

Appendix II

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	<p>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.</p> <p>River and Woodlawn Characteristics and Constraints</p> <p>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</p>	<p>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.</p> <p>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.</p>

		<p>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.</p> <p>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.</p> <p>River and Woodlawn Land Use Analysis</p> <p>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.</p> <p>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</p>	<p>An EIS on this property would be required to determine the extent of the natural environment system.</p>
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		<p>environmental stewardship, ensuring compatibility between development goals and conservation objectives.</p> <p>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.</p> <p>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.</p> <p>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 enlisted 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</p>	
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			<p>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.</p> <p>Woodlawn and Brown Characteristics and Constraints</p> <p>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.</p> <p>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.</p> <p>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</p>	
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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

			<p>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.</p> <p>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.</p> <p>Conclusion</p> <p>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.</p>	
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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	<p>Requesting to redesignate from Industrial back to Agricultural.</p> <p>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.</p> <p>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</p>	<p>It has been determined that the City requires more Employment Lands. Removal of Employment Land will not be supported</p> <p>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.</p>

			<p>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.</p> <p>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.</p> <p>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 embarrassed our city by thinking it acceptable to uproot ANY citizens for the so called greater good.</p>	
Marsha Rempel	349 Ridge Road, Welland, ON	Friday, April 30, 2021	<p>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</p>	<p>It has been determined that the City requires more Employment Lands. Removal of Employment Land will not be supported</p> <p>No change is proposed to the land use designation of the subject site. The current agricultural uses will have as of</p>

			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	<p>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 from 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.</p>	<p>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 Plantation of Norwegian Spruce.</p>
NPG Solutions on behalf of Turriss Holdings	223 Southworth Street, North	December 12, 2024	<p><u>Official Plan Update and 223 Southworth Street</u></p> <p>NPG Planning Solutions Inc. ("NPG") was retained by Turriss Holdings, owner of lands known municipally as 223 Southworth Street North ("Subject Property"), to provide professional planning services.</p>	<p>City Staff recommend changing the designation for LDR to MDR</p>

		<p>On behalf of Turriss 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.</p> <p>Preliminaries</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>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</p>	
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		<p>Schedule 'A' – City Structure and is proposed to be designated “Low Density Residential” on draft Schedule 'B' – Land Use.</p> <p>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 “Medium Density Residential” as part of the Official Plan update.</p> <p><u>Location and Surrounding Context</u></p> <p>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.</p> <p>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 Laughter 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.</p> <p>Other commercial uses are located along the south side of Ontario Road and north of Laughter 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</p>	
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		<p>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.</p> <p><u>Policy Context for Request</u></p> <p>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:</p> <ul style="list-style-type: none">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; ande) are freight-supportive. <p>Further, the PPS requires planning authorities support general intensification and redevelopment to support the achievement of complete communities and establish and</p>	
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			<p>implement minimum targets for intensification and redevelop within built-up areas, based on local conditions.</p> <p>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.</p> <p>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.</p> <p>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:</p> <p>ii. Directing intensification to the Regional Growth Centre, other Intensification Areas and Intensification Corridors as</p>	
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			<p>identified on Schedule A and set out in Policy 3.4.4.1.3 of this Plan;</p> <p>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;</p> <p>iv. Providing land use compatibility Policies in this Plan to ensure that intensification occurs in an appropriate manner;</p> <p>v. Providing Policies in this Plan which allow for appropriate infilling throughout the Built-Up Area;</p> <p>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.</p> <p>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.</p> <p>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</p>	
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			<p>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.</p> <p>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.</p> <p><u>Appropriateness of Request</u></p> <p>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</p>	
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			<p>are essentially carried over from the current Official Plan and speak to:</p> <ul style="list-style-type: none">• 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. <p>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.</p> <p>The approved Plan of Subdivision, 59M-520 (see Appendix A) shows the configuration of lots for single detached dwellings along Southworth Street North and Laughter Avenue. These lots have been registered as shown on Figure 1 above. The Subject Property, shown</p>	
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			<p>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.</p> <p><u>Conclusion</u></p> <p>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.</p>	
Abdul Khan	<p>Parcels: (25698)</p> <p>Humberstone Road parcel between West Side Rd and Canal Bank St</p>	Friday, February 28, 2025	<p>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.</p>	City Staff recommend changing the designation to Transitional Employment
Mitchell Holland	731 South Pelham Road	Friday April 4, 2025	<p>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.</p>	City Staff are agreeable to this request.

<p>Jeff and Teresa Claxton</p>	<p>62 South Pelham Road</p>	<p>May 29, 2025</p>	<p>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.</p> <p>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.</p> <p>I am submitting that Council and staff consider, as good planning and in the public interest:</p> <ol style="list-style-type: none"> 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. <p>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</p>	<p>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 is not in line with the Mapping of the ROP.</p> <p>The Natural Heritage System of the Growth Plan Mapping has since been removed from the Natural Environment System Mapping of this Plan.</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
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			<p>Much has changed since May 2024 with respect to the Provincial land use policy framework:</p> <ul style="list-style-type: none"> • 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. <p>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.</p> <p>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.</p> <p>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.</p>	
<p>NPG Solutions on behalf of The Crown Group Developments Inc.</p>	<p>Lands known legally as Concession 4 Part Lot 27 59R8771 Part 15. (East of Logan Ave Unopened Road Allowance</p>	<p>October 16, 2025</p>	<p><u>Official Plan Update and Logan Avenue Property</u></p> <p>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</p>	<p>City Staff recommend changing the designation for Low Density Residential to Medium Density Residential</p>

			<p>Purchase and Sale for the Subject Property and is currently conducting due diligence. The purchase is set to close on December 1, 2026.</p> <p>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.</p> <p>Preliminaries</p> <p>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.</p> <p>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</p>	
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			<p>adjacent multi-residential sites are designated “Medium Density Residential” on Schedule B1.</p> <p>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.</p> <p>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.</p> <p>Policy Context for Request</p> <p>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:</p> <ul style="list-style-type: none">• efficiently use land and resources;	
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			<ul style="list-style-type: none">• optimize existing and planned infrastructure and public service facilities;• support active transportation;• are transit-supportive, as appropriate; and• are freight-supportive. <p>Further, the PPS requires planning authorities to support general intensification and redevelopment to support the achievement of complete communities and establish and</p> <p>implement minimum targets for intensification and redevelop within built-up areas, based on local conditions.</p> <p>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.</p>	
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			<p>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:</p> <ul style="list-style-type: none">• 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; <p>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”.</p> <p>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.</p>	
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			<p>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.</p> <p>Appropriateness of Request</p> <p>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:</p> <ul style="list-style-type: none">• 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.	
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			<p>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.</p> <p>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.</p> <p>Conclusion</p> <p>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.</p> <p>Should you have any questions or wish to discuss the above request, please contact Aaron Butler at abutler@npgsolutions.ca or 905-246-1576</p>	
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

			<p>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.</p> <p>Please advise if any documentation is required to facilitate this request.</p>	<p>the request involves other property owners.</p>
SETTLEMENT AREA BOUNDARY EXPANSION REQUESTS				
Shirley Wang	649 Buchner Road	Thursday, January 4, 2024	<p>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.</p>	<p>The land's are split designated Natural Environment System and Agriculture. These lands are not contiguous with the urban area.</p> <p>The request does not meet the criteria of policy 3.5.1.</p>
Gord & Judy McQueen	Ridge Road to Netherby	Friday, June 9, 2023	<p>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.</p>	<p>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.</p>
Peter Kouretsos	754 Forks Road	Saturday, August 5, 2023	<p>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</p>	<p>These lands have been proposed to be included in the Urban Area.</p>

			<p>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 access to connecting arteries for potential satellite employees of Toronto. I trust that council will consider this request seriously.</p>	
Roger Demers	800 Forks Road West	Monday, August 7, 2023	<p>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.</p>	These lands have been proposed to be included in the Urban Area.
Harold Froude	98 Colborne Street		<p>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</p>	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 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.	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 mutual 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.

			<p>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.</p>	
Shirley Wang	649 Buchner road	Monday, August 12, 2024	<p>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</p>	<p>The land's are split designated Natural Environment System and Agriculture. These lands are not contiguous with the urban area.</p> <p>The request does not meet the criteria of policy 3.5.1.</p>

			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.

<p>Manni Chauhan G-force Urban Planners and Consultants</p>	<p>Lands South on Fork Road and East and Elm Road.</p>	<p>Wednesda y, August 14, 2024</p>	<p>Consult "INCLUSION OF SUBJECT PROPERTY WITHIN THE SETTLEMENT AREA OF CITY OF WELLAND" Document in the Extended Comments Section of Appendix II.</p>	<p>These lands have been proposed to be included in the Urban Area.</p>
<p>Ayo Sanusi</p>	<p>129 South Pelham Rd and other lots south of the new Subdivision – South of Webber Rd</p>	<p>Friday, September 6, 2024</p>	<p>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</p>	<p>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.</p> <p>In addition, an EIS should be undertaken to determine the boundaries of the features of the Natural Environment System.</p>

			<p>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 be 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.</p>	
<p>Rachelle Larocque</p>	<p>Lands South of Regional Road 58A and West of the Welland Recreational Canal</p>		<p>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.</p>	<p>These lands have been proposed to be included in the Urban Area. See staff report for detailed response.</p>

<p>Joe Boersma</p>	<p>South Pelham Road {South of Webber Rd)</p>	<p>September 10, 2025</p>	<p>Request for the Expansion of the City's Urban Boundary on South Pelham Road {South of Webber Rd)</p> <p>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.</p> <p>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 (just 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.</p> <p>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.</p> <p>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</p>	<p>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.</p>
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			<p>speed south of the new subdivision, to and from the direction of the Cardinal Lakes Golf Club.</p> <p>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.</p>	
URBAN CHICKENS				
Augusto Duminuco	37 Henley Court, Welland, ON	Monday, May 22, 2023	<p>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.</p>	<p>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.</p>

Casey Wintle		Monday, March 29, 2021	<p>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 breed 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</p>	<p>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.</p>
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		<p>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.</p>	
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			<p>Please vote NO to city chickens and enforce the removal of complainant coops.</p>	
<p>Mariane Vocal Ferencevic</p>	<p>67 Erin Cr. Welland, ON</p>	<p>Tuesday, August 10, 2021</p>	<p>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</p>	<p>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.</p>

			<p>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</p>	
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			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

			<p>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 be 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</p>	<p>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.</p>
<p>Brenda Kerezsi.</p>		<p>Saturday, September 3, 2022</p>	<p>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 rising 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.</p>	<p>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.</p>

Jennifer Voss		Tuesday, September 21, 2021	<p>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 facilities, manure storages, value-retaining facilities, 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</p>	<p>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.</p>
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			<p>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.</p>	
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Vanessa Milley	340 Kingsway, Welland, ON	Friday, March 26, 2021	<p>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 of 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</p>	<p>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.</p>
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			<p>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</p>	
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			<p>indoor and outdoor were very supportive to comfort, positive mental health, and a reminder that as much as our world has changed, some things 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:</p> <p>Smell – not an issue if coops are properly cleaned and refuse is properly disposed of.</p> <p>Mess – not an issue if coops are properly cleaned, and in maintained in good repair.</p> <p>Unsightly – not an issue if coops and runs are in good repair and structured to compliment the surrounding neighborhood.</p> <p>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.</p> <p>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.</p> <p>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</p>	
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			<p>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%</p>	
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			<p>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</p>	
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			<p>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.</p>	
Debi Katsmar		Tuesday, September 6, 2022	<p>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</p>	<p>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</p>

			<p>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).</p>	<p>recommended as part of the Zoning By-law Update and a separate By-law.</p>
Vanessa Milley	340 Kingsway, Welland, ON	Thursday, May 5, 2022	<p>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</p>	<p>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.</p>

			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

		<p>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.</p>	<p>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.</p>
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Melissa McGlashan	490 Clare Avenue, Welland, ON	Monday, April 11, 2022	<p>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."</p> <p>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</p>	<p>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.</p>
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			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	<p>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!</p> <p>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.</p> <p>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!</p>	<p>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.</p>
Kimbra Claveau		Monday, July 8, 2024	<p>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 welllanders 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.</p>	<p>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.</p>
Melinda Walker		Wednesday, July 3, 2024	<p>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</p>	<p>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</p>

			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.

<p>Mariam Gibbons</p>	<p>14 Glen View</p>	<p>Tuesday, July 30, 2024</p>	<p>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.</p>	<p>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.</p>
<p>Emma Naar</p>		<p>March 10, 2025</p>	<p>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.</p> <p>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</p>	<p>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.</p>

			<p>contribution to sustainable living which is a benefit to any society.</p> <p>Strongly hope the council sees the benefit of allowing chickens and follows suit with many other cities around Ontario.</p>	
GENERAL COMMENTS RECEIVED				
<p>Michael Belcastro, President, Doral Holdings Limited/Seaway Mall Alanna Galeota, Director of Operations, Doral Holdings/Seaway Mall</p>		<p>Thursday, July 7, 2022</p>	<p>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.</p> <p>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?</p> <p>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</p>	<p>Rationale for removal of the Eastern Approach has been provided in the staff recommendation for the OP report to Council.</p> <p>The consent provisions have been updated to provide for no maximum number of consent.</p> <p>Enabling policies have been created for Community Planning Permit system.</p> <p>The City has provided enabling policies for minor zoning by-law amendments and community planning permit systems.</p>

			<p>complementary uses, provided the minimum gross floor area per unit for each non-department store DSTM use is 4,000 square feet.</p> <p>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.</p> <p>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.</p> <p>4.4.2.4.C Scale</p> <p>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:</p> <p>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.</p> <p>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.</p> <p>4.4.2.4.D Minimum Floor Size: The minimum floor size for commercial retail units is 4,000 square feet." As you may</p>	
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			<p>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.</p> <p>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.</p> <p>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:</p> <p>“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:</p> <p>i. The need for the proposed use;</p>	
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			<p>ii. Location, size and scale of the proposed development;</p> <p>iii. Potential for compatibility issues;</p> <p>iv. Potential market impacts on the City's existing and planned commercial structure;</p> <p>v. The potential for negative impacts on the natural environment;</p> <p>vi. The adequacy of the existing transportation infrastructure, including pedestrian, transit and cycling infrastructure, serving the proposed use; or,</p> <p>vii. The adequacy of the existing water and waste water infrastructure and other municipal services.”</p> <p>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:</p> <p>“Recommendations</p> <ul style="list-style-type: none">• 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:	
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			<ul style="list-style-type: none"> 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. <ul style="list-style-type: none"> • It is recommended that the enabling policies establish that the entire City be identified as an area where the CPP By-law could apply”. <p>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.</p>	
<p>Michael Belcastro, President, Doral Holdings Limited/Seaway Mall Alanna Galeota, Director of Operations, Doral Holdings/Seaway Mall</p>		<p>Tuesday, July 9, 2024</p>	<p>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.</p> <p>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</p>	<ol style="list-style-type: none"> 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. <p>Environmental features identified on 18 Woodlawn Road have been appropriately refined.</p>

			<p>demolished space be specifically exempt from Policy 4.4.3.5 in its entirety.</p> <p>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.</p> <p>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.</p> <p>The current OP shows significant lands in the Northern 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.</p>	
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<p>Scott Loudon, Director, Real Estate Development, LFL Group</p>	<p>777-803 Niagara Street, Welland, ON</p>	<p>Tuesday, January 9, 2024</p>	<p>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:</p> <ul style="list-style-type: none"> o Short-Term Rental o Dwelling, Apartments o Dwelling, Converted 2 o Dwelling, Multiple o Dwelling Units Above Permitted Uses <p>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.</p>	<p>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.</p>
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Richard TenDen	48 St. George Street, Welland, ON		<p>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</p>	<p>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.</p>
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			<p>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.</p>	
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<p>Kiron D. Bondale</p>		<p>Thursday, May 23, 2024</p>	<p>The page numbers are the PDF document numbers, not the printed page numbers on the pages.</p> <p>Page 18, point xii: The "where possible" should be removed given Welland's current lower than idea tree canopy coverage</p> <p>Page 25, Housing Forecast Growth image: Wouldn't this be met within the next ten years by current planned projects including Warbler Place & LIV?</p> <p>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?</p> <p>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?</p> <p>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?</p> <p>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</p>	<ul style="list-style-type: none"> • 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.
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			<p>high right now, and that would create a number of issues anywhere other than in the downtown intensification area.</p> <p>Page 56, Last paragraph, first bullet: Again "minimal impact" - that is vague and needs to be made a lot more specific to be helpful.</p> <p>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?</p> <p>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".</p> <p>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</p>	<ul style="list-style-type: none">• Language concerning a Tree Canopy Target has been changed to "shall". <p>The protection of existing public art is a matter that is more appropriately to be considered in a Cultural Master Plan.</p>
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Travers Fitzpatrick		Sunday, June 9, 2024	<p>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.</p> <p>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.</p> <p>3. Page 47 -policy 4.2.2.2.5 Chickens is a bad idea and an invitation for conflict between neighbours.</p> <p>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.</p> <p>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</p>	<ol style="list-style-type: none"> 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.
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		<p>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.</p> <p>6. Page 49 – policy 4.2.2.4.4 Design. Same comment as # 4 above.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>10. This figure has been reduced by 12,000 sq.m. to acknowledge the removal of enclosed commercial space at the Seaway Mall.</p> <p>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.</p>
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			<p>area commercial space.” I am not sure that this is the correct size of the Mall after the demolition of the Target store.</p> <p>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)</p>	
Tia DeAgazio		Thursday, May 26, 2022	<p>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."</p>	<p>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.</p>
Councillor Graham Speck		Tuesday, March 28, 2023	<p>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.</p>	<p>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.</p> <p>Policy 5.1.2.2 now permits one sea can on Agriculturally Designated properties.</p>

<p>Highlights of Growing Welland Discussion (Nora Reid)</p>		<p>Thursday, March 24, 2022</p>	<p>What Welland is doing Well</p> <ul style="list-style-type: none"> • 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 <p>What Welland Could Do Better</p> <ul style="list-style-type: none"> • 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 	<p>Thank you for providing these comments. Per the second set of bullets:</p> <ul style="list-style-type: none"> • 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. <p>Planning processes are held in compliance with provincial policy and legislation. All planning decisions must be consistent with provincial policy.</p>
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			<p>urban design perspective as most of their time is spent on planning matters and yet they have no specific training in this area</p> <ul style="list-style-type: none"> • 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	<p>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</p>	<p>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.</p> <p>Policy 14.12.16.1 notes the requirement of a Heritage Impact Assessment where</p>

		<p>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:</p> <ol style="list-style-type: none">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.
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			<p>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.</p> <p>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.”</p> <p>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</p>	
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			<p>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.</p> <p>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</p>	
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<p>Mariane Vocal FERENCEVIC</p>		<p>Saturday, February 12, 2022</p>	<p>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</p>	<p>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</p>
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		<p>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</p>	
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			<p>*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?</p>	
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<p>Mariane Vocal Ferenčević</p>		<p>Saturday, February 12, 2022</p>	<p>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</p>	<p>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.</p> <p>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.</p> <p>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.</p>
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			<p>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.</p>	
Tia DeAgazio		Monday, January 31, 2022	<p>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).</p>	<p>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.</p> <p>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%.</p>

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 Minister 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.
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<p>Nora A. Reid, M.A.</p>		<p>Tuesday, March 8, 2022</p>	<p>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.</p> <ul style="list-style-type: none"> • 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”. 	<p>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.</p> <p>Lands to the east of the Regional Growth Centre, along East Main Street, are also identified as Strategic Intensification Areas.</p> <p>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.</p> <p>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.</p> <p>Additional policies related to designated buildings are provided in Section 9.2 of the Plan.</p>
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			<ul style="list-style-type: none">• 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	
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			<p>and/or to King Street south of the Museum (third block of King Street southward from the Museum at 140 King) to Lincoln Street.</p> <ul style="list-style-type: none">• 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	
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			<p>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.</p>	
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Eleanor Protz		Thursday, March 24, 2022	Niagara Region needs to keep its Agricultural land!	Thank you for your comment.
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Travers Fitzpatrick		Tuesday, June 11, 2024	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>1) Change made. Allocations for this designation are minimums.</p> <p>2) Change made</p> <p>3) No action required</p> <p>4) Policy updated to reference archaeological provisions.</p> <p>5) Policy has been updated to not specify timeframe</p> <p>6) Policy has been updated to include City discretion.</p> <p>7) No action required.</p> <p>8) No action required.</p> <p>9) No action required.</p> <p>Policies updated</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	
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			<p>especially where there are very specific numerical provisions are enumerated.</p> <p>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.</p>	
Chris Paley Builtup Developments Inc. Niagara HP Properties Inc.	4999 Victoria Ave, Niagara Falls, L2E 4C9	Wednesday, June 12, 2024	<p>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.</p> <p>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.</p>	The features for each site have since been removed per the Environmental Studies.

Travers Fitzpatrick		Thursday, June 20, 2024	<p>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.</p> <p>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.</p>	<p>Thank you for this suggestion. This policy has been updated. Suggestions for increased heights would be considered through updating the Zoning By-law</p>
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Tia DeAgazio		Tuesday, July 16, 2024	<p>The City of Welland needs to take people with disabilities into consideration.</p> <p>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?</p> <p>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?</p> <p>It was said that senior citizens don't drive, well, yes we do.</p>	<p>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.</p> <p>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.</p>
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.

<p>Tim D'Anna</p>		<p>Thursday, August 15, 2024</p>	<p>In general, the plan is thorough and ambitious.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>You should send out a survey with all these objectives to Welland residents to see which ones they align with.</p> <p>Great work to the document writer.</p> <p>Section</p> <p>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?</p> <p>Section 2.2.2 iv. - What is "positive change"? Who does the change benefit?</p> <p>Section 2.2.2 vi. - What are "times of transition"?</p> <p>Section 2.2.2 viii. – What is "mode share"?</p> <p>Section 2.3.1 - Does this include building new schools in areas where population density is rising? Or just building portables?</p> <p>Section 2.3.2 iii. - How will promoting improved access to housing improve Welland?</p> <p>Section 2.3.2 v. - How? Will you tell builders what to build? Not a good strategy.</p> <p>Section 2.3.2 vi. - Have you asked the people of Welland</p>	<p>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.</p> <p>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.</p>
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		<p>Section 2.6.2 xi. - There should be specific emphasis on sport and leisure.</p> <p>Section 2.8.2 iv. – But we will put Wellanders first, right?</p> <p>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.</p> <p>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?</p> <p>Section 4.2.1.4 - How do you plan a development based in citizen "abilities"? How does a builder do this? This is hogwash.</p> <p>Section 4.2.2.2.5 - Why four chickens? What an arbitrarily tiny number.</p> <p>Section 4.2.3.10 ix. - What incentives? Why are my taxes paying for others' homes?</p> <p>Section 7.1.7 - What incentives? Why are my taxes paying for others' homes?</p> <p>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?</p> <p>Section 7.1.12 - his is hogwash. How will the we we design parks or open spaces affect climate change? Who wrote this hogwash?</p>	
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		<p>Section 8.1.1 – How? Will you improve traffic signals/reduce traffic congestion?</p> <p>Section 8.1.4 - this is a bad idea. Did you ask Welland citizens if they'd want this?</p> <p>Section 8.1.6 – This should be 8.1</p> <p>Section 8.2.6 - Why do new neighbourhoods have zero mature trees? Clearly this isn't being followed.</p> <p>Section 9.2.1 – and Italians?</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>Section 10.2.3.6 - This is dumb. Waste of resources. People will want to drive, they like the freedom. This isn't Toronto.</p> <p>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</p>	
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			<p>families with multiple kids? grocery shopping? Going to the zoo?</p> <p>Section 14.10.5.1 - Why are my tax dollars going towards other people's mortgages? Or to builders?</p> <p>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?</p> <p>https://www.cbc.ca/news/canada/edmonton/broke-and-broken-report-says-canada-s-public-transit-in-critical-funding-state-1.7296940</p>	
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<p>Giuseppe Ferreri</p> <p>The Biglieri Group - on behalf of SmartCentres</p>		<p>Tuesday, August 13, 2024</p>	<p>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</p>	<p>The Eastern Approach designation has since been updated to Regional Shopping Node – Eastern Approach.</p> <p>Market Impact Studies are no longer provided for in this designation specifically and will be considered on a case-by-case format.</p>
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			<p>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</p>	
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			<p>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.</p>	
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<p>The Biglieri Group - on behalf of 2599587 Ontario Ltd.</p>	<p>289 Daimler Parkway</p>	<p>Thursday, August 15, 2024</p>	<p>The Biglieri Group Ltd. (TBG) is the land use 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’</p> <p>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 the overpass not being needed from a traffic perspective, our other concern with the potential</p>	<p>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.</p> <p>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.</p>
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		<p>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.</p> <p>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.</p>	
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		<p>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 adopted and in full.</p> <p>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</p>	
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			<p>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.</p>	
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<p>Zelinka Priamo Ltd. - on behalf of CP REIT Ontario Properties Limited</p>		<p>Friday, August 16, 2024</p>	<p>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 further review 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:</p> <p>1. Policy 4.4.2.3.3 provides that maximum heights for the Regional Shopping Node are 16 storeys. In addition to</p>	<p>1. 16 storeys was determined to be an appropriate height. The current Plan did not permit residential uses in this designation.</p> <p>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 primarily commercial function of the Regional Shopping Node.</p> <p>3. 4.4.2.3.3 has been updated.</p> <p>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.</p> <p>9.3.2.1 has been updated</p> <p>9.3.2.5 Staff disagree with this interpretation. This policy is currently written to suggest that some form of impact may be acceptable.</p> <p>10.2.1.2 Staff suggest no change</p> <p>14.18.2 (Now 14.17.2) has been updated.</p>
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			<p>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 a maximum 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.</p> <p>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:</p> <p>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;</p> <p>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</p>	
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			<p>building be a mix of uses. Similar wording exists in Policy 4.4.2.3.2.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	
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			<p>complimentary to and emphasize the existing character of the street.” We suggest an 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.</p> <p>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.</p> <p>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.</p> <p>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</p>	
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			<p>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.</p> <p>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.</p>	
<p>Lee Carr Executive Director Welland Downtown BIA</p>		<p>Friday, August 16, 2024</p>	<p>Consult "Comments for SGL" folder in the Extended Comments Section of Appendix II.</p>	<p>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</p>

				<p>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.</p> <p>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</p>
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				<p>support reinvestment, revitalization, and economic development objectives.</p> <p>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.</p>
<p>Joe Tomaino - Upper Canada Consultants</p>		<p>Friday, August 16, 2024</p>	<ul style="list-style-type: none"> • Chapter 12 -Northwest Secondary Plan <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> - 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.

			<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> - 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. <p>6.9.2v has been updated.</p>
<p>Biglieri Group - on behalf of Ambria (First-Welland) Ltd.</p>		<p>Tuesday, August 20, 2024</p>	<p>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</p>	<p>Noted – thank you</p>

			<p>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.</p>	
Ennio Paola		<p>Sunday, August 25, 2024</p>	<p>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</p>	<p>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.</p> <p>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.</p> <p>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.</p>

			<p>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</p>	
<p>Myriam Mccombs Mimi Seredine</p>		<p>Tuesday August 27, 2024</p>	<p>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</p>	<p>Noted – no action</p>

			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] [REDACTED] ...sooo your official plan is lies lies lies	
William Heikoop	Upper Canada Consultants	Tuesday, September 10, 2024	<p>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:</p> <p>“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.”</p>	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	<p>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.</p> <p>Great plans! Thank you.</p>	Noted – thank you
Ennio Paola		Monday, September 9, 2024	<p>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).</p> <p>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.</p> <p>As a reminder: previous concerns:</p> <p>Democracy: Respect and Community Voices</p> <p>Full Transparency in decision making - from: LiveStream to: Minutes</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p>

		<p>New questions & on-going concerns</p> <p>1. Under Democracy and Transparency — Made In Welland ?</p> <p>Q. Why does Welland not create a “Made In Welland” “City of Welland Official Plan” for its citizens?</p> <p>Re: “Draft:City of Welland Official Plan”</p> <p>The document’s cover announces the “City of Welland Official Plan”, Prepared by:</p> <p>SGL Planning and Design Inc. in association with GEI Consultants, Inc., and urban metrics inc.</p> <p>Comparing the City of Welland’s Mission Statement to that of SGL Planning and Design Inc.</p> <p>City of Welland published Mission Statement:</p> <p>“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.”</p> <p>SGL Planning and Design Inc. published Mission Statement:</p> <p>“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.”</p> <p>Both, City of Welland and SGL Planning make similar points in reaching their final destination.</p>	<p>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.</p>
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			<p>...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.</p> <p>City of Welland, democratically elected officials; the people’s voice and people’s representatives.</p> <p>vs. SGL Planning and Design Inc., (SGL) a fully integrated planning and design business firm.</p> <p>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.</p> <p>Then again, the “City of Welland Official Plan” (Revised: November 4, 2019) was published under: Dillon Consulting Company.</p> <p>Looking forward to our children’s, children’s, child ...</p> <p>... 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.</p> <p>So BIG QUESTIONS as the current Draft process continues:</p>	
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			<p>Will a published "Made In Welland" Mission Statement be forthcoming on an updated "City of Welland Official Plan"?</p> <p>Will Land Rights be addressed and published?</p> <p>or</p> <p>Re: Land Rights and "City of Welland Official Plan"</p> <p>Are tax payers and land owners to refer to what is left unwritten re: Land Rights?</p> <p>United Nations Universal Declaration of Human Rights?</p> <p>In 1948, Canada signed the United Nations Universal Declaration of Human Rights, Article 17 which reads:</p> <p>"Everyone has the right to own property alone as well as in association with others."</p> <p>Province of Ontario, Bill 190, Property Rights and Responsibilities Act, 2009</p> <p>Rights and responsibilities</p> <p>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."</p> <p>Act and the Human Rights Code to enhance the protection that Ontario law gives to owners of property, whether real or personal.</p>	
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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
- sheer 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

			<p>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.</p> <p>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:</p> <p>greater air quality and air circulation,</p> <p>afford smart shared “right of way” alleys for all adjacent neighbours and neighbourhoods</p> <p>creates easier access by first responders and emergency services to navigate and reduce emergency response times.</p> <p>Attached are photos of Recife, Brazil where I first learned that this planning model is mandated in all new builds.</p> <p>“Everything changes once you put your eye to it.”</p> <p>9. Arts, Culture & Design</p> <p>As a life long classically trained composer —</p> <p>working extensively in educational Collaborative Arts settings and scenarios,</p> <p>this chapter holds the most interest in my studios participation in the sharing of ideas, information and programming initiatives.</p>	
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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

			<p>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:</p> <ul style="list-style-type: none">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; andiv. Encourage the implementation of temporary public art, murals, and interactive displays with the potential for them to become permanent. <p>9.3.4 Public Art</p> <p>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.</p> <p>MADE IN WELLAND</p> <p>Networking: Arts and Cultural partnerships with Made In Welland sectors; as well as local schools, Niagara College, Brock University etc. — possible?</p> <p>Re: Engage Welland Meeting, Sept 19/24 ...</p>	
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			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 the Fox Estate Residents ?? Your Plan shows that it will ENSURE Protection for stable residential areas from "Inappropriate change" and will encourage strategies, 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 Hierarchy, 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-1 Residents 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.

			<p>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...</p>	
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<p>Carolyn Fast</p>	<p>Not provided</p>	<p>Thursday, September 19, 2024</p>	<p>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</p> <p>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</p> <p>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?</p> <p>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</p>	<p>Thank you for providing your comments.</p> <p>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.</p> <p>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.</p> <p>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</p>
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		<p>6.3.5 & 6.3.6 6.3.9 6.3.15 6.3.16</p> <p>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 repealed or changed. We need to protect Conservation Areas so how are we doing that?</p> <p>6.3.19 6.3.21 6.3.22 6.3.25, 26 & 27</p> <p>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</p> <p>6.3.30</p>	<p>dedication, planning studies, and development-related requirements.</p> <p>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.</p> <p>Consider these</p>
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			<p>6.3.34 6.3.40 6.5.2 6.5.14 6.6 6.6.1</p> <p>replace "may consider compensation" with "will require compensation"</p> <p>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 buffer zones. Very important to mitigating climate change.</p> <p>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.</p> <p>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.</p>	
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		<p>CH 7- OPEN SPACE & REC</p> <p>7.1.6 Do we have a waterway plan?</p> <p>7.1.7 Add this back in</p> <p>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.</p> <p>7.1.11 Support needs to be defined- too ambiguous.</p> <p>7.1.12 The city will prioritize initiatives that (need to be decisive)</p> <p>7.2.1.2 Environmental conservation and parks should go hand in hand</p> <p>7.2.1.6 II Universal building designs should be the status quo</p> <p>7.2.1.6 IX There needs to be some governing oversight re golf courses</p> <p>7.2.1.10 Region should be consulted</p> <p>7.3.1.3 Yes- a condition of development needs to be land that is set aside for parks/conservation</p> <p>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?</p> <p>7.5.2 Why are we replacing the word waterway with corridor?</p> <p>7.5.7 Community trails strategy needs to ensure that existing trees are not being removed for trails!</p> <p>CH 8 CLIMATE CHANGE</p> <p>8.1.1 Needs to be more specific. How are we managing/reducing the reduction of greenhouse gas emissions?</p> <p>8.2.1 Language needs to be stronger- not may but will</p>	
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			<p>establish clean air initiatives...that address and mitigate the impact of climate change</p> <p>8.2.2 Expand green infrastructure</p> <p>8.2.3 Not should...will develop</p> <p>8.2.4 Who is developing the Green Development Strategies?</p> <p>8.2.6 Not may include but will include a tree canopy policy and targets.</p> <p>8.2.7 Remove generally</p> <p>CH 11 INFRASTRUCTURE & UTILITIES</p> <p>11.1.1 Re Land designated- what land- be specific</p> <p>11.2.4 Re appropriately landscaped- this needs to prioritize the protection and retention of natural vegetation and existing trees</p> <p>11.2.6.5 & 11.2.6 Again, not a consideration but facilities will be designed to reduce energy consumption and greenhouse gas emissions</p> <p>11.2.7.4 Remove where appropriate</p> <p>11.2.7.7 Guidelines need to be put in here to replace what was removed</p> <p>11.2.10 Adjacent lands need to be included</p> <p>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.</p> <p>CH 12 NORTHWEST SECONDARY PLAN</p> <p>12.4.1.4 V Remove wherever possible</p> <p>12.4.2.4 V Remove wherever possible</p>	
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			<p>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 effective 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.</p> <p>12.4.8 V & VI Duplication here</p> <p>12.5.1 New developments must show how they are going to incorporate green technology and sustainability</p> <p>12.5.1 II 12.5.1 IV</p> <p>Need to prioritize not encourage and this should not be determined by the development process Not should- will</p> <p>CH 13- AREA SPECIFIC POLICIES 13.2.4.1</p> <p>Not consider- will follow</p> <p>CHAPTER 14- IMPLEMENTATION 14.3.2 14.12.2.1</p> <p>14.12.4.1 14.12.4.3 II & IV 14.12.5.2 14.12.17.1</p>	
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			<p>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</p> <p>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 Official Plan. I don't see reflection of the research that was provided in the Official 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.</p> <p>Carolyn Fast</p>	
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Tia DeAgazio	not provided	Monday, September 9, 2024	<p>Hello GAC members:</p> <p>Here are my comments regarding Chapter 6 of the draft official plan for discussion at today's meeting:</p> <p>6.1.2. I like the addition of "will" instead of "aims to", as "will" is much stronger legal language.</p> <p>6.1.6. for discussion re LIV item that removes mature trees on City property.</p> <p>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?)</p> <p>6.3.3 (v) "unless there is no alternative" and "cannot be avoided" are loopholes that negates other clauses.</p> <p>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".</p> <p>6.3.5 and 6.3.6 have been removed. Where are these items covered?</p> <p>6.3.9. We need to put this back in.</p> <p>6.3.11 was removed. Where else is this covered?</p> <p>6.3.15 Allows for development within the Natural Heritage System?</p>	<p>Thank you for providing your comments.</p> <p>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.</p> <p>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.</p> <p>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</p>
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		<p>Table 6.1 (page 110). In this in compliance with, or does it exceed Regional regulations?</p> <p>6.3.17 (i). Remove this</p> <p>6.3.19 add "independent" to all studies</p> <p>6.3.21 remove "a portion of" This entire paragraph is problematic.</p> <p>6.3.22 Why was this section removed? We are now allowing development in the Natural Heritage System.</p> <p>Figure 6.1 where is the replacement chart for this?</p> <p>6.3.25 and 6.3.26 removal of ANSIs ?</p> <p>6.3.27. Natural Heritage Corridors are required to maintain wildlife</p> <p>6.3.30 replace "may consider compensation" with "will require compensation"</p> <p>6.3.34 replace "are encouraged to use native plant species" with "are required to use native plant species".</p> <p>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"</p> <p>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,</p>	<p>dedication, planning studies, and development-related requirements.</p> <p>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 (MNR) 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.</p>
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			<p>then we risk poisoning our water.</p> <p>6.5.12 needs clarification for me</p> <p>6.5.14. This was removed and we need it. Very important.</p> <p>6.6.1 Why were these targets removed?</p> <p>6.6.3. why was section (i) removed?</p> <p>6.6.6 replace "are encouraged" with "are required"</p> <p>6.7 Where did this section go?</p> <p>6.8.3. replace "may require" with "will require"</p> <p>6.9.1. why was "and the Region of Niagara" removed?</p> <p>6.9.2. is the title Hazard Land or Hazardous Land?</p> <p>Thanks!</p> <p>Tia</p>	
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<p>Joe Schonberger</p>	<p>372 Darby RR #1 Port Robinson</p>	<p>Thursday, September 19, 2024</p>	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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 	<p>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.</p> <p>Policy regarding further tree protection is being considered through the City's forestry guidelines.</p> <p>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.</p>
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			<p>trucks haul fill to neighbouring Municipalities who don't want it either.</p> <ul style="list-style-type: none">• 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. <p>Thank you for the time taken to read this. It is hoped that you found it helpful.</p>	
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<p>Nicholas Rimar</p>		<p>Friday, September 20, 2024</p>	<p>I would like to add my comments on the proposed official plan for the city of Welland.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p>
<p>Nora Reid, Secretary City of Welland Heritage Advisory Committee</p>	<p>City of Welland Heritage Advisory Committee</p>	<p>February 19, 2025</p>	<p>The City of Welland Heritage Advisory Committee has asked me to submit the following comment for the Official Plan update on their behalf:</p> <p>“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</p>	<p>Added a related policy to 2.7.2</p>

			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	<p>CH 2-COMMUNITY STRATEGIC DIRECTION</p> <p>2.5. XI,XII Stronger language needed</p> <p>2.5.XIV Including natural solutions to invasive species</p> <p>2.6.2 IX In compliance with OADA</p> <p>CH 3- GROWTH MANAGEMENT POLICIES</p> <p>3.5.2 IV Language needs to be stronger</p> <p>3.5.2.XV Articulate how we will protect crops, grasslands</p> <p>CH 5-AGRICULTURAL&REC USE</p> <p>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?</p> <p>CH 6- NATURAL ENVIRONMENT</p> <p>6.1.2 Will – stronger language needed here</p> <p>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.</p>	<p>Thank you for providing your comments.</p> <p>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.</p> <p>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.</p> <p>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</p>

		<p>6.3.3 II Need to have an independent assessment by someone who is respected in the field.</p> <p>6.3.3 V Loopholes here- again the language is not strong enough</p> <p>6.3.3 VI Again- no alternative or cannot be avoidant is a loop hole – needs to be stronger language here</p> <p>6.3.3 VII</p> <p>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.</p> <p>6.3.9 We need to put back what was crossed out here</p> <p>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.</p> <p>6.3.16 We need to protect Conservation Areas so how are we doing that?</p> <p>6.3.19 Again we need independent studies here by people who are respected in their field</p> <p>6.3.21 What are we putting in to replace what was removed? Natural Heritage Corridors are diverse areas and need protection.</p> <p>6.3.22 What are we doing to protect these areas? Again, just because the province doesn't mandate it doesn't</p>	<p>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.</p> <p>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.</p>
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			<p>negate our responsibility and duty to be good stewards and protect these areas.</p> <p>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</p> <p>6.3.30 replace "may consider compensation" with "will require compensation"</p> <p>6.3.34 replace "are encouraged to use native plant species" with "are required to use native plant species"</p> <p>6.3.40 This is problematic and should not be considered in Environmental Conservation Areas of adjacent lands</p> <p>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.</p> <p>6.5.14 This needs to be put back in place.</p> <p>6.6 Need to keep natural vegetation and wildlife in title</p> <p>6.6.1 Need to name targets re forest cover and wetlands and buffer zones. Very important to mitigating climate change.</p>	
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			<p>6.6.3 We need a tree cutting bylaw</p> <p>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.</p> <p>6.6.6 I think this needs to be added back in.</p> <p>6.8.3 This needs to be put back in.</p> <p>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.</p> <p>CH 7- OPEN SPACE & REC</p> <p>7.1.6 Do we have a waterway plan?</p> <p>7.1.7 Add this back in</p> <p>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.</p> <p>7.1.11 Support needs to be defined- too ambiguous.</p>	
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			<p>7.1.12 The city will prioritize initiatives that (need to be decisive)</p> <p>7.2.1.2 Environmental conservation and parks should go hand in hand</p> <p>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</p> <p>7.2.1.10 Region should be consulted</p> <p>7.3.1.3 Yes- a condition of development needs to be land that is set aside for parks/conservation</p> <p>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?</p> <p>7.5.2 Why are we replacing the word waterway with corridor?</p> <p>7.5.7 Community trails strategy needs to ensure that existing trees are not being removed for trails!</p> <p>CH 8 CLIMATE CHANGE</p> <p>8.1.1 Needs to be more specific. How are we managing/reducing the reduction of greenhouse gas emissions?</p> <p>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</p>	
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			<p>8.2.2 Expand green infrastructure</p> <p>8.2.3 Not should...will develop</p> <p>8.2.4 Who is developing the Green Development Strategies?</p> <p>8.2.6 Not may include but will include a tree canopy policy and targets.</p> <p>8.2.7 Remove generally</p> <p>CH 11 INFRASTRUCTURE & UTILITIES</p> <p>11.1.1 Re Land designated- what land- be specific</p> <p>11.2.4 Re appropriately landscaped- this needs to prioritize the protection and retention of natural vegetation and existing trees</p> <p>11.2.6.5 & 11.2.6 Again, not a consideration but facilities will be designed to reduce energy consumption and greenhouse gas emissions</p> <p>11.2.7.4 Remove where appropriate</p> <p>11.2.7.7 Guidelines need to be put in here to replace what was removed</p> <p>11.2.10 Adjacent lands need to be included</p> <p>11.2.12 Not will consider but the city will consult and collaborate with members/stakeholders of the First</p>	
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			<p>Nations because we stand with and promote the wise stewardship of the First Nations people.</p> <p>CH 12 NORTHWEST SECONDARY PLAN</p> <p>12.4.1.4 V Remove wherever possible</p> <p>12.4.2.4 V Remove wherever possible</p> <p>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.</p> <p>12.4.8 V & VI Duplication here</p> <p>12.5.1 New developments must show how they are going to incorporate green technology and sustainability</p> <p>12.5.1 II Need to prioritize not encourage and this should not be determined by the development process</p> <p>12.5.1 IV Not should- will</p> <p>CH 13- AREA SPECIFIC POLICIES</p> <p>13.2.4.1 Not consider- will follow</p> <p>CHAPTER 14- IMPLEMENTATION</p> <p>14.3.2 What about groundwater?</p>	
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			<p>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</p> <p>14.12.4.1 Put in consultation with city back in</p> <p>14.12.4.3 II & IV Remove where appropriate and where possible. Not strong enough language</p> <p>14.12.5.2 Still think we need to consult with experts such as a biologist and NPCA</p> <p>14.12.17.1 Negative impacts need to be considered</p> <p>Outstanding Questions:</p> <p>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?</p> <ul style="list-style-type: none"> • Other policies to consider implementing/referencing in the Plan – The Region's <p>Woodland Policy, Environmental Assessment Act, Green Energy Act</p> <p>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.</p>	
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

			<p>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?</p> <p>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?</p> <p>Good luck with both your long and short term plans to make Welland a proud place to live in.</p>	<p>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.</p>
Pat Rocca	684 Niagara St	October 31, 2025	<ol style="list-style-type: none"> 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 	<p>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.</p> <p>With respect to zoning, the lands on the east side of Niagara Street were originally identified for inclusion in the</p>

			<p>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.</p> <p>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?</p>	<p>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.</p>
Kiron Bondale	47 Melissa Crescent		<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Section 2.6 Speaks to creating a Safe, Healthy, and Accessible 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

			<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • <i>We support the proposed Urban Area land expansion into the settlement area.</i> • <i>We would like to join all the land owners group for the secondary plan.</i> 	Noted- Thank you for your comments
Sean Neamtu	559 Lyons Creek Road, Welland	November 20, 2025	<ul style="list-style-type: none"> • 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,

				<p>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.</p> <p>It has been determined the subject lands are serviceable. The City will be servicing the subject lands.</p>
Peter Tulumello	524 Buchner Road, Welland	November 20, 2025	<ul style="list-style-type: none"> • No rezoning agricultural lands into light industrial • No more grow-ops for Cooks Mills 	<p>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.</p> <p>Uses for the proposed lands have not yet been determined.</p>

<p>Jim Fazzari</p>	<p>244 Gadsby Ave, Welland</p>	<p>November 20, 2025</p>	<ul style="list-style-type: none"> • 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. 	<p>1) Transportation – The Niagara Region currently provides Transit Services to Welland.</p> <p>2) Parking – The OP does not establish specific parking numerical requirements. Accordingly, this comment should be addressed through the Zoning By-law Update.</p> <p>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 off the OP's Projections to identify infrastructure needs.</p> <p>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.</p> <p>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</p>
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				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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 	<p>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.</p> <p>Thank you for your comment. This can be considered should the City initiate a City Wide Sustainability Plan.</p>

				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	<ul style="list-style-type: none"> 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

			<p>clarity to ensure we fully understand the facts regarding the potential development of these properties.</p> <p>Could you please provide information on the following:</p> <ul style="list-style-type: none"> • 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? <p>Thank you for your time and for addressing these important questions. We appreciate your attention to this matter.</p>	<p>Yes, please attend the open house and statutory public meeting, you can also submit your comments in writing.</p> <p>The City has a very limited supply of vacant industrial land that is available for industrial development.</p> <p>The lands were originally designated Future Employment Lands by the Niagara Region and this was done through a public process.</p> <p>We have consulted with the NPCA as part of a Pre-Consultation Process, we will do an environmental impact study as part of the subdivision process which will come sometime in 2026.</p>
Sean Neamtu via email	Sean Neamtu	November 17, 2025	<p>Thank you for attempting to provide clarification regarding the recent land acquisitions. I would appreciate further details on the following points:</p> <ol style="list-style-type: none"> 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? 	<ol style="list-style-type: none"> 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

			<p>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?</p> <p>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?</p> <p>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?</p> <p>I would greatly appreciate your clarification on these questions to better understand the City's process and planning considerations.</p>	<p>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.</p> <p>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.</p> <p>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.</p>
Peter Tulumello	524 Buchner Road	August 30, 2025	<p>Can you tell me when you consulted my neighbours and I, with respect to rezoning agricultural land on Buchner Road into industrial land.</p> <p>Shall I take this to the province for their perspective on your duty to consult?</p>	<p>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.</p>

			<p>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.</p>	<p>However, the Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>The City is currently in the process of updating its Official Plan, during which changes to land use designations will be considered.</p> <p>To stay informed or participate in the process, please visit the project engagement page at: https://engagewelland.ca/city-of-welland-official-plan-update</p> <p>If you'd like, I can add you to our notification list to receive updates as the project progresses.</p>
Peter Tulumello	524 Buchner Road	September 8, 2025	<p>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</p>	<p>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.</p> <p>Please see below with respect to City Freedom of Information Requests. https://www.welland.ca/clerks/FOI.asp</p>

		<p>decision to purchase the land, Council has already made a decision to proceed with rezoning.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p> <p>Mayor and Council should be ashamed with all the people</p>	<p>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.</p> <p>The City's policy on the sale of City-owned land is available in the below link. https://www.welland.ca/bylaws/Polices/SER-013-0011.pdf</p> <p>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.</p> <p>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</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p>
Marsha Rempel		July 8, 2022	<p>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</p>	<p>It has been determined that the City requires more Employment Lands. Removal of Employment Land will not be supported</p>

		<p>left as is when it is in your power to rezone it but once again I see the Gateway Economic designation remains.</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>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.</p>
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			<p>Environment, Parks Open Space and Tree Canopy all rated highly?</p> <p>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.</p> <p>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.</p>	
Eleanor Protz	57 Jefferson Court	October 12, 2021	<p>Official Plan Visioning</p> <p>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.</p> <p>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,</p>	<p>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.</p> <p>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</p>

		<p>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?</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>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.</p>
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			<p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p> <p>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.</p>	
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			<p>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.</p> <p>I was very disappointed that so few people registered to participate in the Virtual Public Information Meeting on September 29th.</p> <p>I thank you for the opportunity to express my views.</p>	
Travers Fitzpatrick, on behalf of Dorl Holdings/Seaway Mall	PO BOX 872, Fonthill Ontario, L0S 1E0	November 26, 2025	<p>The following comments are made on behalf of Dorl Holdings/Seaway Mall.</p> <ol style="list-style-type: none"> 1. Policy 4.4.1.6. Promote Opportunities for Mixed Use Development (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 	<ol style="list-style-type: none"> 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.

			<p>residential development adjacent to the Mall which could be adversely affected.</p> <p>3. Policy 6.3.4. Location of Natural Heritage System (pages 116 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
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<p>Daniel Branzea, Development Manager for Smart Centres</p>	<p>3200 Highway 7, Vaughan, Ontario, L4K 5Z5</p>	<p>November 21, 2025</p>	<p>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 complement one another to achieve a balanced and aesthetically pleasing built environment.</p> <p>Smart Centres Comment:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Due to these reasons, we are seeking more flexibility in this provision by modifying the words “should” to “be encouraged to”.</p>	<p>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”</p> <p>Policy 4.4.3.2 Balancing Supply and Demand has been updated.</p>
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<p>Zelinka Priamo Ltd. - Jonathan Rodger</p>		<p>November 24, 2025</p>	<p>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”).</p> <p>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.</p> <p>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.</p> <p>According to the October 2025 Draft OP, the subject lands are proposed to be identified as follows. The</p>	<ul style="list-style-type: none"> - 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
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			<p>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.</p> <p>At this time, our preliminary comments for the Draft Official Plan are as follows:</p> <p>1.</p> <p>New “Transitional Employment” Designation for 210 Primeway Drive and 790 River Road.</p> <p>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):</p> <p>“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.”</p> <p>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</p>	
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			<p>added back, unless alternative action is taken as outlined below.</p> <p>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:</p> <p>“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.”</p> <p>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.</p> <p>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).</p> <p>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</p>	
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			<p>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].”</p> <p>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.</p> <p>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.</p> <p>3. “Commercial” Designation for 158 Primeway Drive</p> <p>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”.</p> <p>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.</p> <p>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.”</p>	
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			<p>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.</p> <p>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.</p> <p>4.</p> <p>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</p>	
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		<p>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.”</p> <p>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.</p> <p>5.</p> <p>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.</p> <p>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</p>	
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			<p>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.</p> <p>6.</p> <p>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.</p> <p>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.</p> <p>We would welcome the opportunity to meet with Staff to discuss our comments further.</p> <p>Please kindly ensure that the undersigned is notified of any further meetings with respect to this matter, as well</p>	
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			<p>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.</p>	
<p>Connie McCutcheon</p>		<p>November 30, 2025</p>	<p>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.</p>	<p>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</p>

			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
Debbie White-Beattie	debbiewbd@yahoo.ca	November 30, 2025	<p>Hello</p> <p>I'm writing because I am firmly against the Industrial rezoning at 432 and 476 Ridge Road and request Council keep it Agricultural.</p>	<p>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</p>

			<p>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 !</p> <p>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.</p> <p>As someone who has seen many changes happen in Welland, I am dead set against any more building or changing of this area.</p> <p>There are other old closed down factories that the land can be used.</p> <p>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.</p>	<p>employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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<p>Amanda Radford</p>	<p>441 Ridge Rd Welland ON</p>	<p>November 30, 2025</p>	<p>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.</p> <p>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.</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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<p>Zelinka Priamo (Jonathan Rodger, Connor Wright – on behalf of Choice Properties REIT</p>	<p>821 Niagara Street</p>	<p>November 27, 2025</p>	<p>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”).</p> <p>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.</p> <p>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</p>	<p>1. 16 storeys was determined to be an appropriate height. The current Plan did not permit residential uses in this designation.</p> <p>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 primarily commercial function of the Regional Shopping Node.</p> <p>3. 4.4.2.3.3 has been updated.</p> <p>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.</p> <p>5. 9.3.2.1 has been updated</p> <p>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.</p>

			<p>provide further comments as required based on further review and subsequent draft releases.</p> <p>At this time, our preliminary comments for the Draft Official Plan are as follows:</p> <ol style="list-style-type: none">1. <p>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.</p>2. <p>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:</p><ol style="list-style-type: none">a. <p>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</p>	
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			<p>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.</p> <p>b.</p> <p>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.</p> <p>3.</p> <p>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</p>	
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			<p>to existing buildings and commercial infill buildings are permitted.</p> <p>4.</p> <p>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.</p> <p>5.</p> <p>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 an 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.</p> <p>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.</p>	
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			<p>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.</p> <p>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.</p> <p>We would welcome the opportunity to meet with Staff to discuss our comments further.</p> <p>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.</p>	
Amanda Kosloski	amanda@armstrongplan.ca	November 28, 2025	<p>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.</p> <p>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.</p>	<ul style="list-style-type: none"> • 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.

		<ul style="list-style-type: none">•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); <p>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).</p> <p>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).</p> <p>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</p>	
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		<p>believe both policies can be eliminated, and through this letter, would formally request that they be deleted.</p> <p>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.</p> <p>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.</p> <p>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</p>	
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			<p>too onerous and may limit the flexible and practical build-out of the block.</p> <p>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.</p> <p>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:</p> <ol style="list-style-type: none">1.Creating Complete Communities;2.Supporting a Vibrant Economy;3.Creating a Proud and Attractive City;	
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			<p>4. Providing a range of commercial uses in strategic locations and sizes;</p> <p>5. Promoting opportunities for mixed use development that supports a range of residential uses (including units at various price-points, tenure and size);</p> <p>6. Supporting local commercial uses that support daily or weekly convenience shopping and service needs of residents; and</p> <p>7. Supporting growth in an orderly and logical manner.</p> <p>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.</p> <p>We are available to review our request with municipal staff and look forward to your outreach.</p>	
Lise Denomme		December 1, 2025	<p>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</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant</p>

				<p>industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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

				<p>fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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

		<p>432 and 476 Ridge Road, Cook's Mills, Welland, to Light Industrial use.</p> <p>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:</p> <ul style="list-style-type: none"> * 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. <p>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.</p> <p>Thank you for your time and consideration on this critical matter.</p> <p>(Attached letter from PDF)</p> <p>Subject: Formal Opposition to the Proposed Official Plan Amendment and Zoning Change (Agricultural to Light</p>	<p>employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>Industrial) in Cook's Mills (432 and 476 Ridge Road, Welland)</p> <p>To the Mayor, Members of Council, and City Staff:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I. Protection of Agricultural Sovereignty and Fiscal Responsibility</p> <p>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.</p>	
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			<ul style="list-style-type: none">● 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. <p>II. Preservation of the Cook's Mills Rural Lifestyle and Safety</p> <p>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.</p> <ul style="list-style-type: none">● 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	
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			<p>would create a severe, unacceptable safety hazard for our residents.</p> <ul style="list-style-type: none">● 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. <p>Conclusion and Demand</p> <p>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.</p> <p>I formally request that the Welland City Council either:</p> <ul style="list-style-type: none">● Reject the proposed Official Plan amendment and zoning change outright, OR	
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			<ul style="list-style-type: none"> • Amend the Official Plan to ensure the permanent protection of these lands as Agricultural. <p>I trust the Mayor and Council will prioritize long-term food security, fiscal prudence, and the preservation of our</p> <p>(Family connection: Cook's Mills resident since the late 1800s)</p>	
<p>Doug Disher</p>	<p>590 Buchner Road Welland, Ontario L3B5N4</p>	<p>December 4, 2025</p>	<p>I am writing this as a response to the proposed rezoning of agricultural/green space land to industrial.</p> <p>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.</p> <p>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.</p> <p>This begs a question? Who pays for the development? The provincial government thinks taxpayers should pay and not the developers.</p> <p>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?</p> <p>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</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p>

			<p>government representing us. Is this really the best all this government can do? Let's not swing 180 without giving some serious thought.</p> <p>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.</p> <p>The prospect of 18 serviced lots and the costs that they consume, are no sure thing compared to what we will lose for sure.</p> <p>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.</p> <p>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.</p>	<p>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.</p>
Peter Tulumello	524 Buchner Road	December 1, 2025	<p>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.</p> <p>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</p>	<p>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</p>

		<p>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.</p> <p>We need to protect the farmlands in our community, rather than contribute to their demise.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>shouldn't assume those residual benefits for the properties that span Ridge and Buchner Roads.</p> <p>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.</p> <p>I vehemently oppose the community plan as it pertains to rezoning agricultural land into industrial lands.</p>	
Heather Fyfe	590 Buchner Road	December 5, 2025	<p>Re proposed official amendment and zoning change from agricultural to light industrial 432 and 476 Ridge Rd. welland</p> <p>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!</p> <p>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</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road</p>

		<p>owls, but fortunately that practice has been discontinued and they live their lives without disturbance.</p> <p>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.</p> <p>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?</p> <p>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</p>	<p>near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>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?</p> <p>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.</p> <p>Heather Fyfe proud resident</p>	
Amanda Janssen	Buchner Rd	December 8, 2025	<p>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.</p>	<p>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.</p>

			<p>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.</p> <p>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.</p> <p>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.</p>	<p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			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.	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>Moreover, the City's current Official Plan (Policy 2.4.2 vi.) states that the City will support and promote the growth of</p>

				<p>transportation and logistics and the advanced manufacturing sector by strategically locating employment lands in close proximity to the Highway 406 and Highway 140 corridors.</p>
<p>Rob Diermair</p>	<p>496 Buchner Road Welland 905-714-3502</p>	<p>December 8, 2025</p>	<p>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.</p> <p>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.)</p> <p>The proposed changes to the Official Plan and the proposed development on the lands speculatively purchased by the City of Welland are unacceptable.</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road</p>

		<p>My main concerns are as follows:</p> <p>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?</p> <p>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?</p> <p>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</p>	<p>are provided in the associated staff report.</p> <p>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.</p>
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			<p>to the City deciding to purchase this property for commercial/industrial development? Again, no one knows.</p> <p>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.</p> <p>While I agree with, and support initiatives to bring investment and employment opportunities to Welland, a simple desktop exercise quickly reveals:</p> <ul style="list-style-type: none">- 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. <p>That's 300+ acres. 300+ acres in the existing corridor.</p> <p>Still not enough land? Then, please refer to the City of Welland's inventory of brown field lands.</p> <p>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.</p>	
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		<p>The Way Forward - Putting the Brakes On and Correcting the Error</p> <ul style="list-style-type: none">- 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. <p>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.</p>	
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Adam Janssen		December 8, 2025	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>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.</p> <p>Sincerely,</p> <p>Adam Janssen</p> <p>Owner and Resident of Eagle Wing Ranch on Buchner Road, Welland.</p>	
<p>Karen Head and Clyde Head</p>	<p>783 Schisler Crescent Welland 905.964.3150</p>	<p>December 9, 2025</p>	<p>I strongly object to the proposed Industrial zoning at 432 and 476 Ridge Road and ask Council to deny the amendment.</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road</p>

				<p>are provided in the associated staff report.</p> <p>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.</p>
Robbin Corry		December 9, 2025	<p>I oppose the rezoning of 432 and 476 Ridge Road to Industrial and urge Council to reject it.</p> <p>Please vote against the Industrial rezoning at 432 and 476 Ridge Road, which is unsafe and inappropriate for Cook's Mills.</p> <p>I strongly object to the proposed Industrial zoning at 432 and 476 Ridge Road and ask Council to deny the amendment.</p> <p>Industrial development at 432 and 476 Ridge Road is unsuitable and unsafe—please reject this rezoning.</p> <p>I am firmly against the Industrial rezoning at 432 and 476 Ridge Road and request Council keep it Agricultural.</p> <p>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,</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road</p>

			<p>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.</p> <p>Please do NOT do this.</p>	<p>are provided in the associated staff report.</p> <p>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.</p>
Jessica LaHay		December 9, 2025	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> * 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. 	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road</p>

			<p>* The destruction of the rural lifestyle, local environment, and safety risks posed by a potential 800-car increase on our non-sidewalk roads.</p> <p>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.</p> <p>Thank you for your time and consideration on this critical matter.</p>	<p>near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
Tia De Agazio		December 9, 2025	<p>I am writing to voice my objection to the City of Welland's plan to re-zone agricultural land along Hwy. 140 to industrial.</p> <p>I feel that the bigger plan to convert that area to an industrial corridor is a misguided one, now more than ever.</p> <p>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.</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant</p>

			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Our future generations will thank you.</p>	<p>industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
Elaine Anderson	195 Leaside Drive Welland, ON L3C 6N4	December 9, 2025	<p>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.</p> <p>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</p>	<p>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</p>

			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>It is disheartening that the City of Welland does not see the value in farmland and that the quiet community of</p>	<p>fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>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.</p> <p>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.</p>	
Dupuis Family (David)	770 Ridge Road, Welland	December 9, 2025	<p>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.</p> <p>Welland already has numerous vacant lots that are properly zoned for light industrial use.</p> <p>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?</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road</p>

		<p>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?</p> <p>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.</p> <p>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.</p> <p>Thank you for your time, your service, and your thoughtful reconsideration.</p> <p>Sincerely, Dupuis Family</p>	<p>are provided in the associated staff report.</p> <p>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.</p>
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<p>Sabrina Milan</p>	<p>770 Ridge Rd</p>	<p>December 9, 2025</p>	<p>Subject: Opposition to Rezoning Agricultural Lands to Industrial</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>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?</p> <p>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?</p> <p>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?</p> <p>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</p>	
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			<p>our property taxes accordingly? Residents deserve clarity on how the financial consequences to homeowners will be addressed.</p> <p>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.</p> <p>We were here first, and we ask that you honour and respect the people and families who call this rural community home.</p>	
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<p>Jennifer Spironello</p>		<p>December 11, 2025</p>	<p>As a long time resident of the cook's Mills Community I wanted to share our concerns over this issue.</p> <p>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.</p> <p>Does the city really feel that they can attract the industrial clientele to operate their businesses in this area?</p> <p>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!</p> <p>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.</p> <p>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 .</p> <p>I truly believe that this is an insult to our community and the city could use brownfield space rather than agricultural property.</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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Chris and Ali Wills	739 Matthews Road	December 12, 2025	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I'm asking the City to reconsider the direction of this plan and take into account the serious concerns of the</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>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.</p> <p>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.</p>	
<p>Glenn Barr – Better Neighbourhoods</p>	<p>Glenn@betterneighbourhoods.ca</p> <p>605 River Road</p>	<p>December 11, 2025</p>	<p>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.</p> <p>We have been communicating with City staff regarding the development of this property-especially with the implications of the proposed Official Plan.</p> <p>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 <u>any</u> 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.</p>	<p>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.</p>

			<p>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:</p> <ul style="list-style-type: none">• 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	
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			<p>assist the City in protecting the valleylands.</p> <p>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.</p> <p>Accordingly, we respectfully request that the present draft of the proposed Official Plan be amended to accommodate Concept B without an amendment.</p>	
<p>Rachelle Larocque, on behalf of AD (Welland) Inc</p>	<p>Lands South of Regional Road 58A and West of the Welland Recreational Canal</p>	<p>December 12, 2015</p>	<p>The Biglieri Group Ltd. ("TBG") has been retained by AD (Welland) Inc. ("Client") to comment on the Draft Welland Official Plan. 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.</p> <p>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</p>	<p>Noted – Thank you for your comments.</p>

			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
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

			<p>economic prosperity if nurtured and managed properly. There are statistics that support agriculture as a viable economic option.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
Victor Denomeee		December 15, 2025	<p>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</p> <p>Please listen to your residents</p> <p>Keep this land Agricultural</p>	<p>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</p>

				<p>municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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

		<p>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.</p> <p>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.</p> <p>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.</p> <p>A diminished agricultural land base lessens the country's ability to "feed ourselves and feed people in other</p>	<p>municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>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.</p> <p>We need to protect the farmlands in our community, rather than contribute to their demise.</p> <p>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.</p> <p>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?</p> <p>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</p>	
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	
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			<p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p>	
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<p>Dana Bourque- Greatrix</p>	<p>danabourquermt@yahoo.ca</p>	<p>December 27, 2025</p>	<p>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.</p> <p>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.</p> <p>We need to protect the farmlands in our community, rather than contribute to their demise.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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		<p>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.</p> <p>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.</p> <p>Examples of lands ready for development:</p> <ul style="list-style-type: none">• 546 Brown Road (~89 acres)• 110 Udine Avenue (~92 acres)• 227-acre St. Lawrence Seaway lands• 65 Canal Bank Street (~81 acres) <p>Farmland is finite and irreplaceable. It provides:</p> <ul style="list-style-type: none">🌱 Local food security🌱 Environmental benefits🌱 Flood protection🌱 Our community's heritage <p>I, and my family of 5, vehemently oppose the community plan as it pertains to rezoning agricultural land into industrial lands.</p>	
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<p>Natalie Anger</p>	<p>124 Scholfield Ave S Welland ontario</p>	<p>December 29, 2025</p>	<p>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.</p> <p>Our community is a small rural one that enjoys the wildlife and country atmosphere.</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>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.</p> <p>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.</p> <p>We need to protect the farmlands in our community, rather than contribute to their demise.</p> <p>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.</p> <p>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.</p>	
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Alisha McBride	37 Myrtle Ave Welland Alisha McBride	December 26, 2025	<p>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.</p> <p>Our community is a small rural one that enjoys the wildlife and country atmosphere.</p> <p>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?</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant</p>

		<p>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?</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>We need to protect the farmlands in our community, rather than contribute to their demise.</p>	<p>industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			I vehemently oppose the community plan as it pertains to rezoning agricultural land into industrial lands	
Ken Scholtens	894 Brown Road	December 21, 2025	<p>Site-Specific Policy Area – 894 Brown Road (Transitional Employment / Significant Woodland)</p> <p>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:</p> <p>1. The lands shall be designated Transitional Employment and may be developed for:</p> <ul style="list-style-type: none"> • 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; <p>together with associated buildings, structures, access, parking and loading, servicing, stormwater management facilities and site works, within and adjacent to the</p>	<p>A site specific policy has been included to permit a grocery store or supermarket</p> <p>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.</p>

			<p>Significant Woodland located on the property, provided that it has been demonstrated, through the required studies, that there will be no negative impact on:</p> <ul style="list-style-type: none">• the Significant Woodland as a natural heritage feature; and• the ecological and hydrologic functions of the Significant Woodland and the broader Natural Environment System. <p>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:</p> <ul style="list-style-type: none">• an Environmental Impact Study and, where required, a hydrologic evaluation, in accordance <p>with this Plan and applicable regional and conservation authority guidelines; and</p> <ul style="list-style-type: none">• 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. <p>3. Development and site alteration permitted under this policy shall:</p> <ul style="list-style-type: none">• avoid the Significant Woodland and its key ecological and hydrologic functions where reasonably possible;	
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			<ul style="list-style-type: none"> • 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. <p>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.</p>	
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

				<p>employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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

			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I urge Council to reconsider this proposal and to protect the rural integrity and farmland that define Cooks Mills.</p>	<p>employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
Heather Fythe	590 Buchner Road		<p>I am writing to you once again regarding the purchase by the City of 432 and 476 Ridge Road and converting of</p>	<p>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</p>

			<p>said properties to industrial lands. This changes the agricultural and historic nature of our community.</p> <p>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.</p> <p>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).</p> <p>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).</p> <p>As this is an election year I will be watching the votes on the official plan closely.</p>	<p>employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p> <p>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</p>
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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

			<p>Mills is a sensitive area with unique species: sandhill cranes, turtles, osprey, ...</p> <p>Furthermore, agricultural land is precious because it nourishes us. We must protect it.</p> <p>I am strongly against rezoning the agricultural area into an industrial zone. Please reconvert land 432 and 476 Ridge back to farmland!</p> <p>There are many industrial lots available in the area and also industrial lots inside Welland with abandoned buildings. Use them instead of our farmland !</p>	<p>employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
Martina Peiper		February 17, 2026	<p>They don't make it any more!!!</p> <p>Once this conversion is done the land will forever be lost to dirt, noise and loss of habitat for a large number of</p>	<p>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</p>

			<p>animals, far beyond the actual acreage under industrial use.</p> <ul style="list-style-type: none"> •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. <p>I strongly oppose the planned destruction ,devaluation of our property and costs connected to it.</p>	<p>employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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

		<p>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.</p> <p>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:</p> <p>*110 Udine Avenue – 93 acres, Phase 1 ESA complete, G1 & GEZ, asking \$27.8M</p> <p>- this is twice the acreage and costs roughly the same!</p> <p>*180–184 Buchner Road – 28 acres, Phase 1 ESA complete, GEZ, asking \$16.8M</p> <p>*116 Netherby Road – 28 acres, G1 & EP, asking \$929,000</p> <p>*649 Rushholme Road – 5 acres, G1 & GEZ, asking \$999,000</p> <p>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.</p> <p>I urge you to prioritize responsible growth and long-term sustainability. Instead of spending tax dollars on</p>	<p>employment land parcels are constrained by encumbrances such as contamination, limited access to municipal servicing infrastructure, or fragmentation caused by natural heritage features.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>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.</p> <p>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.</p>
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			<p>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.</p> <p>Please consider the long-term impact of your vote and the message it sends to the citizens you represent.</p>	
Petition	RE: Proposed Employment Land Expansion	February 16, 2026	<p>PRESCRIBED FORM OF PETITION</p> <p>I/We the undersigned, petition the Council of the City of Welland as follows:</p> <p>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.</p> <p>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</p>	<p>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.</p> <p>As a result, the City currently has a limited supply of shovel ready vacant industrial lands available for development.</p> <p>The Niagara Regional Official Plan identifies lands along Buchner Road near Highway 140 as Future Employment Lands.</p> <p>Additional details regarding the proposed Settlement Area Boundary Expansion for the lands at 432 and 476 Ridge Road</p>

			<p>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.</p> <p>Consult "Prescribed Form of Petition" Document in the Extended Comments Section of Appendix II.</p>	<p>are provided in the associated staff report.</p> <p>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.</p>
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Extended Public Comments

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
Connie M Cutcheon	478 Dean's Ridge Rd Welland	<i>C.M. Cutcheon</i>
Katrina Ammendola	8 Woodgate Dr Welland	<i>[Signature]</i>
Dominic Ammendola	8 Woodgate Dr Welland	<i>[Signature]</i>
Nancy Teller	822 Buchner Rd Welland Ont	<i>Nancy Teller</i>
Donna Timmerman	929 Ridge Rd	<i>[Signature]</i>
Larry Timmerman	929 Ridge Rd	<i>[Signature]</i>
Christina Bonnett	505 Ridge Rd	<i>[Signature]</i>
Colin Dittmer	505 Ridge Rd	<i>[Signature]</i>
Lynda Lukacs	12080 McKenney Rd	<i>[Signature]</i>
Ben Riediger	604 Buchner	<i>Ben Riediger</i>
Nicol Ood	200 Deniston St	<i>Nicol Ood</i>
Alex Oud	200 Deniston St	<i>[Signature]</i>
Jessica Ricci	572 Buchner rd.	<i>[Signature]</i>
Paul Ricci	572 Buchner rd.	<i>[Signature]</i>
TRACY SCHNEIDER	572 BUCHNER	<i>Tracy Schneider</i>
Anita Busch	572 Buchner	<i>[Signature]</i>
Sarah Ranalli	554 Buchner	<i>[Signature]</i>
Todd Sniezek	571 Buchner	<i>[Signature]</i>
Heather Henney	571 Buchner	<i>[Signature]</i>

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Daraka Kimber	617 Lyons Creek Rd	<i>[Signature]</i>
Sarah Neamy	559 LYONS CREEK RD	<i>[Signature]</i>
Ryan Kimse	617 Lyons Creek Rd	<i>[Signature]</i>
Jenny Pasquini	755 Ridge Rd	<i>[Signature]</i>
Alexandra Beldardo	760 Ridge Rd	<i>[Signature]</i>
Jim Carter	760 Ridge Rd	<i>[Signature]</i>
Rob Domagala	28 PEARSON RD.	<i>[Signature]</i>
J Shans	28 Pearson Rd	<i>[Signature]</i>
Julie Parker	492 Lyons Creek Rd	<i>[Signature]</i>
Pat Parker	492 Lyons Creek Rd	<i>[Signature]</i>
Lynda Lukacs	12080 McKenney Rd	<i>[Signature]</i>
Andrea Repergel	894 Buchner Rd.	<i>[Signature]</i>
Jacquelyn Repergel	894 Buchner Rd.	<i>[Signature]</i>
Kathy Repergel	894 Buchner Rd	<i>[Signature]</i>
Steve Repergel	894 Buchner Rd.	<i>[Signature]</i>
Lauren Epema	583 Lyons Creek Rd	<i>[Signature]</i>
Jeremy MacArthur	583 LYONS CREEK RD	<i>[Signature]</i>
Betty St Germain	638 Lyons Creek Rd	<i>[Signature]</i>
DENNIS St. GERMAIN	638 LYONS CREEK RD	<i>[Signature]</i>

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Rebecca Clarke	452 Lyons Creek Rd	R Clarke
Bethany Courmayer	441 Lyons Creek Rd	Bethany
Courtney Jones	7066 Lyons Creek Rd	C Jones
Mike Ruch	3711 White Rd	M Ruch
MIKE MILLER	540 BUCHNER RD	Mike Miller
Bruce Myer	540 Buchner Rd	Bruce Myer
Rob Diermair	496 Buchner Rd	Rob Diermair
Karla Spence	496 Buchner Rd	Carla Spence
Amanda Janssen	426 Buchner Rd	A Janssen
Adam Janssen	426 Buchner Rd	A Janssen
Linda DeBttie	525 Buchner	Linda DeBttie
Jackie Tesse	3855 Northern Ct.	J. Tesse
Uma Rouslan	MARC BLVD	Uma Rouslan
Elaine Anderson	195 Leaside Dr.	Elaine Anderson
MIKE SCHNEIDER	37 PEARSON	Mike Schneider
Raymond Rousseau	43 Marc BVA	Raymond Rousseau
MARK DOMITREK	146 PARKWAY	Mark Domitrek
MARK MACFARLANE	407 BUCHNER RD	Mark MacFarlane
Sharon Hittle	44 Mulgrave Ave S	Sharon Hittle

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Timmy Chambers	940 Schuster Rd Welland	Timmy Chambers
JOANNE LYDDIATT	260 DARBY RD P. ROBINSON, or P. ROBINSON	Joanne Lyddiatt
Kelly Chambers	631 Lyons Creek Rd	Kelly Chambers
DOUG DISHER	590 BUCHNER	Doug Disher
HEATHER FIFE	590 BUCHNER	Heather Fife
SHANNON SPECK	925 LYONS CREEK RD	Shannon Speck
SANDOR BALSÓ	495 LYONS CREEK RD	Sandor Balsó
Michael Robillard	254 Doris Ridge Rd	Michael Robillard
Daniel Fournier	632 Ridge Rd	Daniel Fournier
MARTINA PEIPER	910 LYONS CREEK	Martina Peiper
ROBERT CAMPBELL	9711 LYONS CREEK	Robert Campbell
Rosa Kelly	478 Doris Ridge Rd	Rosa Kelly
Mary Tulumello	524 Buchner Rd	Mary Tulumello
Peter Tulumello	524 Buchner Rd	Peter Tulumello
GORD TELLEN	822 BUCHNER RD	Gord Tellen
Reid Ackland	610 Buchner Rd	Reid Ackland
DREAM ACKLAND	610 BUCHNER RD	Dream Ackland
Ambur Miller	9508 Yorkton Rd	Ambur Miller
Philip Miller	9508 Yorkton Rd	Philip Miller

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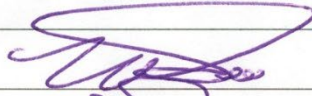

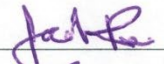

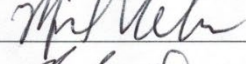
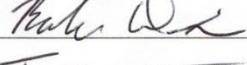

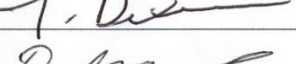

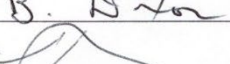

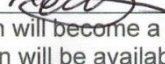
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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
WAYNE RAE	505 DOAN'S RIDGE RD	
GINA RAE	"	
JACOB RAE	"	
HALEY RAE	"	
Michael Vallee	23 Sycamore Street-	
Beeley Dixon	61 Smith St.	
TRAVIS MAGEE	61 SMITH ST	
Tanya Dixon	15 Santone Ave	
Patrick MacGregor	15 Santone Ave	
Brenda Dixon	200 Hildred St	
Hanni McConkey	338 Clare Ave	
Keith McConkey	338 Clare Ave	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
DEBORAH DIXON	19 DUNKIRK CRT WELLAND	<i>Deborah Dixon</i>
Patti Dixon	527 WOODLAND FOWELLAND	<i>Patricia Dixon</i>
Cassidy Dixon	263 Aqueduct St Welland	<i>Cassidy Dixon</i>
Tim Dixon	263 AQUEDUCT ST WELLAND	<i>Tim Dixon</i>
GARY DIXON	19 DUNKIRK CRT WELLAND L3B4V9	<i>Gary Dixon</i>
KEN Dixon	200 Hildred St, Welland	<i>Ken Dixon</i>
Kaitlyn Dixon	19 Dunkirk Crt Welland	<i>Kaitlyn Dixon</i>
Alex morris	19 Dunkirk crt welland Niagara	<i>Alex Morris</i>
Brittany Dixon	3965 St James Ave Falls	<i>Brittany Dixon</i>
Valerie Vallee	23 Sycamore St. Welland	<i>Valerie Vallee</i>
Tammy Leavens	2264 Effingham St	<i>Tammy Leavens</i>
Samantha Leavens	2264 Effingham St	<i>Samantha Leavens</i>

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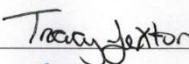
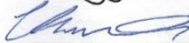



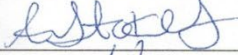
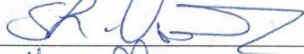

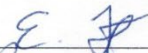


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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Amanda Redford	441 Ridge Rd Welland L3B 5N7	
Tracy Sexton	158 High St L2A 6R1	
Crystal Brigantes	427 Southworth St Welland	
Ravinder B	43 deniston L3G6W6	
Naveet Singh	11 Wilton Ave L3C 1Z8	
Sophie Butler	232 Brigan Street, Welland L3B 2P3	
Amanda Stoces	80 Acadia Dr. L3C 6L6	
Sherril Visser	382-3033 Toureline Rd. St. Catharines	
Hector Ibarra	100 Young St. L3B 4C6	
Eric Fitzpatrick	221 Helkms Ave L3B 3B3	
Ryan St. Denis	35 Steron 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	
Johanna Tito	312 Beckett Cres	
DAGM Theras	58 St. Gen St	
Kevin Ripley	4th LEONARD	
Carla Taylor	14 Burchard Ave	
WENDY MAGUIRE	304 AUTUMN CRES	
Kristi Koss	33 montgomery rd	
Debbie Johnston	Welland,	
Lisa Zaak	welland.	
Tianna Bernard	163 Camrose Welland	
Mikita Bernard	1292 Belham rd	
Dalton Desjardins	1292 Belham rd	
Angela Hall	15111/1/1 John Cr	
Halle Totten	396 River Rd	
Rebecca Rogers-Watson	909-100 Lancaster Dr. Welland, ON	
Lynsey Richard	3100 VER Rd	
Lynsey Chester	66 Bald St. Welland	
Theresa Noble	265 Willson Rd	

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
RAYMONDE MASSON	50 MILL WELAND	Raymonde Masson
Rose Buttkin	16 Randolphe	Rose Buttkin
MICHAEL STRATON	114 5 th Ave	Michael Straton
Sam Jolicev	640 Southworth	Sam Jolicev
Steve Jolicev	"	Steve Jolicev
Stacy Duerden	241 Windsor St.	Stacy Duerden
Jessie Disweed	245 Chanter Rd	Jessie Disweed
ED SIWEK	28 ROYAL CHIEF	Ed Siwek
DONNA SCHAUERL	506 WELLS BROOK W. Welland	Donna Schauerl
Ann Piechocinski	4-33 Divisost	Ann Piechocinski
Laila Lambert	296 Burger st	Laila Lambert
Cecily Dean	37 Old W. Section	Cecily Dean
Don Jarry	Mill St.	Don Jarry
George Marsden	46 Raina Ave	George Marsden
DON COWELL	66 SCHOLFIELD	Don Cowell
DAVID TODERICK	23 RAYMOND ST WELAND	David Toderick
Christina Moore	46 FALLINGBROOK	Christina Moore
Rebecca Belliveau	31 Woodrush Ave	Rebecca Belliveau
Sophia Keiser	87 Welland St N Welland	Sophia Keiser

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Brittany Hardison	9578 Carl Rd	UBHardison
Matt Belzil	" "	[Signature]
Shannon Carlson	11 Jackson Ct East Welland	[Signature]
Justine Beasley	431 Deere St	JBeasley
Willow Beasley	431 Deere St	WBeasley
Don Imihar	21 Cornought St	[Signature]
I Sivele	27 Royal dck	[Signature]
Lynn Tremblay	15 Stene St Welland	[Signature]
Glenn Miller	25 Cverar Welland	[Signature]
Bob Willy	104 Cole Crescent	[Signature]
Amalinda Sheridon	145 Central Ave	[Signature]
Kathy Graveline	122 Heuems	[Signature]
Tony Calzetta	175 MAIN ST	[Signature]
Atkinsell	7495 Belham	[Signature]
Annette Luciani	447 Wright St	[Signature]
Jim McLaughlin	73 McMaster Ave Welland	[Signature]
JAMES TAKEO	17 E. MAIN ST	[Signature]
KEVIN INFANTINO	35 MAIN	[Signature]
Keith Moore	46 Fallingside	[Signature]

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JOHN HESSELS	63377 CONCESSION	<i>John Hessels</i>
Guillermo D Gyves	6 AUBURN CRT	<i>Guillermo D Gyves</i>
Michele Grieve	39 Second St	<i>Michele Grieve</i>
Kuduan Fry	87 Welland St. N	<i>Kuduan Fry</i>
Colleen Ellsman	2350 Turner Rd	<i>Colleen Ellsman</i>
ALAN ENLWORTH	2750 TURNER RD	<i>Alan Enlworth</i>
RON WALKER	275 McAlpin	<i>Ron Walker</i>
Kathryn Beves	12 Peach tree PK	<i>Kathryn Beves</i>
NEER BEVES	12 PEACHTREE PK	<i>Neer Beves</i>
Dirk Mueller	18 Jennifer Court	<i>Dirk Mueller</i>
Aurelia Spadafino	18 Jennifer Court	<i>Aurelia Spadafino</i>
Larry L. Lutz	373 SIMPSON AVE WELAND	<i>Larry L. Lutz</i>
REINHOLD MSSLINGER	7 SCAR M	<i>Reinhold MSSLINGER</i>
Jim Erickson	24 Rte 14	<i>Jim Erickson</i>
Eric M. Cole	37 Dorothy St.	<i>Eric M. Cole</i>

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
BRIAN MICHAEL	PORT ROBINSON	Brian Michael
Nancy Theriault	Welland, L3C 1L2	Nancy Theriault
Cathy Bobinsky	Welland	Cathy Bobinsky
JACQUELINE JOHNSTON	WELLAND	J. Johnston
EVELYN YARENKIN	WELLAND	Evelyn Yarenkin
KRISTEN PERROTTA	WELLAND	K. Perrotta
Melodie Totten	Welland	Melodie Totten
Matt McDonald	Welland	Matt McDonald
RICHMOND	Welland	R. Richmond
JANICE THAVESY	Welland	Janice Thavesy
Dawn Cormier	Welland	Dawn Cormier
BRITTANY ANDREWS	NIAGARA FALLS	Brittany Andrews
Larri-anne Larocque	162 York Welland	Larri-anne Larocque
SINO VILILLA	94 Welland Valley	Sino Vililla
MARILYN DANIELS	164 Loyaltye Q.	M. Daniels
DEREK STONE	WELLAND	D. Stone
Haddah Momi	Welland	Haddah Momi
Jeremy Juppier	590 BUCHANAN	Jeremy Juppier

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Alisha McBride	37 Myrtle Ave Welland	<i>Alisha McBride</i>
Kim Ferri	10569 Montrose Rd. N5	<i>Kim Ferri</i>
Natalie Anger	124 Scholfield Ave Welland	<i>Natalie Anger</i>
Kelly Christensen	6074 Pelare Ave NE L2H N2	<i>Kelly Christensen</i>
John Christensen	6074 Pelare Ave NE L2H W2	<i>John Christensen</i>
Carolne Gallant	287 Canboro Rd Ridgeville, ON	<i>Carolne Gallant</i>
Kristen Leppert	33064 Wills Rd Wainfleet, ON	<i>K. Leppert</i>
Cheryl Gignac	963 Buchner Rd Welland	<i>Cheryl Gignac</i>
Jazmya Pinkham	963 Buchner Rd Welland	<i>Jazmya Pinkham</i>
Lori Flaxy	76 River Road, Welland	<i>Lori Flaxy</i>
Wayne Roy	76 River Rd., Welland	<i>Wayne Roy</i>
Sarah Beauchamp	74 Golden Blvd E. Welland	<i>Sarah Beauchamp</i>
John Sider	37 Myrtle Ave Welland	<i>John Sider</i>
Randy Rae	6 Bruce St Welland	<i>Randy Rae</i>
Abby McNeil	942 Buchner Road	<i>Abby McNeil</i>
Jacob eves	942 Buchner Road	<i>Jacob eves</i>
Mary Ann Long	7810 Ethel	<i>Mary Ann Long</i>
Nancy Wain	98 Buchner Rd	<i>Nancy Wain</i>
Kayla Paulkner	9 Elgin St E	<i>Kayla Paulkner</i>

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Caroline Allar	534 Quail Rd	Caroline Allar
Mulg Woodel	534 Quail Rd	Mulg Woodel
Tara Teller	830 Buchner Rd	Tara Teller
Tony Hrcyma	830 BUCHNER RD	Tony Hrcyma
GORD TELLER	822 BUCHNER RD	Gord Teller
Nancy Teller	822 Buchner Rd	Nancy Teller
Margaret Bizak	237 Daans Ridge Rd	Margaret Bizak
Trevor Arthur	237 Daans Ridge Rd	Trevor Arthur
Sarah Scherle	260 Daans Ridge Rd	Sarah Scherle
John Falvo	637 Lyons Creek	John Falvo
Keri Falvo	637 Lyons Creek	Keri Falvo
Mank Muir	190 Pearson Road	Mank Muir
Christopher Falvo	637 Lyons Creek R	CF
Trish Muir	190 Pearson Rd.	Trish Muir
Jessica Catlay	522 Leonard Ave	Jessica Catlay
Marc Naden	63 Harrison Ave	Marc Naden
Debbie W. Baethle	605 Ridge Road	Debbie W. Baethle

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Sara Bourne	50 Doans Ridge Rd.	Sara Bourne
Stephen Bourne	50 Doans Ridge Rd.	[Signature]
David Dupuis	770 Ridge Rd.	[Signature]
Sabrina Milaw	770 Ridge Rd	[Signature]
Dominic Dupuis	770 Ridge Rd	Dominic D.
Kim Lastracco	740 Buchner Rd	[Signature]
Craig Lastracco	740 Buchner A	[Signature]
JAN Lastracco	740 Buchner Rd	[Signature]
Leah Lastracco	740 Buchner Rd	Leah Lastracco
JOA TOTH	75 Doan's Ridge Rd	[Signature]
Greg TOTH	75 Doan's Ridge Rd	[Signature]
ANDREW TIBBS	75 Doan's Ridge Rd	[Signature]
Kayla Toth	75 Doan's Ridge Rd	[Signature]
Joe Priestley	749 Buchner Rd	[Signature]
Kelly Priestley	749 Buchner Rd	Kelly Priestley
Joseph Priestley	749 Buchner Rd	[Signature]
Absy Priestley	749 Buchner Rd	Absy Priestley
MARSHA REMPEL	349 RIDGE ROAD	Marsha Rempel
Clara Simpson	87 Doan's Ridge	[Signature]

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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Ryan Blavin	631 Lyons Creek Rd	[Signature]
Theresa Seguin	468 Doan's	[Signature]
MARCEL SEGUIN	468 Doan's	[Signature]
Patricia Seguin	468 Doan's	[Signature]
Jessica Seguin	468 Doan's	[Signature]
Sylvia Stussartz	71 Doan's	[Signature]
Wendy Truwin	71 Doan's	[Signature]
Chris Mills	739 Matthews	[Signature]
[Signature]	739 Matthews	[Signature]
[Signature]	702 Lyons Rd	[Signature]
FREN MAY	663 Matthews Rd	[Signature]
Lori May	663 Matthews Rd	[Signature]
WILLIAM DANN	623 LYONS CREEK RD	[Signature]
Shirley Chambers	8338 Lyons Creek	[Signature]
Math Brear	352 Matthews Rd	[Signature]
Jessie Brear	352 Matthews Rd	[Signature]

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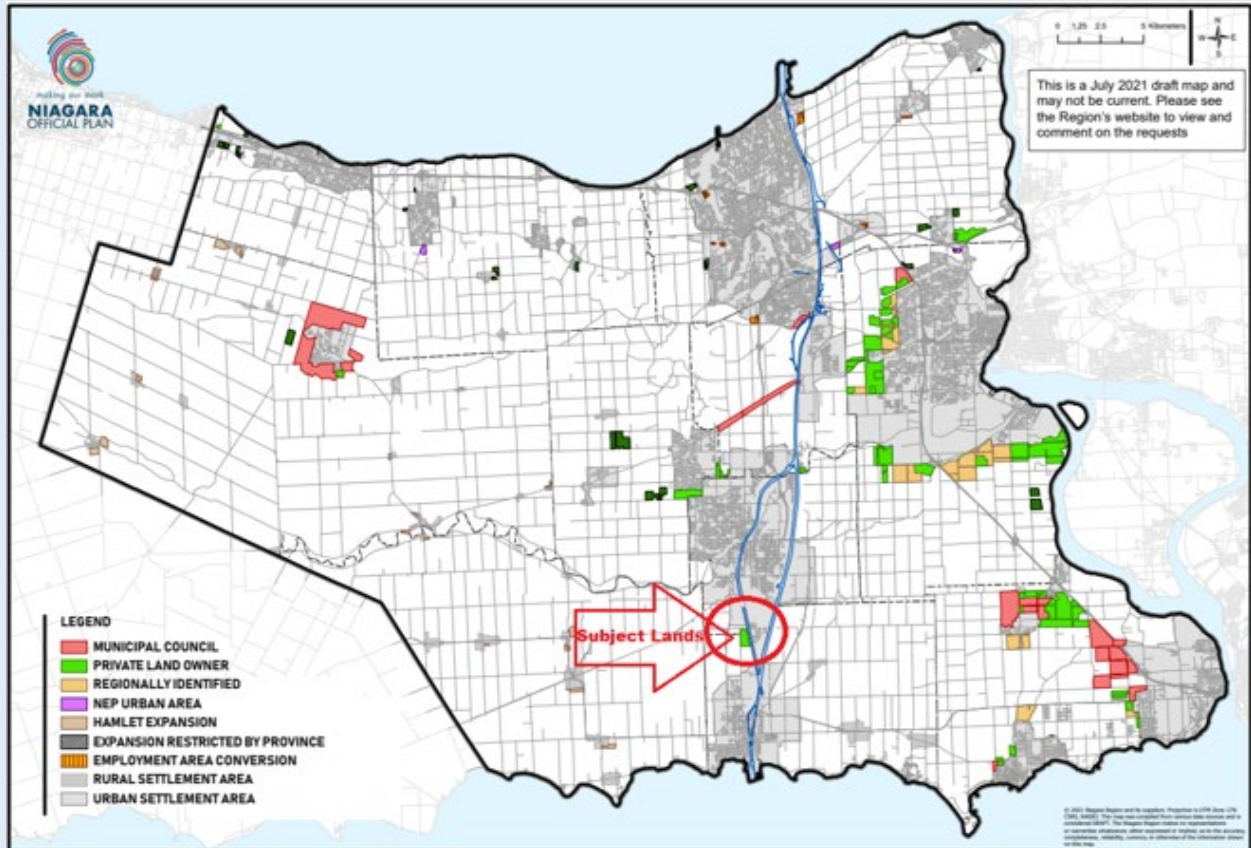
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PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Colleen Theriault	42 Colonial St Welland	<i>[Signature]</i>
Cathy Dixon	3092 Hilland rd Tharald	<i>[Signature]</i>

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INCLUSION OF SUBJECT PROPERTY WITHIN THE SETTLEMENT AREA OF CITY OF WELLAND

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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 entire 118-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;

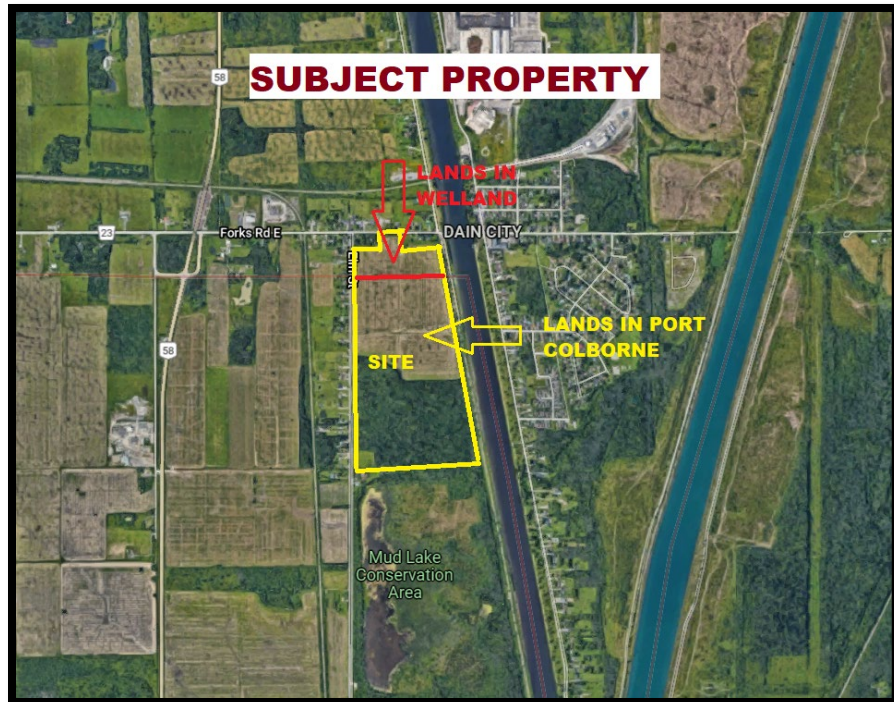
1. Expanded Settlement Boundary Area and;
2. Designating the subject property under a Rural Residential Zone

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



Photograph 1: Location of Subject property

property falls in the Municipality as shown in photograph 1. The portion of lands that

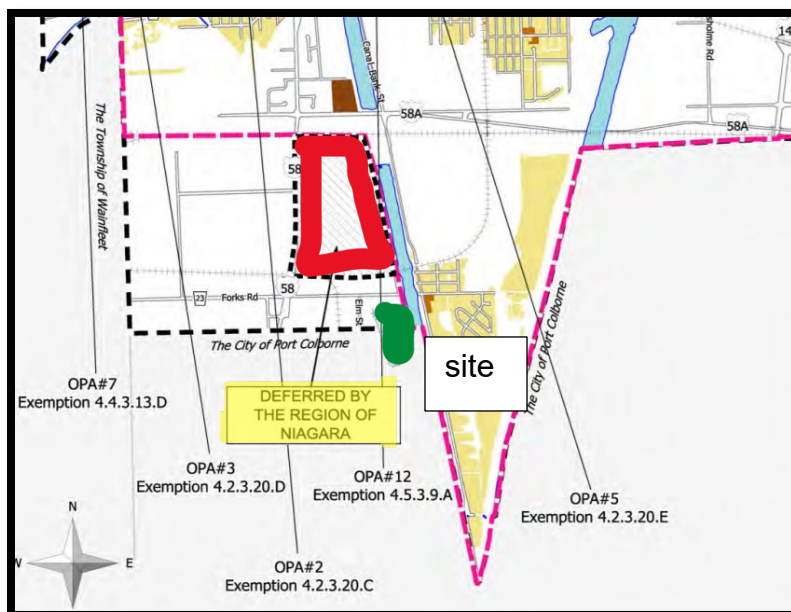


Figure 1: The area Deferred by Region is now included in the Built-up Boundary and Growth across the canal to the east

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.

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



Figure 2: Showing the site in Welland (Red) and the Area most desirable for inclusion in the expansion of the Built-up Areas

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.

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.

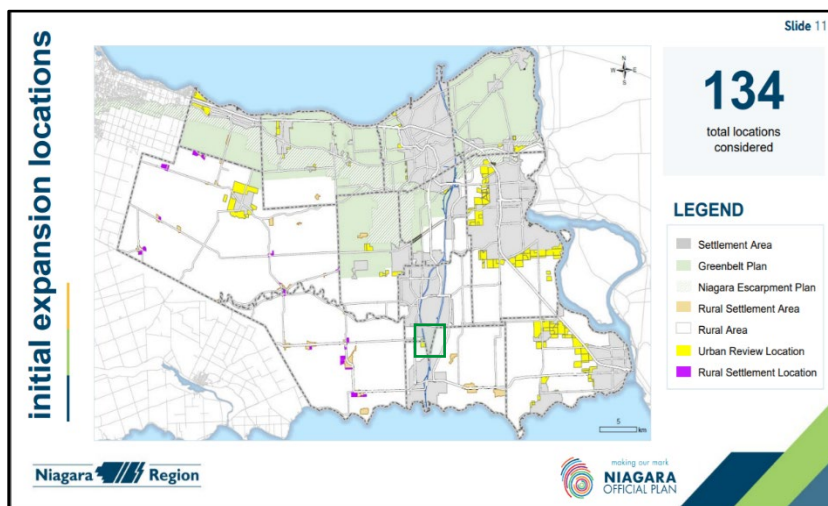


Figure 3: Inclusion of lands initially

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:

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

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

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

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.

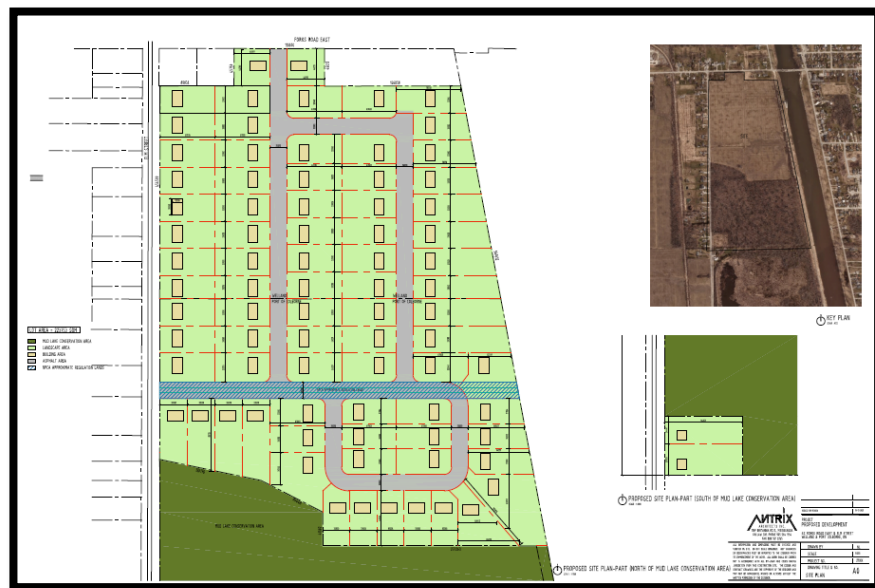


Figure 4: Residential proposal on 118 acres for Urban Estate Residential Housing

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

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	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

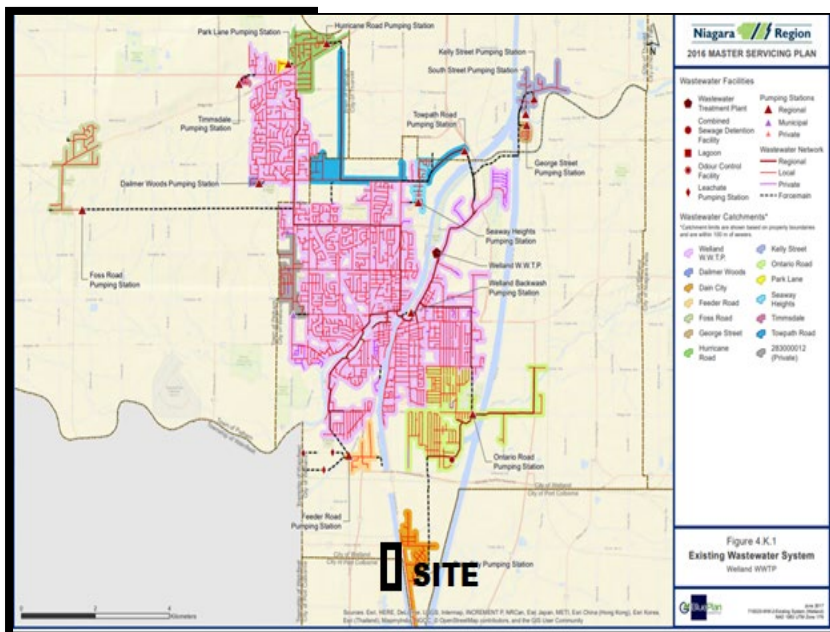


Figure 6: Existing Wastewater Systems with Regional, Local and Private systems

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

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

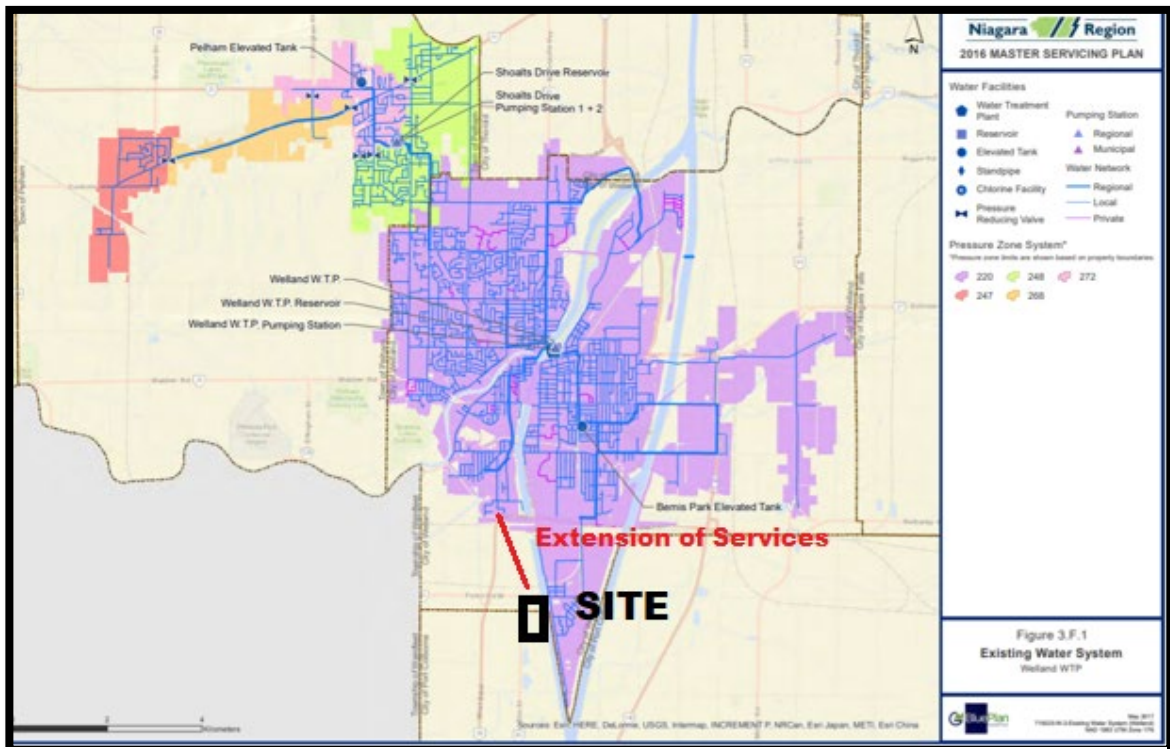


Figure 8: Existing Water Systems

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.

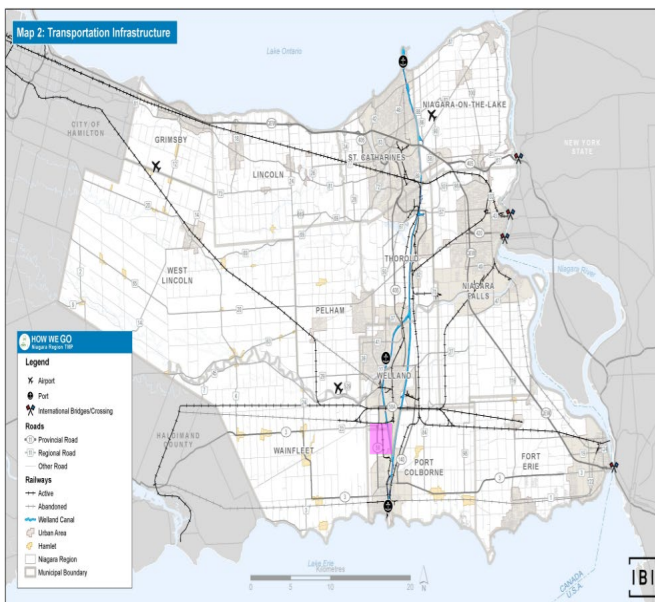


Figure 9: Site showing transportation linkages

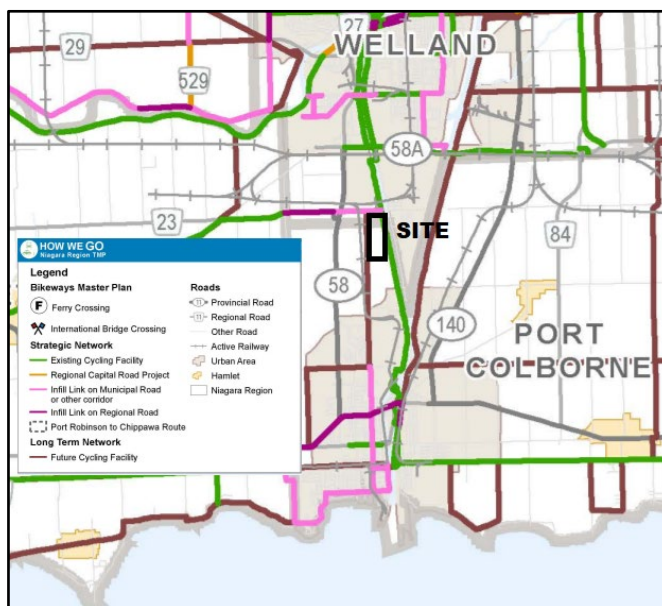


Figure 10: Bike Routes

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).

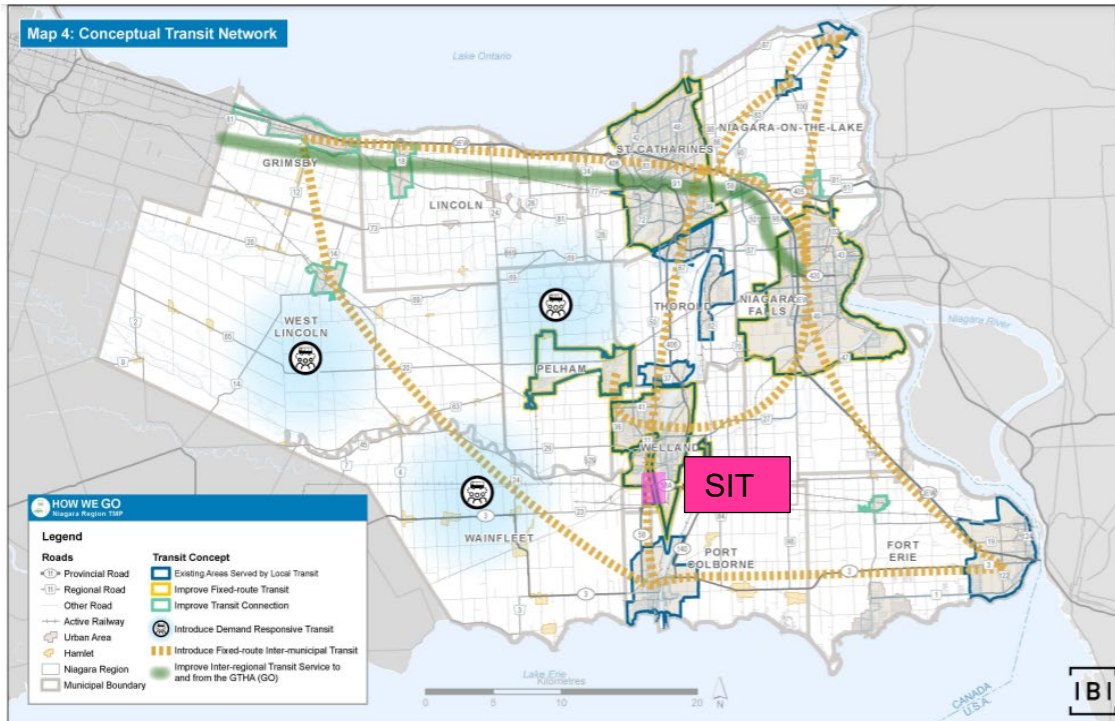


Figure 11: Fixed -route Inter-municipal Transit

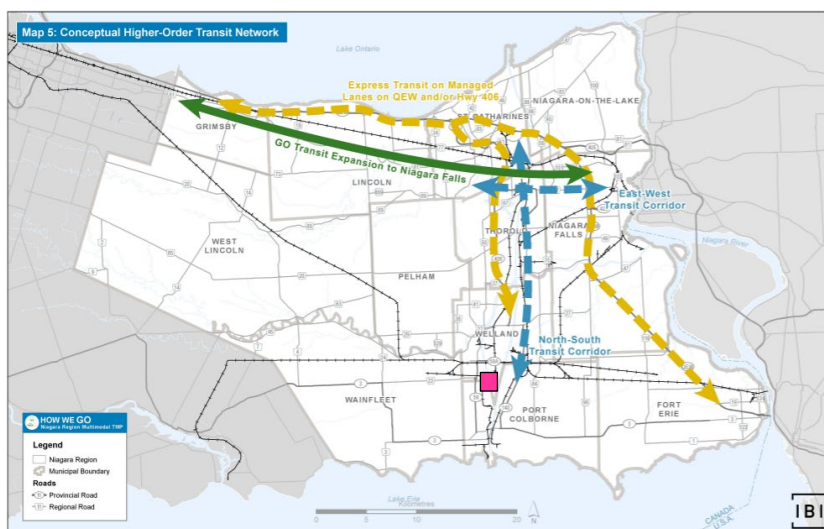


Figure 12: Higher Order Transit Network -Conceptual

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.

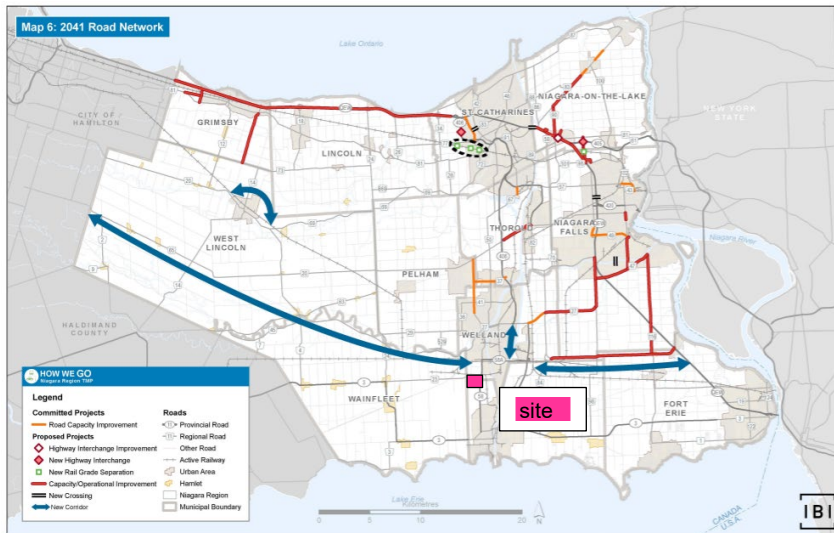


Figure 13: New Corridor proposed

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.

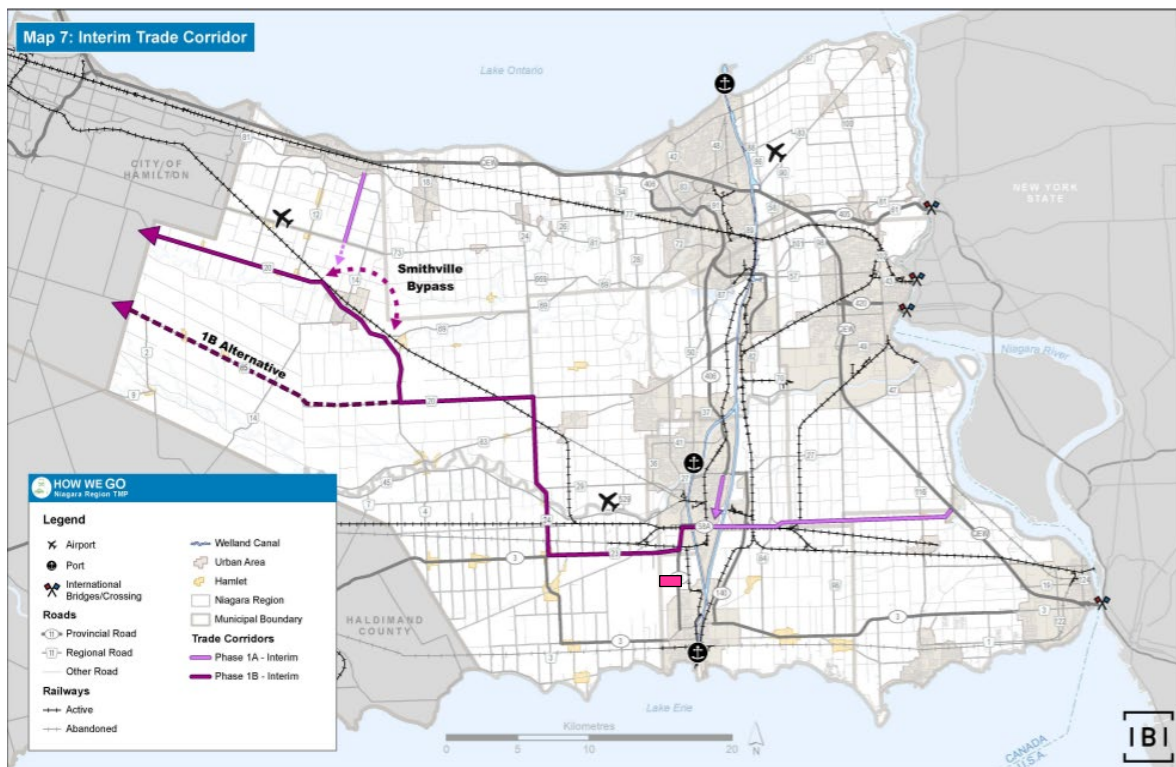


Figure 14: Interim Trade Corridors

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.

4.5. Environment, Aggregates and Agriculture

The Subject Property is designated and zoned Agriculture and Environmental Protection. Apart from that the site falls



Figure 16: Natural Heritage Systems

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.

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.

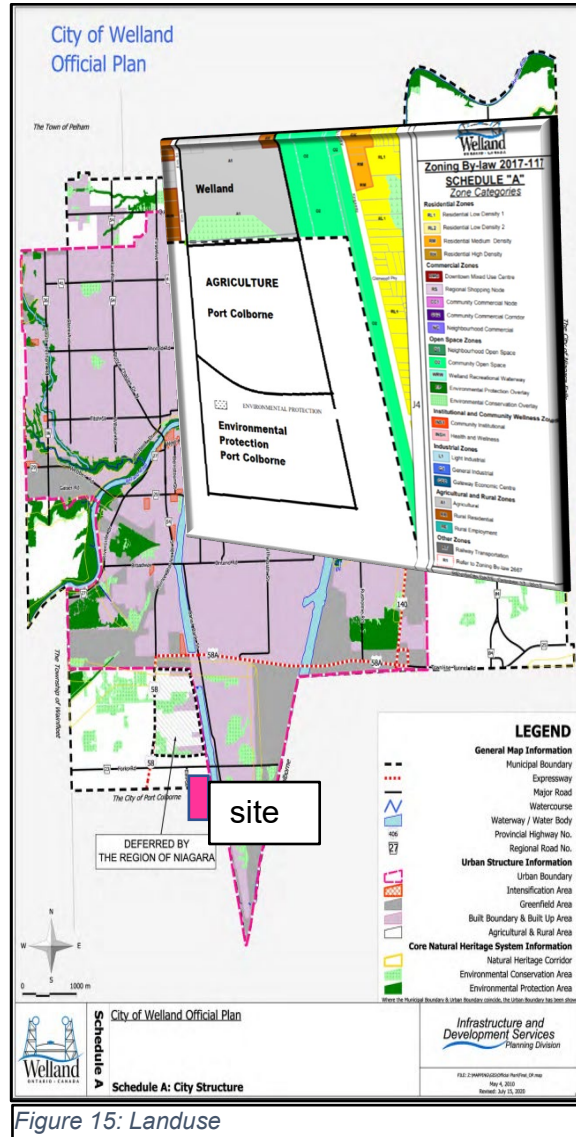


Figure 15: Landuse

partially in the Natural Heritage System. Most of the area under this system is due to the environmental area in Port Colborne and



Figure 18: Significant Woodlands

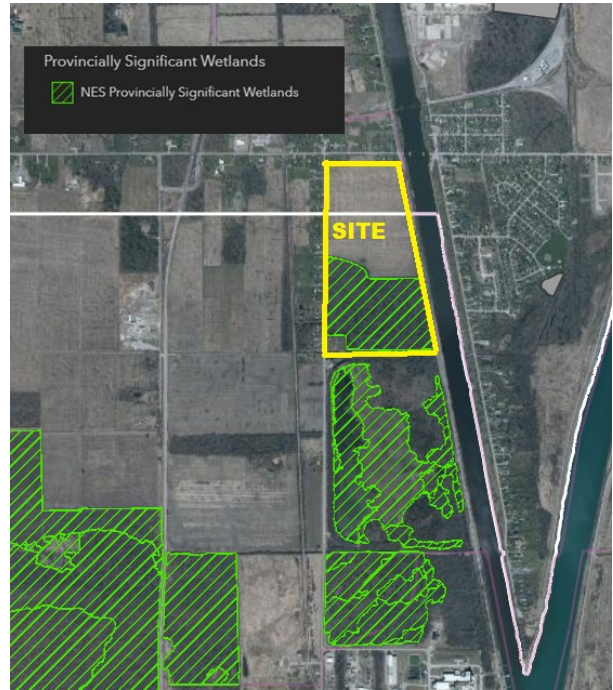


Figure 17: Provincially Significant Wetlands



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 its 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.



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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 Areas and Settlement Area Boundary Expansions	Conformity Analysis
<i>a) the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;</i>	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

	<p>demand for both ground-related and apartment housing types has increased.</p> <p>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.</p>
<p><i>b) if there is sufficient capacity in existing or planned infrastructure and public service facilities;</i></p>	<p>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.</p> <p>Additionally, public services within a 1.5-kilometre radius of the Subject Lands are the following:</p> <ol style="list-style-type: none"> 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 <p>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.</p>
<p><i>c) whether the applicable lands comprise specialty crop areas;</i></p>	<p>The Subject Lands does not contain the Specialty Crop Area.</p>
<p><i>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;</i></p>	<p>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,</p>

	<p>resource extraction or some agricultural uses, but not necessarily prime farmland.</p> <p>Per Ontario Agricultural Systems mapping, small portions of Subject Lands south of Forks Road and west of Highway 58 are identified as <i>Prime Agricultural Area</i> and <i>Candidate Area</i>.</p> <p>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.</p> <p>Based on this classification, they are considered to be lower quality agricultural lands and an appropriate location for expansion.</p>
<p>e) <i>whether the new or expanded settlement area complies with the minimum distance separation formulae;</i></p>	<p>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.</p>
<p>f) <i>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;</i></p>	<p>Although portions of the Subject Lands are identified as <i>Prime Agricultural</i> and <i>Candidate Area</i>, 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.</p> <p>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.</p>

<p><i>g) the new or expanded settlement area provides for the phased progression of urban development.</i></p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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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 these 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
<p><i>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;</i></p>	<p>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.</p>
<p><i>ii. There is sufficient capacity in existing or planned infrastructure and public service facilities;</i></p>	<p>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.</p> <p>Additionally, public services within a 1.5-kilometre radius of the Subject Lands are the following:</p> <ol style="list-style-type: none"> 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

	<p>7. The Rob Fulbrook Park and The Cove Splash Pad 8. Recreational Canal</p> <p>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.</p>
<p><i>iii. The infrastructure and public service facilities needed would be financially viable over the full life cycle of these assets;</i></p>	<p>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.</p>
<p><i>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;</i></p>	<p>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.</p>
<p><i>v. Key hydrologic areas and the Natural Heritage System for the Growth Plan should be avoided where possible;</i></p>	<p>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.</p>
<p><i>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:</i></p> <p><i>a. reasonable alternatives that avoid prime agricultural areas are evaluated; and</i></p>	<p>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.</p> <p>Per Ontario Agricultural Systems mapping, small portions of Subject Lands south of Forks Road and west of</p>

<p><i>b. Where prime agricultural areas cannot be avoided, lower priority agricultural lands are used;</i></p>	<p>Highway 58 are identified as <i>Prime Agricultural Area</i> and <i>Candidate Area</i>.</p> <p>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.</p>
<p><i>vii. The settlement area to be expanded is in compliance with the minimum distance separation formulae;</i></p>	<p>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.</p>
<p><i>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;</i></p>	<p>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.</p>
<p><i>ix. The policies of Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS are applied;</i></p>	<p>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.</p>
<p><i>x. The settlement area is serviced by municipal water and wastewater systems and there is sufficient reserve infrastructure capacity to service the lands; and</i></p>	<p>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</p>

	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.
<i>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.</i>	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.

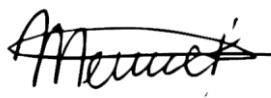
For all the foregoing reasons, it is our professional opinion that the Settlement Area Boundary Expansion is appropriate and desirable, represents good planning, and warrants the support of staff and of Council.

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



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

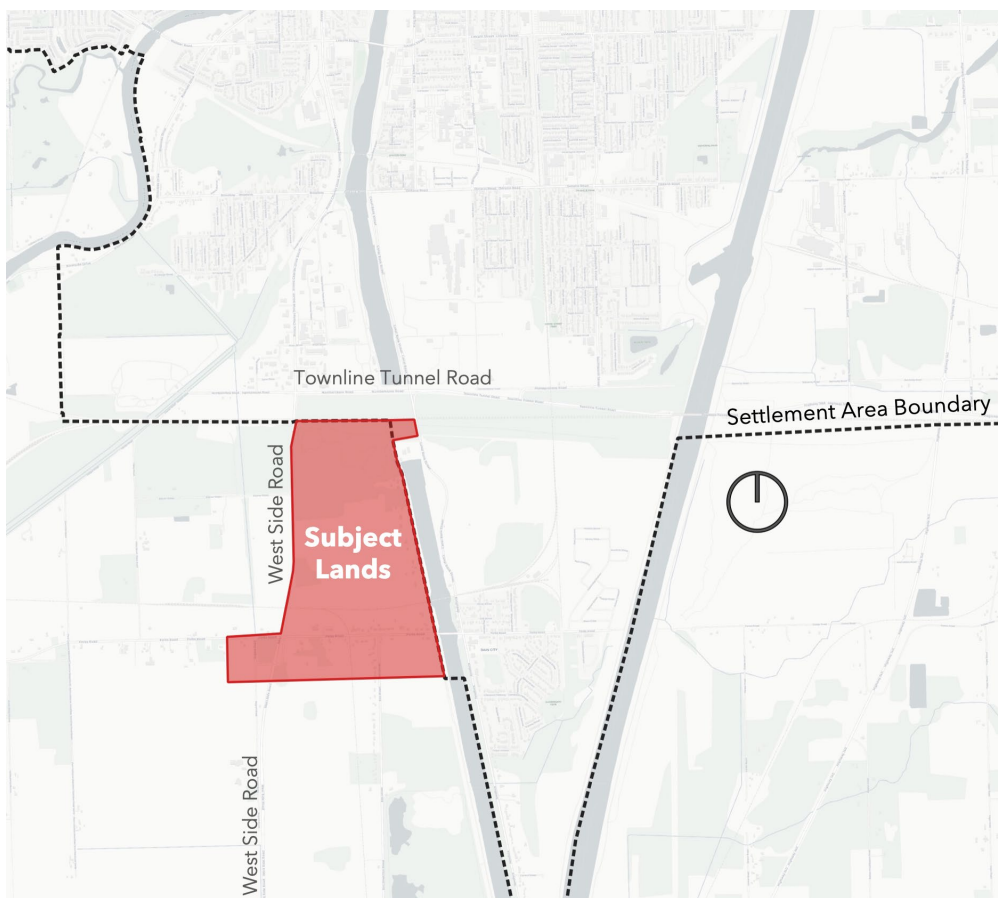
Parcel Economics Inc.

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.

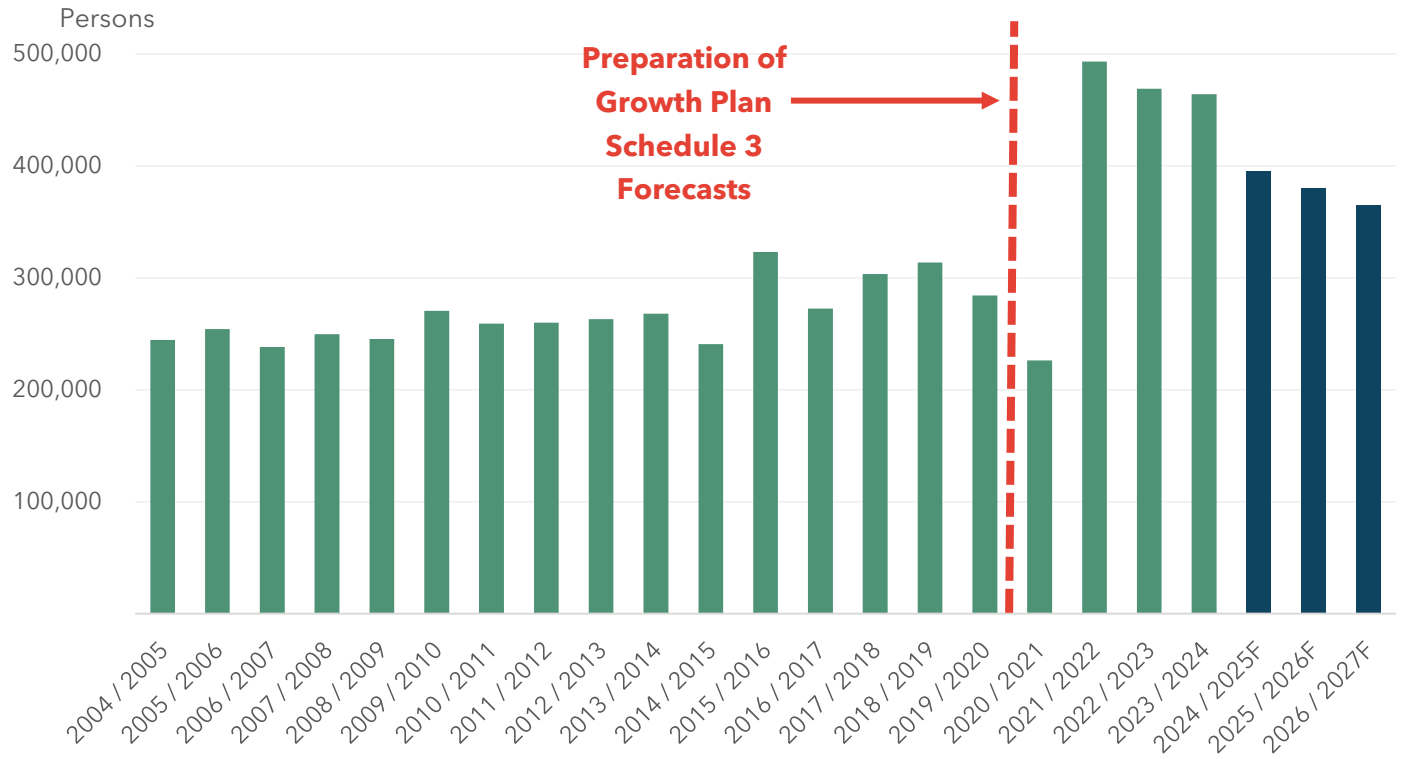
Population Growth Trends

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

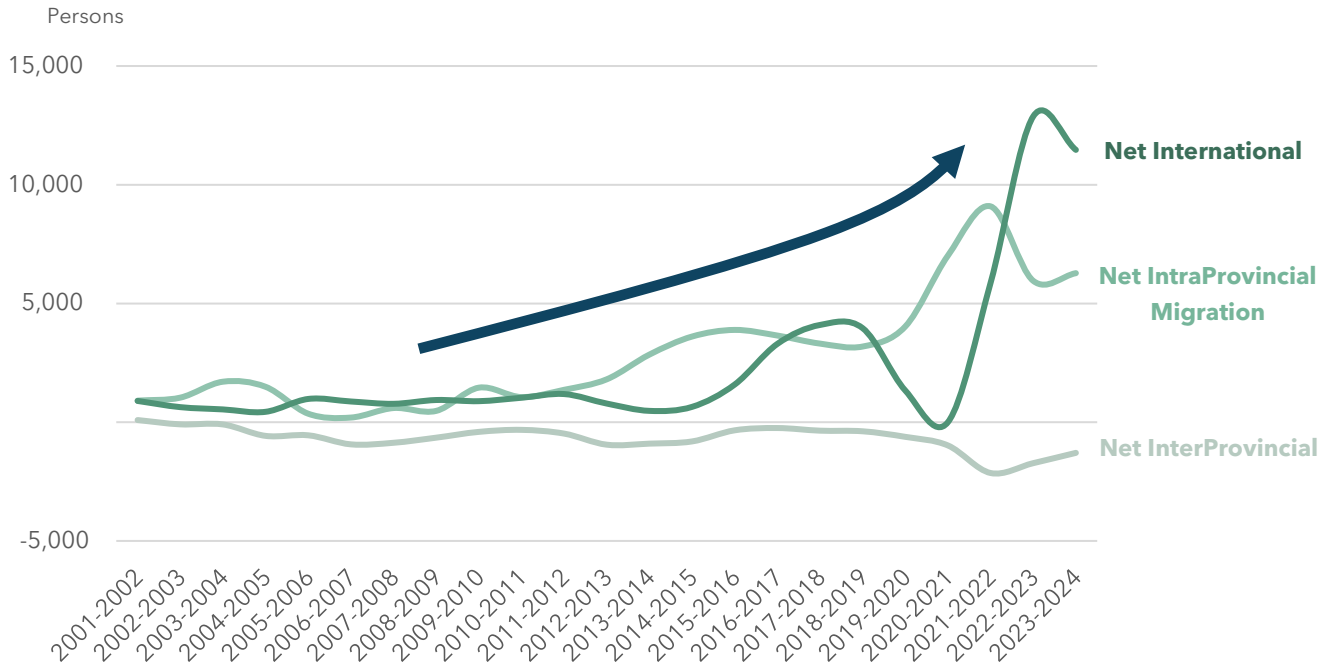


Source: Parcel, based on Statistics Canada (green) and Federal immigration targets (blue)

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.

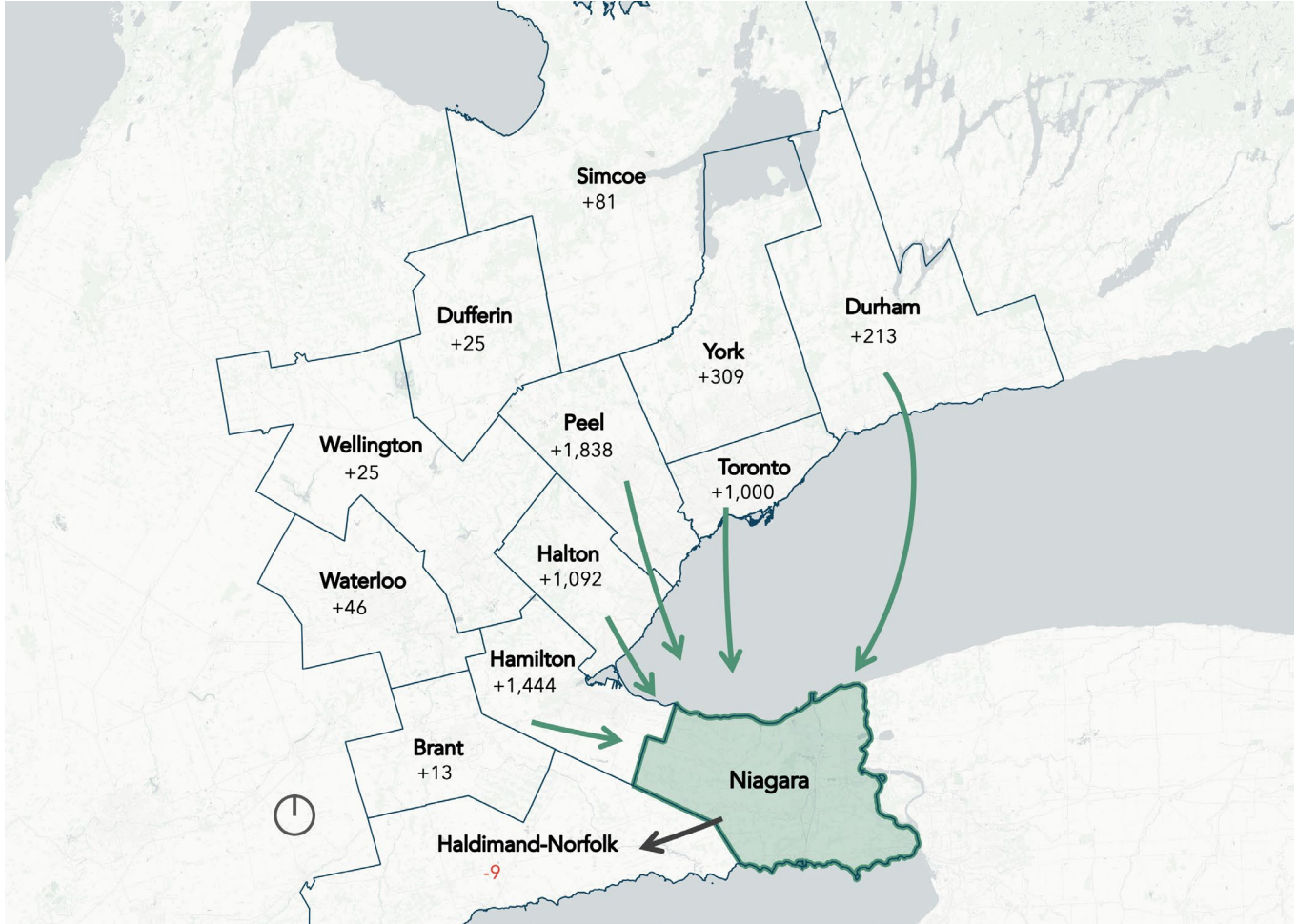
Figure 3
Niagara Region, Net Migration, 2001-2024



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.

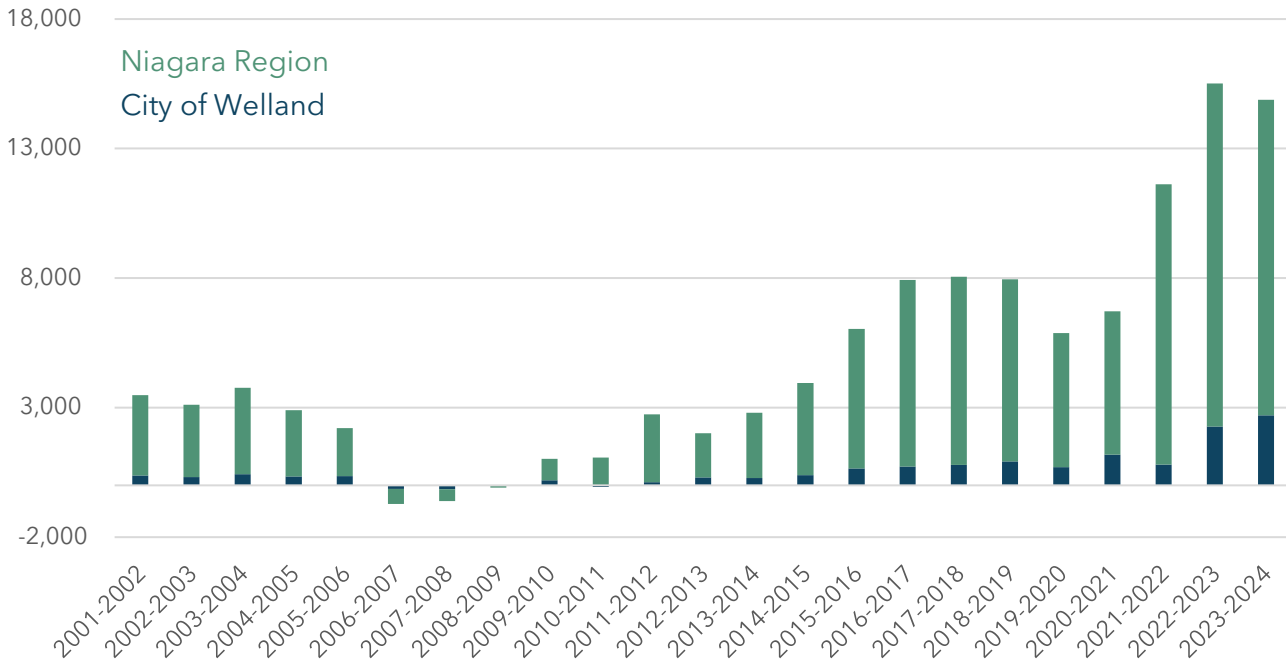
Population Growth

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.**

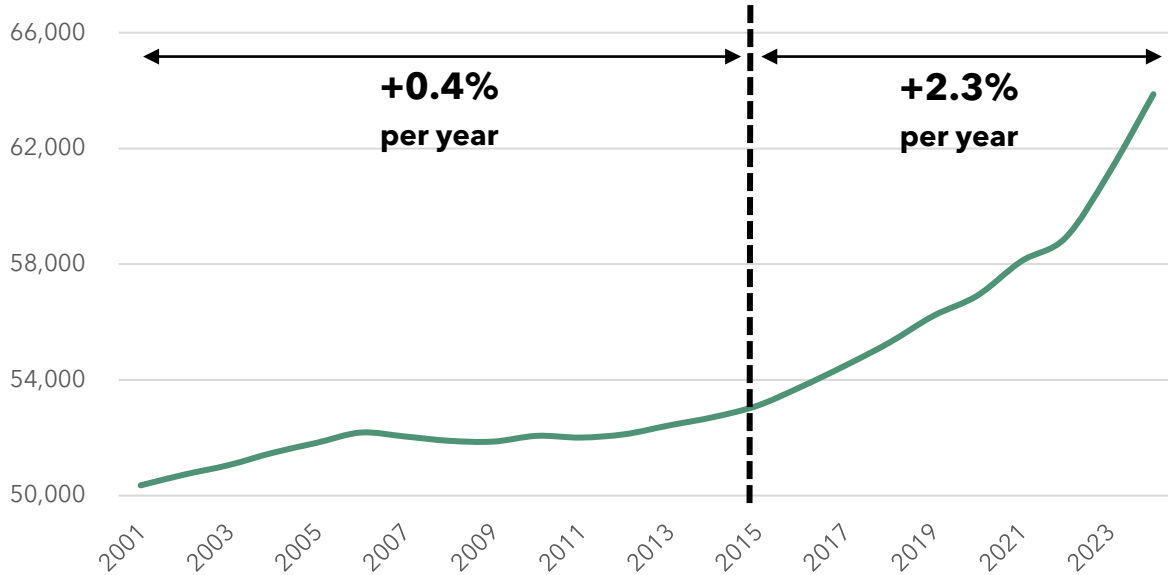
Figure 5
Niagara Region and City of Welland, Annual Population Growth, 2001-2024



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



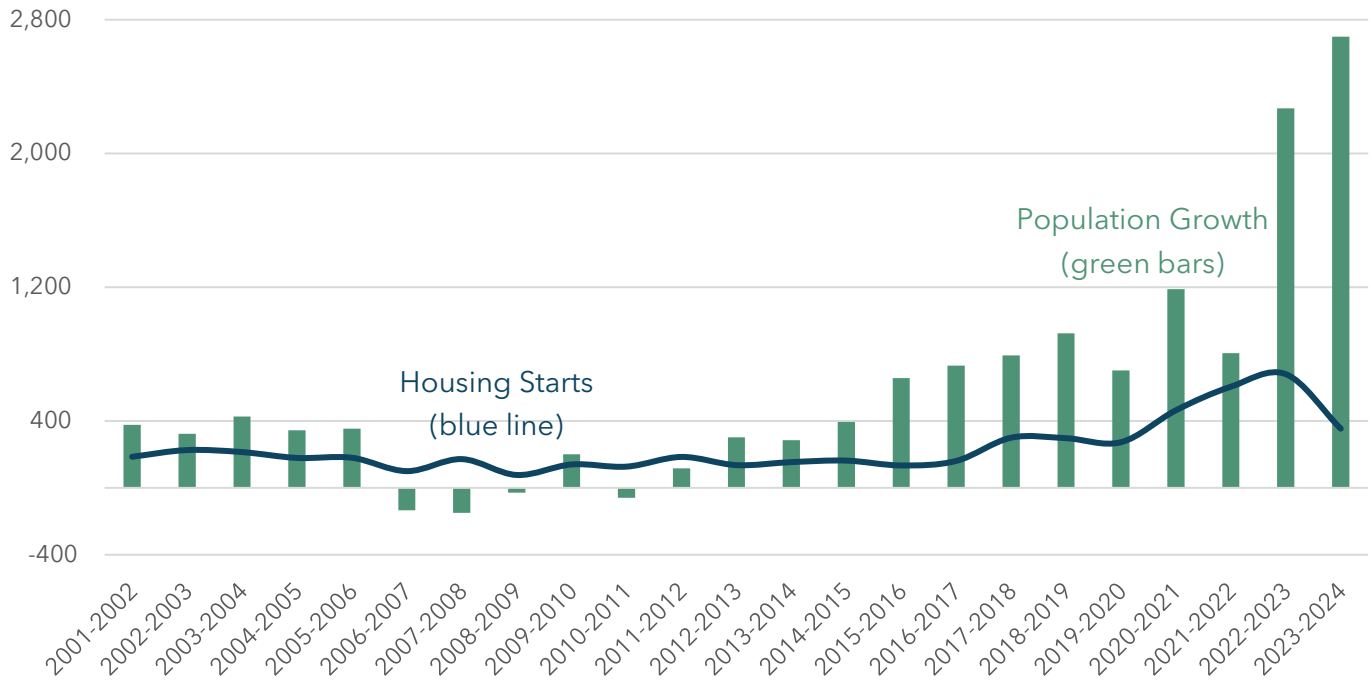
Source: Parcel, based on Statistics Canada

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

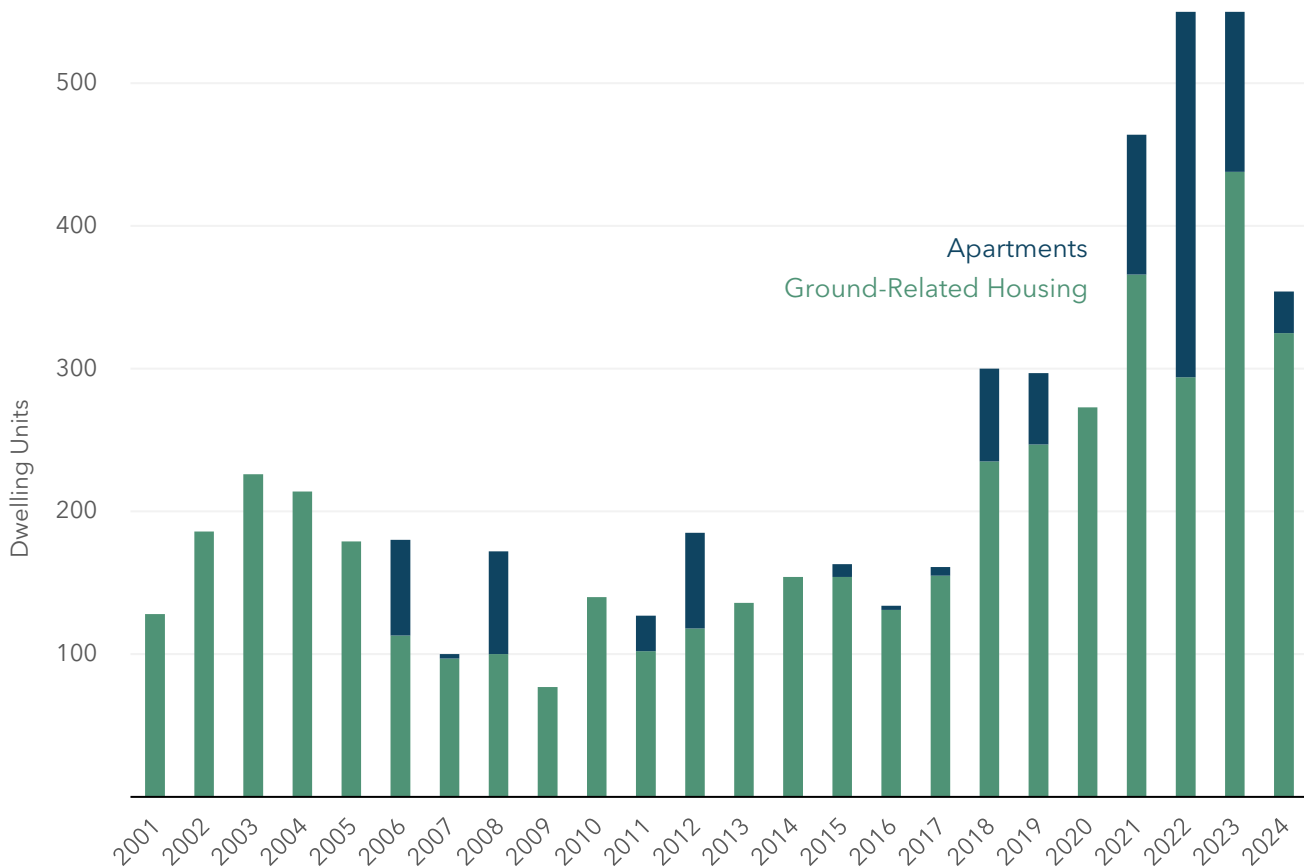
City of Welland, Population Growth & Housing Starts, 2001-2024



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

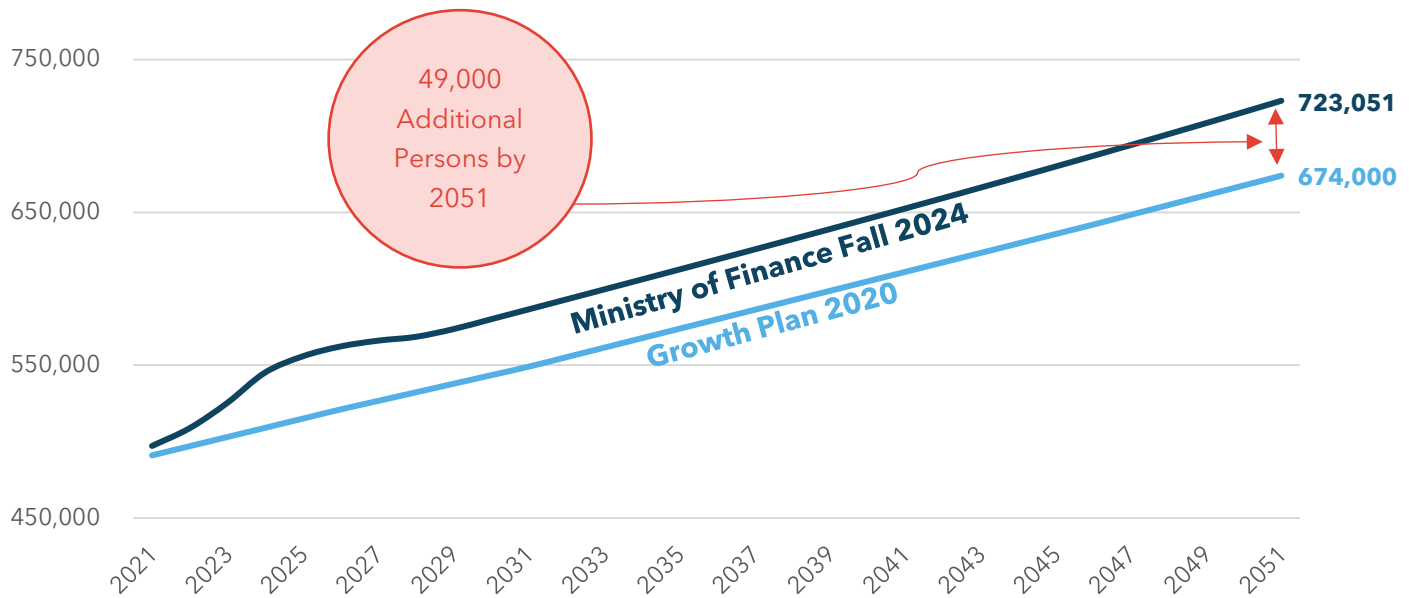
The recent increase in migration to Canada and appeal of Niagara Region has resulted in the Ontario Ministry of Finance revising their population forecasts for the region.

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.

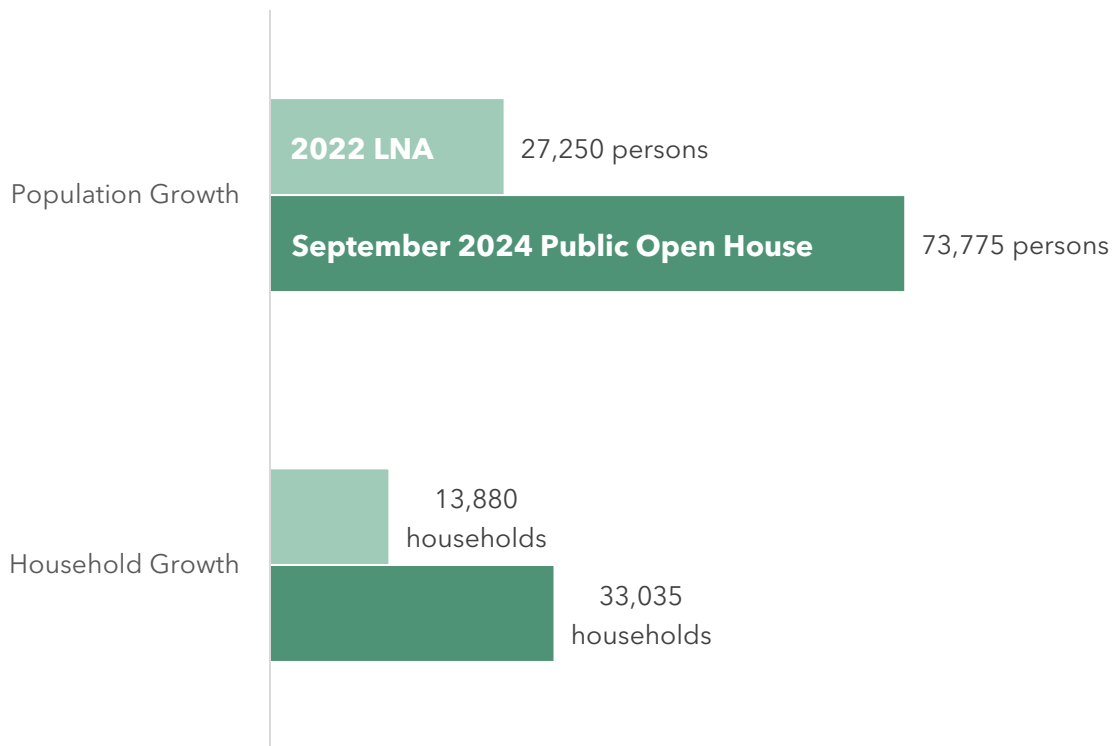
The forecasts presented at the Public Open House build upon more recent forecasts contained in the *City of Welland 2022 Development Charges Background Study & By-Law(s), Final Report*, August 2, 2022 (the “2022 DC Study”). The population and household growth forecasts contained in the 2022 DC Study 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

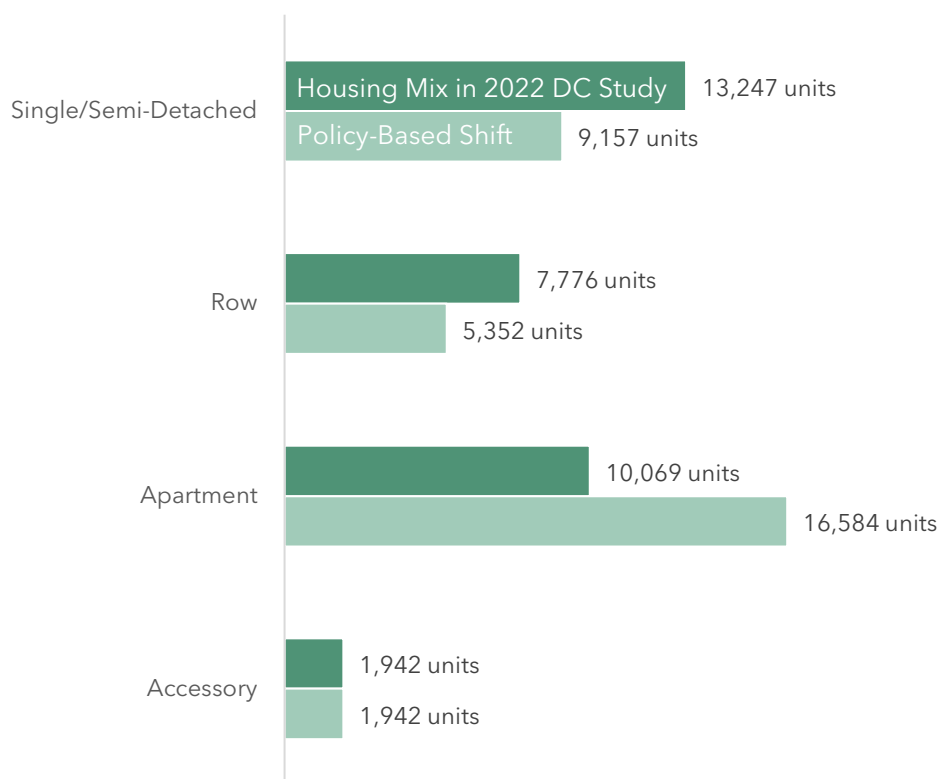
units. This results in demand for approximately 13,250 single/semi-detached units, 7,776 row units, 10,069 apartment units and 1,942 accessory units, as shown in Figure 12.

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
<i>Share</i>	28%	16%	50%	6%	100%
Built-Up Area Growth	2,920	3,330	16,584	1,942	24,776
<i>Share</i>					75.0%
Rural Area Growth	165	0	0	0	165
<i>Share</i>					0.5%
Designated Greenfield Area	6,072	2,022	0	0	8,094
<i>Share</i>					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

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 be 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

Water & Wastewater Calculations

Site Statistics

Area	165	ha
Density	50	pp/ha
Population	8250	persons

Note: All values and calculations are per the Niagara Region 2021 Master Servicing Plan, Volumes 3 and 4.

Wastewater

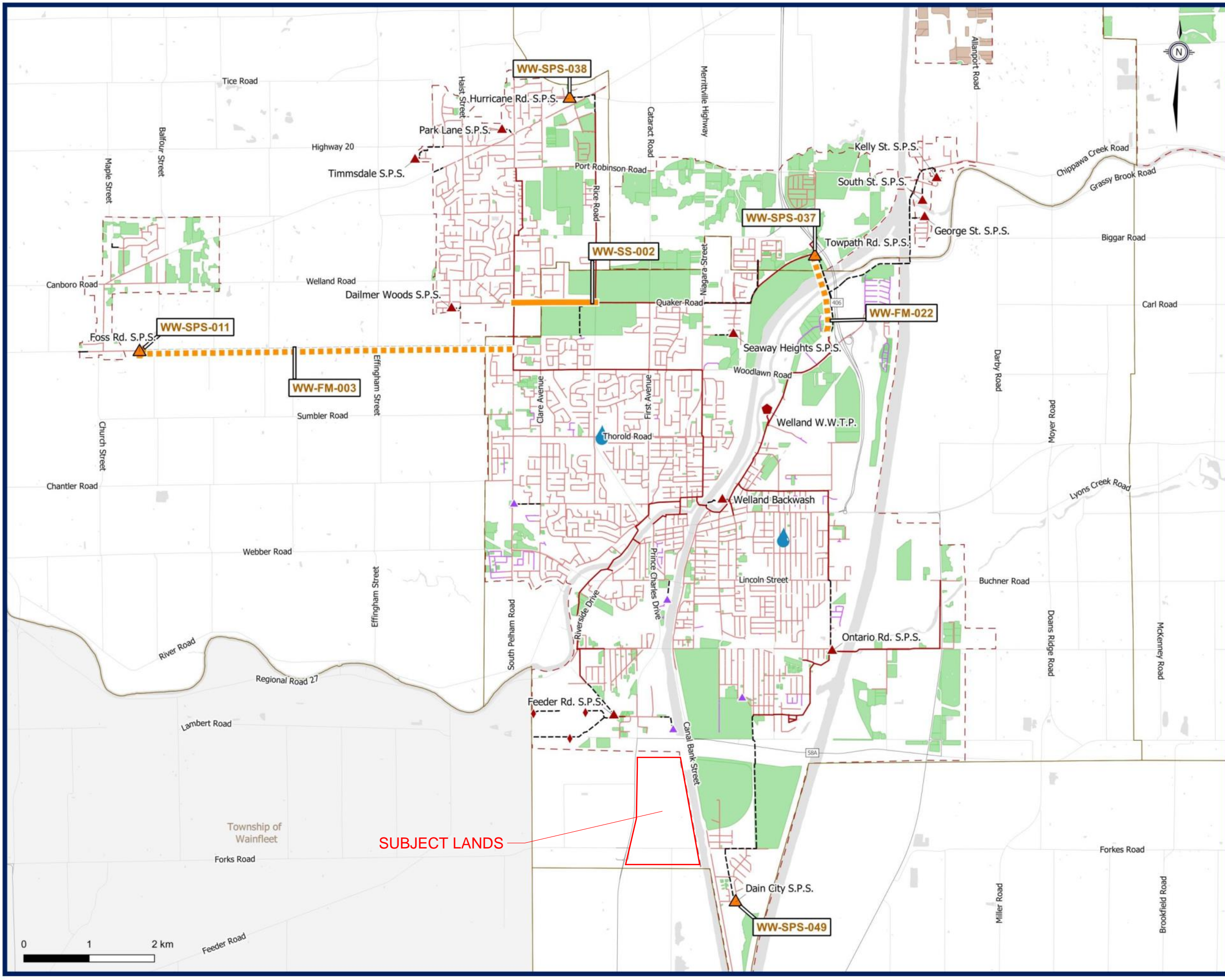
Residential	255	L/c/d
Employment	310	L/e/d
Average	275	L/p/d
Average Flow	2268750	L/d
Average Flow	2.27	MLD
Average Flow	26.3	L/s
Harmon Peak Factor	3.04	$=1+14/(4+(pop/1000)^{0.5})$
Peak Flow	79.8	L/s
Extraneous Rate	0.286	L/s/ha
Extraneous Flow	47.19	L/s
Peak Flow	126.9	L/s

Note: Average rate based on 78% Res. and 22% Empl. consistent with 2021 MSP.

Water

Residential	240	L/c/d
Employment	270	L/e/d
Average	250	L/p/d
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

Note: Average rate based on 78% Res. and 22% Empl. consistent with 2021 MSP.



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 WWTW System
 Preferred Wastewater Servicing Strategy



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.

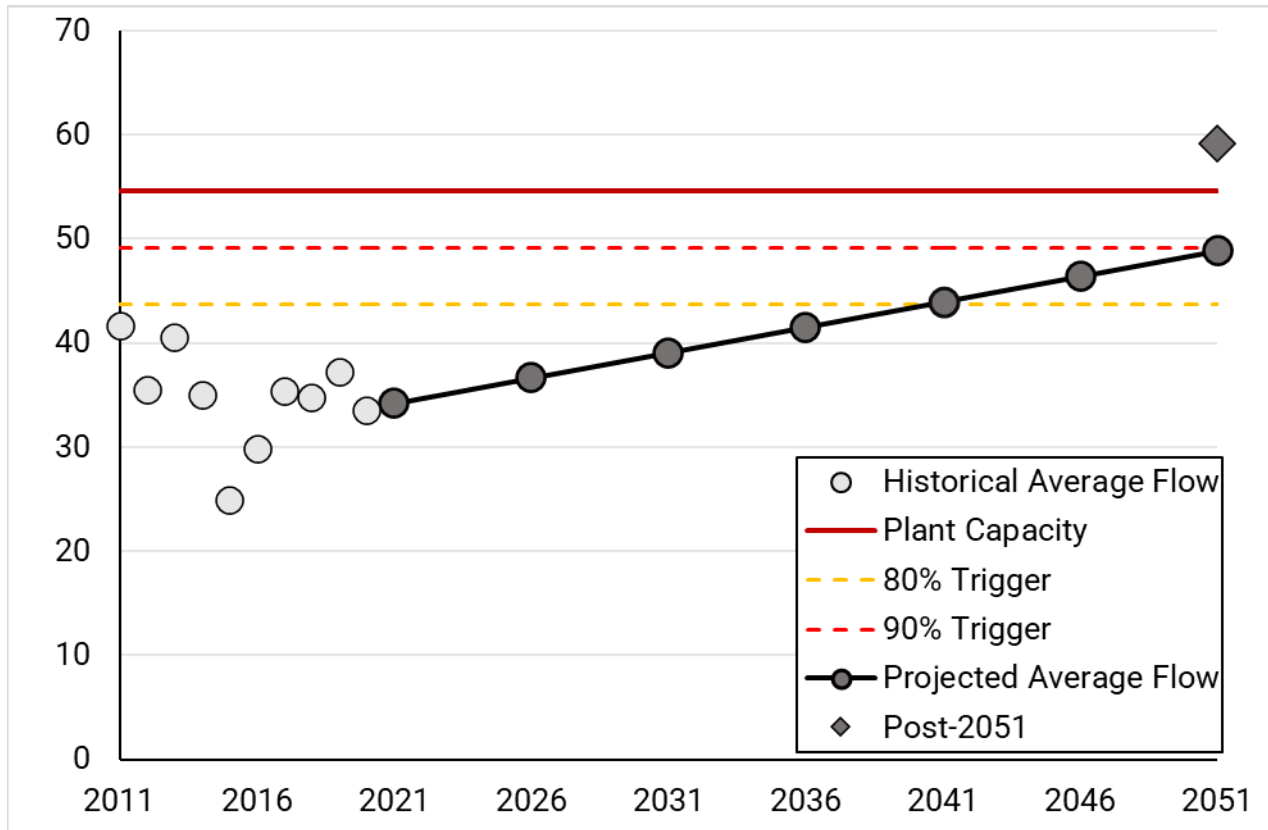


Figure 4.K.3 Projected Sewage Generation at Welland Wastewater Treatment Plant

K.3.2 Sewage Pumping Station

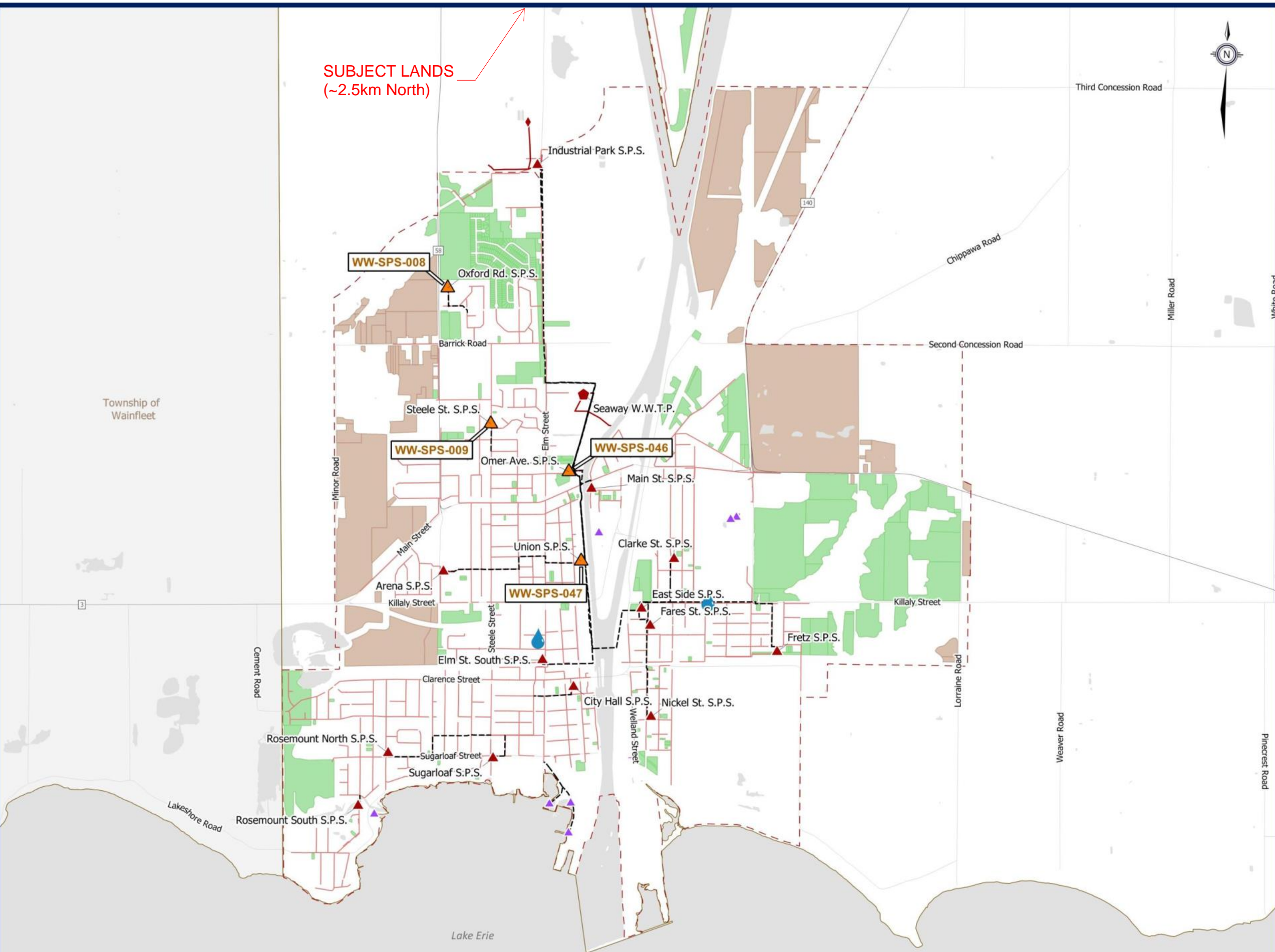
Table 4.K.8 highlights the sewage pumping station operational firm capacities and the existing and projected flows. The existing average and peak dry weather flows were estimated using the wastewater system model, which was updated using the best available billing, flow monitoring, and SCADA data from 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)



Capital Program

- Treatment Plant
- Pumping Station
- Wet Weather Reduction (WW-II-017)
- Force mains
- Sewers

Wastewater Facilities

- Wastewater Treatment Plant
- Biosolids Storage Facility
- Leachate Pumping Station
- Odour Control Facility
- Force Mains
- Regional Mains
- Local Sewers
- Private Sewers

Wastewater Network

- Niagara Region
- Municipal
- Private

Other Features

- Municipal Boundary
- Waterbodies
- Urban Area Boundary
- Post-2051 Development Locations
- Pre-2051 Development Locations

*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 WWT System
Preferred Wastewater Servicing Strategy



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.

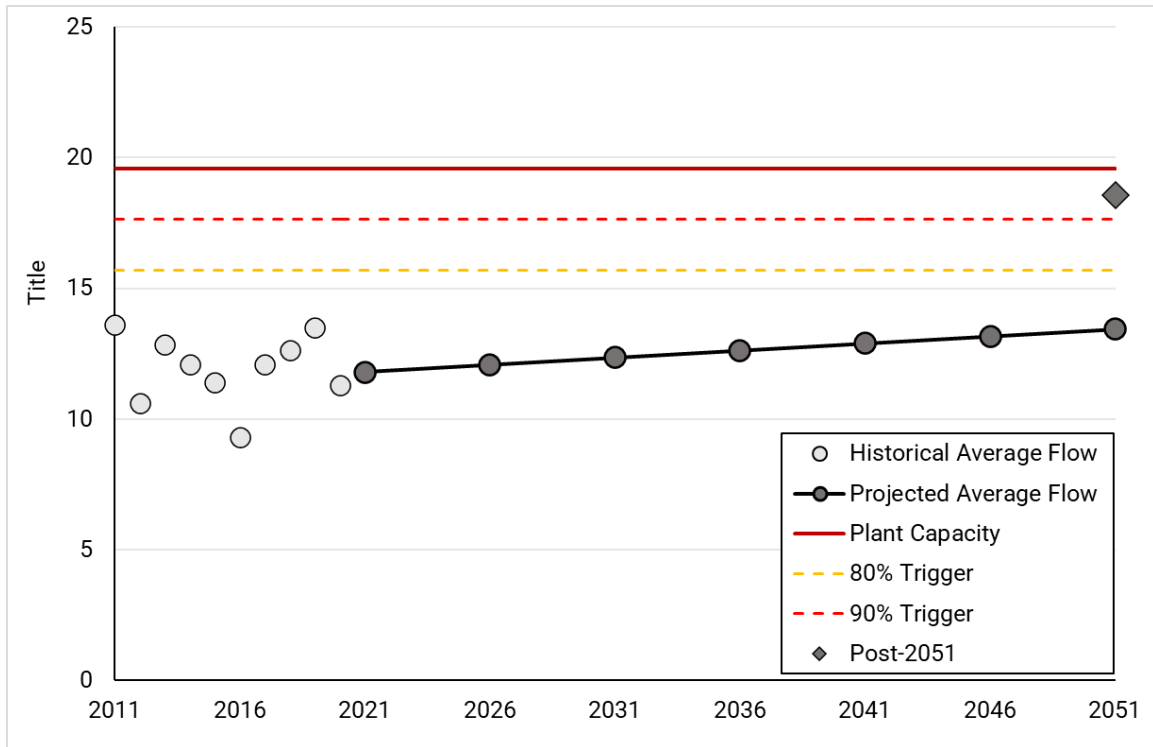


Figure 4.J.3 Projected Sewage Generation at Seaway Wastewater Treatment Plant

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)
L→Industrial SPS	67.0	1.4	2.5	29.2	25.0	4.6	31.4	27.2	4.7	31.4	27.2
L→Omer SPS	108.4	7.3	11.6	103.6	162.9	25.9	130.0	189.2	62.8	177.3	236.6
L→Steele SPS	25.2	1.6	4.3	25.3	48.8	7.5	29.4	53.0	32.1	63.7	87.3
L→Oxford SPS	6.4	0.3	0.4	5.4	8.2	2.5	7.5	10.3	8.1	13.1	15.9
L→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
L→Nickel SPS	93.8	3.3	11.6	50.5	62.8	15.3	54.5	66.7	16.2	55.4	67.6
L→Fares SPS	60.7	4.7	15.9	27.6	21.8	16.1	27.8	22.0	16.7	28.4	22.6
L→Fretz SPS	83.2	5.5	12.6	36.1	21.0	37.8	88.3	73.2	78.2	137.4	122.3
L→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
L→Union SPS	100.9	7.6	27.2	95.2	256.8	36.3	105.0	266.6	84.7	177.9	339.6
L→Arena SPS	75.9	2.8	2.8	42.1	91.4	8.8	48.8	98.1	57.1	121.6	170.9
L→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
L→Elm SPS	298.0	58.3	120.4	236.9	339.7	128.9	248.8	351.7	142.4	262.4	365.3
L→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
L→Sugarloaf SPS	37.0	4.9	10.1	26.0	43.4	10.3	26.2	43.6	10.7	26.7	44.0
L→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
L→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

Capital Program

- Water Treatment Plant
- Reservoir
- Pumping Station
- 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

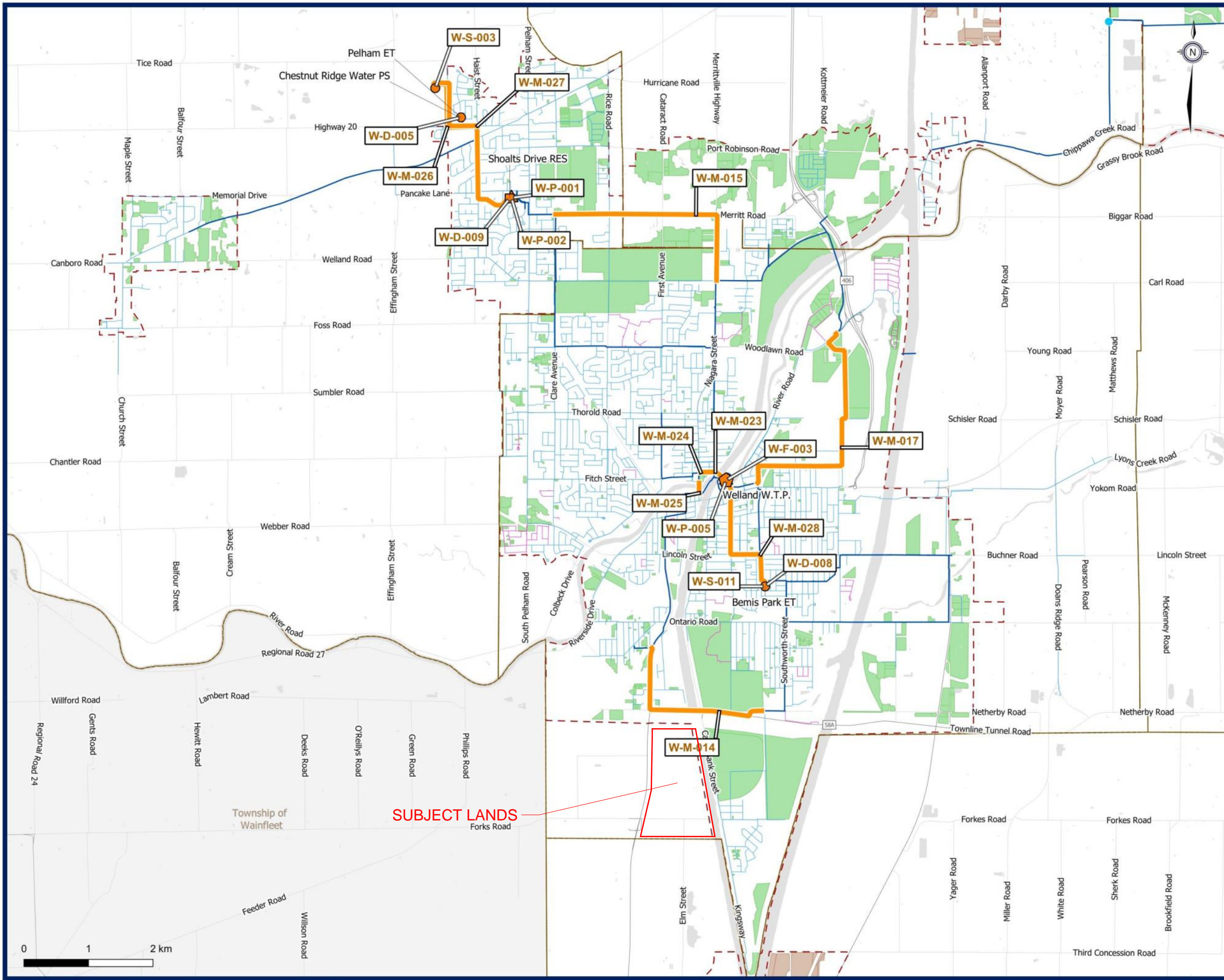
*Project alignments are preliminary and will be refined through subsequent projects (EA and/or detailed design)



Figure 3.F.16

Welland

Preferred Water Servicing Strategy



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.

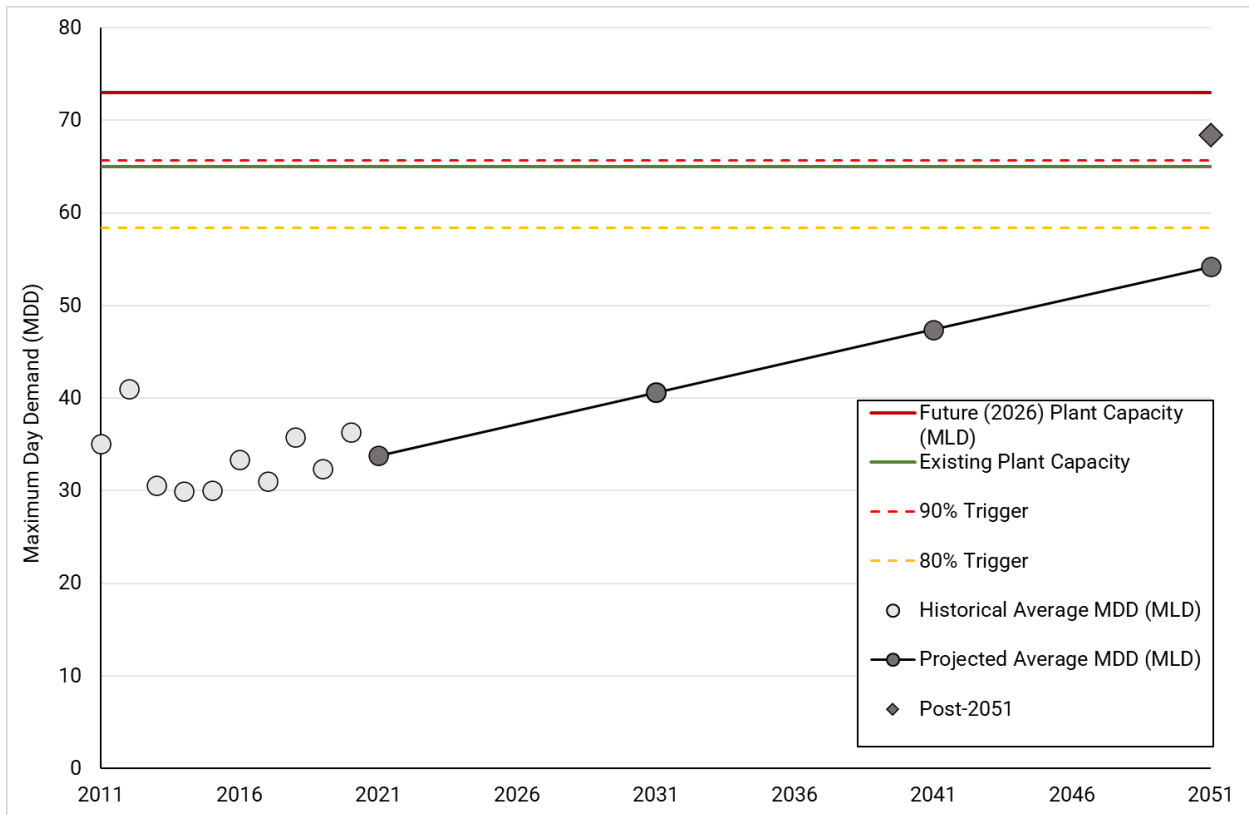


Figure 3.F.3 Projected Maximum Day Demand at Welland Water Treatment Plant

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 and 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 initiatives.

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 aim 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.

Unightly 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.



Feedback re the Draft

CITY OF WELAND

OFFICIAL PLAN

August 16, 2024

Submitted by Lee Carr

Welland Downtown Business Improvement Area

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WDBIA Feedback re the Draft City of Welland Official Plan

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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. reinstating 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.

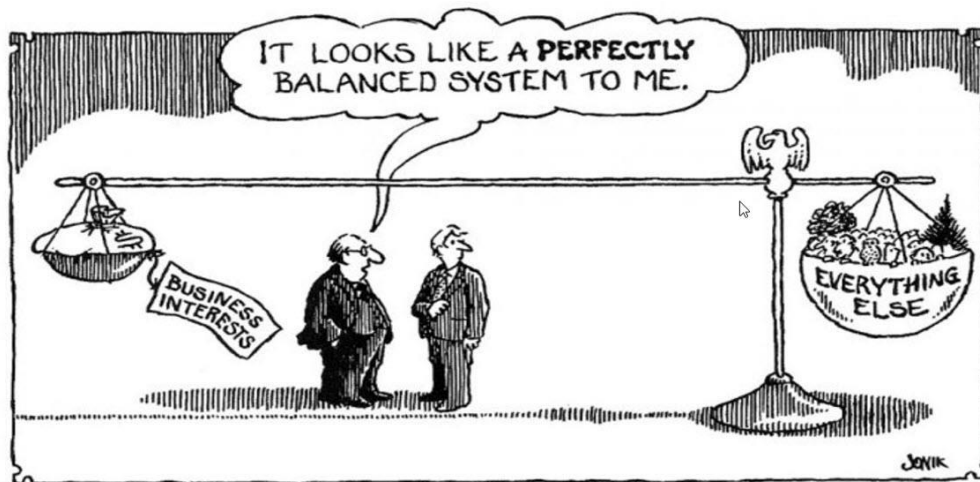
Downtown Concerns Beyond Our Current Mandate

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 sidewalk, 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.

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)

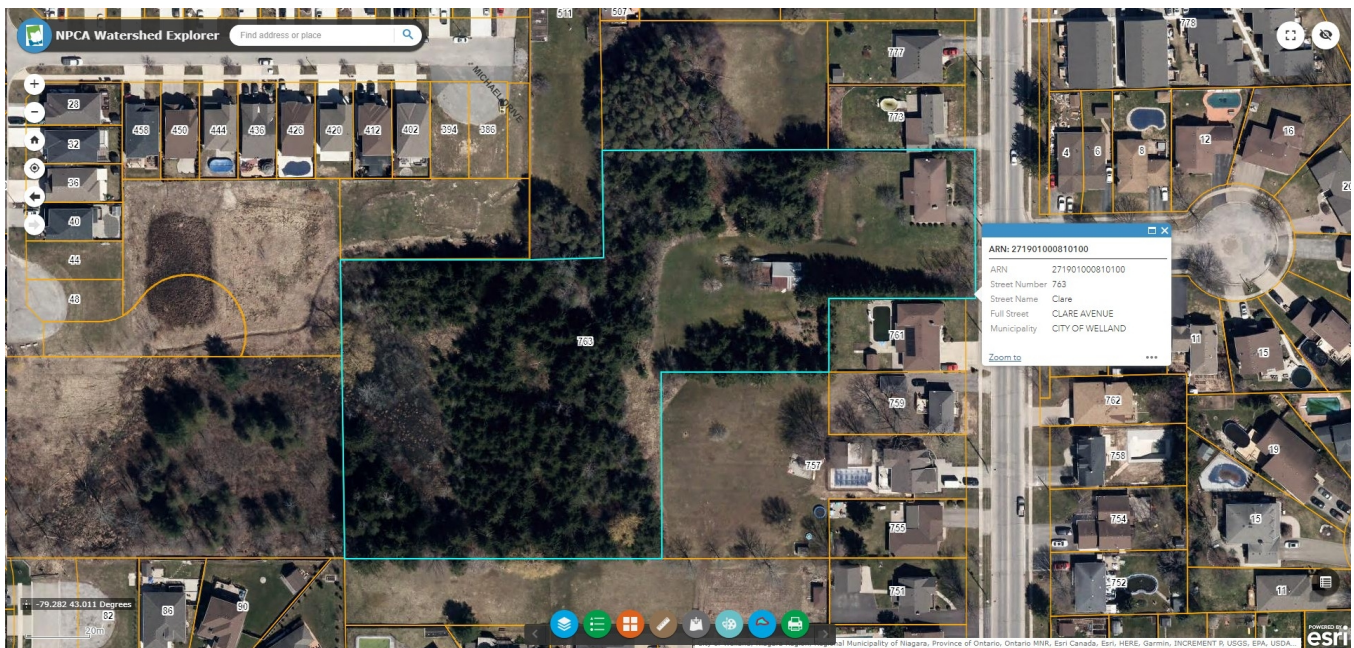


Figure 1. Property boundaries

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 than 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 at least 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
Glechoma hederacea	gill-over-the-ground (ground ivy)	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
Rhamnus 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%)			

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 without permission



Fig. 4. Poorly formed spruce showing rows



Fig. 5. Spruce with severe scarring



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