

**COUNCIL MEETING**  
**PLANNING AND DEVELOPMENT SERVICES**  
**PLANNING DIVISION**

**REPORT P&B-2025-27**  
**July 8, 2025**

**SUBJECT:** Applications for Official Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision for 210 and 276 Quaker Road

**AUTHOR:** Caitlin Kovacs, B.URPI  
Development Planner

**APPROVING SUPERVISOR:** Taylor Meadows, B.URPI, CPT, RPP, MCIP  
Manager of Development Planning

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

**APPROVING DIRECTOR:** Grant Munday, B.A.A, RPP, MCIP  
Director, Planning And Development Services

---

**RECOMMENDATION:**

THAT Council adopts Official Plan Amendment No. 53 to redesignate 210 and 276 Quaker Road from Low Density Greenfield Residential, Open Space, and Environmental Conservation Area to Low Density Residential, Medium Density Residential, Open Space, and Environmental Conservation Area; and,

THAT Council approves an amendment to Zoning By-law 2017-117 for 210 and 276 Quaker Road from Agricultural – A1 and Environmental Conservation Overlay – EC to Site-Specific Residential Low Density 2 – RL2-131, Site-Specific Residential Medium Density – RM-132, and Environmental Conservation Overlay; and further,

THAT Council approves the application for the Draft Plan of Subdivision for 210, 276 Quaker Road, subject to the schedule of Conditions attached in Appendix IV; and further,

THAT no additional meetings under the *Planning Act* are required in accordance with Section 34(17) of the *Planning Act*.

## **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:**

Applications for Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision were submitted by Upper Canada Consultants on behalf of Ashton Homes (Western) Limited. The applications are required to permit the proposed development consisting of a total of three-hundred and forty-four (344) dwelling units, a park and two parkette/walkways, public roads, lands for the environmental conservation of the Towpath Drain, and lands for stormwater management.

Staff support the requested Official Plan designation and Zoning By-law amendment with site-specific provisions as they conform with provincial and regional policies. The amendments maintain the general intent and purpose of the Official Plan and Zoning By-law 2017-117, as amended.

Staff support the proposed Draft Plan of Subdivision as it will make efficient use of the subject lands and conforms to provincial, regional and local policies.

## **BACKGROUND:**

On October 22, 2024, applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision were submitted by Upper Canada Consultants on behalf of Ashton Homes (Western) Limited for the subject lands known as 210, and 276 Quaker Road.

On November 5, 2024, the applications were deemed complete.

On May 21, 2025, a resubmission was made that proposed an additional five (5) lots for single-detached dwellings which increases the total number of units from 339 to 344. An updated stormwater management report and functional servicing report were included in the resubmission which have been reviewed by the appropriate authorities.

### The Lands

The subject lands are located on the north side of Quaker Road, west of Niagara Street and east of First Avenue. The subject lands are within Welland's Urban Boundary and the Northwest Welland Secondary Plan Area, and are greenfield lands.

The subject lands are generally rectangular in shape. 238 and 232 Quaker Road are not included in the proposed development. The subject lands are approximately 19.5 hectares in size with 338.45 metres of frontage on Quaker road. The subject lands are currently vacant. 238 and 232 Quaker Road are not included in the proposed development.

### Surrounding Land Uses

The surrounding land uses include:

- North: Vacant lands within Thorold that are zoned Future Development – FD and Environmental Protection Two – EP2, are designated Residential Areas and Open Space in the City of Thorold Official Plan and are within the Port Robinson West Secondary Plan.
- East: A townhouse development, commercial lands, and a recreational institution being the Welland Stadium, home to the Welland Jackfish.
- South: Low density residential and recreational lands being Trelawn Park.
- West: Vacant residential development lands.

## **DISCUSSION:**

### The Proposal

The proposed development consists of a total of three-hundred and forty-four (344) dwelling units, a park and two parkette/walkways, public roads, lands for the environmental conservation of the Towpath Drain, and lands for stormwater management.

Two types of housing are being proposed; single-detached dwellings and street townhouse dwellings. There are two-hundred and sixty-eight (268) single-detached dwellings, each fronting onto a road and each having a private driveway and attached garage. There are also seventy-six (76) townhouse dwellings, each fronting onto a public road and each having a private driveway and attached garage.

The proposed development includes a centrally located park that is approximately 0.68 hectares in size. The park is adjacent to the Towpath Drain environmental lands that run across the midsection of the site. The Towpath Drain environmental lands continue to the northeast corner of the site. The two

stormwater management ponds are located adjacent to the environmental lands with one pond to the north and one to the south.

The proposed development is connected throughout by 20 metre public roads, 1.5 metre sidewalks, and a 3 metre multi-use trail. The proposed development includes two public road connections to Quaker Road, one being at Goodwillie Drive, and the second being an intersection approximately 221 metres to the east of Goodwillie Drive. A third public road connection is proposed on the western boundary of the site which anticipates a connection through to First Avenue as part of the future development of 294 Quaker Road. A fourth connection is proposed on the northern boundary of the site; there are no current plans with the City of Welland for this connection as the adjacent lands are in Thorold.

#### Description of Applications

Applications for Draft Plan of Subdivision (26T- 14-24004), Official Plan Amendment (OPA No. 53), and Zoning By-law Amendment (2024-06) have been made to permit the proposed residential development.

#### Draft Plan of Subdivision

The application for Draft Plan of Subdivision has been made to permit the development of the subject lands for the proposed residential development. The Draft Plan of Subdivision (Appendix V) proposes two-hundred and sixty-eight (268) single-detached dwellings, seventy-six (76) street townhouse dwellings, a 0.698 hectare public park, walkways, public roads, lands for environmental conservation, and lands for stormwater management.

#### Official Plan Amendment

The Official Plan Amendment proposes to redesignate the subject lands from Low Density Greenfield Residential, Open Space & Recreation, and Environmental Conservation Area to Low Density Greenfield Residential, Medium Density Residential, Open Space & Recreation, and Environmental Conservation Area. No special policies are being requested.

#### Zoning By-law Amendment

The Zoning By-law Amendment proposes to rezone the subject lands from Agricultural – A1 and Environmental Conservation Overlay – EC to Site-Specific Residential Low Density 2 – RL2-131, Site-Specific Residential Medium Density – RM-132, Community Open Space – O2, and Environmental Conservation Overlay – EC. The following site-specific provisions are proposed:

- Residential Low Density 2 – RL2-131
  - All provisions of the RL2 zone are to apply save and except:

- Regulations for Single-Detached Dwelling:

<b>Single-Detached Dwelling</b>		
	<b>Proposed</b>	<b>Required</b>
Lot Area	No change	270.2m <sup>2</sup>
Lot Frontage	No change	9.0m
Front Yard	3.0m (to dwelling) 5.8m (to garage)	4.5m (to dwelling) 6.0m (to garage)
Side Yard (interior)	0.6m on one side and 1.2m on the other, or 1.0m	1.0m
Side Yard (exterior)	No change	1.0m
Rear Yard	No change	6.0m
Building Height	13.5m	11.0m
Lot Coverage	65%	50%
Landscaped Area	15%	20%

- Residential Medium Density – RM-132
  - All provisions of the RM zone are to apply save and except:
    - Regulations for Street Townhouse Dwelling with Garage Facing Front Lot Line:

<b>Street Townhouse Dwelling with Garage Facing Front Lot Line</b>		
	<b>Proposed</b>	<b>Required</b>
Lot Area	No change	n/a
Lot Frontage	No change	6.0m
Front Yard	3.0m (to dwelling) 5.8m (to garage)	4.5m (to dwelling) 6.0m (to garage)
Side Yard (interior)	No change	1.0m (except where the lot line is the dividing line between attached units)
Side Yard (exterior)	No change	1.0m
Rear Yard	No change	6.0m
Building Height	14.5m	11.0m
Lot Coverage	65%	55%
Landscaped Area	15%	20%

- Regulations for Street Townhouse Dwelling with Garage Access from Laneway/Rear:

<b>Street Townhouse Dwelling with Garage Access from Laneway/Rear</b>		
	<b>Proposed</b>	<b>Required</b>
Lot Area	No change	n/a
Lot Frontage	No change	5.0m
Front Yard	3.0m (to dwelling) 5.8m (to garage)	3.0m
Side Yard (interior)	No change	1.0m (except where the lot line is the dividing line between attached units)
Side Yard (exterior)	No change	1.0m

Rear Yard	No change	6.0m
Building Height	14.5m	11.0m
Lot Coverage	65%	55%
Landscaped Area	15%	20%

- General Provisions for Site-Specific Residential Low Density 2 – RL2-131 and Site-Specific Residential Medium Density – RM-132:
  - Notwithstanding Section 4 That the front lot line for Block 269, Block 270, Block 277, and Block 278 is to be Quaker Road.
  - Notwithstanding Section 5.7 (b), A temporary sales office, or a model home, used for the sale of residential, industrial or commercial lots or units in a Plan of Subdivision which has received Draft Approval or has been Zoned to permit the development shall be permitted for a maximum of five years. A temporary sales office, or model home, shall comply with the applicable setbacks for the Zone in which the office is located and will be subject to the necessary Development Agreements to the satisfaction of the City.
  - Notwithstanding Section 5.10.5 – Decks Porches Steps, an open or roofed porch and stair may project 0.9 metres into an interior side yard which has a minimum depth of 1.2 metres, applicable only to a single detached or street townhouse (including facing front lot line and/or access from laneway/rear).
  - A walkway or retaining wall shall be permitted within a required planting strip;
  - Notwithstanding Section 6.1.6 c) where a parking space is abutting or near a wall, column or other similar surface that obstructs the opening of the doors, the minimum width shall be 2.75 metres;
  - Notwithstanding Section 6.9.2 a) the required parking space for a street townhouse dwelling including facing front lot line and/or access from laneway/rear). shall be located a minimum of 0 metres from a street line.

#### Agency Comments Summary

The applications were circulated to internal divisions and external agencies for detailed technical review and comments. The review included a detailed analysis including but not limited to:

- site plan
- traffic circulation and road widths
- parking provisions and active transportation infrastructure
- natural environment
- greenspace/parkland/landscaping
- archeological potential
- water/sanitary service requirements

- waste collection

Technical comments have been addressed by the applicant throughout the planning review process. Conditions of approval have been included in this approval. The conditions are intended to promote the appropriate development of the subject lands. All detailed comments are contained in Appendix VI.

### Public Engagement

On December 4, 2024, a Public Information Open House was held for the public to provide comments on the proposed applications. Ten (10) members of the public attended the in-person meeting and, and four (4) members of the public attended the virtual meeting. The following comments/concerns were raised:

- Noise impacts as a result of increased traffic and development;
- Road connections onto Quaker Road, their configurations and traffic volumes;
- Increased traffic on Goodwillie Drive and the future of the intersection of Quaker Road and Goodwillie Drive;
- The urbanization of Quaker Road as it relates to the overall development of the Northwest Welland Secondary Plan area;
- The location of parks;
- Concerns about a potential decrease in privacy; and
- Stormwater management and drainage for the proposed development and any impacts on the existing homes.

On January 14, 2025, the statutory public meeting under the *Planning Act* was held. The public meeting provided an opportunity for the applicant to present the applications to Council. Interested parties were also invited to provide comments. There were no public oral submissions at the meeting and no written submissions have been received.

### **Planning Analysis**

#### Provincial Policy

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

The effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;	
(a) The protection of ecological systems,	<ul style="list-style-type: none"> <li>• The proposed Draft Plan of Subdivision provides appropriate accommodation for</li> </ul>

including natural areas, features, and functions;	the protection of ecological systems and natural areas. The proposed development is within the NWSP and has had comprehensive ecological studies completed to map the natural areas, features, and functions. The resulting areas are being appropriately zoned for protection.
(b) The protection of the agricultural resources of the Province:	<ul style="list-style-type: none"> <li>• The subject lands have been used for commercial purposes for the past several decades, with the remainder of the site becoming overgrown. There are no agricultural resources on the subject lands.</li> </ul>
(c) The conservation and management of natural resources and the mineral resource base;	<ul style="list-style-type: none"> <li>• There are no identified natural or mineral resources on the subject lands.</li> </ul>
(d) The conservation of features of significant architectural, cultural, historical, archaeological, or scientific interest;	<ul style="list-style-type: none"> <li>• A Stage 1 and Stage 2 Archaeological Assessment was completed on the subject lands. The subject lands were not recommended to proceed to a Stage 3 Archaeological Investigation.</li> <li>• There are no identified features of architectural, cultural, historical, or scientific interest on the subject lands.</li> </ul>
(e) The, supply efficient use and conservation of energy and water;	<ul style="list-style-type: none"> <li>• The proposed development does not include any information regarding energy and water conservation methods that will be implemented at the time of construction.</li> <li>• The construction of the homes will be required to meet the Ontario Building Code which contains energy efficiency requirements.</li> </ul>
(f) The adequate provision and efficient use of communication, transportation, sewage and water services	<ul style="list-style-type: none"> <li>• The property is within the City's Urban Area and can be supplied with municipal infrastructure. There are no capacity issues that will be created as a result of this development.</li> </ul>



and waste management systems;	<ul style="list-style-type: none"> <li>• The development is located in proximity to transit lines (Route 509 and Route 70/75) and is in proximity to transit hubs via these routes. It is close to active transportation corridors and will contain a pedestrian trail.</li> </ul>
(g) The minimization of waste;	<ul style="list-style-type: none"> <li>• The proposed development can be serviced by regional waste collection should regional standards be achieved.</li> </ul>
(h) The orderly development of safe and healthy communities;	<ul style="list-style-type: none"> <li>• The subject lands are within the Urban Boundary and will not require an Urban Area expansion. The subject lands were brought into the Urban Boundary a part of the NWSP which has been comprehensively planned.</li> </ul>
(h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;	<ul style="list-style-type: none"> <li>• The proposed development will include paved sidewalks. All other accessibility measures related to the dwellings will be the responsibility of individual homeowners.</li> </ul>
(i) The adequate provision and distribution of educational, health, social, cultural, and recreational facilities;	<ul style="list-style-type: none"> <li>• The local school boards were circulated for comments as part of the planning process and no objections have been received.</li> <li>• A three metre multi-use trail, and a park are being provided and are anticipated to serve as recreational, active transportation and social facilities.</li> </ul>
(j) The adequate provision of a full range of housing, including affordable housing;	<ul style="list-style-type: none"> <li>• The proposed development does not include any affordable housing units; however, the proposed development does include a variety of dwelling types.</li> </ul>
(k) The adequate provision of employment opportunities;	<ul style="list-style-type: none"> <li>• The proposed development is entirely residential and as such does not directly offer any employment opportunities. However, the construction of this development may support local companies and contractors. The City permits home-occupations which can operate out of the</li> </ul>

	new dwellings. This development provides opportunity for employees to work-from-home
(l) The protection of the financial and economic well-being of the Province and its municipalities;	<ul style="list-style-type: none"> <li>• Development of the subject lands will lead to an increase in tax revenues to the City which will contribute to overall municipal financial wellbeing.</li> </ul>
(m) The coordination of planning activities of public bodies;	<ul style="list-style-type: none"> <li>• All relevant agencies have been circulated the applications and their comments have been included, where appropriate.</li> </ul>
(n) The resolution of planning conflicts involving public and private interests;	<ul style="list-style-type: none"> <li>• The public has been provided all required opportunities for comments and questions to be submitted. At this time, no written comments have been received.</li> </ul>
(o) The protection of public health and safety;	<ul style="list-style-type: none"> <li>• There are no identified risks to public health for the proposed development.</li> </ul>
(p) The appropriate location of growth and development;	<ul style="list-style-type: none"> <li>• The proposed development is within the NWSP area, which is within Welland's Urban Boundary. The NWSP area is being planned to be transit supportive and provide active transportation infrastructure.</li> <li>• The proposed development has consideration for the local neighbourhood characteristics, transportation networks and connectivity. Connectivity with future developments will create an interconnected and accessible neighbourhoods.</li> </ul>
(q) The promotion of development that is designed to be sustainable to support public transit and be oriented to pedestrians	<ul style="list-style-type: none"> <li>• The proposed development is located in proximity to the bus stops at the corner of Quaker Road and Niagara Street for both Route 509 Niagara Street and intra-regional Route 70/75 that connects Welland and St. Catharines.</li> <li>• Niagara Regional Transit is circulated on all planning applications.</li> </ul>

<p>(r) The promotion of built form that, is well designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant;</p>	<ul style="list-style-type: none"> <li>• The proposed development will contain high quality design and is compatible with the surrounding neighbourhood built form.</li> <li>• The proposed development includes greenspace and landscaping, and a public park. The park is anticipated to have some programming to be determined at a future planning stage.</li> </ul>
<p>(s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.</p>	<ul style="list-style-type: none"> <li>• The proposed development provides protected lands for environmental conservation, protecting the tree canopy and shrub coverage supporting climate change principles.</li> </ul>
<p>Whether the proposed subdivision is premature or in the public interest;</p>	<ul style="list-style-type: none"> <li>• The subject lands are within the Urban Boundary and the NWSP area. The NWSP was approved by City Council and the Region to guide development of the northwest area of the city.</li> <li>• A number of studies were undertaken in support of the NWSP to ensure comprehensive, efficient and orderly development of the NWSP area.</li> <li>• Additional supporting studies were submitted as part of the subject planning applications.</li> <li>• The City is working with the land owners to coordinate new infrastructure and infrastructure upgrades in the NWSP area.</li> <li>• The proposed development offers new housing opportunities, green space and recreational space; and, will contribute to the city's economic development.</li> </ul>
<p>Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</p>	<ul style="list-style-type: none"> <li>• It is the intention of the requested Official Plan Amendment to realign the existing designations on the subject lands to bring the proposed development into conformity. No alternative designations or special policies are being sought.</li> </ul>

	<ul style="list-style-type: none"> <li>• The proposed development is anticipated to align with the adjacent proposed plans of Draft Plans of Subdivision.</li> <li>• Several of the land owners in the NWSP have committed to improving local connectivity and maintaining a sense of place by ensuring appropriate massing of building between sites. There will be well - planned road and active transportation connections. Parkland dedication will be in accordance with the NWSP.</li> </ul>
The suitability of the land for the purposes for which it is to be subdivided;	<ul style="list-style-type: none"> <li>• The subject lands are within the Urban Boundary and have been slated for residential uses, open space and recreation, and environmental conservation in the NWSP.</li> </ul>
If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;	<ul style="list-style-type: none"> <li>• The proposed development does not include any affordable housing.</li> </ul>
The number, width, location and proposed grades and elevations of highways, and the adequacy of them and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	<ul style="list-style-type: none"> <li>• The proposed development includes seven (7) public roads, each having a 20 metre right-of-way width. The road cross section will be confirmed via the Subdivider's Agreement but will generally contain the paved roadway, sidewalks along one side, boulevards, trees, and potentially other active transportation infrastructure.</li> <li>• The site connects to Quaker Road, and is within a five (5) minute drive of Highway 406.</li> </ul>
The dimensions and shapes of the proposed lots;	<ul style="list-style-type: none"> <li>• The proposed development is consistent with other plans of subdivision within the City. The lots are of a consistent and appropriate size and shape for each dwelling type.</li> </ul>
The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or	<ul style="list-style-type: none"> <li>• No restrictions are proposed.</li> </ul>

the buildings and structures proposed to be erected on it and the restrictions, if any, on the adjoining land;	
Conservation of natural resources and flood control;	<ul style="list-style-type: none"> <li>• A Functional Servicing Report and a Stormwater Management Plan have been reviewed by the Engineering Division.</li> <li>• The environmental resources on the subject lands, being the Towpath Drain, are maintaining their environmental conservation designation and zoning. They are to be dedicated to the City for long-term preservation.</li> </ul>
The adequacy of utilities and municipal resources;	<ul style="list-style-type: none"> <li>• New infrastructure is to be built as part of the proposed development. The proposed infrastructure's connection into the existing system is supported and any required upgrades to the existing infrastructure will be the responsibility of the developer.</li> <li>• The proposed new infrastructure has been reviewed by the Engineering Division and is subject to final review prior to registration of the Subdivider's Agreement.</li> </ul>
The adequacy of school sites;	<ul style="list-style-type: none"> <li>• There are several school sites in proximity to the lands, being: <ul style="list-style-type: none"> <li>○ Nouvel Horizon French Elementary School</li> <li>○ Alexander Kuska Catholic Elementary School</li> <li>○ Quaker Road Public School</li> <li>○ Welland Centennial Secondary School</li> <li>○ Niagara College Welland Campus</li> </ul> </li> <li>• The school boards are circulated on all planning applications for their enrolment projections and construction planning purposes.</li> </ul>
The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be	<ul style="list-style-type: none"> <li>• The development will be subject to parkland dedication in accordance with the <i>Planning Act</i>.</li> </ul>

conveyed or dedicated for public purposes;	
The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	<ul style="list-style-type: none"> <li>• The Ontario Building Code includes requirements for energy conservation, which will be incorporated at the time of Building Permit.</li> </ul>
The interrelationship between the design of the proposed plan of subdivision and the site plan control matters related to any development on the land, if the land is also located within a site plan control area designated under section 41(2) of the <i>Planning Act</i> .	<ul style="list-style-type: none"> <li>• The property is being developed through a Plan of Subdivision which will create developable lots and blocks. The future residential dwellings are anticipated to be single-detached dwellings and street townhouse dwellings. Proposed development is within the City's site plan control area but is not subject to site plan control. They will be subject to building review and require the applicable building permits prior to construction.</li> </ul>

### Provincial Policy Statement

The Provincial Planning Statement, 2024 (PPS) is a policy document issued under Section 3 of the *Planning Act* and came into effect on October 20, 2024. The PPS contains policies addressing settlement areas and settlement area boundary expansions. The subject lands are part of the Northwest Welland Secondary Plan area, which was brought into Welland's urban boundary as part of a settlement area boundary expansion. These policies are found in Subsection 2.3.1, and they encourage:

- land use patterns that efficiently use resources and land,
- optimizing existing and planned infrastructure,
- active transportation-supportive development,
- transit-supportive development,
- supporting complete communities, through the provision of a range and mix of housing options,
- meeting established minimum density targets.

Policy 2.3.1.2 states that land use patterns within settlement areas should be based on densities and a mix of land uses that:

Efficiently use land and resources;	<ul style="list-style-type: none"> <li>• The proposed development is suitable for the site and provides a suitable density level to support local municipal infrastructure and resources. The proposed development protects and enhances the</li> </ul>
-------------------------------------	---

	natural features on the subject lands and provides greenspace and recreational space.
Optimize existing and planned infrastructure and public service facilities;	<ul style="list-style-type: none"> <li>The proposed development includes plans for addressing infrastructure. Where required new infrastructure shall be constructed at the expense of the Owner. The NWSP has been studied and planned comprehensively to provide services and infrastructure to the planned developments in an efficient and forward-looking manner.</li> </ul>
Support active transportation;	<ul style="list-style-type: none"> <li>The proposed development supports bicycle parking by providing private garages. There are sidewalks and a three (3) metre trail that run throughout the site with active transportation connections to Quaker Road and First Avenue (via a future public road).</li> </ul>
Are transit-supportive, as appropriate; and	<ul style="list-style-type: none"> <li>The proposed development may support transit usage and future routes. The subject lands are in proximity to existing routes, being: <ul style="list-style-type: none"> <li>Route 509 Niagara Street</li> <li>Regional Rout 70/75 St. Catharines to Welland (and return)</li> </ul> </li> </ul>
Are freight-supportive.	<ul style="list-style-type: none"> <li>The subject lands are located adjacent to a municipal road and have direct access to a municipally maintained road.</li> </ul>

#### Niagara Official Plan

The Niagara Official Plan (NOP) identifies the subject lands as being within the Built-Up area of the City of Welland. The policies in the NOP are consistent with the policies found in the PPS. The NOP promotes growth and development within urban areas with active transportation and transit use, and with access to municipal services. These principles are used to analyze proposed developments in order to ensure efficient growth and orderly land use development.

As part of the changes enacted through Bill 23, the Niagara Region's planning authority was removed, and the NOP Policies are now the responsibility of local municipalities.

The subject lands are located in proximity to local transit Route 509 and regional transit Route 70/75. Route 509 Niagara connects to Quaker Road to the Downtown Terminal making connections at Niagara College and Seaway Mall. These transit hubs provide connections to local and regional transit lines. Route 75 and Route 70 connect Welland and St. Catharines with major stops at Niagara College and Brock University. The closest stops for all three lines is at Niagara Street and Quaker Road. The proposed development has the potential to increase transit ridership and support the expansion of existing transit routes and/or support new future transit routes. Niagara Regional Transit is notified of development applications in the City of Welland.

The proposed development is considered to be consistent with both the provincial and regional policies. It will deliver new types of residential development, make efficient use of land and planned infrastructure; and, provide active transportation and pedestrian infrastructure.

#### City of Welland Official Plan

The Official Plan Amendment proposes to redesignate the subject lands from Low Density Greenfield Residential, Open Space & Recreation, and Environmental Conservation Area to Low Density Greenfield Residential, Medium Density Residential, Open Space & Recreation, and Environmental Conservation Area. No special policies are being requested.

The Official Plan provides direction for growth and development for the City as a whole, and provides specific policies for greenfield areas, new neighbourhoods, Low Density Greenfield Residential and Medium Density Residential designations.

3.4.5 Greenfield Development	
Policy	Analysis
Greenfield Areas are lands which are outside of the city's Built Boundary but are within the Urban Boundary. Greenfield lands are planned to accommodate future growth. The Official Plan encourages greenfield development that is comprehensively planned, that	<ul style="list-style-type: none"><li>The subject lands are within the NWSP area which was brought into Welland's Urban Boundary in January 2021. This resulted in the lands becoming Greenfield Areas. The proposed development conforms to the existing density rates of the Low Density Greenfield Residential and Medium Density Residential designations. The proposed development provides the minimum required</li></ul>



provides compact new neighbourhoods, that will be transit supportive, and that is planned to achieve a density target of 50 residents and jobs per hectare.	lot frontage for each type of dwelling. Each dwelling has a private garage and driveway, and sidewalks are provided on one side of all local roads. These design features aim to provide a compact neighbourhood. The proposed development is located in proximity to transit lines and can support future transit use. The proposed development has been planned to provide 59.23 residents and jobs per hectare and is considered to conform to the Greenfield Area policies.
---	---

4.2.2.2 Low Density Greenfield Residential	
Policy	Analysis
This designation permits single-detached dwellings, semi-detached dwellings, triplexes, townhouses, duplex dwellings, and home-based occupations. Low Density Residential areas are to be planned at a minimum density of 15 units per hectare to a maximum density of 24 units per hectare. The scale and design of buildings shall be low-rise and do not cause significant issues with the casting of shadows or obstruction of views, and are encouraged to have front porches, attached garages, front yards that are predominated by landscaping, architectural features and interesting façades.	<ul style="list-style-type: none"> <li>The proposed development provides single-detached dwellings in the Low Density Greenfield Residential designation areas. The proposed development is within the density requirements of this designation. The single-detached dwellings are planned to be consistent in height and massing and are not expected to cause significant shadowing issues, reduce privacy, or obstruct views. The proposed development has regard for the City's urban design guidelines and the design provisions of this designation as the dwellings are planned to each have a private garage that is setback further from the street to provide a stronger relationship between the street and the front face of the dwelling. The portions of the lots not used for driveways/walkways and the dwelling are to be landscaped. The proposed development is considered to conform with the Low Density Greenfield Residential designation.</li> </ul>

4.2.2.3 Medium Density Residential
------------------------------------

Policy	Analysis
<p>This designation permits townhouse dwellings, accessory recreational amenities, and home based occupations. Medium Density Residential areas are to be planned at a minimum density of 15 units per hectare to a maximum density of 24 units per hectare. The scale and design of the Medium Density Residential designation encourages low-rise dwellings that do not cause significant issues with the casting of shadows or obstruction of views, the inclusion of attached garages, covered entrances, front yard landscaping and additional landscaped areas to buffer between the lot and adjacent lots</p>	<ul style="list-style-type: none"> <li>The proposed development is providing townhouse dwellings in the Medium Density Residential designation areas. The proposed development is within the density requirements of this designation. The proposed townhouses are planned to be consistent in height and massing and are not expected to cause significant shadowing issues, reduce privacy, or obstruct views. They are anticipated to be compatible with the single-detached dwellings to the north as they are similar in height and to the south as there is a road separating the established residential neighbourhood. The proposed development has regard for the City's urban design guidelines and the design provisions of this designation as the dwellings are planned to each have a private garage that is setback further from the street to provide a stronger relationship between the street and the front face of the dwelling. The portions of the lots not used for driveways/walkways and the dwelling are to be landscaped. The proposed development is considered to conform with the Medium Density Residential designation</li> </ul>

4.2.3.2 Design Policies For New Neighbourhoods	
Policy	Analysis
<p>New neighbourhoods are to be planned to meet the density target of 50 residents and jobs per hectare on greenfield lands. They are to create a clearly defined character through built form and landscaping, including energy efficient materials, landscaping treatments, and lighting.</p>	<ul style="list-style-type: none"> <li>The proposed development is a greenfield site and has been planned to provide 59.23 residents and jobs per hectare. The proposed development has been planned to provide a distinct neighbourhood character. It has regard for the design policies of each designation and the City's urban design guidelines. Landscaping is to be provided on all lots, sidewalks are to be provided on one side of all local roads, including a wider multi-use trail where appropriate. Street lighting and street treatments will follow the</li> </ul>

	<p>municipal standards. The dwellings along Quaker Road will front onto Quaker Road with garage access from the local roads within the subject lands. The design qualities of the proposed development are considered to be consistent with the City's urban design policies.</p>
--	---

Policy 7.15.1.1 of the Official Plan provides criteria for the evaluation of Official Plan Amendments.

<p>Provincial and regional policies and plans;</p>	<ul style="list-style-type: none"> <li>• The subject lands are within the urban area and meets the minimum density targets for greenfield development.</li> <li>• The proposed development conforms to the applicable provincial plans and is consistent with the applicable NOP policies.</li> <li>• The proposed development makes efficient use of municipal infrastructure where possible and does not inflict undue financial stress on the municipalities where new infrastructure is to be constructed.</li> <li>• The proposed development is transit supportive and provides active transportation infrastructure.</li> </ul>
<p>The vision, strategic directions, and goals of this Plan;</p>	<ul style="list-style-type: none"> <li>• The proposed development supports the City's Strategic Directions as outline in Section 2 of the Official Plan through the following: <ul style="list-style-type: none"> <li>○ The planning process has included the Town of Pelham and the City of Thorold as they are located in proximity to the development.</li> <li>○ The proposed development is part of the policy goals set out in the NWSP to encourage complete communities including providing a range of housing, access to public transit, providing attractive residential developments</li> </ul> </li> </ul>

	<p>that cater to a range of needs and lifestyles.</p> <ul style="list-style-type: none"> <li>○ Providing density levels that support the local economy.</li> <li>○ The proposed development provides protections for environmental lands that will be dedicated to the City for long term environmental stewardship.</li> <li>○ The proposed development will contribute to greater accessibility and safety throughout the NWSP area through the provision of roadways, sidewalks, and barrier-free parking options.</li> <li>○ Due diligence to identify and protect any archaeological resources on the subject lands has been undertaken.</li> </ul>
Whether the amendment creates and inappropriate precedent; and,	<ul style="list-style-type: none"> <li>● The amendment meets the general intent and goals of the Official Plan, and does not set an inappropriate precedent.</li> </ul>
The city, neighbourhood, and immediate area impacts of the proposed land use change.	<ul style="list-style-type: none"> <li>● The proposed development is not anticipated to create any negative impacts on the surrounding lands. The proposed development is anticipated to be compatible with the surrounding development.</li> <li>● The proposed development is planned to provide new infrastructure and recreational resources that may be accessed by the existing residents and area users, being a community trail, public roadways, sidewalks, and parkland.</li> </ul>

Policy 7.6.2 of the Official Plan provides minimum criteria for the evaluation of a plan of subdivision.

Availability of servicing without undue financial commitment by the City;	<ul style="list-style-type: none"> <li>● The servicing for the proposed development will be the responsibility of the developer.</li> </ul>
---	---

Suitable provision of municipal services including, but not limited to, public streets, water, storm and sanitary sewers, waste collection and disposal, public and/or private facilities, fire and police protection, parks, schools, and other community facilities;	<ul style="list-style-type: none"> <li>• The proposed development includes plans for new public streets and their associated services and infrastructure.</li> <li>• It includes active transportation facilities, public recreational trails and parkland.</li> <li>• Waste collection will be conducted by Niagara Region and Recycling is conducted by Circular Materials.</li> <li>• There are a range of schools and public recreational options in the surrounding area.</li> </ul>
Exposure to noise, air pollution and other negative impacts, along with suitable mitigation measures;	<ul style="list-style-type: none"> <li>• Noise and other pollutants are being mitigated via the recommendations of the study completed by HGC Engineering.</li> </ul>
Integration with surrounding land uses;	<ul style="list-style-type: none"> <li>• The proposed development is residential and no conflicts with the surrounding lands are anticipated.</li> </ul>
Integration with the transportation network;	<ul style="list-style-type: none"> <li>• The proposed development includes two connections onto Quaker Road and another connection which will be through to First Avenue as part of the future development of 294 Quaker Road. A fourth connection is proposed on the northern boundary of the site. There are no current plans with the City of Welland for this connection as the adjacent lands are in the Town of Thorold.</li> </ul>
Impacts to, and mitigation of, negative impacts on the natural environments;	<ul style="list-style-type: none"> <li>• The proposed development is part of an active work permit that is authorized by the Niagara Peninsula Conservation Authority for the realignment of the Towpath Drain. The subject lands associated with this project are being designated and zoned for long term environmental protection.</li> </ul>
Optimization of the supply, means of supplying, efficient use and conservation of energy;	<ul style="list-style-type: none"> <li>• The works associated with the proposed development will undergo further site plan review and building permit review and the associated energy use will be consistent</li> </ul>

	with the regulations of the Ontario Building Code.
The provision of appropriate urban design and landscaping for the proposed development;	<ul style="list-style-type: none"> <li>• The residential lots provided will be sodded and have appropriate landscaping included as part of the development of the subdivision. Further landscaping of the lots is subject to the future land owners.</li> <li>• Greenspace and parkland is provided within the site, and the naturalization of the environmental lands will be subject to NPCA review and approval.</li> <li>• The proposed public roads are anticipated to have landscaped boulevards and street trees.</li> </ul>
Compliance with applicable City Guidelines; and	<ul style="list-style-type: none"> <li>• The proposed development complies with the applicable City guidelines and other by-laws.</li> </ul>
Exposure to nearby air pollution and mitigation of impacts.	<ul style="list-style-type: none"> <li>• There are no identified air pollutants nearby the subject lands.</li> </ul>

The proposed development is considered to be consistent with the Official Plan policies. It will provide:

- a functional road layout that includes pedestrian and active transportation infrastructure;
- dedicated motor vehicle parking in the form of attached garages and private driveways;
- greenspace and environmental lands;
- general site and front yard landscaping;
- recreational trails and parkland areas;
- anticipated distinct low-rise built form that is not expected to cause significant issues with the casting of shadows; and
- the density requirements of the NOP and the Official Plan.

#### Northwest Welland Secondary Plan

On October 27, 2020, the Northwest Welland Secondary Plan (NWSP) was adopted by Welland City Council. On June 14, 2021, it was approved with modifications by Niagara Regional Council. The purpose of the NWSP is to provide a comprehensive plan that is intended to accommodate future growth within Welland. The NWSP encourages growth that is orderly, supports complete communities, integrates into the surrounding areas, has proximity to parks and

trails, maintains a low density residential character; and protects and enhances natural heritage features.

The proposed development is considered to be consistent with the policies of the NWSP. It has a defined architectural form and is compatible with the neighbouring low density built form. The lots along Quaker Road will front onto Quaker Road improving the streetscape and providing a sense of place. It is anticipated to satisfactorily integrate into the overall transportation and road network of the NWSP area. The development provides landscaping, greenspace, and recreation areas.

#### Comprehensive Zoning By-law 2017-117

The Zoning By-law Amendment proposes to rezone the subject lands from Agricultural – A1 and Environmental Conservation Overlay – EC to be Site-Specific Residential Low Density 2 – RL2-131, Site-Specific Residential Medium Density – RM-132, Community Open Space – O2, and Environmental Conservation Overlay – EC. The requested Site-Specific provisions can be found above with ‘The Proposal’ section of this report.

The total area of the Lands is composed of lots for single-detached dwellings (54.41%), lots for townhouses (11.64%), one lot for a future access (0.37%), roadways (28.42%), lands for a road widening along Quaker Road (0.48%), parkland (4.34%), lands for walkways (0.33%), stormwater management ponds (7.18%), lands for a 0.3 metre reserve (0.01%), and lands for environmental and watercourse protection (10.33%).

The lots for single-detached dwellings are proposed to have a maximum lot coverage of 65% where 50% is the maximum, and provide 15% of landscaped area where the minimum is 20%. The lots for townhouses are proposed to have a maximum lot coverage of 65% where 55% is the maximum, and provide 15% of landscaped area where the minimum is 20%. The site overall will be approximately 21% greenspace/park land/environmental lands. The remaining lot area is composed of dwellings, roadways, and sidewalks.

The requested site-specific provision related to projections is supportable as they facilitate the intended built form of the proposed development, and provides flexibility depending on the grading of the lot to still provide certain amenities and building accesses like porches, stairs, and decks. The requested site-specific provision for interior side yards is supportable as it reflects the minimum distance requirements of the Ontario Building Code for unprotected openings and may increase privacy by controlling where windows/doors can be located on adjacent buildings.

The requested zone and site-specific provisions are supported by Staff as they are considered to maintain the general intent and purpose of the Zoning By-law.

#### Municipal Housing Pledge

On June 16, 2023, the Minister of Municipal Affairs and Housing asked the City of Welland to demonstrate its commitment to accelerate housing supply by developing a Municipal Housing Pledge. At its meeting of June 27, 2023, Welland City Council approved a housing pledge of 12,257 new dwelling unit starts by 2031 in the City of Welland for the purposes of accessing the Building Homes Faster Fund.

On August 22, 2023, it was confirmed by the Ministry of Municipal Affairs and Housing that the City of Welland would need to complete a minimum target of 4,300 dwelling units by 2031. The City remains committed to the growth and development of its communities and is striving to reach its pledge of 12,257 dwelling unit starts by 2031. The proposed development will aid in the City reaching its Municipal Housing Pledge by contributing an anticipated 344 dwelling units.

#### **FINANCIAL:**

There are no financial impacts resulting from the recommendations in this report.

#### **ATTACHMENT:**

Appendix I	-	Key Map
Appendix II	-	Aerial Photo of Subject Lands
Appendix III	-	Colour Demonstration Plan
Appendix IV	-	Conditions of Approval
Appendix V	-	Draft Plan of Subdivision
Appendix VI	-	Agency Comments