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**Subject:** Recommendation Report – Northwest Welland Secondary Plan (OPA 29) – City of Welland

**Report to:** Planning and Economic Development Committee

**Report date:** Wednesday, July 14, 2021

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## Recommendations

1. That Local Official Plan Amendment No. 29 to the City of Welland Official Plan **BE APPROVED**, as modified (Attached as Appendix 1 to Report PDS 29-2021);
2. That all parties **BE NOTIFIED** of Regional Council’s decision in accordance with *Planning Act, 1990* requirements;
3. That staff **ISSUE** a declaration of final approval for Local Official Plan Amendment No. 29, 20 days after notice of Council’s decision has been given, provided that no appeals have been filed against the decision, in accordance with *Planning Act, 1990* requirements; and
4. That this report **BE CIRCULATED** to the City of Welland, the City of Thorold and the Town of Pelham.

## Key Facts

- This report recommends approval of Local Official Plan Amendment 29 (“LOPA 29”), as modified, to the City of Welland Official Plan. LOPA 29 implements the Northwest Welland Secondary Plan (“NWSP”).
- Earlier this year, the Region approved Regional Official Plan Amendment 18 (“ROPA 18”) and LOPA 24 to expand Welland’s urban area boundary to include the NWSP area.
- The NWSP will provide specific land use and policy direction for the development of the plan area. Its direction is supported by a number of technical studies.
- The City of Welland held a series of engagement events for the NWSP. A formal Public Meeting was held on September 22, 2020 in accordance with the

requirements of the *Planning Act, 1990* and the City adopted the LOPA 29 at its meeting on October 27, 2020.

- Prior to the adoption of LOPA 29, the Region requested additional information related to infrastructure servicing, transportation and policies related to the natural heritage system. These changes were not made to the Secondary Plan prior to adoption and, therefore the Region retained approval authority.
- The City submitted the updated Northwest Welland Secondary Plan Municipal Servicing Conceptual Design Report on May 19, 2021 to address the Region's infrastructure comments.
- The Region modified the NWSP to reflect comments related to infrastructure, as well as outstanding matters on natural heritage corridors, transportation, phasing and cost sharing. City of Welland Staff support these modifications.
- LOPA 29, as modified, is consistent with and conforms with Provincial and Regional policy.

## **Financial Considerations**

There are no direct financial implications arising from this report.

The cost to process LOPA 29 has been accommodated within the Planning and Development Services Department 2021 Operating Budget.

In the event Council's decision is appealed to the Ontario Lands Tribunal, additional resources would be needed. In such case, a further report on financial implications will be provided.

The Region awarded a Smarter Niagara Incentive Program – Planning Grant to this project. The SNIP planning grant will fund 50% of the cost of a secondary plan project to an established limit. In this case, the limit is \$125,000.

## **Analysis**

The NWSP is comprised of approximately 190 hectares generally running along Quaker Road and bound by the Town of Pelham and City of Thorold to the north, the rear lot

lines of properties along Niagara Street to the east, Niagara College's Welland Campus to the south and Line Avenue and Clare Avenue on the west.

The NWSP was initiated as a 2 phase process in 2017, supported by the Region, to consider the northwest urban area expansion and secondary plan process.

Phase 1, the expansion of Welland's urban area boundary, was successfully concluded earlier this year with the approval of ROPA 18 and LOPA 24 to include the Northwest lands. The NWSP area is now designated urban.

Phase 2 is the Secondary Plan. The Secondary Plan considers how development will logically occur and ensures 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.

The NWSP establishes land use and policy direction for the future development of the plan area. Studies submitted in support of NWSP were used to inform and refine the specific land use direction. These technical studies include:

- **Background Report and Key Direction Report:** summarizes the applicable planning policy, existing conditions and key inputs from the below studies to provide a planning rationale for the recommended land use plan and policy direction for the NWSP.
- **Transportation Impact Study:** identifies the capacity of the existing road network within the study area to determine the level of service and informed the Secondary Plan work in terms of new road connections and active transportation facilities.
- **Functional Servicing Study:** sets out the capacity of the existing infrastructure network to service the expansion lands and made recommendations for future servicing requirements.
- **Stormwater Management Report:** demonstrates how stormwater runoff generated by the NWSP lands will address water quality and quantity.
- **Natural Heritage Study / Floodplain and Natural Hazards Study:** identifies impact on key hydrologic areas, natural heritage systems and how to mitigate any impact on

natural heritage features. Information from this report was used to designate environmental areas accordingly.

- **Archaeological and Cultural Heritage Assessment:** identifies the archaeological and built heritage features within the study area, evaluates these features and makes recommendations on mitigating any adverse effects of any further development on built heritage and archaeological resources.

The Region provided detailed comments on the draft Secondary Plan to the City of Welland on September 14, 2020. These comments provided suggestions for policy clarification and requested additional information and policy to address outstanding items related to servicing, transportation and natural heritage corridors.

On September 22, 2020, the City of Welland held a Public Meeting for LOPA 29. On October 27, 2020, the City adopted LOPA 29.

LOPA 29 includes the policies and a specific land use plan for the NW Welland Secondary Plan, as well as mapping changes to the City's Official Plan schedules to designate the NW Welland lands as within the NWSP area. At that time, the Region could not issue an exemption to Regional approval since ROPA 18 and LOPA 24 were not yet approved.

Additionally, several items set out in the Region's September 14, 2020 comments were unresolved.

At the January 13, 2021 PEDC meeting, Regional Planning staff advanced a report for ROPA 18 and LOPA 24 to recommend expansion of the urban area boundary. At this meeting, City staff made a delegation to request that the Region exempt its approval for LOPA 29. In response, Regional staff advised that they could not recommend issuing an exemption since several matters (noted above) remained unresolved. Regional Council did not allow the exemption; it retained approval authority for LOPA 29.

Since that time, the Region and City have worked collaboratively to resolve the outstanding items. On May 19, 2021, Welland provided the Region with infrastructure information that addressed remaining outstanding concerns.

Regional staff are now satisfied that all outstanding matters set out in its September 14, 2020 letter have been resolved since they have been incorporated in the modified version of LOPA 29. These changes are supported by Welland Staff.

The modified LOPA 29 has 13 policy modifications and 1 mapping change. These include policies related to natural heritage corridors, transportation, servicing, phasing and cost sharing.

### **Secondary Plan Modifications**

Natural corridors are essential in maintaining and enhancing biodiversity in an ecosystem and avoiding fragmentation. Additional policy direction has been provided to protect and incorporate corridors through the development of the Secondary Plan area. The potential corridor linkages have now been conceptually identified on Secondary Plan Appendix 1 - Map 4. The corridor connections between natural features are to be further reviewed through an Environmental Impact Study as part of future development applications.

The Region has modified the transportation policies to add specific direction for additional transportation analysis for development along Rice Road and the future collector road. In addition, policy directs that future road accesses to a Regional Road will require approval from the Region.

The Region has received and reviewed an updated Northwest Welland Secondary Plan Municipal Servicing Conceptual Design Report, dated May 2021. The updated report addresses the infrastructure related concerns and provides detailed direction for a local municipal servicing strategy through a local sanitary collection system. LOPA 29 has been modified to add a policy to reference to this updated report, which will guide servicing strategies submitted for development applications within the plan area. An additional policy prohibits individual servicing connection to the regional trunk sewers.

Finally, policies have been added that require the creation of a phasing plan to ensure that development within the Secondary Plan area proceeds in a logical, efficient and fiscally responsible manner. The phasing strategy will consider a number of elements to ensure that growth and infrastructure requirements are well coordinated.

In addition to the above phasing policies, the City has also requested the incorporation of policies related to front-ending and cost sharing agreements. These policies will

ensure that, as the Secondary Plan area develops over time, the development is coordinated and the costs of the municipal and community infrastructure, land and/or facilities are fairly and equitably shared amongst all land owners.

With the above noted modifications, the Region is satisfied all outstanding matters of regional interest have been addressed. Staff consulted with Welland Staff and received support for the changes.

### **Policy Analysis**

LOPA 29 has been reviewed for consistency with the Provincial Policy Statement, 2020 (“PPS”) and conformity with the applicable Provincial Plan, being the *Growth Plan*, and the Region’s Official Plan.

For the reasons set out below, LOPA 29 is consistent with the PPS, 2020 and conforms to the *Growth Plan* and the Region’s Official Plan.

### **Provincial Policy Statement, 2020**

The PPS, 2020 provides direction on land use planning to promote sustainable, strong communities, a strong economy, and a clean and healthy environment.

The PPS encourages efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities by promoting a mix of housing (including affordable and market-based range of residential types), employment, recreation, parks and open spaces. It encourages transportation choices that increase the use of active transportation and transit before other modes of travel.

PPS policies also direct the protection and enhancement of natural heritage features and systems, cultural heritage and archaeological resources, and the wise use and management of resources.

The Secondary Plan addresses the above and provides a framework for the creation of a complete community while protecting important resources.

## **A Place to Grow - Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan provides a strategic, long-range growth management framework for the Greater Golden Horseshoe area. The Growth Plan supports Ontario's vision of building stronger, more efficient, prosperous communities through appropriate growth management.

The guiding principles of the Growth Plan are focused on achieving complete communities, stimulating economic growth, prioritizing intensification and higher densities to optimize infrastructure investments, and mitigating the adverse impacts of climate change.

Complete communities are defined as mixed-use neighbourhoods that offer opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores and services, and a full range of transportation and housing options, including affordable housing.

The Secondary Plan will direct the achievement of a complete community by providing a proactive plan for a mix of land uses and built form, the efficient use of infrastructure, the provision of a street network that supports active transportation and the provision of public spaces.

### **Regional Official Plan**

As noted earlier, the Region approved ROPA 18 and LOPA 24 to bring the NWSP lands into the urban area boundary. The NWSP lands are now urban and designated as Designated Greenfield Area (DGA), where the lands are largely vacant, and Built-Up Area (BUA), where existing development is located.

The Secondary Plan proposes a mix of land uses and built form to provide variety and choice. The policy framework and land use direction will contribute to the minimum intensification rate for development or redevelopment in the existing BUA and new development will meet the density target for the new vacant area available for development. The DGA requires compact, mixed-use development that contributes towards the Region's density target of 50 persons and jobs per hectare.

ROPA 18 requires the approval of the Northwest Welland Secondary Plan to guide the development of this new community.

## **Consultation**

The Secondary Plan underwent a comprehensive consultation process through the City. The City held Public Information Centres at key milestones to gather feedback from the public. A formal Public Meeting was held by the City on September 22, 2020.

The Region received some inquiries asking about the timing for approval of LOPA 29. Outside of those questions, the Region has not received any comments since the City's adoption in October 2020.

At the January 21, 2021 Regional Council meeting, Regional staff were directed to circulate all information related to the Secondary Plan to the City of Thorold and the Town of Pelham. Information was provided immediately following this meeting. Subsequently, Welland and Regional staff have met with both municipalities to discuss the project. Both municipalities advised that their interests relate to infrastructure and potential impacts to development for planned lands in East Fonthill and Port Robinson, respectively, which abut the NWSP lands.

The City of Welland updated the Northwest Welland Secondary Plan Municipal Servicing Conceptual Design Report, dated May 2021, to demonstrate how the plan area will be serviced by a local sanitary collection system. Regional Development Engineering and Water/Wastewater staff confirmed this additional information satisfies its outstanding concern.

In addition, the Region has initiated a review and update of the Water/Wastewater Master Servicing Plan ("MSP"). Previously, the NW Welland area was not included in the MSP as it was outside of the urban area. Through the current update, NWSP growth will be considered since these lands are now urban.

Adjustments to scope, budget, and timing of infrastructure upgrades for the Towpath Sewage Pumping Station will be reflected in the updated MSP based on the NWSP growth proposed to ensure Pelham and Thorold, which also rely on this infrastructure to service growth in their communities, will be accommodated. No negative impacts to Pelham's or Thorold's timing of development is anticipated as a result of the NWSP approval.



## **Conclusion**

The NWSP contains policies that support and encourage a range and mix of land uses and built form types, the protection and integration of natural heritage features, opportunities for transit supportive development and active transportation, and the development of complete, well-designed neighbourhoods.

The Region has worked collaboratively with the City to create a Secondary Plan that will provide the foundation for a strong, healthy, balanced and prosperous new community.

Specifically, over the last few months, the Region and City have worked closely to address and satisfy the outstanding comments and modify the Secondary Plan accordingly. As noted, both Region and City staff are agreeable to these modifications and support the approval of the Secondary Plan as modified.

## **Alternatives Reviewed**

Alternative Option 1:

Council could choose not to approve LOPA 29, as modified. This alternative is not recommended because Staff are satisfied the City has provided sufficient justification in its materials and planning opinion. The Region has worked with Welland on its NWSP work program.

Alternative Option 2:

Council could choose to approve LOPA 29 without modifications. This alternative is not recommended because LOPA 29 was modified to add policy direction to address Regional interest related to servicing, transportation and natural heritage. City and Regional staff agree that the modifications are appropriate.

## **Relationship to Council Strategic Priorities**

Approval of the NWSP through LOPA 29 will support the following Council strategic priorities:

- Healthy and Vibrant Community – the NWSP area has been proactively planned through the Secondary Plan work to evolve into a complete community.

- Responsible Growth and Infrastructure Planning – the NWSP will allow for orderly growth to occur and to utilize infrastructure in a fiscally responsible manner.

### **Other Pertinent Reports**

PDS 3-2021 - Regional Official Plan Amendment 18 and Local Official Plan Amendment 24 – Northwest Welland Urban Boundary Expansion Request

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Planning and Development Services

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**Recommended by:**

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Acting Commissioner  
Planning and Development Services

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**Submitted by:**

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Acting Chief Administrative Officer

This report was reviewed by Isaiah Banach, Acting Director of Community and Long Range Planning

### **Appendices**

- |            |   |
|------------|---|
| Appendix 1 | Local Official Plan Amendment 29, as modified |
| Appendix 2 | List of Modifications to LOPA 29              |

**AMENDMENT NO. 29**

**to the**

**OFFICIAL PLAN**

**of the**

**CORPORATION OF THE CITY OF WELLAND**

**October, 2020**

**Modified and Approved on \_\_\_\_\_, 2021**  
**by the Regional Municipality of Niagara**

**THE CORPORATION OF THE CITY OF WELLAND  
BY-LAW NUMBER 2020- 128**

**A BY-LAW TO AUTHORIZE THE ADOPTION  
OF OFFICIAL PLAN AMENDMENT NO. 29**

**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.

**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 Official Plan Amendment No. 29 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. 29 to the Region of Niagara for approval in accordance with Section 17(23) of the Planning Act.

**READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL THIS  
27TH DAY OF OCTOBER, 2020.**

\_\_\_\_\_Original signed by\_\_\_\_\_MAYOR

\_\_\_\_\_Original signed by\_\_\_\_\_CLERK

**Amendment No. 29**  
**to the**  
**Official Plan**  
**of the**  
**Corporation of the City of Welland**

This Amendment to the Official Plan for the City of Welland, was adopted by the Council of the Corporation of the City of Welland on October 27, 2020. Official Plan Amendment 29 requires approval of the Regional Municipality of Niagara as the approval authority under subsection 17(22) of the Planning Act, R.S.O. 1990, Chapter P.13, as amended.

Date: .....Nov 4, 2020..... \_\_\_\_\_ Original signed by \_\_\_\_\_

ROSE DI FELICE, M.PI.,  
M.Sc., MCIP, RPPMANAGER  
OF POLICY PLANNING  
INFRASTRUCTURE AND DEVELOPMENT  
SERVICESTHE CORPORATION OF THE  
CITY OF WELLAND

**AMENDMENT NO. 29 TO THE OFFICIAL PLAN OF THE  
CORPORATION OF THE CITY OF WELLAND**

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

**TITLE AND COMPONENTS**

This document, when approved in accordance with the Planning Act, shall be known as Amendment No. 29 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, consists of the map and text changes.

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

**PURPOSE OF THE AMENDMENT**

The purpose of Official Plan Amendment 29 is to provide specific land use designations and planning policies including design criteria to be implemented in the area at the time of development.

**LOCATION**

The lands subject to this Amendment encompass lands bordered by the City of Welland northern municipal boundary with the City of Thorold and the Town of Pelham, Niagara Street (Regional Road No. 50) to the east, the existing City urban boundary to the south and Clare Avenue to the west. Rice Road, First Avenue and Quaker Road all traverse the subject lands.

**BASIS**

This Amendment designates and provides policies that will direct development for lands within the Northwest Welland Secondary Plan area.

## **PART B - THE AMENDMENT**

All of the Amendment entitled PART B - THE AMENDMENT, consisting of the following Policies and the maps referred to as Schedule "A" - Land Use Plan and Policies, constitute Amendment No. 29 to the Official Plan of the Corporation of the City of Welland.

### **MAP CHANGES**

1. Schedules 'A', 'B', 'B1', 'C', 'C1', and 'D' are hereby amended by designating lands within the area described as the Northwest Welland Secondary Plan area which are the lands subject to Official Plan Amendment 29.
2. Schedule 'G' is hereby added and outlines the detailed land use designations for the lands subject to Official Plan Amendment 29.
3. Appendix I - Map 4 is hereby added to the Secondary Plan to show a number of drainage features within Northwest Welland (Appendix 1 - Map 4 Northwest Welland Hydrological Features) that identifies the area's headwater features (not contained within an Environmental Protection or Conservation Area designation), unevaluated wetlands less than 0.5 hectares (not contained within the Natural Heritage System) and floodplain limits.

### **Northwest Secondary Plan Policies**

1. The Official Plan of the Corporation of the City of Welland is hereby amended by adding the following:

#### **7.3.1.4 Northwest Welland Secondary Plan Background and Planning Context**

- Northwest Welland is intended to accommodate future urban growth within the City through orderly, sequential and contiguous Designated Greenfield Area development along with infill in the Built Up Area. The Secondary Plan Area is well positioned for the establishment of a new complete community that will integrate with surrounding built up areas, provide connections, and effectively accommodate existing and planned infrastructure.



- As delineated on Schedule G, the Northwest Welland Secondary Plan Area covers approximately 190 hectares of land along Quaker Road and is generally bound by the Town of Pelham and City of Thorold to the north, the Niagara College Welland Campus to the south, the rear lot lines of properties abutting Niagara Street to the east, and Line Avenue and Clare Avenue to the west.
- Schedule G outlines the detailed land use designations for the Secondary Plan Area. Section 3 outlines the policies specific to each land use designation, which will direct development within the Secondary Plan Area, together with the vision and objectives for Northwest Welland as outlined in Section 2.
- All development within Northwest Welland shall consider the design and built form direction of both the Welland Urban Design Guidelines, as well as the Northwest Welland Urban Design Guidelines included as an addendum to the City-wide guidelines.
- The minimum density target for Welland's Designated Greenfield Areas shall be 50 residents and jobs combined per gross hectare.

### **7.3.1.5 Vision and Objectives**

#### **Vision**

- Over time, Northwest Welland is envisioned to evolve into a complete community that will accommodate future growth and development in the City in a manner that respects the existing character and built form of the area, as well as the natural environment. New low density residential areas will develop as extensions of existing established neighbourhoods within the community, and new medium density residential growth will serve to intensify Quaker Road to the east of Rice Road, providing for a more walkable, transit supportive community close to parks, trails, and schools. The centralized mixed use node located at the intersection of Quaker Road and Rice Road will provide intensified residential and commercial growth to help achieve a balanced community where residents can live, work, learn, and play.

#### **Objectives**

- To protect and enhance natural heritage features, areas, and corridors of Northwest

Welland within the City's broader linked natural heritage system.

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

### **7.3.1.6 Land Use Structure**

#### **Low Density Established Residential**

##### Planned Function

- The Low Density Established Residential designation recognizes the existing residential neighbourhoods within the Secondary Plan Area.

##### Permitted Uses

- Permitted uses for lands designated Low Density Established Residential on Schedule G shall be in accordance with Section 4.2.2.2.B Low Density Residential of this Plan.

### Scale

- Low-rise residential infill and intensification should respect and fit in with the character of existing low density residential neighbourhoods, in terms of built form, scale and massing, in accordance with Section 4.2.3.1 Design Policies for Existing Neighbourhoods, and 4.2.3.6 Infill and Intensification Development of this Plan.

### Design

- The design of development for lands designated Low Density Established Residential on Schedule G shall be in accordance with Section 4.2.2.2.D Low Density Residential of this Plan, except as modified below by the policies outline below.
- Low density residential development within existing neighbourhoods shall reflect the design and built form direction of both the Welland's City-wide Urban Design Guidelines, as well as the Northwest Welland Urban Design Guidelines included as an addendum to the City-wide guidelines.
- Within the Low Density Established Residential designation, new development shall reflect the predominant building type, height, scale, massing, and setbacks of the surrounding neighbourhood.
- Buildings should be street related, with consistent setbacks to create a harmonious relationship to the street.
- Residential development shall be designed to retain existing trees and enhance existing vegetation wherever possible.

### **Low Density Greenfield Residential**

#### Planned Function

- The Low Density Greenfield Residential designation recognizes future low density residential development areas on vacant designated lands.
- The density of lands designated Low Density Greenfield Residential on Schedule G shall be planned in accordance with Section 4.2.2.2.A Low Density Residential of this Plan.

### Permitted Uses

The permitted uses for lands designated Low Density Greenfield Residential on Schedule G shall be in accordance with Section 4.2.2.2.B Low Density Residential of this Plan.

### Scale

- The scale of lands designated Low Density Greenfield Residential on Schedule G shall be planned in accordance with Section 4.2.2.2.C Low Density Residential of this Plan.
- New low density development should accommodate low-rise dwellings that are appropriately spaced and do not cause any adverse impacts from shadows or overlook and provide an appropriate transition of lot sizes adjacent to Low Density Established Residential designations.

### Design

- The design of development for lands designated Low Density Greenfield Residential on Schedule G shall be in accordance with Section 4.2.2.2.D Low Density Residential of this Plan, except as modified below by the policies outlined below.
- Low density residential development within new neighbourhoods shall reflect the design and built form direction of both the Welland's City-wide Urban Design Guidelines, as well as the Northwest Welland Urban Design Guidelines included as an addendum to the City-wide guidelines.
- New residential development within the Low Density Greenfield Residential designation shall be designed in accordance with Section 4.2.3.2 Design Policies for New Neighbourhoods of this Plan.
- Buildings should be street related, with consistent setbacks to create a harmonious relationship to the street.
- Residential development shall be designed to retain existing trees and enhance existing vegetation wherever possible.
- Street plantings and additional on-site landscaping should be incorporated within

new low density residential neighbourhoods.

- Pedestrian safety and active transportation shall be supported in new neighbourhoods through the provision of sidewalks, walkways, trail connections, frequent intersections, attractive streetscapes, and landscaping.
- New lots are prohibited to back onto public streets.
- Where possible, buildings and lots are encouraged to front onto natural heritage features, parks, open spaces and trails.

### **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.
- 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.

#### Permitted Uses

- Permitted uses for lands designated Medium Density Residential on Schedule G shall be in accordance with Section 4.2.2.3.B Medium Density Residential of this Plan.

#### Scale

- Lands designated Medium Density Residential shall have a maximum height of six storeys.
- The highest densities within this designation are encouraged to be developed adjacent to the Mixed Use Designation area at Quaker Road and Rice Road.

#### Design

- The design of development for lands designated Medium Density Residential on Schedule G shall be in accordance with Section 4.2.2.3.D Medium Density

Residential of this Plan, except as modified below by the policies outlined below.

- 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.
- Development within the Medium Density Residential designation should provide appropriate transitions in heights, densities, and scale adjacent to the Low Density Residential designation.
- 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.
- 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.
- 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.
- The design and location of vehicular access points shall minimize their impact on the streetscape.
- 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.
- New lots are prohibited to back onto arterial and collector roads.

- Where possible, buildings and lots are encouraged to front onto natural heritage features, parks, open spaces and trails.

### **Mixed Use**

#### Planned Function

- The intended function of the Mixed Use Designation located at the corner of Quaker Road and Rice Road is to create a central mixed use node that will provide a variety of retail opportunities to serve the needs of local residents living in close proximity to the area in a pedestrian and transit-oriented manner. The function of the Mixed Use designation is also to provide opportunities for a range of higher density residential housing.
- The development of one or more privately-owned publicly accessible urban squares is encouraged at the intersection of Quaker Road and Rice Road. This space is envisioned to provide an internal focal point for the area and function as a public gathering space servicing the immediate neighbourhood and any visitors to the area.

#### Permitted Uses

- The permitted uses for lands designated Mixed Use on Schedule G shall be developed in accordance with Section 4.4.2.5.B Community Commercial Node of this Plan, except as modified by the policies outlined below.
- The intent of the Mixed Use designation is to accommodate a mix of two or more permitted land uses on a site, either within the same building or integrated as separate buildings on the lot.
- Both stand-alone commercial buildings and mixed use buildings accommodating commercial and residential uses are permitted within the Mixed Use designation. Drive-through facilities will not be permitted.
- Permitted residential buildings shall be in the form of triplexes, fourplexes, townhouses, stacked townhouses, live-work buildings and low-rise apartment buildings.

### Scale

- **Mixed** use buildings are encouraged to be located closest to the intersection of Quaker Road and Rice Road. Buildings at this intersection should be the tallest within the Mixed Use Designation, to a maximum height of 8 storeys.
- The minimum height for stand-alone commercial buildings shall be 2 storeys.

### Design

- The design of development for lands designated Mixed Use on Schedule G shall be developed in accordance with Section 4.4.2.5.D Community Commercial Node of this Plan, except as modified by the policies outlined below.
- Development within the Mixed Use designation shall reflect the design and built form direction of the Northwest Welland Urban Design Guidelines, included as an addendum to the Welland Urban Design Guidelines.
- Site and building planning should encourage the creation of a high quality public realm within Northwest Welland's mixed use node through the inclusion of landscaped areas, weather protective designs, building entrances and active built spaces and uses at the street line to enhance pedestrian safety and comfort.
- Buildings located at Quaker Road and Rice Road should be massed to establish a strong street edge and pedestrian environment.
- All buildings should be located at or close to the street line and create a generally continuous building face to frame the street and to create a unified streetscape at a pedestrian scale.
- Principal building entrances, primary windows and signage shall face the sidewalk and provide direct access onto the public sidewalk.
- Development shall provide for a transition in heights and densities adjacent to Low Density Residential areas and ensure that appropriate setbacks are proposed in relation to adjacent properties.
- Vehicular access points shall be consolidated where possible and common parking areas should be situated at the rear or side of lots. Where side yard



parking is exposed to the street, it shall be screened by landscaping or built features in order to minimize impacts on streetscapes.

- Driveways to individual residential units along Quaker Road and Rice Road are not permitted, but consolidated driveways to commercial and mixed use developments will be considered through the site plan approval process.

### **General Institutional**

- Institutional uses and sites within Northwest Welland are designated General Institutional on Schedule G. Development on these lands should be planned in accordance with Section 4.5 Institutional Areas of this Plan.

### **Parks, Open Space and Recreation**

- Lands designated Open Space and Recreation on Schedule G shall be developed in accordance with Section 6.2 Parks, Open Space and Recreation of this Plan, in addition to the policies outlined below.
- Within Northwest Welland, these lands should be developed and maintained as Neighbourhood Parks, which shall serve the immediate recreation needs of a neighbourhood within walking distance of the area being served.
- New Open Space and Recreation designations are symbolically shown on Schedule G and shall be further delineated at the time of development review and approval. Development of these lands should be designed in accordance with Section 6.2.2.1.F Design of New Parks and Facilities of this Plan.
- While not shown on Schedule G, Parkettes should be also developed within the new low density residential neighbourhoods of Northwest Welland in order to support increased access to greenspace for residents. The location of these areas will be further delineated throughout the development process. They should generally be located within a 200 to 400 metre walking distance of the neighbourhood area they serve.

### **Environmental Protection Area**

- Lands designated Environmental Protection Area on Schedule G shall be subject

to the polices of Section 6.1 Environment of this Plan.

### **Environmental Conservation Area**

- Lands designated Environmental Conservation Area on Schedule G shall be subject to the polices of Section 6.1 Environment of this Plan.
- As shown on Appendix 1 - Map 4, a number of drainage features within Northwest Welland are identified as potential Headwater Drainage Features. A Headwater Drainage Feature Assessment shall be required to the satisfaction of the City and the Conservation Authority prior to approval of development adjacent to those drainage features. The assessment shall evaluate and classify the drainage feature status based on criteria established by the Conservation Authority and shall determine if the drainage features are to be maintained in-situ, can be relocated or can be removed.
- As shown on Appendix 1 - Map 4, a number of small wetlands less than 0.5 hectares in size are identified within Northwest Welland. Prior to development, evaluation of these wetlands should be undertaken to determine if they are significant and warrant protection.
- Where drainage features are to be removed, applications for development shall restore lost functions through enhanced lot level controls as feasible.
- Where drainage features are to be maintained or moved, applications for development shall use natural channel design techniques to maintain or enhance the overall productivity of the reach.
- Where drainage features are to be maintained or moved, applications for development shall use natural channel design techniques to maintain or enhance the overall productivity of the reach.
- Natural heritage corridors have been shown conceptually (not to scale) on Appendix 1 – Map 4. They follow natural features whenever possible and are intended to be of sufficient size, including buffers, to ensure the functionality and sustainability of the features within the *natural heritage system*.

Modification  
1-3:  
3 Policy  
bullets added  
(as  
underlined)

- Any development or site alteration within a Corridor shall require the completion of an Environmental Impact Study which shall demonstrate how *development* can be located, designed and constructed to maintain and, where possible, enhance the ecological functions of the natural heritage corridor in linking the *natural heritage system* or where an alternative corridor can be accommodated.
- The following uses are permitted within natural heritage corridors:
  - i. Trails.
  - ii. Stormwater management facilities, including Low Impact Development, if it can be demonstrated that these elements do not result in a negative impact on the *natural heritage system*, and;
  - iii. Streets, if they are designed with special features to facilitate safe movement of wildlife through the linkage. These features may include, but are not limited to, traffic calming measures, eco-passages, minimized road widths, naturalized zones along the road, reduced speed limits and speed humps, and special signage. Street design will be in accordance with urban design direction and the recommendations of supporting EIS work.

### 7.3.1.7 Other Policy Directions

#### Sustainability

- New Development should incorporate sustainable design features to conserve energy and resources, reduce greenhouse gas emissions and the urban heat island effect, prevent flooding, and protect drinking water supply.
- Green infrastructure and Low Impact Development measures for stormwater management are encouraged such as permeable paving, rain gardens, bioswales, green roofs and other techniques, shall be considered in the design of new development and implemented to the extent feasible, as determined by the development process.
- Land use patterns and transportation networks should be designed to support walking, cycling and transit as preferred modes of transportation, in order to reduce traffic and encourage active and sustainable lifestyles for residents.

- A wide selection of native trees, shrubs and wildflowers should be used in landscaping, and the functional use of plant material in new development is encouraged to create microclimates that allow for energy conservation. Deciduous trees and shrubs should be chosen that shade windows from summer sun and allow sunlight to enter during the winter.

**Transportation**

- The Northwest Welland Secondary Plan area shall be developed in accordance with Section 6.4 Transportation of this Plan.

Modification  
4-5:  
2 Policy  
bullets added  
(as  
underlined)

- Detailed transportation impact analysis and studies are required to be submitted with planning applications for development along Rice Road and the future collector road. This analysis shall consider any impacts to the Regional Road network and consistency with any Regional study work.
- Any future access or road connection to a Regional Road is required to be reviewed and approved by the Region. Future access points shall be directed to the local road network instead of the Regional Road.

**Infrastructure and Utilities**

- The Northwest Welland Secondary Plan area shall be developed in accordance Section 6.5 Infrastructure and Utilities of this Plan.

Modification  
6-7:  
2 Policy  
bullets  
added (as  
underlined)

- In addition to the policies of Section 6.5, the Secondary Plan area shall be serviced by a local sanitary collection system in accordance with the Northwest Welland Secondary Plan Municipal Servicing Conceptual Design Report dated May 2021, or any subsequent studies or updates as applicable.
- No individual servicing connections will be permitted to the Regional Trunk Sewer along Rice Road and Quaker Road.

### **Arts, Culture and Heritage**

- The Northwest Welland Secondary Plan area shall be developed in accordance with Section 6.6 Arts, Culture and Heritage of this Plan, in addition to the policies outlined below.
- All proposed development within the Secondary Plan Area will require a Stage 2 Archeological Assessment, which is to be submitted to the Province and Region of Niagara for review. The findings and recommendations of Archaeological Assessments shall be incorporated into development plans where necessary and appropriate.
- Any proposed development on or adjacent to an identified or potential cultural heritage resource will require a Cultural Heritage Impact Assessment to further assess the cultural heritage value of the identified resource and to ensure that significant cultural heritage resources in the Secondary Plan Area are conserved

### **Phasing of Development**

Modification  
8-13:  
6 Policies  
added (as  
underlined)

- Development shall progress in a logical, efficient, and fiscally responsible manner. Prior to the approval of any development applications within the study area, the City, in consultation with the Region, shall prepare a development phasing plan demonstrating the cost-effective provision of municipal infrastructure and how the Secondary Plan area will build out over time.
- The phasing strategy for the Secondary Plan area shall consider:
  - The integration of new development with existing development, resulting in a more contiguous, connected, and compact urban form;
  - The provision of adequate municipal services (water, sanitary, stormwater) to accommodate the proposed growth in a cost-efficient manner;

- The ability of new growth to facilitate the provision of municipal services to existing privately serviced areas within the Urban Boundary;
- The provision of appropriate transportation facilities, and the availability of adequate capacity on the existing road network; and,
- The provision and adequacy of educational and social services, recreational facilities and other community services.

If one or more of these factors cannot be addressed to the satisfaction of the City and Region, the processing and/or approval of development applications may be held in abeyance, or deferred, until an appropriate service level or facilities can be provided.

- Development shall be phased in line with the timely provision of community facilities and infrastructure within each block represented by the existing boundary arterial roads.
- As a condition of approval of development in the Northwest Secondary Plan Area, where an application has been made for a development in advance of steps of the phasing plan, the City shall require the implementation of appropriate and reasonable measures and development agreements, which may include front ending agreements and/or cost sharing agreements, to ensure that the development in the Northwest Secondary Plan Area is coordinated and that the required commitments of funds, lands and services are secured and/or in place. These measures and agreements shall ensure that the reasonable costs of the municipal and community infrastructure, land and/or facilities are fairly and equitably shared without adverse impact on the City's financial capability. The measures and agreements permitted by this policy shall be only those which are permitted by law and are otherwise agreed to by the landowner(s) and the City. The Cost Sharing Agreement and/or Front-Ending Agreement may deal with:
  - Front-end or accelerated payment requirements;
  - Local services as permitted in Sections 44(1) and 59(2) of the Development Charges Act;

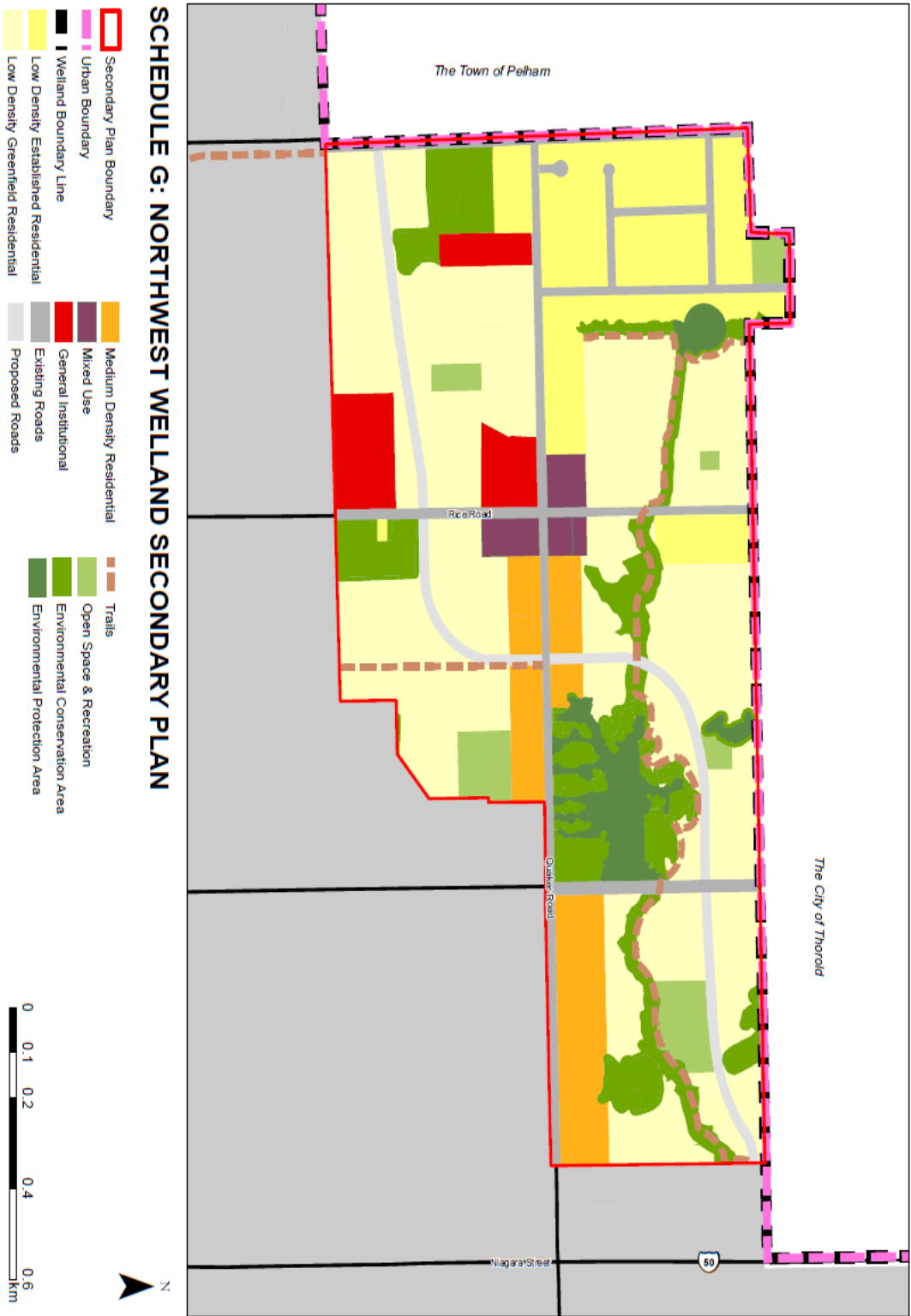
- Matters to which the parties voluntarily agree; and/or,
- Other matters permitted by law.
  
- Nothing in this policy compels the City to enter into any agreements with any applicant landowner.
  
- Where an application has been made for a development in advance of the installation of infrastructure identified within this Secondary Plan as required to support the subject development, including both on-site and off-site services as well as upstream and downstream system requirements, Council may consider entering into a front-ending agreement with a developer, as a condition of approval, in accordance with City policies and procedures respecting such agreements.
  
- Planning applications within the Secondary Plan area shall be required to demonstrate how the proposal meets the intent of the phasing plan.

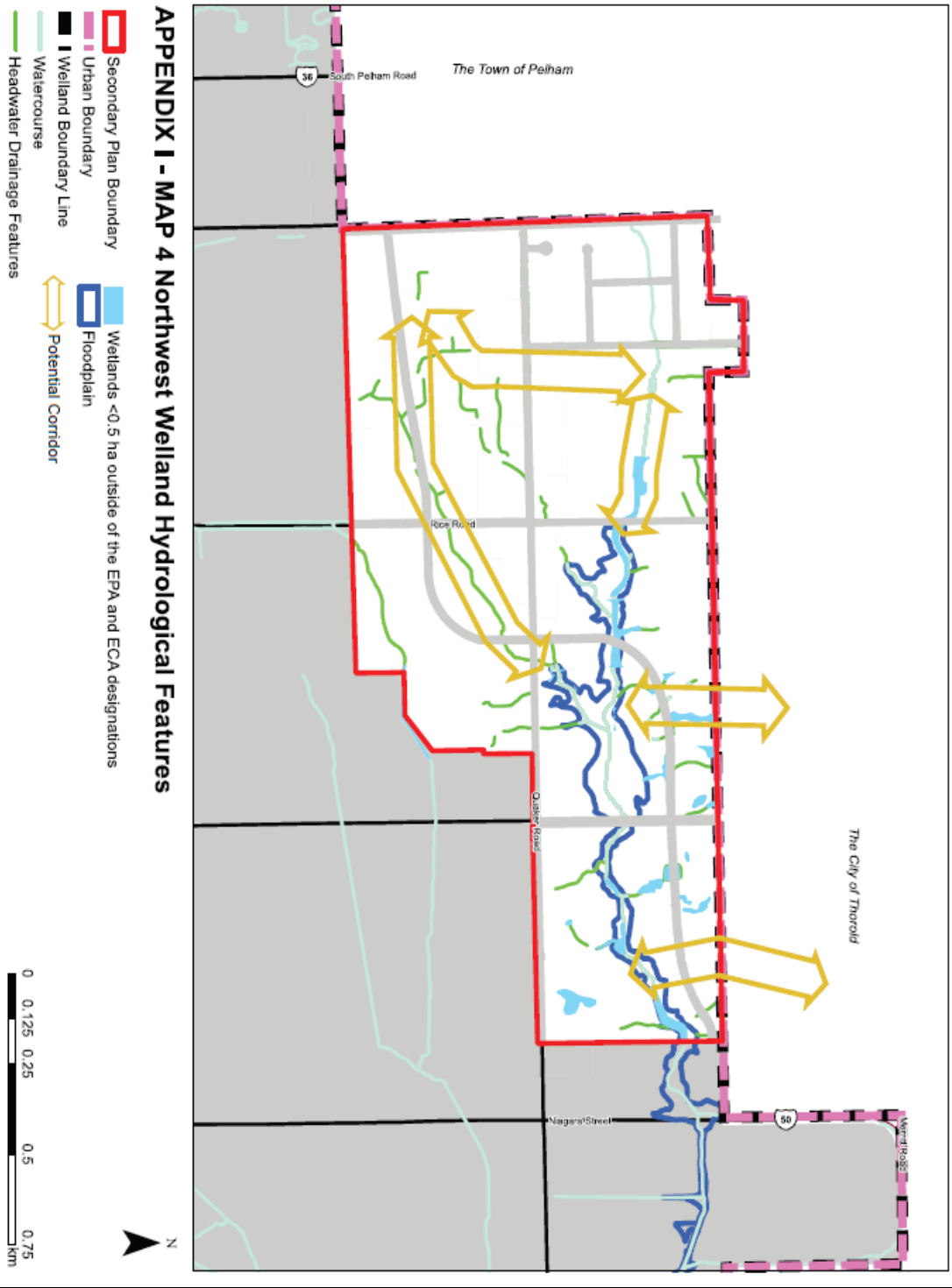
### **7.3.1.8 Implementation**

- The implementation of the Northwest Welland Secondary Plan will be in accordance with Section 7 Implementation of this Plan.

***SCHEDULE "A" LAND USE PLAN***







Mapping Modification 1 – added location of potential natural heritage corridors

## **PART C - THE APPENDICES**

The following appendices do not constitute part of Amendment No. 29 to the Official Plan of the Corporation of the City of Welland, but are included only as information supporting the amendment.

- APPENDIX I - Affidavit
- APPENDIX II - Notice of Adoption
- APPENDIX III - Minutes of Public Meeting
- APPENDIX IV - Staff Report
- APPENDIX V - Council Resolution (Certified)

**APPENDIX I - AFFIDAVIT**

IN THE MATTER OF SECTION 7, ONTARIO  
REGULATION 543/06

AND

IN THE MATTER OF THE ADOPTION OF  
OFFICIAL PLAN AMENDMENT NO. 29 BY BY-  
LAW 2020-128 PASSED BY COUNCIL OF THE  
CORPORATION OF THE CITY OF WELLAND  
ON

I, Rose Di Felice of the City of Welland in the Regional Municipality of Niagara,  
make oath and say as follows:

1. I am the Manager of Policy Planning, Infrastructure and Development Services of the Corporation of the City of Welland.
2. That in accordance with Section 17(15) of The Planning Act, as amended and Section 3 of Ontario Regulation 543/06, Notice of the Open House was published in the Niagara This Week on August 27, 2020. I hereby certify that the required Statutory Public Meeting was held on September 22, 2020 by the Council of the Corporation of the City of Welland.
3. A list of all persons or public bodies which made oral submissions at the Statutory Public Meeting is attached as Schedule "A" to this Affidavit.
4. That in accordance with Section 17(23) of The Planning Act, as amended, and Ontario Regulation 543/06, the requirements for the giving of Notice of Adoption of the Amendment have been complied with.
5. That in accordance with Section 7(7) of Ontario Regulation 543/06, the decision of Council is consistent with the Policy Statements issued under sub-Section 3(1) of the Act and conforms to any applicable Provincial Plan or Plans.

Sworn before me at the City of Welland  
in the Regional Municipality of Niagara,  
this 6<sup>th</sup> day of November, 2020.

Rose Di Felice



Christine Leigh Rossetto, a  
Commissioner, etc.,  
Province of Ontario, for the  
Corporation of the City of Welland.  
Expires March 20, 2023.

**APPENDIX II - NOTICE OF ADOPTION**



**CITY OF WELLAND  
NOTICE OF ADOPTION OF  
AMENDMENT NO. 29 TO THE  
OFFICIAL PLAN OF THE CORPORATION OF THE CITY OF WELLAND**

Take notice that the Council of the Corporation of the City of Welland passed By-law 2020-128, being a By-law to adopt Amendment No. 29 to the Official Plan on October 27, 2020 under Sections 17 and 26 of the Planning Act, as amended.

The Purpose of Amendment No. 29 is to provide specific land use designations and planning policies including design criteria to be implemented in the area at the time of development.

The Effect of the Amendment is to designate and provide policies that will direct development for lands within the Northwest Welland Secondary Plan area.

Pursuant to Section 17(23.1)(a) of the Planning Act, as amended, City Council took into consideration all written and oral presentations made to it before rendering a decision.

Official Plan Amendment No. 29 requires approval of the Regional Municipality of Niagara (approval authority) under subsection 17(22) of the Planning Act. Any person or public body will be entitled to receive notice of the decision of the approval authority if a written request to be notified of the decision (including address, fax number or e-mail address) is made to the approval authority.

Any written request to be notified of the decision should be directed to:

The Regional Clerk  
Regional Municipality of Niagara  
1815 Sir Isaac Brock Way,  
Thorold, Ontario  
L2V 4T7

Amendment No. 29 and By-law 2020-128 are available for inspection at Infrastructure and Development Services - Planning Division, 60 East Main Street,

Welland during regular office hours as well as on the City's website ([www.welland.ca](http://www.welland.ca)).

Dated at the City of Welland this 6<sup>th</sup> day of November, 2020.

ROSE DI FELICE, M.PI., M.Sc. MCIP, RPP  
MANAGER OF POLICY PLANNING  
INFRASTRUCTURE AND DEVELOPMENT SERVICES  
OF THE CORPORATION OF THE CITY OF WELLAND

**APPENDIX III - MINUTES OF PUBLIC MEETING -**

**<https://www.welland.ca/Council/c2020/SCM20200922.pdf>**

**<https://www.welland.ca/Council/c2020/SCM20201027.pdf>**

**APPENDIX IV - STAFF REPORT**

P&B-2020-63 - <https://www.welland.ca/Council/c2020/SCA20201027.pdf>

**APPENDIX V - COUNCIL RESOLUTION**





# RESOLUTION

RESOLUTION NO. 2020 -

5. That Welland City Council requests that Niagara Region Council approve Official Plan Amendment No. 29 for the City of Welland.

(Councillor McLeod disclosed a conflict of interest in this matter, and did not take part in the consideration and discussion of same, and refrained from voting thereon, as his parents live in the area affect by the report).

| COUNCILLORS   | YEAS | NAVS |
|---------------|------|------|
| LAROUCHE      |      |      |
| GREEN         |      |      |
| SPECK         |      |      |
| CHIOCCHIO     |      |      |
| MCLEOD        |      |      |
| DIMARCO       |      |      |
| RICHARD       |      |      |
| GRIMALDI      |      |      |
| SPINOSA       |      |      |
| FOKKENS       |      |      |
| MOOTE         |      |      |
| VAN VLIET     |      |      |
| MAYOR CAMPION |      |      |

**CARRIED**   
**LOST**   
**NOT PUT**

PRESENTED TO  
 COUNCIL  
 OCT 27 2020  
 CITY OF WELLAND

"I certify that this is a true copy of  
 the original document which has  
 not been altered in any way"  
 Date:  
 NOV 06 2020  
  
 Tara Stephens  
 City Clerk, City of Welland

**Modification and Approval of  
Northwest Welland Secondary Plan, Official Plan Amendment 29  
City of Welland**

The following modifications are made to the Northwest Welland Secondary Plan adopted by the City of Welland on October 27, 2020 as a consolidated document titled **“Amendment 29 to the Official Plan for the Corporation of the City of Welland.”** As modified, OPA 29 for the City of Welland is approved under subsection 17 (34) of the *Planning Act, R.S.O. 1990*, as amended.

**Part A: Text**

The Region made 13 policy modifications to Official Plan Amendment 29. The recommended modifications are referenced within the attached document as Appendix 1 to PDS 29-2021.

Modification 1-3: Three policies have been added to Section 3.8 to conceptually identify natural heritage corridors throughout the Secondary Plan area. The corridors between natural features will be further reviewed through an Environmental Impact Study as part of future development applications.

Modification 4-5: Two policies have been added to Section 4.2 to provide direction for additional transportation analysis for development along Rice Road and the future collector road. A new policy directs that future road accesses to a Regional Road will require approval from the Region.

Modification 6-7: Two policies have been added to Section 4.3 to reflect the direction of the Northwest Welland Secondary Plan Municipal Servicing Conceptual Design Report, dated May 2021, for a local sanitary collection system and guide servicing strategies submitted for development applications within the plan area. An additional policy prohibits individual servicing connections to the regional trunk sewers.

Modification 8-13: Six policies have been added to Section 4.5. These include policies to ensure phasing of development proceeds in a logical, efficient and fiscally responsible manner and relating to cost-sharing and front-ending agreements.

## **Part B: Mapping**

Mapping Modification 1: The Region has made 1 mapping modification to conceptually show potential natural heritage corridor linkages on Secondary Plan Appendix 1-Map 4.