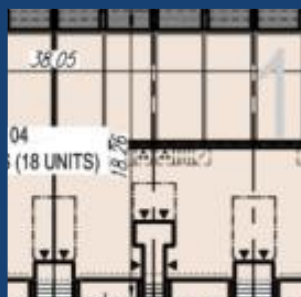
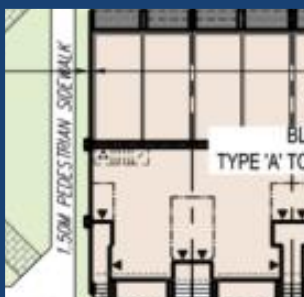
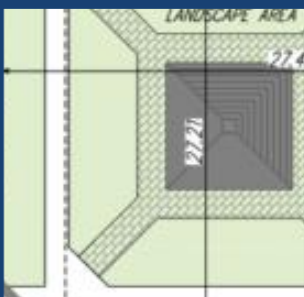
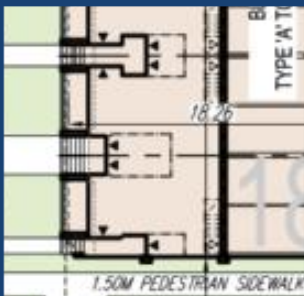
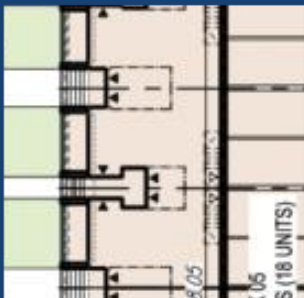


## Planning Rationale Report

744 First Avenue, Welland, ON

Prepared For: Ambria (First Welland) Limited



PROJECT No.:  
DATE:



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SCALE:

CHECKED BY:

MP

**DP-001**

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CONCESSION 3

# 1.0 Introduction

The Biglieri Group Ltd. (“TBG”) has been retained by Ambria (First Welland) Limited to prepare a Planning Rationale Report and planning applications in support of a medium-density residential development of 357 stacked townhomes, on lands municipally known as 744 First Avenue in the City of Welland (“The Subject Site”). The Subject Site is legally described as PART TOWNSHIP LOT 227, THOROLD, PARTS 1, 2 AND 3, PLAN 59R-17766 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 AND 3, PLAN 59R17766 AS IN TH17761 CITY OF WELLAND.

The Subject Site is located on the east side of First Avenue, south of Merritt Road, north of Quaker Road and west of Niagara Street. The Subject Site is approximately 3.87 hectares (9.25 acres) in size and is currently vacant, previously occupied by a single detached residential dwelling and accessory building. The northern portion of the property was previously used for as a golf driving range. The Subject Site is located within the Northwest Secondary Plan within the City of Welland and is located immediately south of the City of Thorold municipal boundary.

This Planning Rationale Report has been prepared in support of applications for Zoning By-law Amendment and Official Plan Amendment. Applications for Site Plan Approval and Draft Plan of Condominium will be submitted to the City for review and approval at a later date. The proposed development consists of 22 blocks of stacked townhomes on private roadways, as well as shared amenity areas. The development proposes a total of 357 units and a total of 647 parking spaces, which includes 27 visitor parking spaces.

The Subject Site is designated *Greenfield Area* in Niagara Region’s Official Plan (the “ROP”). The Subject Site is designated *Low Density Greenfield Residential* in the Northwest Welland Secondary Plan (the “Secondary Plan”). Zoning By-law 2017-117 zones the site as *Agricultural (A1)* and *Environmental Conservation Area Overlay (ECA)*.

This Planning Rationale Report has evaluated the merits of the proposed development in the context of all applicable Provincial, Regional, and City policies. An Official Plan Amendment (“OPA”) is required to redesignate the Site from the *Low Density Residential (LDR)* to *Medium Density Residential (MDR)*. A Special Policy will be required for the Medium Density designation to allow for an increase in the maximum density of 95 units per hectare as the City’s Official Plan allows for a maximum density of 24 – 60 units per hectare. A Zoning By-law Amendment is required to rezone the lands from *Agricultural (A1)* and *Environmental Conservation Area Overlay (ECA)* to the *Residential Medium Density (RM)* with special exceptions to recognize zone deficiencies created through the proposed design.

Official Plan Amendment and Zoning By-law Amendments are sought to support the redevelopment of the Subject Site and permit medium density residential buildings, the proposed site-specific residential use and to bring the Subject Site into conformity with these higher order policies.

Site Plan Approval and Draft Plan of Condominium Approval will also be required prior to development and will be submitted at a later date.

# 2.0 Site Location & Context

## 2.1 Subject Site

The Subject Site is municipally known as 744 First Avenue in the City of Welland (“The Subject Site”). The Subject Site is legally described as PART TOWNSHIP LOT 227, THOROLD, PARTS 1, 2 AND 3, PLAN 59R-17766 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 AND 3, PLAN 59R17766 AS IN TH17761 CITY OF WELLAND. The lands are within the urban boundary of the City of Welland, being brought into the urban boundary through an Official Plan Amendment in 2018 (**Figure 1**).

The Subject Site is approximately 3.87 hectares in size and has approximately 202.21 metres of frontage on First Avenue. It is located approximately 373 metres north of the intersection of First Avenue and Quaker Road. The Subject Site is located south of the City of Thorold municipal boundary (located at the northern property line of the Site), and it is located west of Niagara Street and north of Quaker Road. Existing and planned municipal services are located along Quaker Road, with upgrades required to accommodate the planned development of the North-West Secondary Plan Area.

## 2.2 Surrounding Context

**North:** North of the Site consists of vacant lands currently utilized for agricultural purposes. These lands are within the City of Thorold and are intended for development through the Port Robinson West Secondary Plan Area. Further north of Merrit Road, there are single-detached low density residential dwellings (**Figure 2**).

**East:** East of the Site are vacant lands that have been designated for residential purposes through the Northwest Secondary Plan area. Further east, commercial uses abut Niagara Street (**Figure 3**).

**West:** West of the Site consists of vacant lands utilized for agricultural purposes (**Figure 4**).

**South:** South of the Site consists of vacant, agricultural lands, and single-detached low residential dwellings abutting the north and south sides of Quaker Road (**Figure 5**).

## 2.3 Community Services and Facilities

The proposed development is well served by public services and facilities within one (1) kilometre of the Site. In close proximity are a number of public parks and wooded areas, including Towpath Village Park, Lancaster Park, the Welland Sports Complex, and the Welland Recreational Canal and Trail. The Northwest Secondary Plan also identifies that the lands to the south-east are to be developed as parklands to service this neighbourhood. These green spaces provide a variety of amenities to residents in the area including sports fields, play areas, and walking trails. There are a wide range of schools available for residents within three (3) km of the including Quaker Road Public School, Alexander Kuska Catholic Elementary School, Nouvel Horizon French Elementary School, Welland Centennial Secondary School, and Niagara College – Welland Campus. Additionally, within two (2) km of the site, are two recreational centres, the Welland Sports Complex and the Niagara Centre YMCA. Lastly, there are commercial retailers and entertainment

venues within three (3) km of the Site, including Seaway Mall, plazas along Niagara Street, and Zehrs Grocery Store (**Figure 6**). Furthermore, per the City of Welland Community Trails Strategy there is a conceptual trail route indicated south of the Subject Site and north of Quaker Road, an east-west direction across the Secondary Plan area. It also identifies that a recreational trail be created further to the south through the existing floodway area which runs between Page Drive and First Avenue.

## **2.4 Northwest Welland Block Plan**

The Northwest Landowners Group are working cooperatively to ensure that their development plans are cohesive and servicing can be installed in a logical manner. A Composite Block Plan (**Figure 7**) has been included to show how this block will be interconnected. The Landowners Group has also submitted an application for Community Infrastructure and Housing Accelerator (CIHA) to the City of Welland for review and support by Council. Ultimate approval of this application will be provided by the Ministry of Municipal Affairs and Housing. The purpose of the CIHA, as well as this private application, is to increase the permitted maximum densities in the Northwest Welland Area, as well as implement the associated zoning provisions. The subject application made by Ambria Homes has been submitted concurrently to ensure that internal timelines can be achieved to move forward with development.



Figure 1. Aerial View of Subject Site



Source: MNR Mapping, 2024

Figure 2. Agriculture (North)



Source: Google Maps, 2024

Figure 3. Core Natural Heritage (East)



Source: Google Maps, 2024

Figure 4. Agriculture (West)



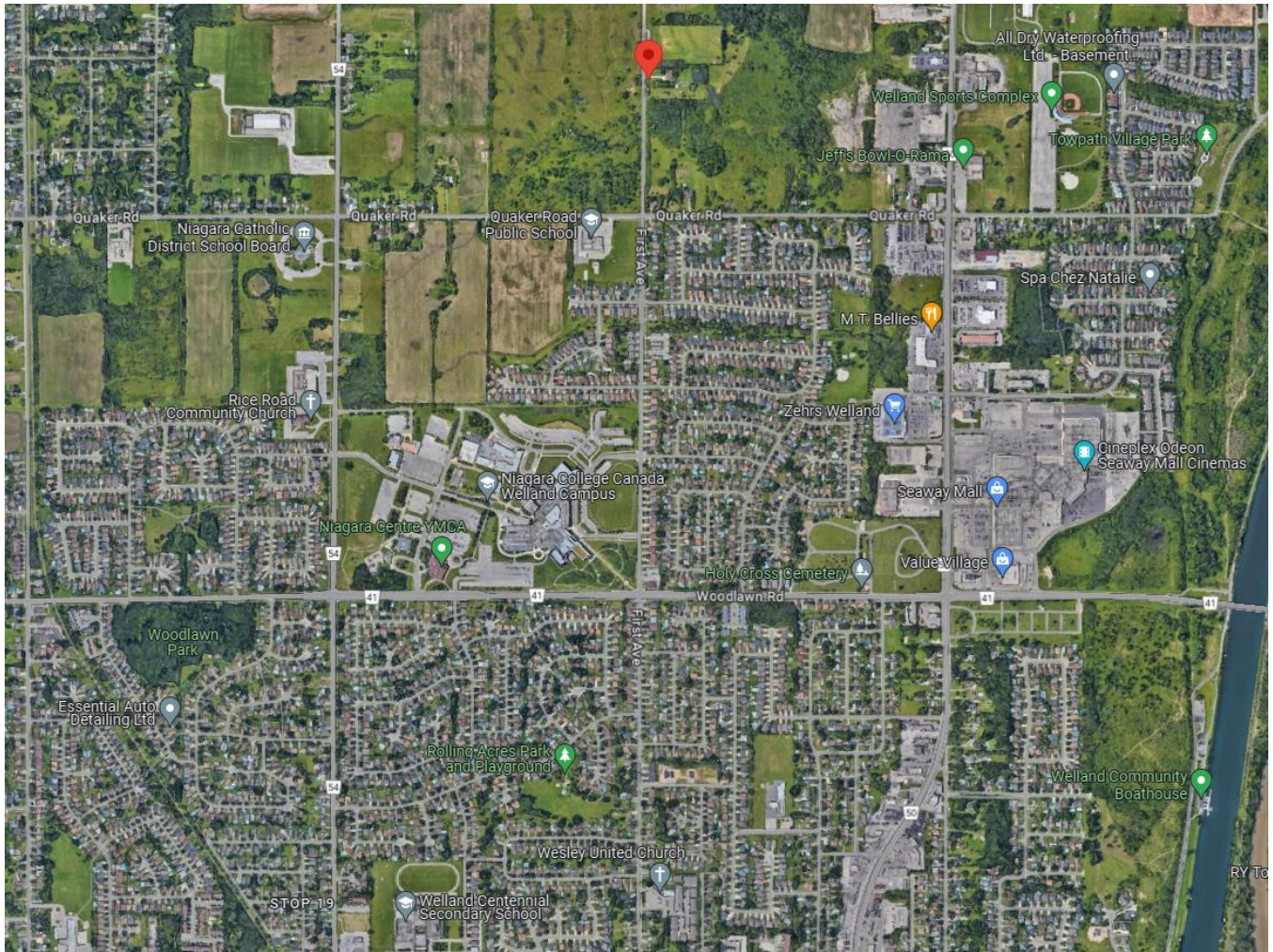
Source: Google Maps, 2024

Figure 5. Agriculture (South)



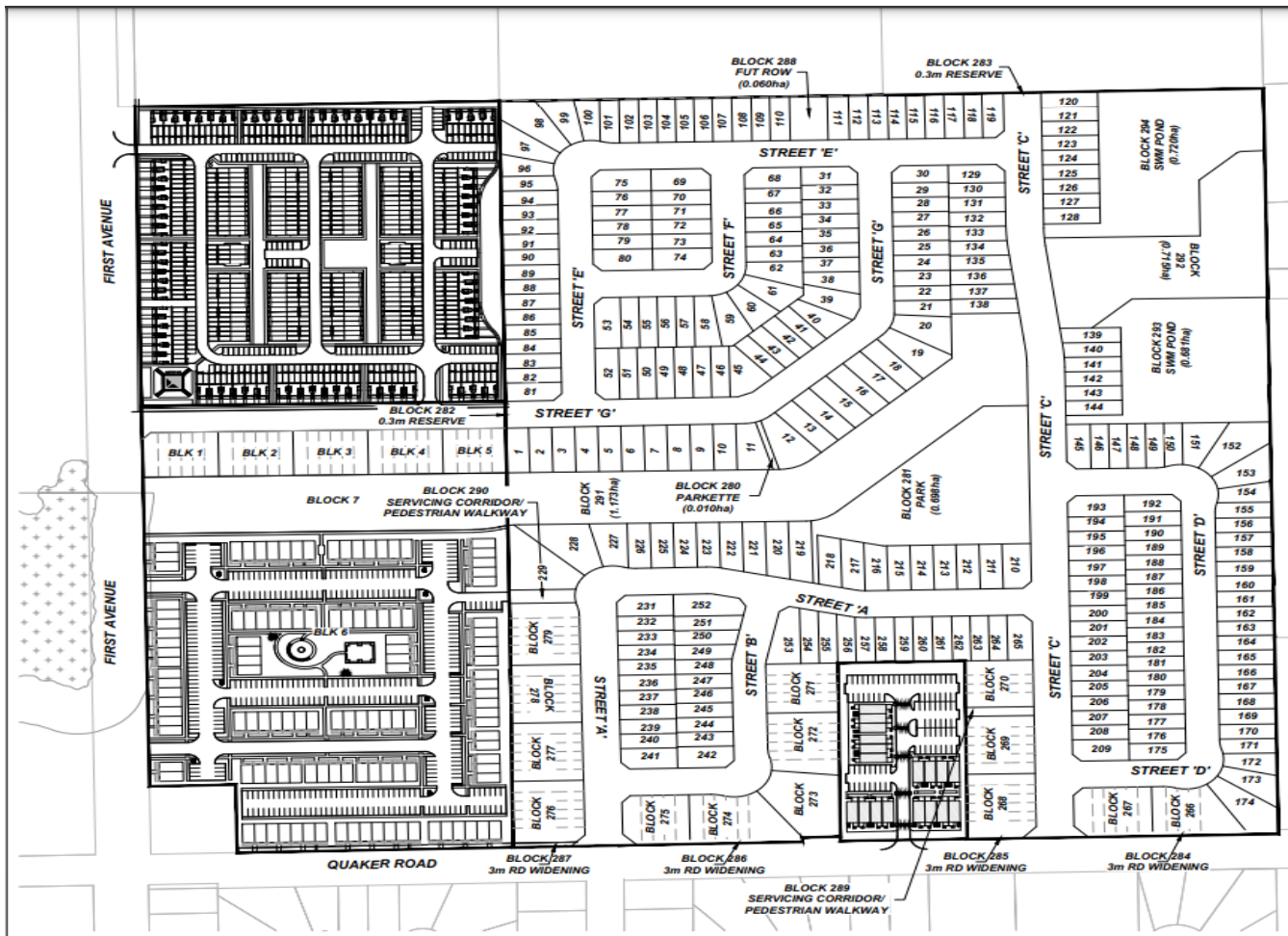
Source: Google Maps, 2024

Figure 6. Community Services and Facilities



Source: Google Maps, 2024

Figure 7. Composite Block Plan



Source: Upper Canada Consultants, 2023

### 2.4.1 Road Network

The Site has approximately 202.21 metres of frontage on First Avenue, which is a north/south City Arterial Road per Schedule E: Road Hierarchy of the City of Welland. The Site is also located north of Quaker Road, an east/west City Arterial Road (Figure 8). Upgrades to these roadways will occur through the development of the Secondary Plan area to bring them to an urbanized cross section.

### 2.4.2 Public Transit Network

Local public transit service is provided by Niagara Region Transit. Bus route 509 (Niagara Street) stops at First Avenue and Woodland Drive, approximately 550 metres south of the Subject Site (Figure 9). This route provides service between the northwest quadrant of the City of Welland and the Welland Bus Terminal (approximately 6.0 kilometres from the Site).

Alternate routes to the Welland Bus Terminal are provided by Niagara Region buses including Route 65 (Niagara College – Welland to Niagara Falls), and Route 70 (St. Catharines to Welland), which both depart from the Niagara College Canada – Welland Campus.

The Bus terminal provides access to transit routes across Niagara Region as well as connections to GO Transit services in Niagara-on-the-Lake (Niagara College) and St. Catharines (Brock University and Fairview Mall). Therefore, the proposed built form is in close proximity to the transit services of the surrounding area.

### **2.4.3 Active Transportation Network**

The City of Welland Community Trails Strategy identifies a scenic cycling route between First Avenue (north of Quaker Road) and the City of Thorold municipal boundary. A scenic cycling route is defined as “*Scenic cycling routes represent ‘loop rides’ that have been identified by the Niagara Freewheelers Bicycle Touring Club (with funding support from Healthy Living Niagara) and further promoted by the Region.*” There is also an existing Bike Lane (on-road cycling facility) from First Avenue (south of Quaker Road) to Woodland Road. The Region’s Strategic Cycling Network identifies First Avenue (south of Quaker Road) as an Existing Cycling Facility, and First Avenue (north of Quaker Road) as a Future Cycling Facility. A concept trail is indicated south of the Subject Site and north of Quaker Road, in an east-west direction across the Secondary Plan area. (**Figure 10**). Per Map 4 of the Welland Community Trails Strategy, the off-road Candidate route (classified as will also connect to the Welland Canal Trail (Merrit Island) (**Figure 11**).

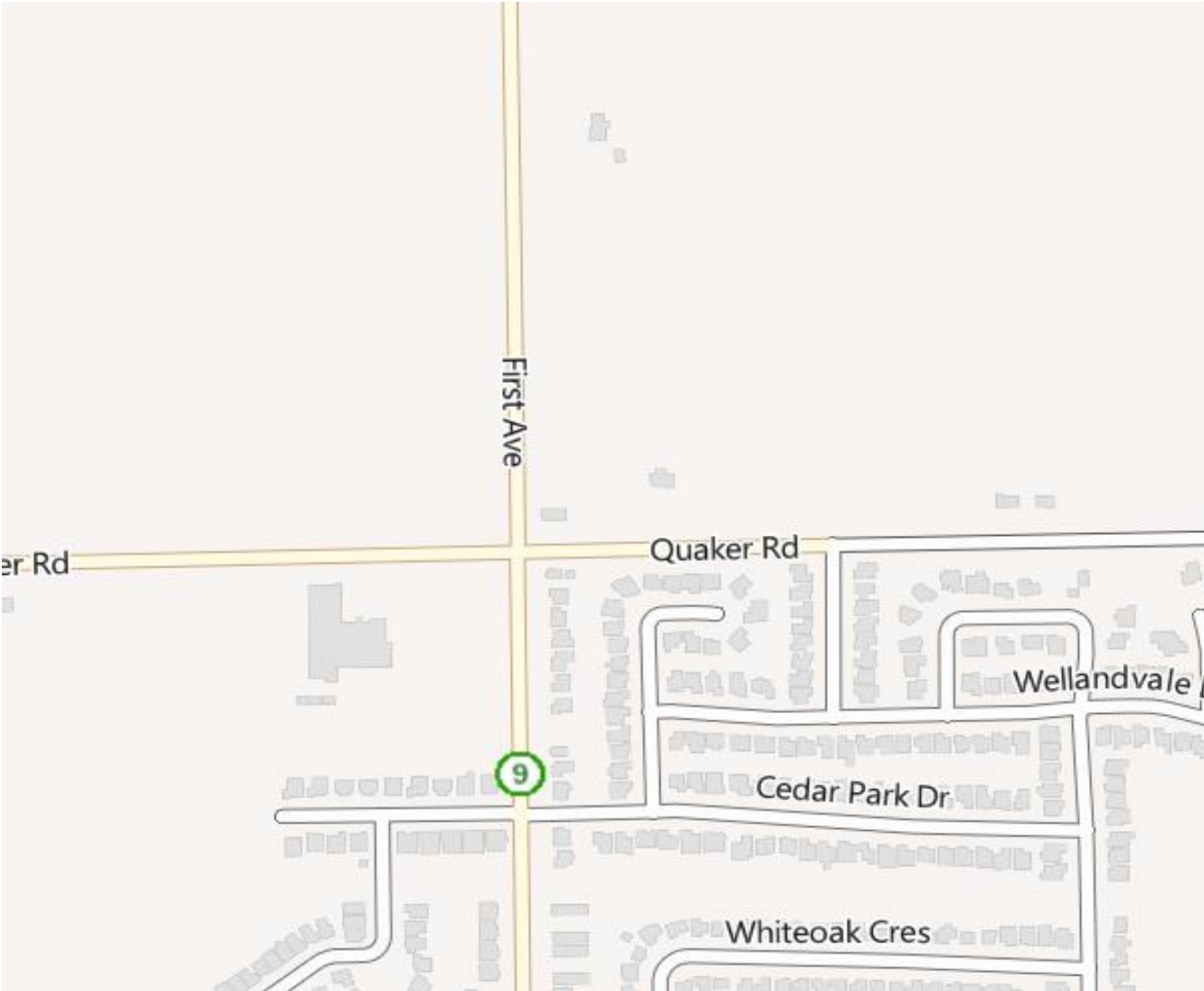
The City of Welland is currently undertaking a Transportation Management Plan. Improvements identified at the second Public Information Centre proposes Bike Lanes on First Avenue, north of Quaker Road to the City of Thorold municipal boundary, and in an east-west direction along Quaker Road. A multi-use path is also proposed south of the Subject Site (**Figure 12**).

Figure 8. Road Hierarchy of the City of Welland



Source: City of Welland Official Plan-Schedule E: Road Hierarchy

Figure 9. Transit Stops within 600 meters of the Subject Site



Source: Niagara Region Transit – Bus 509 Stop #9, 2024



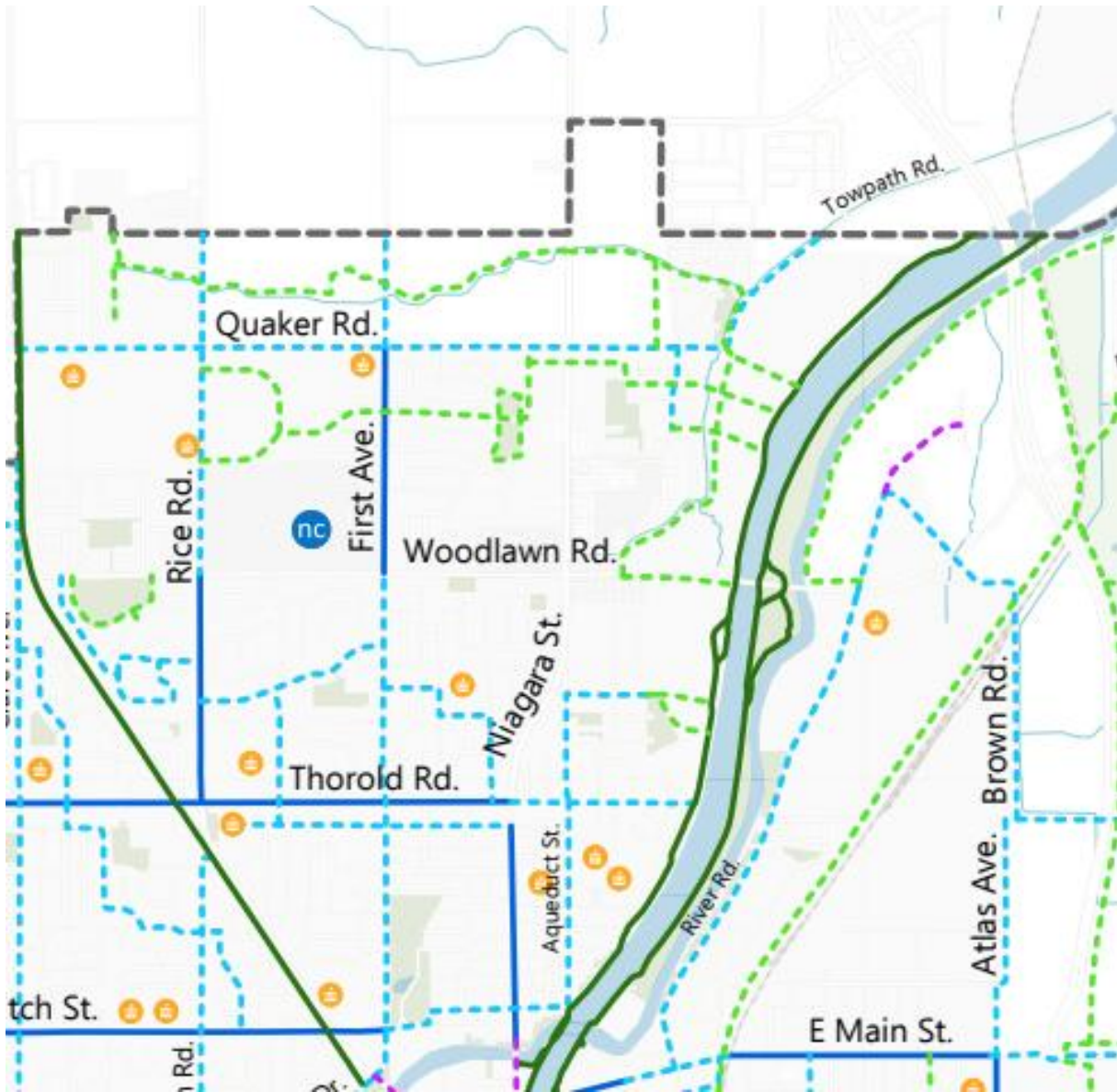


Figure 11. Community Trails Strategy Map 4: Candidate Off-road Routes



Source: City of Welland Community Trails Strategy – Map 4, 2024

Figure 12. Proposed Active Transportation Connectivity



Source: City of Welland Draft Transportation Master Plan Study – Page 17, 2024

# 3.0 Proposal & Approvals

## 3.1 Proposal

The proposed development seeks to permit the development of 22 residential blocks, comprised of 357 residential units. A future public road runs immediately to the south with the right of way wholly on the Centennial Homes lands (per Schedule G of the Secondary Plan) (**Figure 12**). Blocks 1-13 consist of Type 'A' stacked townhouses, three-and-a-half (3 ½) storeys in height, and complete with a balcony. Each unit is approximately 111 square metres (1200 square feet). Blocks 1-13 will have 237 units. Blocks 13-22 consist of Type 'B' stacked townhouses, three (3) storeys in height. Each unit is approximately 130 square metres (1400 square feet). Blocks 14-22 will have 120 units. A total of 647 parking spaces are provided, consisting of 158 private garages, 79 surface parking spaces, 272 driveway parking spaces, 27 visitor parking spaces, and four (4) barrier-free parking spaces.

Blocks 1-13 are located along the perimeter of the Site, with Blocks 1-4 fronting onto a future public road, and Blocks 5-7 fronting onto First Avenue (an Arterial Road). Blocks 14-22 are on the interior of the Site to provide for appropriate transitions in heights, densities, and scale.

Full movement vehicular access is provided at the northwest corner (First Avenue), and the City's proposed public road bisecting the southern boundary of the Site.

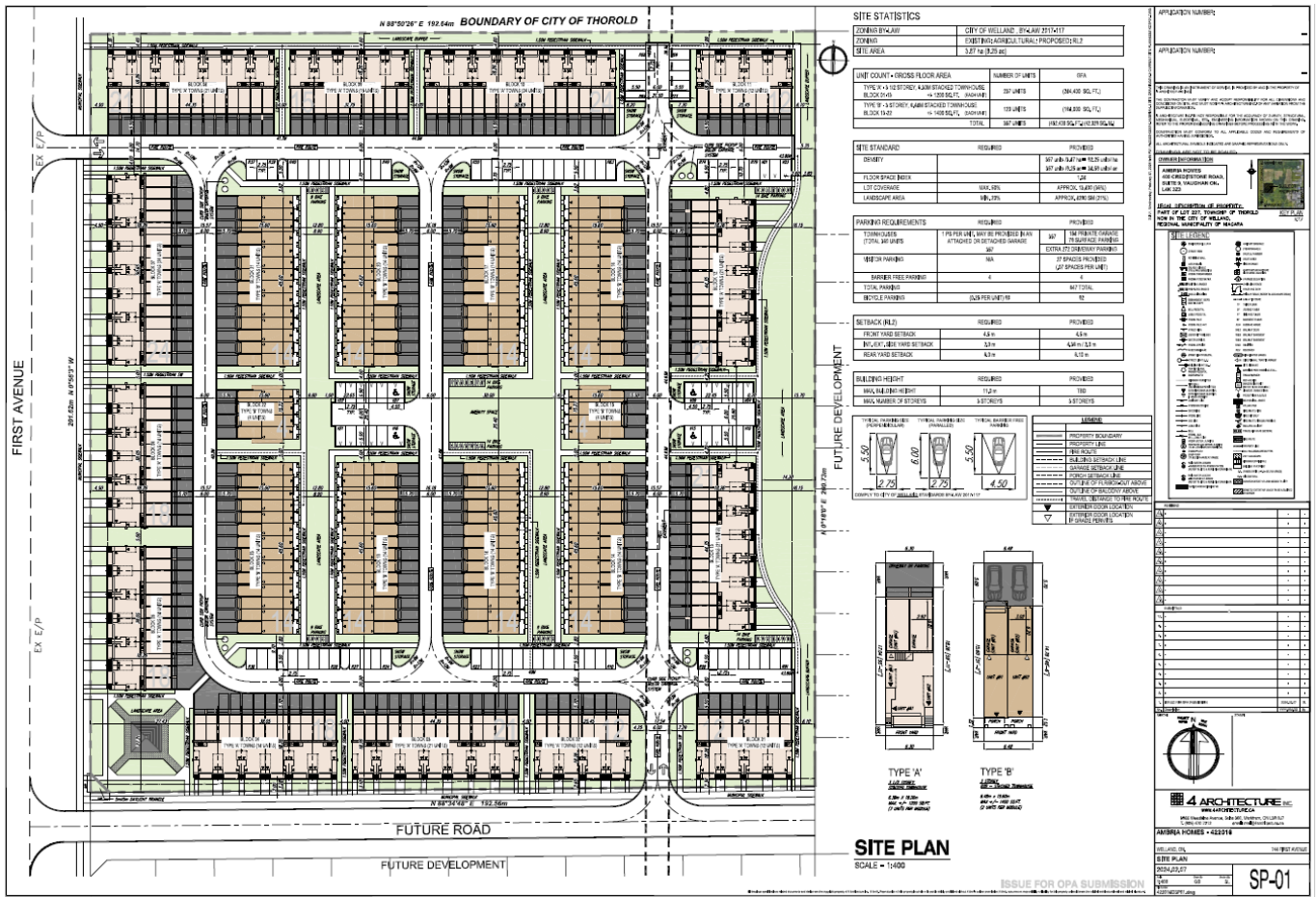
## 3.2 Approvals

To support the proposed development, an Official Plan Amendment ("OPA") is required, which seeks to amend the Subject Site from the *Low-Density Residential* in the Secondary Plan, to the *Medium-Density Residential* designation. The application will require a *Special Policy Medium Density Residential* designation to allow for a maximum of 95 units per hectare, whereas the *Medium Density* designation allows for a maximum of 60 units per hectare.

A site-specific Zoning By-law Amendment ("ZBLA") is also required. The ZBLA seeks to rezone the Site from *Agricultural* with an *Environmental Conservation Area Overlay* to *Medium Density Residential* (RM) with special exception to reduce the front yard setback.

Subsequent applications for Site Plan Control and Draft Plan of Condominium will be submitted following the subject applications.

Figure 13. Concept Plan



Source: 4 Architecture Inc., 2024

# 4.0 Policy Context & Planning Analysis

The proposed development has been reviewed in the context of the requirements and policies directed by the Provincial Policy Statement (2020) (“PPS”), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (“Growth Plan”), the Niagara Regional Official Plan (2022) (“ROP”), the City of Welland Official Plan (2019) (“OP”), the Northwest Secondary Plan (2022) (“Secondary Plan”) and the City of Welland Zoning By-Law 2017-117 (2017) (“ZBL”).

The sections below further assess whether the proposal has appropriate regard for the pertinent studies and guidelines.

## 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (“PPS”) provides overall direction on matters of provincial interest related to municipal planning decisions. The PPS was issued under Section 3 of the Planning Act, 1990 and provides provincial direction in terms of land use planning and development in Ontario. The current PPS was issued by the Province of Ontario and came into effect on May 1st, 2020. Decisions related to planning matters, shall be consistent with the PPS.

### 4.1.1 Land Use Policies

The PPS encourages efficient land use and development patterns to support healthy, livable and safe communities by promoting efficient development and land use patterns over the long term; accommodating an appropriate and market based range and mix of residential types; and promoting integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimized transit investments, and reduced land consumption and servicing costs (Policy 1.1.1). The PPS directs that planning authorities shall promote opportunities for transit-supportive development that accommodates a significant supply and range of housing options through intensification and redevelopment, where appropriate, while considering existing building stock in the surrounding areas (Policy 1.1.3.3).

### 4.1.2 Settlement Area

Per Section 1.1.3

- Policy 1.1.3.1: Settlement areas shall be the focus of growth and development.
- Policy 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) efficiently use land and resources;

- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - d) prepare for the impacts of a changing climate;
  - e) support active transportation;
  - f) are transit-supportive, where transit is planned, exists or may be developed; and
  - g) are freight-supportive.
- Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

The Site is located within the City of Welland Settlement Area boundary, added to the urban boundary in 2018 through the Northwest Secondary Plan process, which was approved by the Region of Niagara in 2020. Due to the proximity to existing services and amenities, this area was determined to be the most appropriate location for residential growth. The development of these lands meets the intent of Section 1.1.3 as they are within the settlement boundary and will be the focus of growth and development.

The proposed development is consistent with the policies of the PPS to provide a range and mix of residential uses and densities. The proposed development will provide a medium density residential form to an area that will have a mix of low, medium, and high density development forms. It will contribute to the mix of future residential uses with single detached, traditional towns, and mid-rise buildings being proposed within this block. The increase in density will encourage the development of a transit-supportive neighbourhood and the proximity to commercial, recreational, and institutional uses will encourage active transportation. The proposed development will also support an increase in the available housing supply in the City of Welland through the provision of 357 new residential units. As previously identified, the landowners in this block are working to ensure that servicing is installed in an orderly manner to allow development to proceed. The development of these lands will be done in conjunction with the surrounding lands to prevent the uneconomical expansion of services. The proposed development will also make use of existing Regional water and wastewater treatment plants which have capacity to accommodate this growth.

The proposed development meets the intent of the PPS as it is an area that has been targeted for new residential development, there is existing infrastructure capacity, and it will support transit ridership and active transportation. The request to increase the density of the development will provide additional housing options within the Northwest Expansion Area.

## **4.2 Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) was approved under the authority of the Places to Grow Act, 2005 by the Lieutenant Governor in Council of the Province of Ontario and came into full force and effect on June 16th, 2006. The Growth Plan was further updated on May 18, 2017, in May of 2019 and again on August 28th, 2020. The in-force Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: direction on where and how to grow, support for the achievement of complete communities, support for a range and mix of housing options the provision of infrastructure to support growth, to make efficient use of land and protecting natural systems and cultivating a culture of conservation (Section 1.2.1).

## 4.2.1 Complete Communities

Section 2.1 of the Growth Plan speaks to the achievement of “complete communities”, which are “*well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes*”.

Per Section 2.2.1.4, the achievement of complete communities:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) 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;
- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
  - ii. public service facilities, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly-accessible open space parks, trails, and other recreational facilities; and
  - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- g) integrate green infrastructure and appropriate low impact development.

The proposed development makes efficient use of land designated Greenfield Area and provides for the diversification of the area’s residential land uses. It introduces a new, compact housing form within this development block. Furthermore, Greenfield Areas are appropriate for higher density residential developments, as the intention is to provide for comprehensive and well integrated new neighbourhoods in close proximity to transit and a mix of uses that complement the surrounding areas. The proposed development maintains compatibility with the surrounding built form, in terms of type of buildings and height.

The area is in close proximity to a range of commercial businesses and restaurants. The corridor along Niagara Street provides a range of businesses to service the community, including pharmacies, a grocery store, fast food establishments, and retail options. Commercial retailers and entertainment venues include:

- Zehrs Welland (~1.8 km)
- Service Ontario (~2.0 km)
- Seaway Mall (~2.1 km)
- Cineplex Odeon (~2.4 km)
- Niagara Street Plazas (~1 km)

The close proximity to these services will allow for residents to walk or cycle to access their services.

The proposed development is in an area near existing and future planned publicly accessible trails and outdoor amenity spaces. Per the City of Welland Community Trails Strategy, a scenic cycling route will be constructed between First Avenue (north of Quaker Road) and the City of Thorold municipal boundary.



There is also an existing Bike Lane (on-road cycling facility) from First Avenue (south of Quaker Road) to Woodland Road. The City's preliminary Transportation Master Plan document identifies that on-road bike facilities will be constructed on Quaker Road as part of the urbanization of this corridor. The Region's Strategic Cycling Network identifies First Avenue (south of Quaker Road) as an Existing Cycling Facility, and First Avenue (north of Quaker Road) as a Future Cycling Facility. A conceptual trail route is indicated south of the Subject Site and north of Quaker Road, in an east-west direction across the Secondary Plan area.

There are a number of public parks and wooded areas within five (5) kilometres of the Site including Treelawn Park, Lancaster Park, Welland Sports Complex and the Welland Recreational Waterway trail. The Northwest Secondary Plan also identifies parklands to the south-east to service this neighbourhood. These green spaces provide a variety of amenities to residents in the area including sports fields, play areas, and walking trails. There are also a range of schools available for residents within three (3) kilometres of the Site, including Quaker Road Public School, Alexander Kuska Catholic Elementary School, Nouvel Horizon French Elementary School, Welland Centennial Secondary School and Niagara College – Welland Campus. Additionally, the Niagara Centre YMCA within two (2) kilometres of the Site. These facilities will

The area is serviced by Niagara Region Transit routes, including Route 509, 65, and 70. Bus Route 70 provides connection to the GO Transit system. In addition to the scheduled local stops, these bus routes provide connections to the Welland downtown Terminal which provides transfers to inner City and Regional routes. The Site is approximately three (3) kilometres from a Highway 406 Interchange that provides access to the Queen Elizabeth Way (QEW) eastbound towards Toronto and westbound towards the United States border to the north, and to Port Colborne and Fort Erie to the South via Highways 140 and 3.

The proposed application to allow the stacked townhouse development at a higher density will contribute to the creation of a complete community and will provide an alternative housing form within the block, which will be primarily developed with single detached and traditional townhouse dwellings. It is also within an area with a range of commercial, recreational, and institutional uses, and is well position to support active transportation to access local services. The Subject Site is located within walking distance to transit routes and will provide transportation connections to Provincial 400 series highways.

#### **4.2.2 Managing Growth**

Section 2.2.7 states in part:

- 1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:
  - a) supports the achievement of complete communities;
  - b) supports active transportation; and
  - c) encourages the integration and sustained viability of transit services.
- 2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:
  - a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;
- 3. The minimum density target will be measured over the entire designated greenfield area of each upper- or single-tier municipality, excluding the following:
  - a) natural heritage features and areas, natural heritage systems and floodplains, provided development is prohibited in these areas;
  - b) rights-of-way for:

- i. electricity transmission lines;
- ii. energy transmission pipelines;
- iii. freeways, as defined by and mapped as part of the Ontario Road Network; and
- iv. railways;
- c) employment areas; and
- d) cemeteries.

As outlined above, the proposed application will support the achievement of a complete community and provide a diversity of housing options within the expansion area. The proximity to commercial and institutional uses will support both active transportation and transit trips. The increased density will provide additional residents to this area which will provide a greater population to support Regional Transit.

The Growth Plan identifies that the minimum density target for Greenfield Areas across Niagara Region is 50 residents and jobs per combined hectare. Designated Greenfield Areas are intended to assist in accommodating growth within settlement areas in conjunction with the delineated built-up areas. These two areas are intended to work in tandem with Intensification targets to support the creation of complete communities which are compact, transit-supportive, and have easy access public services, employment opportunities, and leisure and recreational activities. The proposed development will meet and exceed the Niagara Region's minimum density requirement of 50 residents and jobs per hectare, having an approximate density of 222 persons and jobs per hectare. The proposed development supports increased density in Greenfield Areas through the provision of a compact, medium-density residential form in an area that is allocated for growth and has support from existing transit routes, an active transportation network, and ultimately contributes to the achievement of complete communities.

## 4.3 Niagara Regional Official Plan (November 2022)

The Site is subject to the Niagara Region Official Plan (the "ROP") as amended. The Niagara Regional Official Plan was adopted by Regional Council in November 1991. The Regional Official Plan was modified and approved by the Minister of Municipal Affairs in December 1994. Following the completion of the Municipal Comprehensive Review process, the plan was revised to be in conformity with the Growth Plan and was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022.

The ROP establishes a vision for development across the Region, as well as creates the planning framework for local area Official Plans, such as the City of Welland. The ROP also allocates the growth numbers for the lower-tier municipalities to the year 2051. The ROP also sets out the goals and objectives to guide growth and development of communities, the provision of diverse and affordable housing options, the protection of natural areas and the environment, and securing jobs and economic development opportunities.

### 4.3.1 Regional Structure

The ROP designates the Site as Designated Greenfield Area, per Schedule B: Regional Structure, and the Site is located within an Urban Area, within the City of Welland's Settlement Area. Per the ROP, this is the appropriate area to direct growth due to proximity to municipal water, and wastewater systems and access to transit. *Settlement Areas* are also "identified to accommodate a significant portion of the Region's population growth, higher density housing forms, and a greater mix of land uses".

Policy 2.2.1.1 states in part that

- Development in urban areas will integrate land use planning and infrastructure planning to responsibly manage forecasted growth and to support:
  - b. a compact built form, a vibrant public realm, and a mix of land uses, including residential uses, employment uses, recreational uses, and public service facilities, to support the creation of complete communities;
  - c. a diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs;
  - h. opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established residential neighbourhoods;
  - i. the development of a mix of residential built forms in appropriate locations, such as local growth centres, to ensure compatibility with established residential areas;

The policies in the ROP are similar to those in the Growth Plan which encourage development which provide a range of uses, optimizes infrastructure, and creates communities that support transit and active transportation. The proposed development introduces housing form which is not proposed within this development block. The stacked townhouse form is compact and maximizes the development potential of the site, provides ample shared amenity areas for future residents, while maintaining consistency with permitted heights in the Low-Density Residential designation. This proposal will add to a range and mix of housing types and densities within this area of the Secondary Plan. The increased density will assist in providing a population which can support transit use, and the proximity to commercial and institutional uses will encourage active transportation trips. As is shown on the draft Composite Block Plan, the proposed stacked townhouses have been set back from the property line to the east to provide increased buffering to the future traditional townhouses which will be constructed.

The proposed development meets the intent of Policy 2.2.1.1 of the ROP as it will create a compact built form which is within close proximity to commercial and institutional uses, as well as Transit routes and future active transportation corridors. There is existing and planned infrastructure which can service the lands and servicing solutions are being explored in cooperation with neighbouring land owners and the City of Welland. Although an increase in the density is being requested, the proposed housing form is compatible with the neighbouring development lands.

The Site is located within the Designated Greenfield Area of the ROP.

Per Policy 2.2.2.23

- Designated Greenfield Areas shall achieve a minimum density target of 50 residents and jobs combined per hectare across the entire region.

Policy 2.2.2.25 states

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

The proposed application will meet and exceed the Region's minimum density of 50 persons and jobs per net hectare. The 357 stacked townhouse units will result in an approximate 222 persons and jobs per hectare, which is in excess of the minimum requirement. This development will assist in the Region meeting their overall target of developments achieving 50 persons and jobs per hectare.

The proposed development introduces a built form that is congruent with the existing uses of the area, provides a range and mix of housing typologies (stacked townhouses), in an area that will be adequately serviced by municipal water and wastewater systems, has access to municipal roads which will be urbanized, and transit routes, thereby supporting the creation of complete community within the Secondary Plan area. It provides for comprehensive and well integrated new neighbourhoods in close proximity to transit and a mix of uses that complement and support the residential neighbourhood. The proposed development is also in an area near existing and future planned publicly-accessible trails and outdoor amenity spaces.

The Secondary Plan seeks to “*accommodate urban growth within the City through orderly, sequential and contiguous Designated Greenfield Area development along with infill in the Built Up Area*”. The proposed development contributes to a diverse range and mix of housing types and increased density in the Secondary Plan area. Furthermore, Ambria is working in coordination with the Northwest Landowners Group to ensure that development occurs in an orderly and contiguous manner, particularly regarding the installation of municipal infrastructure. Furthermore, as the Site is located within a designated Greenfield Area, the proposed development supports the achievement of the minimum density target assigned to Niagara Region.). Furthermore, the Site is close proximity to existing transit routes and active transportation infrastructure, as well as public service facilities and community amenities.

#### **4.3.2 Housing**

The ROP seeks to secure a “*A diverse housing stock with a range of tenures, sizes, types, and supports [that] should be made available to meet the needs of our communities*”.

Section 2.3.1 states in part that:

- 2.3.1.1 The development of a range and mix of densities, lot and unit sizes, and housing types, including affordable and attainable housing, will be planned for throughout settlement areas to meet housing needs at all stages of life.
- 2.3.1.4 New residential development and residential intensification are encouraged to be planned and designed to mitigate and adapt to the impacts of climate change by:
  - a. facilitating compact built form; and
  - b. incorporating sustainable housing construction materials or practices, green infrastructure, energy conservation standards, water efficient technologies, and low impact development.
- 2.3.1.5 New residential development and residential intensification should incorporate universal design standards to meet housing needs at all stages of life.

The proposed development supports the Region’s commitment to provide a range of housing options and types in Urban Areas. The proposed stacked towns will add housing options to the neighbourhood which will be primarily composed of a mix of single detached dwellings and traditional townhouse dwellings. At this time, no affordable units are being proposed, however, this form of housing can be evaluated as a more attainable housing option for future residents. In addition to that, any accessibility measures required will be incorporated into the design by future unit owners. All units will be constructed to minimum accessibility standards as directed by the Province.

### 4.3.3 The Natural Environment System

Schedule C1 – Natural Environment System Overlay and Provincial Natural Heritage Systems of the ROP indicates that a portion of the Site is within the Natural Environment System Overlay. Furthermore, Schedule C2 - Natural Environment System: Individual Components and Features indicates the Site contains Other Wetlands and Other Woodlands.

Per Policy 3.1.9.8.1

- A proposal for new development or site alteration outside of a Provincial natural heritage system which is adjacent to a natural heritage feature or area shall require an environmental impact study and/or hydrological evaluation to determine that there will be no negative impacts on the feature, ecological function, or hydrologic function in accordance with the adjacent lands distances outlined in Table 3.1.

The Natural Heritage Constraints Analysis prepared by Myler Ecological Consulting and provided with this application demonstrates that the site neither contains nor is impacted by natural heritage constraints. As such, no mitigation measures are identified as part of the recommendation in the EIS provided.

Furthermore, recommended measures to mitigate incidental wildlife impacts and impacts to the off-site riparian and aquatic habitat of Towpath Drain are therefore limited to the following:

- Erosion and sedimentation controls during site preparation and construction to prevent sediment-laden runoff from directly entering Towpath Drain.
- Removal of incidental amenity trees and shrubs outside of the late March – end of August bird nesting season plus an extension to the end of September to avoid the incidental occurrence of roosting bats (i.e., tree and shrub removal recommended for the October – March period).
- Mowing and/or pre-grading of the site’s cultural meadow during the September – March period to “prestress” the site to mitigate attraction of ground-nesting birds that could otherwise be harmed if site preparation were to proceed in the standing cultural meadow in spring or summer.

The application for Official Plan Amendment meets the intent of the ROP. The proposed development meets and exceeds many of the minimum growth-related targets identified, and will assist in the Region meeting their overall density target throughout the Region. The development provides a compact built form which is compatible with the proposed development on the adjacent lands. It is within an area that is well served by commercial, institutional, and recreational uses. The proposed application also will have no impact on the natural heritage features in the area. This development is consistent with the policies of the ROP.

## 4.4 City of Welland Official Plan (Office Consolidation, 2019)

The City of Welland Official Plan (“OP”) was adopted by Welland City Council in May 2010, and approved, in part, with modifications and deferrals by Niagara Regional Council in September 2011. The current office consolidation version is dated November 2019. The OP contains policies adopted by Council which define basic goals, objectives, and policies for the coordinated growth and development of the City. It identifies the planned municipal structure and includes the building blocks for municipal land use planning regulations and approvals. The OP also establishes goals and objectives for the community and its development and redevelopment. The OP provides general policy direction and a planning framework to guide the physical development of the municipality, as well as the management of the social, environmental, and economic effects of growth in the City of Welland.

#### 4.4.1 Growth Management Strategy

Per Policy 3.1, the OP states in part that the intent of the growth management strategy is to “direct growth to lands within the designated Urban Area Boundary. Growth and development within the Urban Area Boundary will be on land serviced with municipal water and sanitary wastewater services. While the City generally promotes urban growth and development throughout the Urban Area, it also supports growth and development within several strategic locations. The City also supports compact and transit supportive development on its designated Greenfield Areas”.

The Subject Lands are within the Northwest Welland Secondary Plan Area which has planned municipal infrastructure and road upgrades to support urbanization of the area. The proposed development provides for compact development within the Greenfield Area and will support transit and active transportation. The proposal supports the City’s intent to focus development on lands within the urban boundary, with access to municipal water and wastewater services. Through recent Official Plan Amendments, the City has identified support for growth and development in this area.

Policy 3.4.5 states in part:

- 3.4.5.1.C: Greenfield Development Strategy
  - The City plans to develop denser, more compact, mixed-use, transit supportive neighbourhoods on its Greenfield Areas that allow for the efficient use of land, infrastructure and public service facilities.
- 3.4.5.1.D: Greenfield Density Target
  - Welland’s Greenfield Areas will be planned to support the achievement of the target of 50 residents and jobs combined per gross hectare in Greenfield areas. While it is understood that not every single site will be able to achieve the target, the City will ensure new Greenfield Areas are planned in a way which supports the achievement of the overall target. The City will closely monitor its Greenfield developments to ensure that Welland’s overall Greenfield target will be achieved.

The proposed development will help to achieve the City’s goal to establish denser, more compact, mixed-use, transit supportive neighbourhoods. The proposal adds an increase in density while maintaining a housing form which is consistent with Low-Density Residential typologies. The higher density land use will more efficiently use this parcel of land and can be accommodated with the planned infrastructure upgrades required to serve the Northwest Welland area. The proposed development also contributes to the creation of healthy and complete communities.

The proposed development will meet and exceed the City’s Greenfield Density target with 222 persons and jobs per hectare, whereas the minimum requirement is 50 persons and jobs per hectare. The proposal will ensure that the minimum Greenfield Density requirements will be met within this block, and will assist in ensuring that the entire Secondary Plan area achieves its density target.

#### 4.4.2 Housing and Residential

Section 4.2.1 establishes the planning objectives related to housing for the City, to ensure sustainable and efficient land use patterns. It states in part:

- 4.2.1.3 Residential Uses Ranging in Type and Tenure
  - The City will ensure that the land use policies reflect an appropriate range of residential uses which serve the City’s diverse mix of individuals and families. Different types and tenures of housing units will be encouraged.

- 4.2.1.4 Residential Uses Ranging in Affordability
  - The City will encourage that housing be planned and developed which meets the needs of citizens at all levels of income and ensure that the land use policies discourage development forms / patterns which negatively impact affordability.
- 4.2.1.6 Carefully Balance the Supply of Residential Land with the Demand for New Land
  - The City will ensure that there is a sufficient supply of serviced residential land to provide at least a three (3) year supply of residential Greenfield and intensification units, in accordance with the Provincial Policy Statement. In particular, to make an efficient use of designated lands, the City will promote the development of vacant land already designated for development and intensification sites by ensuring that these areas are suitably built-out before the urban boundary is recommended for expansion.

Section 4.2.2 of the OP categorizes residential land uses into three categories: *Low Density Residential*, *Medium Density Residential* and *High Density Residential* (further addressed in Section 4.5 of this report). This proposal will be developed as a condominium, which will create the private roads and amenity areas and shared facilities, however, the units will be owned individually.

The proposed development does not include any affordable housing units, however, the form of housing proposed can be considered attainable. The smaller unit sizes and the higher density supports the cost for these units being attainable for a greater range of incomes.

The proposal will contribute to the City’s required supply of development ready residential lands. The City, through the preparation of the Secondary Plan, assessed the availability of municipal infrastructure, including water, sanitary, and storm sewers, as well as roads. Agencies such as Welland Hydro, Enbridge Gas, and telecommunications operators were consulted as part of this process to ensure that any upgrades to infrastructure were identified. The Northwest Landowners Group has identified servicing strategies and will be entering into cost-sharing agreements to ensure that costs to undertake infrastructure upgrades are equitably shared by all landowners.

## **4.5 Northwest Welland Secondary Plan (July 2021)**

Amendment No. 29 to the City of Welland OP, the Northwest Welland Secondary Plan (“Secondary Plan”), was adopted by Welland City Council in October 2020) and was approved (with modifications) by Niagara Regional Council in July 2021. The Secondary Plan applies to approximately 190 hectares in the northwest portion of the City of Welland which is bound by the Town of Pelham to the north and west, the City of Thorold to the north, the limits of the Commercial Corridor designated lands along Niagara Street to the east, Niagara College – Welland Campus to the south, and Line Avenue and Clare Avenue to the west.

### **4.5.1 Land Use Designation**

The Site is designated *Low-Density Greenfield Residential* per Schedule G: Northwest Welland Secondary Plan.

### 4.5.2 Northwest Welland Secondary Plan Background and Planning Context

The Secondary Plan establishes land use direction for the future development of the Secondary Plan area and seeks to develop the area through a “*coordinated approach to land use and mix of built form, consideration of infrastructure and transportation requirements, natural and cultural heritage protection, urban design, and similar matters beyond the general policy of the Official Plan*”.

Objectives established by Policy 7.3.1.5 include goals:

- To create a unique and inclusive community for residents by providing for a diverse range of housing types and a variety of uses located within the area;
- To maintain the low-density residential character of existing neighbourhoods, while developing a new community that is compact, connected, walkable, and diverse.

The proposed stacked townhouse development will provide an additional form of housing in this block which has a mix of low density and mid-rise development proposed. The proposal will be compatible with the proposed development forms in the immediate area and has incorporated buffers to the future standard townhouses to the east. The Subject Lands are not immediately adjacent to any existing low-density neighbourhoods, and therefore will have no impact on the existing character. The development is designed to be connected to First Avenue, as well as the future street along the southern lot line of the property, with two driveways proposed to allow for ingress and egress of the site. The Subject Site is within close proximity to a range of commercial, institutional and recreational uses which will encourage active transportation.

### 4.5.3 Land Use Structure - Medium Density Residential Designation

Section 7.3.1.6 establishes the Land Use Structure requirements regarding the *Medium Density Residential Designation* (MDR). **Table 2** demonstrates the proposed development’s conformity to the Secondary Plan:

**Table 2: Proposed Official Plan Amendment**

	Medium Density Residential	Proposed Medium Density Residential
Planned Function	The Medium Density Residential designation is intended to provide for residential development at increased densities along Quaker Road, east of Rice Road within the Secondary Plan Area to support walkability, transit, and active transportation, as well as the viability of the future mixed-use node located at Quaker Road and Rice Road.	Although the development is not immediately within the areas identified in this policy, it is within close proximity to Quaker Road and has frontage along First Avenue, which is intended to be upgraded to an Arterial Road. The proposed Medium Density Residential designation is to allow for an increase in the density of the development, however, the built form is compatible with the neighbouring properties that are designated <i>Low Density Residential</i> .
	The planned density of lands designated Medium Density Residential on Schedule G shall be planned in accordance with Section 4.2.2.3.A Medium Density Residential of this Plan.	The proposed development exceeds the maximum density of the MDR category as the application proposes a density of 95 units per net hectare (and the permitted medium-density range in the OP is between 25 – 60 units per hectare). However, the proposal is to allow the development of stacked townhouses, which is a permitted form of housing in the MDR residential category. The form of the development is consistent with the Medium Density



		designation, however, due to the number of units the minimum number of units is exceeded. The proposed development will add additional units of this housing form to support the development of a compact built form.
<b>Permitted Uses</b>	<ul style="list-style-type: none"> <li>-Triplex</li> <li>-Fourplex</li> <li>-Townhouse</li> <li>-Stacked townhouse</li> <li>-Low-rise apartment</li> <li>-Elementary schools</li> <li>-Places of worship</li> <li>-Neighbourhood commercial uses (in accordance with Section 4.4)</li> <li>-Home-based businesses as accessory to Principal residential use &amp; occurs entirely within the confines of the dwelling unit (except apartments).</li> </ul>	Stacked Townhouse, which is a permitted use
<b>Density</b>	24 – 60 upnh	95 upnh
<b>Scale</b>	Lands designated Medium Density Residential shall have a maximum height of six storeys.	The development proposes a height between 6.30 m (3-storey) and 6.48 m (3.5-storey)
	The highest densities within this designation are encouraged to be developed adjacent to the Mixed-Use Designation area at Quaker Road and Rice Road.	The highest densities of the proposed development will occur along the perimeter of the Subject Site, with the south and west perimeters being along the future roadway and First Avenue, while the northern property boundary is the municipal boundary with the City of Thorold, and the eastern boundary being proposed standard townhouses. The site has been designed to provide a greater setback to the eastern property line where future townhouses will be located to limit any future conflicts between the uses.
<b>Design</b>		
	Medium density residential development shall reflect the design and built form direction of both the Welland Urban Design Guidelines, as well as the Northwest Welland Urban Design Guidelines included as an addendum to the City-wide guidelines.	The proposed development reflects the requirements in the Welland Urban Design Guidelines. At this time, the Northwest Welland Urban Design Guidelines have not been prepared. All of the front doors of the units will front onto First Avenue and the future public road at the south, creating an inviting street scape, with garages behind along the private roads. The interior units will have the facades of the buildings onto shared amenity areas, activating these public areas. Sidewalks and amenity areas will be provided throughout the site for the use by future residents. A landscaped area and gazebo are proposed at the intersection of First Avenue and the proposed future public road to create a sense of place and an entrance feature to the development.

	<p>Development within the Medium Density Residential designation should provide appropriate transitions in heights, densities, and scale adjacent to the Low Density Residential designation.</p>	<p>The highest building forms (3.5 storeys) are provided along the exterior lot lines, with the lower buildings (3 storeys) provided within the interior of the development. To create an appropriate transition and privacy for residents of the subject development, and the development to the east, a 16-metre setback to the lot line from the façade of the buildings has been provided. This will create a green corridor which will be used as an amenity area for future residents, and will create a buffer between the stacked townhouses and the proposed standard townhouses.</p>
	<p>Buildings should be oriented to front and define the street edge at a pedestrian scale. They should generally be placed on a site to respect a consistent setback and provide for continuity in built form that maintains a relationship to the street .</p>	<p>The proposed buildings maintain a consistent setback and provide for continuity in the built form with respect to setbacks, the landscaped areas included between blocks and a defined street edge at the pedestrian scale. All of the front doors of the units are connected to the public roads or the private amenity areas, with garages and driveways located along the private roads, creating an inviting public realm for future residents.</p>
	<p>Development shall be designed and sited to provide a cohesive main street appearance along Quaker Road through the integration of landscaping and complementary built form elements.</p>	<p>The proposed development is located north of Quaker Road, and therefore this does not apply.</p>
	<p>Direct vehicular access to individual dwelling units will not be permitted from Quaker Road. Buildings positioned to face Quaker Road should be accessed by rear lanes off a public street. Window streets are discouraged in order to allow dwellings to be located close to Quaker Road.</p>	<p>Vehicular access to the units will not occur directly from Quaker Rd., however, driveway accesses onto the Site have been consolidated to limit driveways onto First Avenue and the future City right of way.</p>
	<p>The design and location of vehicular access points shall minimize their impact on the streetscape.</p>	<p>Vehicular access points lead to the rear of the units where the respective parking spaces are located, to minimize impact on the streetscape.</p>
	<p>Consolidated vehicular access points, paired driveways, and shared parking areas are encouraged on local streets to increase the boulevard space for street trees and on-street parking. Driveways are to be no wider than the width of the garage to minimize the amount of impermeable surfaces in front yards.</p>	<p>No parking is offered on the local streets abutting the Site.</p>

	New lots are prohibited to back onto arterial and collector roads.	The proposed development does not back onto the arterial or collector roads abutting the Site.
	Where possible, buildings and lots are encouraged to front onto natural heritage features, parks, open spaces and trails	The proposed development generally fronts onto landscape areas where they are not fronting onto City streets.

The proposed 357 unit stacked townhouse development has a density of 93 units per hectare, which exceeds the maximum density of 60 units per hectare. Despite the increase in density proposed, the stacked townhouse form is supported in the Medium Density Residential designation. The proposal is appropriate in the form of housing as it meets the intent of the policies to provide a low-rise form of development to provide a greater range of housing types. The proposed units will be consistent in height with the permitted Low Density Residential uses, being 3.5 storeys in height, where the Low-Density Designation allows up to a maximum of three storeys. The development incorporates shared amenity spaces for future residents, and incorporates communal greenspace along the eastern property boundary to provide a buffer to future low density residential uses.

#### 4.5.4 Other Policy Directions

##### 4.5.4.1 Transportation

Per Schedule E: Road Hierarchy of the City of Welland, First Avenue and Quaker Road are both Arterial Roads. As part of the development of the Northwest Welland Secondary Plan Area, Quaker Road and First Avenue will both be upgraded to urban standards.

Per Policy 6.4.2.1.B Definitions for Roadway Classifications, *Arterial Roads* are defined as: “a divided or undivided road primarily used for traffic movement and servicing moderate to large volumes of inter-City and/or through traffic at moderate speeds”.

Per Policy 6.4.2.1.C Right-of-way Widths

Generally, the planned minimum right-of-way widths for roads should be: 30.0 metres for arterial roads.

Per 6.4.2.1.E Planned Widening,

The right-of-way widths in Policy 6.4.2.1.C indicate the amount of land which may be required as part of the development approval process.

Per Schedule F: Planned Road Widening, First Avenue will undergo a Road Widening in the future. Finally, per Policy 6.4.2.1.F Development Subject to Widening

No new development or redevelopment will be permitted which does not front on a public road of an acceptable standard of construction. As a condition of development approval, the City will require that sufficient lands be conveyed to provide for a road right-of-way in accordance with the classification set out above.

A Road Widening is not required as part of this application as the roadway meets the minimum road widths as identified by the City.

C.F. Crozier & Associates Inc. (Crozier) has prepared a Transportation Impact Brief (TIB) dated February 16, 2024 for the proposed development at 744 First Avenue, in support of an Official Plan Amendment

and Zoning By-Law Amendment for the proposed development. In the future, Site Plan approval and a Draft Plan of Condominium will be sought from the City.

In accordance with the City of Welland and Niagara Region Guidelines, the following periods were analyzed:

- Analysis of the roadway network during the weekday a.m. and p.m. peak hours.
- Analysis of the roadway network at the full-buildout year (2025), and 10-years from the build out year (2035). The horizon years will be analyzed for future total traffic conditions.

The purpose of the TIB is to analyze the following aspects of the proposed development from a transportation operations perspective:

- The existing road network and record information relating to road jurisdiction, road classification, posted speed limit, lane configuration, cross-section elements.
- Forecast the trip generation characteristics of the proposed development using the Institute of Transportation Engineers Manual (11th edition).
- Analyze the full build-out traffic operations using Synchro modelling software during the critical peak hours.
- Evaluate the proposed site access from a sight distance perspective.

As part of the study, the following intersection was reviewed:

- Site Access and First Avenue

The TIB concludes that there are currently no roadway or intersection improvements known at this time. It also states that the proposed development will result in additional vehicles on the boundary road network that would otherwise not exist. The development will also result in additional turning movements at the intersections.

#### **4.5.4.2 Infrastructure and Utilities**

The Subject Site will be connected to municipal water and sanitary sewage system in conformity with policies 6.5.2.4.B and 6.5.2.4.D. The installation of the municipal infrastructure will be completed by the Landowners Group to allow development to proceed in an orderly fashion. Coordinated reviews of the water, wastewater, and stormwater requirements have been reviewed across the block to ensure that the servicing installed meets the needs of all landowners. A stormwater management pond will be constructed to the east of the site, which will be designed to accommodate this development, as well as the developments immediately to the east and south. The utilization of a stormwater management pond does not require any quality or quantity control measures to be implemented as part of the stormwater management plan.

An existing trunk sanitary sewer is within the Quaker Road right of way, and new sanitary sewers to service the proposed residential developments will be connected to service the lands within the immediate block. The subject development will be designed to have one connection to the public system and the units will be provided with private connections on the internal private road network. Each unit will be provided with their own private servicing connection. As with the sanitary sewer, the water services exist along Quaker Road and new connections will be constructed to service this block, with new connections being constructed along First Avenue and through the residential lands to the east. There will be one private connection to the Subject Site which will provide each unit with their own water service line.

The proposed design of the municipal infrastructure on this Site is consistent with the policies in the Secondary Plan area as the lands will be provided with municipal services. In addition to this, the servicing

plans are being completed in coordination with the surrounding landowners to ensure that they are installed in a logical and cost-effective manner.

#### **4.5.4.3 Natural Environment**

The Northwest Welland Secondary Plan does not identify that the property is impacted by any natural environment features. An EIS has been completed to the satisfaction of the Region of Niagara to confirm that no natural features exist on the property. As such, there are no policies from the Natural Heritage sections of the Secondary Plan Policies that apply to the Subject Site.

The proposed development meets the goals and intent of the OP as a *Medium Density* development in the Greenfield Area. The proposal introduces additional housing typologies in an area that is predominantly single-detached, low-density dwelling units, supporting the objectives of the OP that encourage a mix of types and tenures of housing. It achieves and exceeds the Greenfield Density Target of 50 residents and jobs combined per gross hectare. The proposal will support active transportation and transit use by future residents. Although the proposal exceeds the maximum permitted density of 60 units per hectare as identified in the OP, the form of the buildings are compatible with the surrounding *Low Density Residential* lands. The design ensures that there is ample amenity area for future residents, as well as appropriate levels of parking. The subject application meets the intent of the City's Official Plan.

## **4.6 City of Welland Urban Design Guidelines**

The City of Welland's Urban Design Guidelines ("City UDGs") are based on 7 main principles:

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

The main principles are summarized below and a high-level review has been provided indicating how the proposed development conforms to these principles.

### **4.6.1 Multi-Functional and Multi-Modal Streetscape Network**

The Guideline states the importance of walkability of a site as it represents a vital measure of assessing how successful a community will function now and into the future. The Guideline also states that along with ease of access and advancing walkability, there should also be considerations made for the encouragement of a variety of modes of transportation which are sustainable and will reduce the impacts of the automobile, with particular focus on cycling and public transit. The proposed development has been designed to ensure walkability within the residential community. The proposal includes sidewalks to allow for safe pedestrian movement away from vehicular traffic, providing for safe and enjoyable use for all types of users. The internal sidewalks will provide connection to municipal sidewalks along First Avenue and connecting the Site to transit routes and the Region's Strategic Cycling Network and the City's future trails network. The landscaped spaces between blocks and the outdoor community amenity also provide for walking spaces and connectivity through the Subject Site.

#### **4.6.2 Convenient and Connected Open Space Network**

The Guideline states that environmental opportunities can influence the character and development of the City. These include: integrating a sustainable design approach as a key strategy; providing a well-connected open space system integrated into the existing community; and, offering multiple outdoor recreational possibilities. The Guideline states that an important urban design objective is to create a well-integrated pedestrian scaled community and easy access to daily amenities, by providing a pedestrian system that links parks and streets, further enhancing the existing conditions and promoting safe and convenient connectivity between these spaces. The proposed development has a well-developed pedestrian network that will connect to municipal sidewalks and will provide access to the future three-season multi-use trail, proposed across the Secondary Plan Area that will also connect to the Welland Canal Trail (Meritt Island).

#### **4.6.3 Appropriate Built Form and Architecture**

The Guideline states the importance of balancing new built forms with existing conditions to ensure that the City of Welland retains its unique sense of place. The Guideline provides direction on establishing appropriate built form and architecture, which can be achieved in many ways. Building heights should have a smooth transition to adjacent existing built form, in turn protecting the existing stable neighbourhood. Development, redevelopment and intensification through the provision of a mix of densities, and encouraging higher density close to major street intersections, can be achieved through moderately scaled buildings varying in height. This built form scale promotes liveability through pedestrian scaled development. Compact built form, sustainable development and moderately scaled buildings are all examples of establishing a built form appropriate for the City of Welland. Tools such as building articulation, massing and streetscaping should be utilized. The proposed development is an appropriate built form for the site. Buildings will be oriented toward the street, increasing the activation, variety, and streetscaping. The higher density buildings on the Subject Site will provide for a sensitive transition in height to the low-rise and low-density residential land uses directly west of the site, while still achieving the City's Greenfield Density Targets. Further, the proposed height and built form will provide for a dense, but pedestrian-scaled development.

#### **4.6.4 Identity and Sense of Place**

The Guideline describes how urban design presents a formal strategy to promote an identity and a distinctive sense of place for a community. This could include gateway elements and signage, public art, unique landscape treatments, and more. The proposed development provides high-quality landscaping throughout the proposed development and an outdoor amenity space which will serve as a point of interest for the Subject Site community.

#### **4.6.5 Healthy Communities and Sustainability through Urban Design**

The Guidelines state that the idea of building and designing cities is intrinsically tied to the idea of creating healthy and sustainable communities. Urban design measures should take into account ways to reduce adverse impacts of cities and promote a healthier way of life. In Welland, this can include building upon the regional cycling network, or more robust use of the Recreational Waterways, including adding new uses along the Waterway which support year-round active transportation and community development. The proposed development will support an appropriate density for future developments, including in cycling infrastructure such as the Bike Lane on First Avenue from Quaker Road to Woodland Road and in any nearby planned or existing active trail systems.

## 4.7 City of Welland Zoning By-law 2017-117

The City of Welland Zoning By-law 2017-117, as amended was consolidated October 2017. The Subject Site is zoned *Agricultural* with an *Environmental Conservation Area Overlay*. The current zoning does not conform to the designations in the City of Welland Secondary Plan, or the City of Welland OP. Further, the current zoning is inappropriate given the surrounding properties are transitioning to residential uses (via the Secondary Plan and forthcoming development applications in the area). To bring these lands into conformity with existing designation and to permit the proposed development a site-specific Zoning By-law Amendment (“ZBLA”) is required to facilitate the proposed development. The ZBLA seeks to rezone the Site from *Agricultural* with an *Environmental Conservation Area Overlay* to *Residential Medium Density* (RM), with special exceptions to recognize zone deficiencies created through the proposed design.

### 4.7.1 Proposed Zoning-By-law Amendments

The proposed development buildings conform to most of the built-form zone provisions of the RM Zone (See **Table 3**). A Site-Specific provision would be needed to permit a reduced minimum exterior side yard and minimum rear yards, to accommodate a more intensive use.

**Table 3: Proposed Zoning By-law Amendment**

	Residential Medium Density	Proposed: Residential Medium Density
Permitted Uses	-Accessory Uses, Buildings and Structures -Accessory Dwelling Unit -Apartment Dwelling - Boarding and Lodging House -Day Care -Group Home -Home Occupation -Multiple Dwelling -Retirement Home -Short-Term Rental -Single-Detached Dwelling -Street Townhouse Dwelling -Townhouse Dwelling (Block)	-Multiple Dwelling
Min Lot Area	N/A	N/A
Min Lot Frontage	15.0 m	15.0 m
Min Front Yard (FY)	4.5 m	2 m
Min Interior Side Yard	3.0 m (2) No interior side yards are required where the lot line is the dividing line between attached units	3.0 m
Min Exterior Side Yard (ESY)	4.0 m	4.0 m

<b>Min Rear Yard</b>	7.5 m	4.0 m
<b>Max Building Height</b>	20.0 m (4)	6.5 m
<b>Max Lot Coverage</b>	55%	36%
<b>Min Landscape Area</b>	20%	21%
<b>Parking</b>	1 Space per Unit	1 Space per Unit
<b>Daylight Triangle</b>	To be addressed at Site Plan	A 5 x 5 daylighting triangle will be included at First Avenue and a future local road.

In addition to the modifications outlined in the chart above, an amendment to not recognize the daylighting triangle as the front yard has also been included as an amendment to the City's Zoning By-law.



# 5.0 Supporting Documents

## 5.1 Archaeological Assessment

A Stage 2 Archaeological Assessment was completed for the property by Archaeological Consultants Canada (ACC). The Stage 2 Archaeological Assessment was subsequently registered with the Ministry of Citizenship and Multiculturalism (MCM) as a condition of licensing the site. The Stage 1 Archaeological Assessment identified that approximately 30% of the property had been substantially disturbed, and therefore did not require further assessment. The remainder of the Site was subject to assessment by means of test pit survey at 5 metre intervals as it was composed of greenspace and scrubland that could not be ploughed. This investigation found no artifacts or other archaeological resources. The Stage 2 Assessment recommended that no further investigation of the site was required.

## 5.2 Environmental Site Assessment Phase I

A Phase One Environmental Site Assessment Phase was completed for the property by Englobe. The “Study Area” consisted of properties located within a 250 m radius from the Property boundary. Englobe completed the Phase One ESA in January 2024 to assess the environmental conditions of the Property and to support an Official Plan Amendment and Zoning By-Law Amendment for the proposed development. In the future, Site Plan approval and a Draft Plan of Condominium will be sought from the City.

The Phase One ESA consisted of:

- A review of historical background information for the site and surrounding areas available through background research
- A detailed site inspection of the subject property and surrounding properties to determine the current condition of the Property and surrounding area.

The Phase One ESA was completed to satisfy the intent of the requirements, methodology and practices for a Phase One ESA as described in O. Reg. 153/04. Based on the records review, site visit, and interview, no potentially contaminating activities (PCAs) associated with the Property and Study Area were identified. Based on the aerial photographs it appears the Property was in agricultural land use in 1971 and by 2000 a driving range was established. Since during that time, the Property was in agricultural or other land use there is a possibility of use of pesticides during agricultural activities in the past. The use of pesticides, if any, during agricultural activities is considered to be in small quantities. There have been no agricultural activities at the Property for more than 24 years. The presence of pesticides on the Property is unlikely to exist.

The Phase One ESA identified two (2) Potentially Contaminating Activities (PCAs) within the Study, however, based on the trans gradient location and distance of these PCAs, it was determined that these PCAs would not result in an Area of Potential Environmental Concern (APEC) at the Property. The Phase One ESA was completed to satisfy the intent of the requirements, methodology and practices for a Phase

One ESA as described in O. Reg. 153/04. A Phase Two Environmental Site Assessment will not be required to further investigate the Property.

## **5.3 Functional Servicing & Stormwater Management Report**

A Functional Servicing and Stormwater Management Report was completed by S. Llewellyn & Associates Limited (SLA). The analysis was completed utilizing information on the subject development, as well as the proposed development in the surrounding area.

The report identified an existing trunk sanitary sewer is within the Quaker Road Right-of-Way, and new sanitary sewers to service the proposed residential developments will be connected to service the lands within the immediate block. The subject development will be designed to have one connection to the public system and the units will be provided with private connections on the internal private road network. Each unit will be provided with their own private servicing connection. The report identified that there are servicing capacity constraints at the Region's Towpath Sanitary Pumping Station which will require upgrades to the facility. The Region has identified that these upgrades will be completed between now and 2026.

As with the sanitary sewer, the water services exist along Quaker Road and new connections will be constructed to service this block, with new connections being constructed along First Avenue and through the residential lands to the east. There will be one private connection to the Subject Site which will provide each unit with their own water service line.

A stormwater management pond will be constructed to the east of the site, which will be designed to accommodate this development, as well as the developments immediately to the east and south. The utilization of a stormwater management pond does not require any quality or quantity control measures to be implemented as part of the Stormwater Management Plan.

As part of the development of the site, sediment and erosion control measures will be implemented, including: the installation of silt fencing along the outer boundary of the site; installation of silt sacks in proposed catch basins/ditches; provision of mud mats at construction entrances; locating stockpiled topsoil in an area that will not impact adjacent lands; and, stabilizing all disturbed or landscaped areas with hydro seeding/sodding to reduce the opportunity for erosion. An appropriate inspection and maintenance program will be implemented which will include the inspection of erosion and sediment controls; and that the owner and/or their contractor be responsible for any costs incurred during the remediation of problem areas.

## **5.4 Natural Heritage Constraints Analysis**

A Natural Heritage Constraints Analysis was prepared for the property by Myler Ecological Consulting (Myler), in response to Niagara Peninsula Conservation Authority (NPCA) and Niagara Region Development Services Division (Region) Pre-Consultation comments on the proposed residential development. NPCA requested a Terms of Reference for a study to determine presence/absence of regulated features and whether an Environmental Impact Study (EIS) would be required.

Myler completed reconnaissance of site conditions on 08 June 2023 and met NPCA and Region staff on-site on 16 June 2023.

Following the agency site visit, NPCA confirmed on 21 June 2023 in an email from Watershed Planner Meagan Doan that there is no regulated watercourse on the property and that NPCA would defer to the Region as lead agency regarding the potential occurrence of “Other Wetlands”.

Email correspondence on that same date from the Region's Senior Environmental Planner Adam Boudens acknowledged that the vegetation corresponding to the Other Woodlands that is mapped on the neighbouring lands south of and abutting the site is no longer present but requested that the Other Wetland area be characterized and delineated as wetland vegetation was observed during the site visit.

Myler returned to site on 23 June 2023 to conduct closer and more extensive observations to determine if, in fact, there was sufficient extent of wetland vegetation community to be mapped and evaluated as Other Wetland in the site's southeast corner. As observed on previous dates, the area mapped as Other Wetland was observed to be a disturbed area south of the former location of an artificial pond that is primarily upland vegetation with small clumps or inclusions of Phragmites and with scattered sedges and rushes.

Observations confirmed that the mapped extent of Other Wetlands is an artefact of Phragmites infestation and that, with the Phragmites having been suppressed, there is at most only small clumps of wetland inclusion within the upland cultural meadow and no distinct wetland vegetation community area to delineate, stake, survey, and map. Instead, Myler recommends removal of the on-site and adjacent portions of the Other Wetlands polygon from the Region's NES mapping.

Additionally, to address the Region's Pre-Consultation comments regarding the natural heritage features identified in the Aquafor Beech existing conditions report, Myler provides the following as part of this Constraints Analysis:

- The watercourse shown within the site's southeast corner on Aquafor Beech baseline mapping was confirmed with NPCA to be absent.
- The habitat of the Special Concern designated Monarch Butterfly corresponds to the cultural meadow on the site and surrounding lands. The occurrence of cultural meadow is not listed by the Province of Ontario as a limiting factor or threat to the conservation of Monarch Butterfly. The Province instead cites the possible impacts of widespread pesticide use and the known threats to overwintering habitat in Mexico. Cultural meadow is a widely available habitat on the Ontario landscape and therefore does not meet the significance test that could make it Significant Wildlife Habitat. Additionally, as a Special Concern species Monarch Butterfly and its habitat do not receive Endangered Species Act protection. It is anticipated, however, that Monarch Butterfly habitat will be created off-site within the neighbourhood along the realigned and restored Towpath Drain watercourse corridor, and possibly within portions of stormwater management pond blocks, neighbourhood parks, and other public spaces where alternatives to maintained turfgrass could be implemented.
- Candidate Bat Maternity Colony habitat was assigned by Aquafor Beech to the off-site Other Woodlands adjacent to the site's southern boundary without study to confirm the presence of roosting maternal bats or their numbers. As the trees and shrubs within the Other Woodlands area are no longer present, as acknowledged by the Region, there is no potential occurrence of Bat Maternity Colony Significant Wildlife Habitat.

In conclusion, the site neither contains nor is impacted by natural heritage constraints to the proposed residential development. Revision of the Region's NES mapping is recommended to include removal of the Other Woodlands and Other Wetlands polygons at and adjacent to the site's southern boundary.

Recommended measures to mitigate incidental wildlife impacts and impacts to the off-site riparian and aquatic habitat of Towpath Drain are therefore limited to the following:

- Erosion and sedimentation controls during site preparation and construction to prevent sediment-laden runoff from directly entering Towpath Drain.
- Removal of incidental amenity trees and shrubs outside of the late March – end of August bird nesting season plus an extension to the end of September to avoid the incidental occurrence of roosting bats (i.e., tree and shrub removal recommended for the October – March period).
- Mowing and/or pre-grading of the site's cultural meadow during the September – March period to “prestress” the site to mitigate attraction of ground-nesting birds that could otherwise be harmed if site preparation were to proceed in the standing cultural meadow in spring or summer.

## 5.5 Traffic Brief

C.F. Crozier & Associates Inc. (Crozier) prepared a Transportation Impact Brief (TIB) for the property, in support of an Official Plan Amendment and Zoning By-Law Amendment for the proposed development. In the future, Site Plan approval and a Draft Plan of Condominium will be sought from the City.

The purpose of the TIB is to analyze the following aspects of the proposed development from a transportation operations perspective:

- The existing road network and record information relating to road jurisdiction, road classification, posted speed limit, lane configuration, cross-section elements.
- Forecast the trip generation characteristics of the proposed development using the Institute of Transportation Engineers Manual (11th edition).
- Analyze the full build-out traffic operations using Synchro modelling software during the critical peak hours.
- Evaluate the proposed site access from a sight distance perspective.

A Terms of Reference (ToR) encompassing the scope of the TIB was circulated to the City of Welland on December 5, 2023, and comments were received from the City on December 5, 2023. The ToR was also circulated to the City of Thorold staff, and comments were received on December 6, 2023. Correspondence from the City of Welland and City of Thorold is included in **Appendix A** of the enclosed letter.

This study has analyzed potential traffic impact on the boundary road network in relation to the proposed residential development at 744 First Avenue in the City of Welland. The detailed capacity analyses contained within this report may be summarized with the following key findings:

- Turning movement counts at the intersection of Quaker Road and First Avenue and Merritt Road and Cataract Road were provided by Spectrum Traffic. It is important to note that traffic data at these intersections was collected for the purposes of interpolating traffic volumes at the intersection of Site Access at First Avenue.
- A growth rate of 2% was provided by the City of Welland and applied as directed.
- The proposed development was analyzed under future total conditions only. The existing and future background traffic volumes were obtained for the purposes of analyzing the study intersection under future total conditions.
- The proposed development is expected to generate 134 two-way (32 inbound and 102 outbound) trips during the weekday a.m. peak hour, and 175 two-way (110 inbound and 65 outbound) trips during the weekday p.m. peak hour.
- Under the 2037 Future Total Conditions, the study intersection of Site Access and First Avenue operates with Level of Service (LOS) “C” in the a.m. peak period, with= minor delays and no capacity concerns. The intersection operates at a LOS “E” in the p.m. peak period. However, the

maximum volume-to-capacity is below the critical threshold of 0.85. No other operational concerns are observed.

- The delay is concentrated on the site access approach which occurs in the worst-case scenario in which the second access off the future road is not built.
- According to Exhibit 9A-7 from section 9.17 Left-Turn Lanes in the MTO Design Supplement for TAC Geometric Design Guide for Canadian Roads – June 2017, a left-turn lane is warranted in the southbound approach at the intersection of Site Access and First Avenue. A storage of 15 m is recommended by the warrants. The proposed site access along First Avenue meets all relevant TAC GDGCR requirements of the sight distance analysis.

Based on the information presented in this report, the proposed development can be supported from a transportation operations perspective.

## **5.6 Geotechnical Investigation**

Niagara Testing & Inspection Ltd (NTIL) completed a Geotechnical Investigation of the Subject Site. A total of eight (8) sample boreholes were drilled on the site, with approximate depths between 5.2 and 6.7 metres below the existing grade. The borehole samples were visually examined on site, and then sent to the soil laboratory for visual, tactile, and olfactory classifications. The subsurface conditions encountered at the borehole locations included: topsoil (100 to 150 millimetres); silty clay/clayey silt (1.5-2.1 mbgs); and silty clay (below the silty clay/clayey site to 4.1 metres). Only one of the boreholes was found to have recorded groundwater at a depth of approximately 5.9 metres, which is below the proposed maximum depth for excavation.

In terms of soil stability, the native silty clay/clayey silt soils are capable of supporting loads typically associated with residential townhouse construction. Specific construction measures for excavation, as well as recommended drainage measures are also outlined in the report for implementation at time of building permit.

## **5.7 Hydrogeological Investigation**

C.F. Crozier and Associates (Crozier) completed the Hydrogeological Investigations in support of the subject applications. The property is located within the Niagara Peninsula Source Protection Area, which applies a vulnerability score/threats-based approach to determine if a specific area an incorporated activity has a Low, Moderate, or Significant Drinking Water Threat. There are four (4) types of vulnerable areas: Wellhead Protection Areas (WPA), Intake Protection Zones (IPZ), Highly Vulnerable Aquifers (HVA), and Significant Groundwater Recharge Areas (SGRA). The Source Protection Information Atlas has identified the presence of a SGRA which overlies the entirety of the Subject Site and has a vulnerability score of 4 out of 10. An HVA has also been identified to the south of the Subject Site, but the does not impact the lands.

A best management approach to source protection is recommended to appropriately mitigate any risks associated with activities on the property. The application and handling of road salt, snow storage, and any activities which reduces the recharge of the aquifer.

# 6.0 Conclusions

The Biglieri Group Ltd. ("TBG") has been retained by Ambria (First Welland) Limited to prepare a Planning Rationale Report and planning applications in support of a medium-density residential development of 357 stacked townhomes, on lands municipally identified as 744 First Avenue in the City of Welland ("The Subject Site"). The Subject Site is legally described as PART TOWNSHIP LOT 227, THOROLD, PARTS 1, 2 AND 3, PLAN 59R-17766 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 AND 3, PLAN 59R17766 AS IN TH17761 CITY OF WELLAND.

This Planning Rationale Report has been prepared in support of applications for Zoning By-law Amendment and Official Plan Amendment. Applications for Site Plan Approval and Draft Plan of Condominium will be submitted to the City for review and approval at a later date. The proposed development consists of 22 blocks of stacked townhomes on private roadways, as well as shared amenity areas. The development proposes a total of 357 units and a total of 647 parking spaces, which includes 27 visitor parking spaces.

This Planning Rationale Report has evaluated the merits of the Proposal in the context of all applicable Provincial, Regional, and City policies and concludes that the Proposal is consistent with, or conforms to, the intent of the policy framework articulated in the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Niagara Region Official Plan (2022), the City of Welland Official Plan (2019) and the Northwest Welland Secondary Plan (2021). It also has appropriate regarding for the City of Welland Urban Design Guidelines. For these reasons, in our professional opinion the proposal represents good planning and is appropriate for approval.

Respectfully submitted,  
**THE BIGLIERI GROUP LTD.**



Rachelle Larocque, MCIP, RPP  
Partner



Shilpi Saraf-Uiterlinden, B.A., M.E.S PI  
Planner



Morgan Baker, B.U.R.PI, B.Sc.  
Planner




s In Box

PLAN OF SECTION

OPTICAL SITE  
GROUND  
CORE VENT

THE BIG LITTLE

N 2250



**APPENDIX A**  
**OFFICIAL PLAN**  
**AMENDMENT**



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

**Month, Day, 2024**

**THE CORPORATION OF THE CITY OF WELLAND**  
**BY-LAW NUMBER 2024-\_\_\_\_\_**  
**A BY-LAW TO AUTHORIZE THE ADOPTION**  
**OF OFFICIAL PLAN AMENDMENT NO. XX**

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

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

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

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

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

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

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

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

**READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL THIS XX DAY OF MONTH 2024.**

\_\_\_\_\_MAYOR

\_\_\_\_\_CLERK

**Amendment No. XX  
to the  
Official Plan  
of the  
Corporation of the City of Welland**

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

Date: Month Day, 2024

\_\_\_\_\_  
GRANT MUNDAY, B.A.A., MCIP, RPP  
DIRECTOR  
PLANNING AND DEVELOPMENT SERVICES  
THE CORPORATION OF THE CITY OF WELLAND

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

**TITLE AND COMPONENTS**

This document, when approved in accordance with Sections 17 and 21 of The Planning Act, 1990, shall be known as Amendment No. **XX** to the Official Plan of the Corporation of the City of Welland.

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

Part "B", the Amendment, consisting of the following text and map (designated Schedule "A") constitutes Amendment No. **XX** to the Official Plan of the Corporation of the City of Welland.

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

**PURPOSE OF THIS AMENDMENT**

The purpose of Official Plan Amendment No. **XX** is to redesignate the lands shown on the attached Schedule "A" from Low Density Residential to Medium Density Residential – Special Policy **X** to allow for a maximum density of 95 units per hectare.

**LOCATION OF THIS AMENDMENT**

The lands subject to this Amendment are located at 744 First Avenue, Welland, legally described as PART TOWNSHIP LOT 227, THOROLD, PARTS 1, 2 AND 3, PLAN 59R-17766 SUBJECT TO AN EASEMENT OVER PARTS 1, 2 AND 3, PLAN 59R17766 AS IN TH17761 in the City of Welland, Regional Municipality of Niagara.

**BASIS**

The subject lands are within the urban area boundary for the City of Welland and currently designated Low Density Residential. The lands are currently vacant. A proposal has been put forth to redevelop the lands to permit the construction of 357-unit stacked townhouses.

## **PART "B" - THE AMENDMENT**

All of this part of the document entitled "Part "B" - "The Amendment" consisting of the following policies and attached maps designated as Schedule "A" - Land Use Plan and Policies constitute Amendment No. **XX** to the Official Plan of the Corporation of the City of Welland. The Official Plan for the City of Welland is hereby amended as follows:

### **MAP CHANGES**

Item 1 - The areas indicated on the attached Schedule A as Amendment No. **XX** are hereby redesignated from "Low Density Residential" to "Medium Density Residential – Special Policy **X**." on Schedule B1 to the Official Plan.



**FIRST AVENUE**

**QUAKER ROAD**

**SCHEDULE "A" TO AMENDMENT NO. XX  
TO THE OFFICIAL PLAN OF THE CORPORATION OF  
CITY OF WELLAND**

**LAND USE PLAN**

**NOTE: THIS SCHEDULE FORMS PART OF AMENDMENT NO. XX  
THE OFFICIAL OF THE CORPORATION OF THE CITY OF  
WELLAND  
AND MUST BE READ IN CONJUNCTION WITH THE WRITTEN TEXT**

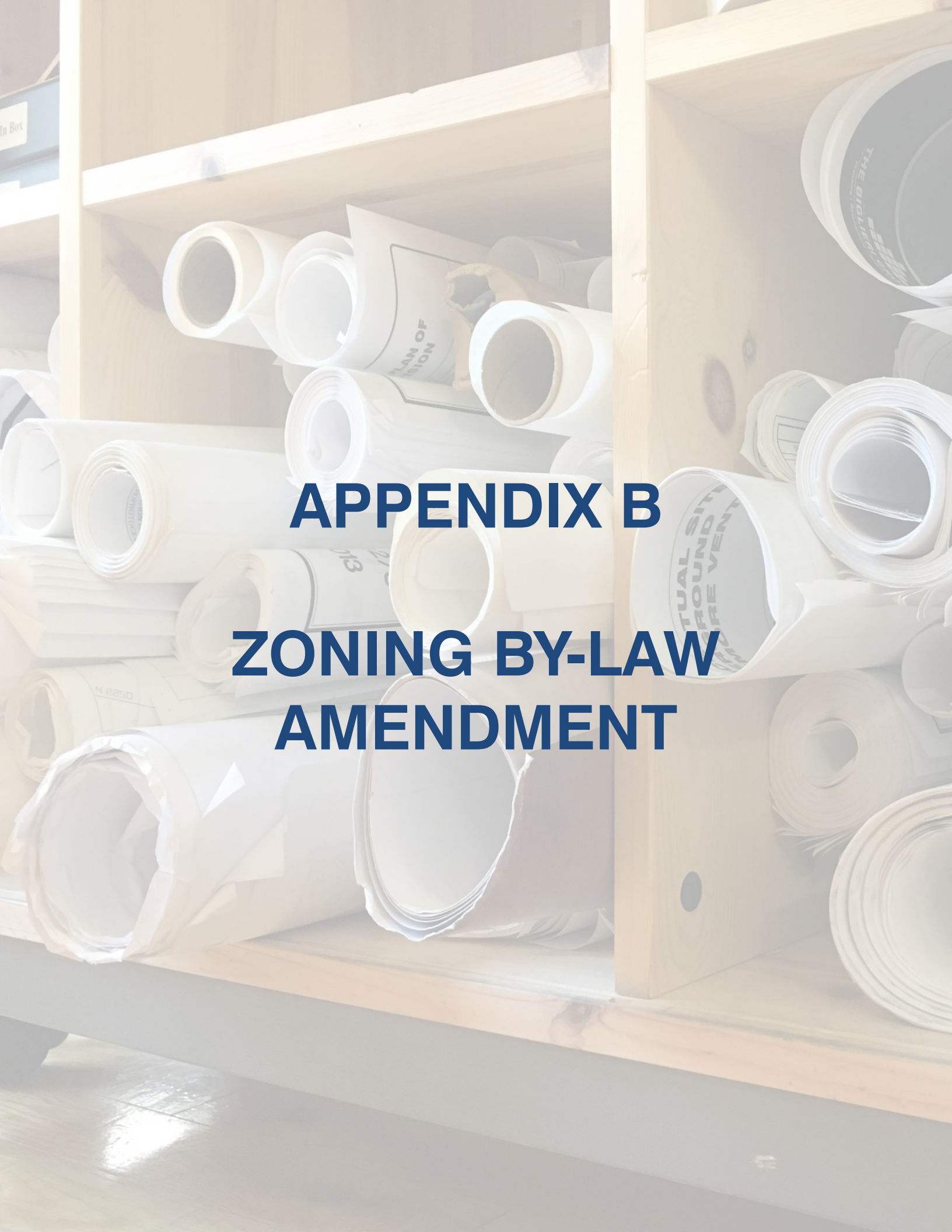


**Medium Density Residential - Special Policy X**



THE BIGLIERI GROUP LTD.  
Planning & Development | Project Management

CONCESSION 3

A photograph of a wooden shelving unit filled with numerous rolls of architectural blueprints. The blueprints are stacked on several shelves, with some unrolled and others still in their original paper sleeves. The scene is brightly lit, creating a warm, yellowish glow. The text 'APPENDIX B ZONING BY-LAW AMENDMENT' is overlaid in the center in a bold, dark blue font. Some text is visible on the blueprints, including 'PLAN OF ZONING', 'TUAL SITE', 'GROUND SITE', and 'URE VENT'.

**APPENDIX B**  
**ZONING BY-LAW**  
**AMENDMENT**



**THE CORPORATION OF THE CITY OF WELLAND**

**BY-LAW NUMBER 2024-**

**BEING A BY-LAW TO AMEND CITY OF WELLAND ZONING BY-LAW**

**2017-117 (FILE NO. ) 744 First Avenue**

**WHEREAS** the Council of the Corporation of the City of Welland adopted By-law 2017-117 on the 17 day of October, 2017;

**AND WHEREAS** Subsection 1 of Section 34 of The Planning Act R.S.O. 1990, Chapter P.13 provides that local Councils may pass Zoning By-laws;

**AND WHEREAS** the Council of the Corporation of the City of Welland deems it expedient to amend said Zoning By-law 2017-117.

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF WE LAND ENACTS AS FOLLOWS:**

That Schedule "A" to By-law 2017-117 be and the same is hereby amended as follows:

1. PART TOWNSHIP LOT 227, THOROLD, PARTS 1, 2 AND 3, PLAN 59R-17766 SUBJECT TO AN EASEMENT OVER PARTS 1,2 AND 3, PLAN 59R17766 AS IN TH17761, in the City of Welland, Regional Municipality of Niagara, municipally known as 744 First Avenue, Welland shown on Schedule "A" attached hereto as "Change to RM- XX" is hereby rezoned to RM-XX.
2. That the provisions of Zoning By-law 2017-117 continue to apply.
3. That the uses permitted in the RM Zone be those permitted in the RM-XX Zone, save and except as follows:

Minimum Front Yard shall be 2.0 metres

Minimum Rear Yard shall be 4.0 metres

The Daylighting Triangle shall not be recognized as the front yard.

4. All other general provisions of By-law 2017-117, as amended, shall apply.

READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2024.

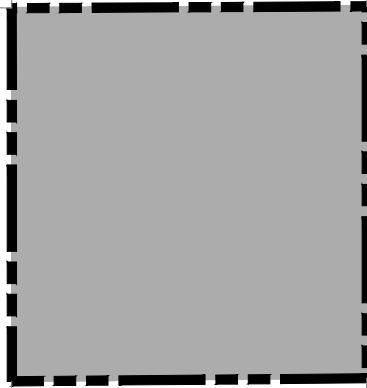
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



**FIRST AVENUE**

**QUAKER ROAD**



**THIS IS SCHEDULE "A" TO BY-LAW 2024-XX  
PASSED THE DAY OF MONTH, 2024  
*SKETCH SHOWING***

**744 FIRST AVENUE, WELLAND  
REFER TO LEGAL DESCRIPTION IN THE ATTACHED BY-LAW**



**Change to RM-XX**

Description

PROJECT No.:

DATE:



1:5000

SCALE:

CHECKED BY:

MP

DP-001



**THE BIGLIERI GROUP LTD.**  
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