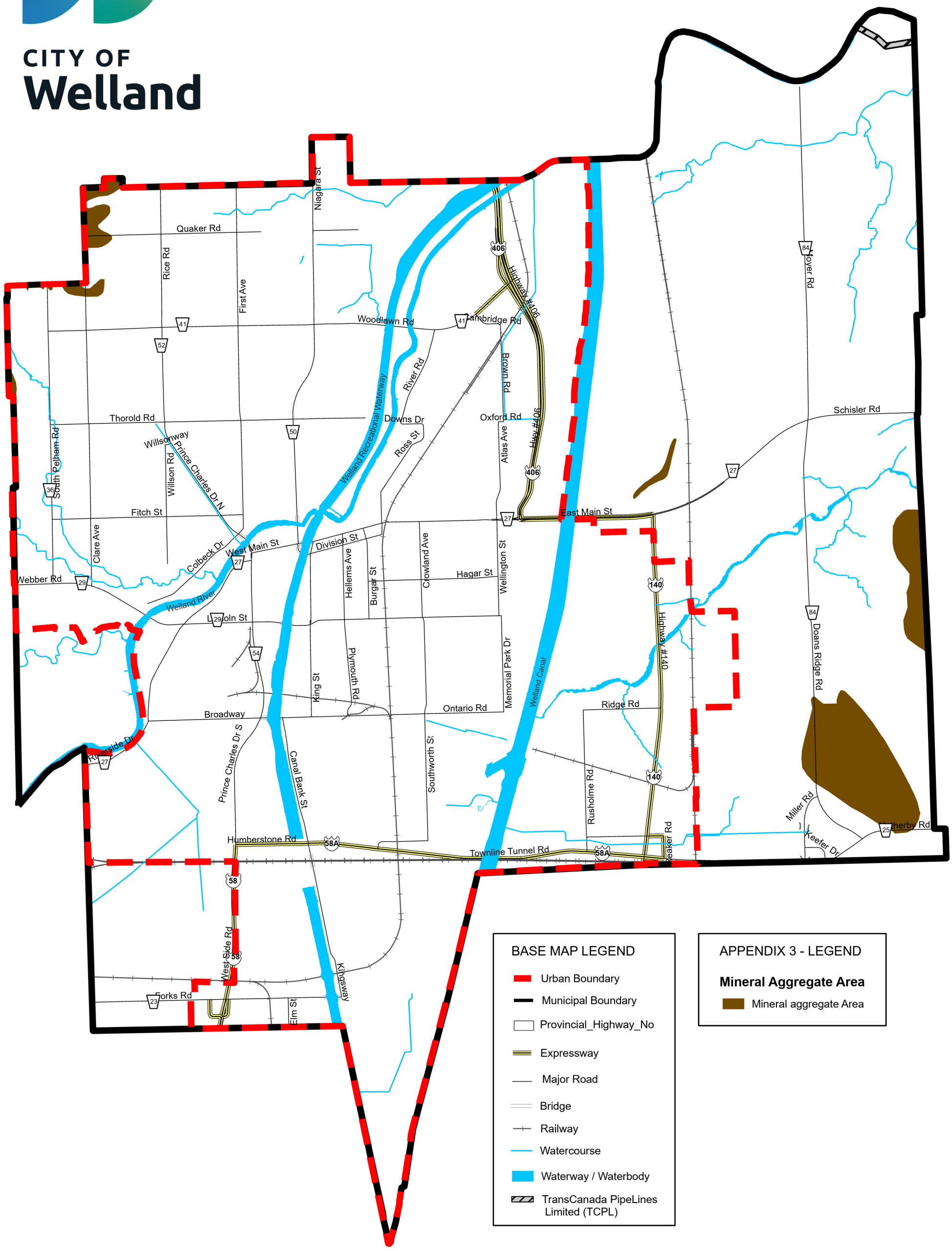
N

0 500 1,000 2,000 Meters

CITY OF WELLAND OFFICIAL PLAN

Appendix '3' - Mineral Aggregate Area

CITY OF Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

APPENDIX 3 - LEGEND

Mineral Aggregate Area

- Mineral aggregate Area

N

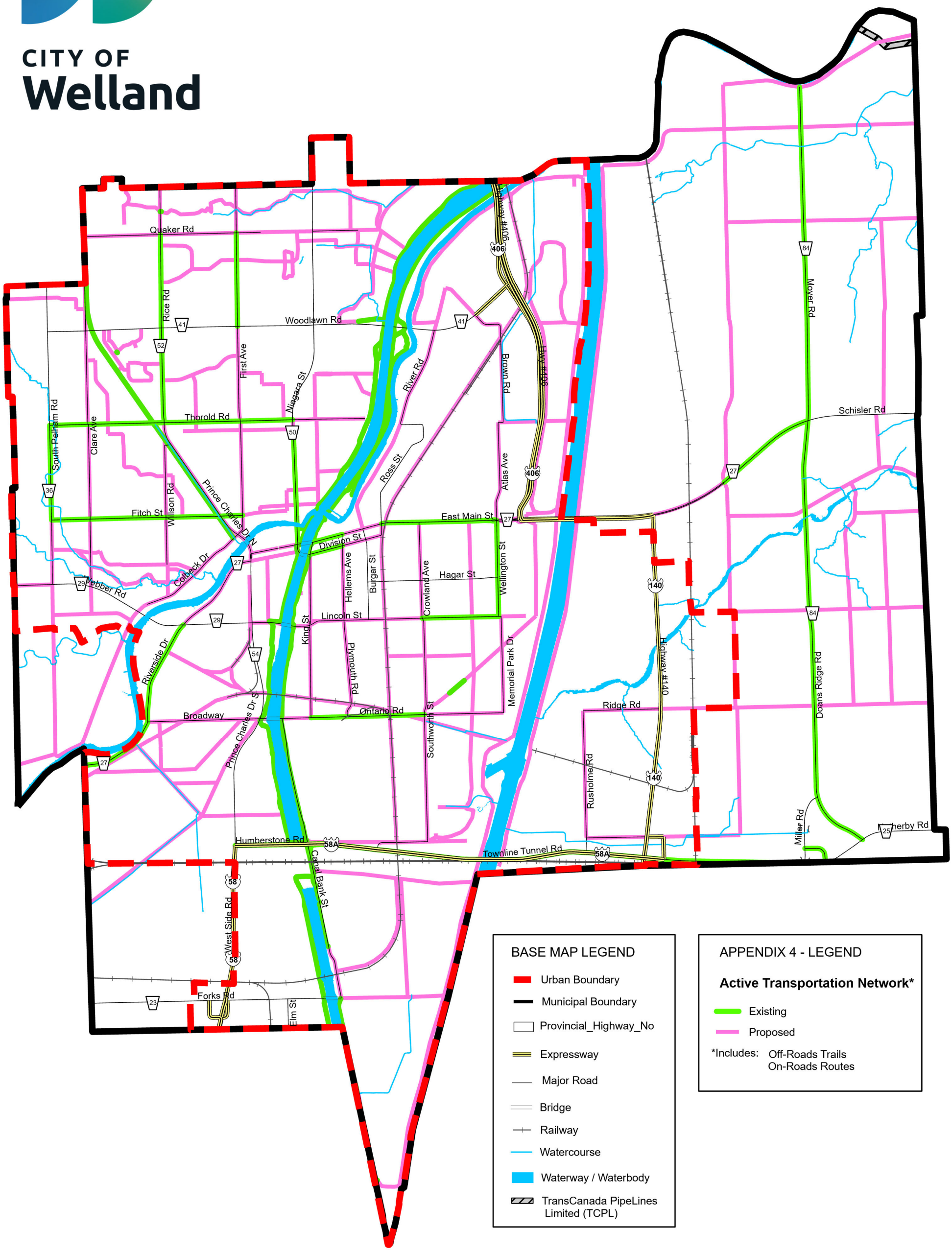
Meters

0 500 1,000 2,000

CITY OF WELLAND OFFICIAL PLAN

Appendix '4' - Trail Network

CITY OF
Welland



BASE MAP LEGEND

- Urban Boundary
- Municipal Boundary
- Provincial_Highway_No
- Expressway
- Major Road
- Bridge
- Railway
- Watercourse
- Waterway / Waterbody
- TransCanada PipeLines Limited (TCPL)

APPENDIX 4 - LEGEND

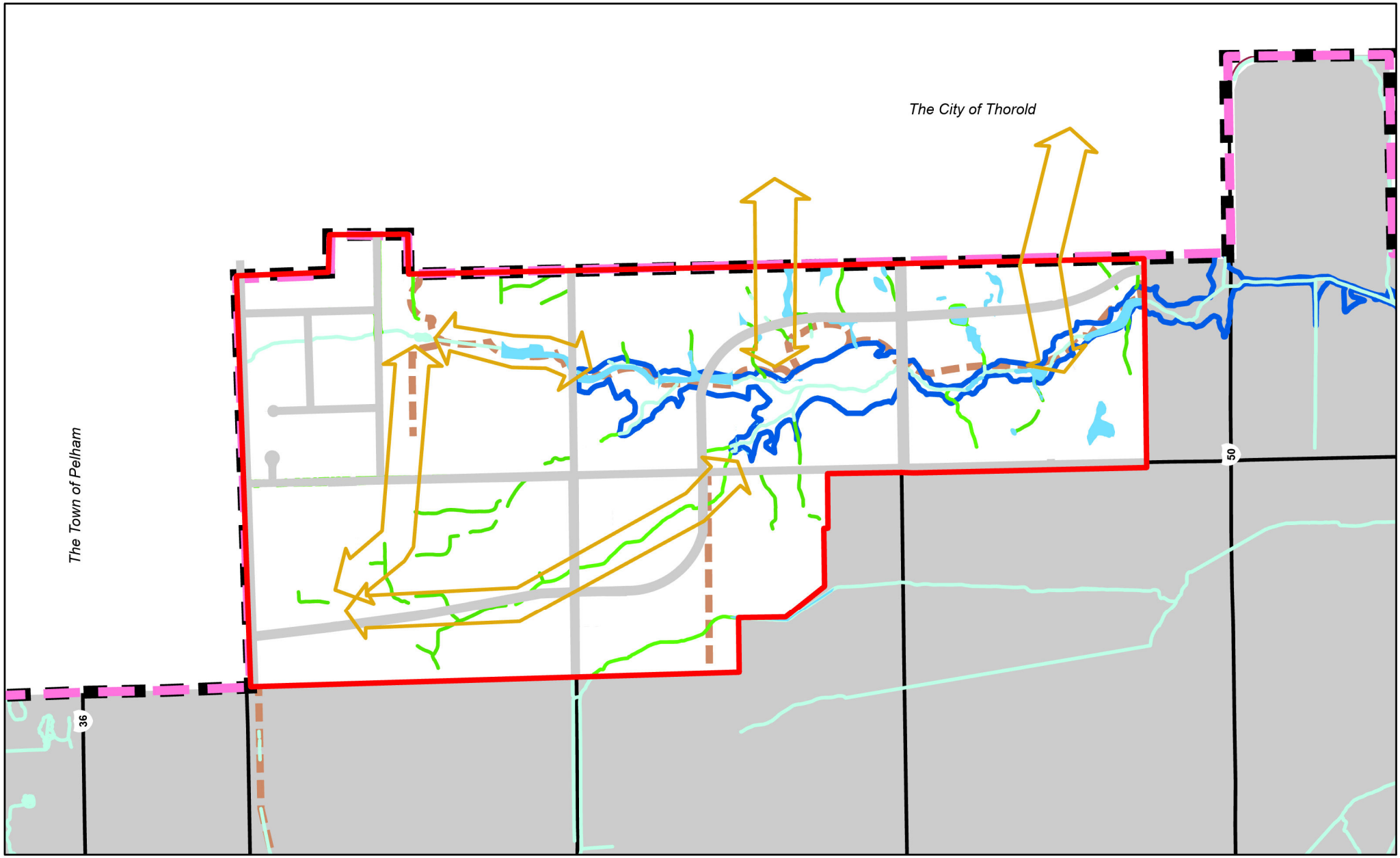
Active Transportation Network*

- Existing
- Proposed

*Includes: Off-Roads Trails
On-Roads Routes

N

0 500 1,000 2,000 Meters



CITY OF WELLAND OFFICIAL PLAN - Appendix '5' - Northwest Welland Hydrological Features

Secondary Plan Boundary
Urban Boundary
Welland Boundary Line
Watercourse
Headwater Drainage Features
Wetlands <0.5 ha outside of the EPA and ECA designations
Floodplain
Potential Corridor

N

0 100 200 400 600 Meters

CITY OF Welland