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1.0 INTRODUCTION

The Biglieri Group Ltd. ("TBG") has been retained by 2599587 Ontario Ltd. to prepare planning applications and to obtain the municipal approvals required to implement the proposed development as envisioned in the proposed Concept Master Plan (the "Master Plan") on the lands municipally known as 289 Daimler Parkway, formerly the Hunter’s Pointe Golf Course. The Subject Site (the "Site") is legally known as Part of Lots 18, 19 and 20, Concession 1 and 2 and Part of Lot 19, Concession 3 and 4, and Lots 47 to 56, Lots 25 to 34 and Part of Lots 23, 24, 35, 46 and 57.

This Planning and Urban Design Rationale has been prepared in support of an application for an Official Plan Amendment to the City of Welland Official Plan (2011) and a Zoning By-law Amendment to the City of Welland’s Zoning By-law 2017-117. The proposed amendments will permit the development of a residential community on the 85.45 hectare property.

The Site is located in northeast Welland, east of Highway 406, south of the Welland River, and directly west of the Welland Canal and the Welland Canal Seaway Service Road. The Site is in close proximity to commercial/retail, public and catholic schools, daycares and community centres. The Site is well-connected to the existing transportation network and is within close proximity to Highway 406 for regional transportation connections.

The Site is designated as Built-Up Area in the Niagara Region Official Plan. The Site is primarily designated as Open Space and Recreation, with a small portion adjacent to the Welland River designated as Core Natural Heritage System in the City of Welland Official Plan. The Site is zoned as Community Open Space Zone (O2), with a small portion zoned as Environmental Protection Overlay (EP) and Neighbourhood Commercial (NC-26) under the City of Welland Zoning By-law.

The Master Plan proposes 1194 residential units, including single-detached houses, street townhouses, stacked townhouses, mixed use nodes with neighbourhood commercial uses, parkland and a comprehensive trail system.

In order to implement the Master Plan, an Official Plan Amendment will be required to redesignate portions of the Site from Open Space and Recreation to Residential in the City of Welland Official Plan. A Zoning By-law Amendment will also be required in accordance with all uses proposed on the Site.

This Planning and Urban Design Rationale Report has evaluated the merits of the Master Plan in the context of all applicable Provincial, Regional and City policies, as well as the existing and planned surrounding land use framework. We have concluded that the Master Plan is consistent with or conforms to the applicable policy framework articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Niagara Region Official Plan and the City of Welland Official Plan.
2.0
SITE LOCATION AND CONTEXT

2.1 The Site

The Site is municipally known as 289 Daimler Parkway and legally defined as Part of Lots 18, 19 and 20, Concession 1 and 2 and Part of Lot 19, Concession 3 and 4, and Lots 47 to 56, Lots 25 to 34 and Part of Lots 23, 24, 35, 46 and 57. The Site is approximately 85.45 hectares or 208.74 acres in size. The Site has frontage on Daimler Parkway with a portion of the Site to the north and a portion to the south of Daimler Parkway just east of the Highway 406. The Site is currently occupied by the former Hunters Pointe Golf Course, which includes an 18-hole golf course and club house. There are existing man-made ponds and a channel converging flow between these ponds through the Site. The Site is bounded by the Welland River to the north, Highway 406 to the west, East Main Street to the South and is located east of the Welland Canal (Figure 1).
2.2 Surrounding Area

The Site is located in northeast Welland and adjacent to the Welland Canal. The Site has frontage on Daimler Parkway which connects into Woodlawn Road (Figure 2). The Site’s surroundings are further described below.

**North:** To the immediate north of the Site is the Welland River. The Site is also along the northern limits of the City of Welland, which borders the City of Thorold. Northeast of the site is a new residential development consisting of single-detached houses and townhouses (Figure 3).

**East:** The Site is adjacent to the Welland Canal to the east as well as the Seaway Service Road. Further east of the Canal is agricultural lands that are located outside of the limits of the City of Welland (Figure 4).

**South:** To the immediate south, the site is bound by East Main Street, or Highway 140, with the East Main Street Tunnel under the Welland Canal. Further south of the site is residential development with commercial development located southwest of the Site along East Main Street (Figure 5).

**West:** To the west of the Site is SmartCentres Welland, Youngs Sportsplex, and the Canal railway spur line operated by Trillium Railway. Further west across Woodlawn Road is the Seaway Mall and low density residential development (Figure 6).

Some images of the existing clubhouse and golf course pond are shown in Figures 7 and 8. An overview of the land uses surrounding the Site are shown in Figure 9. There are existing community services and facilities in close proximity to the site that will serve area residents. Figure 10 provides an overview the schools, daycares, libraries, fire stations, arenas and grocery stores in close proximity to the site. Figure 11 provides an overview of the open space and natural heritage system in the City of Welland along with major parks that serve the City at large.
Figure 3 – To the North

Figure 4 – To the Southeast

Figure 5 – To the South

Figure 6 – To the West

Figure 7 – Existing Clubhouse

Figure 8 – Existing Golf Course Pond
Figure 9 – Land Use
Figure 10 – Community Services and Facilities
Figure 11 – Existing Open Space and Natural Heritage System

LEGEND:
- Open Space & Recreation
- Core Natural Heritage System
- Welland Recreational Waterway
  1. Civic Square
  2. Merrit Island Park
  3. Chippawa Park
  4. Mapple Park
  5. Woodlawn Park
2.3 Existing Road and Transportation Network

The Site has excellent access to the Regional transportation system given its proximity to Highway 406 and Highway 140, which are both MTO controlled Highways surrounding the Site. Daimler Parkway connects to Woodlawn Road, an Arterial Road, providing connections to downtown Welland (Figure 12).

The Site is in close proximity to Niagara Transit bus routes No. 8 Woodlawn and No. 10 West Community, where bus stops are located immediately north of Primeway Drive and Woodlawn Drive (Figure 13). These routes provide riders with access to Seaway Mall to the west or Downtown Welland to the south.

Welland Transit offers Trans-Cab services to the areas of the City not served by regular transit buses, including northeast and northwest Welland as shown in Figure 13. This service connects residents from their doorstep to Welland Transit buses that connect to downtown.

Preliminary discussions with the City of Welland have determined that bus stops will be required on the Site to serve the future residents of the neighbourhood.
Figure 12 – Street Network
Figure 13 – Transportation Network
3.0 PROPOSAL

3.1 Description of the Master Plan

TBG has developed a Master Plan for the redevelopment of the Hunters Pointe Golf Course lands. The Master Plan proposes a neighbourhood comprised of low density residential, mixed-use development with neighbourhood commercial, parks and open spaces.

The Master Plan envisions a neighbourhood that is compatible with the existing residential neighbourhood to the north of the Site, while providing a mix of uses to develop a more complete community for the northeast Welland area.

The Master Plan has been designed to include a full range of housing types and will consist of single-detached houses with various lot frontages, street townhouses, stacked townhouses, and mixed-use development consisting of mid-rise buildings with ground floor commercial. The residential built form transitions from low density uses to medium density in the central mixed-use nodes. Building heights are between two and four storeys. Appropriate setbacks are provided between the two storey single-detached houses and the mixed-use nodes with mid-rise buildings at four-storeys in height.

The Site is primarily designated as Open Space and Recreation, with a small portion adjacent to the Welland River designated as Core Natural Heritage System in the City of Welland Official Plan. The Site is zoned as Community Open Space Zone (O2), with a small portion zoned as Environmental Protection Overlay (EP) and Neighbourhood Commercial (NC-26) under the City of Welland Zoning By-law.

In order to implement the Master Plan, an Official Plan Amendment will be required to redesignate portions of the Site from Open Space and Recreation to Residential in the City of Welland Official Plan. A Zoning By-law Amendment will also be required in accordance with all uses proposed on the Site, to include provisions for all residential, mixed use and open space and recreation blocks on the site.

A Plan of Subdivision will be required to implement the Master Plan. Lots and blocks will be created to accommodate the proposed uses and built form (Figure 14). The proposed unit breakdown is provided in Table 1. A summary of the proposed land uses with the area and percentage of the site dedicated to each use is provided in Table 2. A visual representation of the proposed land uses on the site can also be seen in Figure 15.

Table 1 – Residential Land Use Breakdown

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>NO. OF UNITS</th>
<th>AREA (HA)</th>
<th>DENSITY (UPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Detached</td>
<td>747</td>
<td>32.77</td>
<td>22.8</td>
</tr>
<tr>
<td>Street Townhouses</td>
<td>160</td>
<td>3.82</td>
<td>41.9</td>
</tr>
<tr>
<td>Condo Street Townhouses</td>
<td>35</td>
<td>1.30</td>
<td>26.9</td>
</tr>
<tr>
<td>Stacked Townhouses</td>
<td>51</td>
<td>0.92</td>
<td>55.4</td>
</tr>
<tr>
<td>Mixed-Use (Residential and Commercial)</td>
<td>201 units with 60,000 sq. ft. (5,574 sq. m.) commercial</td>
<td>4.02</td>
<td>50</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1194</td>
<td>42.83</td>
<td>27.9</td>
</tr>
</tbody>
</table>
Table 2 – Summary of the Schedule of Land Use

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>AREA (HA)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>42.83</td>
<td>50.1%</td>
</tr>
<tr>
<td>Stormwater Management Ponds</td>
<td>7.10</td>
<td>8.3%</td>
</tr>
<tr>
<td>Open Space and Recreation</td>
<td>17.69</td>
<td>20.7%</td>
</tr>
<tr>
<td>Right of Way</td>
<td>17.82</td>
<td>20.9%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>85.45</td>
<td>100%</td>
</tr>
</tbody>
</table>

A Pre-Consultation meeting occurred with the City of Welland on September 7, 2017. At this pre-consultation meeting we received preliminary comments from all departments and agencies. The comments received have informed the design of the Master Plan.

The Master Plan has been designed in accordance with its existing context and has incorporated various setbacks to surrounding land uses. Beacon Environmental has done a preliminary environmental review of the environmental features on the property. Appropriate setbacks have been provided to the Environmental Protection Area along the Welland River at the northern boundary of the Site. The golf course ponds, watercourses and ditches associated with the golf course ponds are regulated by the NPCA. Beacon Environmental has determined that these features provide limited natural heritage function. The dug channel has been preserved in the Master Plan with a fifteen metre buffer to maintain its current function on Site. Seasonal field investigations will determine the exact limits of the environmental features on the property which will result in the setback limits being further refined.

At the Pre-Consultation meeting, the Ministry of Transportation of Ontario (MTO) requested a 14 metre setback from the property line shared with the Highway 406 on the western border of the Site. This setback has been implemented in the Site design. Preliminary discussions also occurred with MTO with regards to the potential of a Highway 406 overpass to provide a secondary access to the proposed development. The Traffic Impact Study prepared by R.J. Burnside and Associates investigates this potential emergency access. Further discussions are required with the City of Welland, Niagara Region and MTO on the feasibility and requirements of this overpass.

An adequate setback to the railway along the western border of the site has also been implemented as per the CP Rail Guidelines. We have been informed by our traffic engineer, R.J. Burnside and Associates, that this rail line can be classified as a Spur line as per the CP Rail requirements. Therefore, a setback of fifteen metres is required between the property line shared with the railway line and the proposed built form. This setback has been incorporated into the Master Plan.
Figure 14 – Proposed Draft Plan of Subdivision
Figure 15 – Proposed Land Use Map
3.2 Guiding Principles

The Master Plan has been designed in accordance with four Guiding Principles to respond to the existing and planned context for the lands in northeast Welland, east of Highway 406. The four guiding principles include: Enhance Open Space, Green Corridors, Streets and Blocks and Precincts. The guiding principles are discussed further below.

3.2.1 Enhance Open Space

The Master Plan proposes a network of open spaces to provide a well-connected open space system that is integrated into the proposed and existing community. The proposed open space system offers multiple outdoor recreational possibilities for passive and active recreational facilities.

3.2.2 Green Corridors

The Master Plan proposes green corridors through the site to provide for opportunities for future connections to the surrounding open space system. Green corridors will be established through a trail system to contribute to the overall implementation of a pedestrian scaled community with easy access for various types of users to daily amenities. The pedestrian system will link parks and streets and will promote safe and convenient connectivity between these spaces.

3.2.3 Streets and Blocks

The Master Plan proposes a fine grain network of streets and blocks that has been informed by the existing neighbourhood to the northeast of the Site. The proposed street and block pattern has been designed to encourage a variety of modes of transportation, including walking and cycling through the implementation of a multi-modal pathway.

3.2.4 Precincts

Precincts have been identified to ensure diversification of land uses in the community and to ensure that all Precincts are well served by infrastructure, community amenities and park space.

3.3 Open Space Network

The Master Plan has been designed with a comprehensive open space system. There is a total of five parks proposed on the Site. The parks system includes parks of various sizes and serve different functions based on their planned size and location. The central park will have an area of 6.16 hectares and combined with the 2.8 hectare stormwater management pond block, makes up a total area of 8.96 hectares. This park will serve as the main neighbourhood park with various amenities for area residents. Other parkettes have also been provided through the site, including a 5.97 hectare park at the north end of the site, a 0.10 hectares central parkette and two parkettes to the south having an area of 0.71 hectares and 0.72 hectares each. Together these parks provide adequate park space to serve the Master Plan area. The proposed parks have been strategically located throughout the site to ensure that all residents are within a five-minute walking distance to a neighbourhood park (Figure 16).

3.4 Green Corridors

The Master Plan has been designed to ensure connectivity among its open space system to connect area residents to the open space network via green corridors. The intention of the green corridors are to facilitate forms of active transportation throughout the site, by delineating pedestrians and cyclists from automobile traffic. The Master Plan proposes green corridors through the site to connect to the Welland River and to provide for opportunities for future connections to the Welland Canal. Ensuring strong connections throughout the site will contribute to the overall implementation
Figure 16 – Walkability Map
of a pedestrian scaled community with easy access for various types of users to daily amenities. The pedestrian system will link parks and streets and will promote safe and convenient connectivity between these spaces.

The Master Plan has been designed to ensure that all residents are within a five-minute walking distance to park space. Connectivity to open space has been created through a system of green corridors, shown as trails throughout the development and will also be facilitated through the multi-use path extending north to south throughout the Site.

### 3.5 Streets and Blocks

The Master Plan includes a fine grain network of streets and blocks. The Street network consists of one major Collector Road running north to south, Street A. This Collector Road is 20 metres in width. The Local Roads, Streets B to Y, are also proposed with 20 metre widths to allow for on street parking. Streets B through Y form shorter blocks to allow for easy pedestrian connection to the main corridor, Street A.

Streetscape Sections (Figure 17) have been prepared to provide a visual for the street composition for the main Collector Road, Street A, and the Local Roads, Streets B to Y.

Streetscape A represents the Local Roads. Within its 20 metre right-of-way are two (2) 3-metre drive lanes, a 2.75 metre parking lane, a 2.6 metre landscape boulevard on each side, a 1 metre allowance for street lights on each side and a 2 metre sidewalk allowance on each side.

Streetscape B represents the Collector Road, the main north to south artery through the site. Streetscape B includes two (2) 4.25 metre drive lanes, a 2 metre landscaped boulevard on each site, a 1.2 metres allowance for large streetlights, a 1 metre allowance for pedestrian scaled lighting, two (2) 1.6 metre bike lanes for each direction and a 2.1 metre sidewalk.
Figure 17 – Street Network and Street Sections
3.6 Precincts

The Master Plan includes seven (7) different Precincts that together create a complete community. Overall, the majority of the community consists of single-detached residential houses with lot frontages ranging from 35 feet (9.1 metres) to 50 feet (15.24 metres). The mixed-use nodes include stacked townhouse development and mid-rise buildings at four storeys in height with ground floor commercial uses having a total area of 60,000 square feet (5,574 square metres). Precedent images have been provided in Figures 19 and 20 as representation of the built form and public realm opportunities on the Site.

3.6.1 Precinct 1 – North Precinct

The north precinct consists of single-detached homes with frontages ranging from 40 feet to 50 feet. The North Precinct includes a neighbourhood park sized at 5.97 hectares adjacent to the Welland River. This open space will serve area residents in the north precinct community.

3.6.2 Precinct 2 – Northeast Precinct

The Northeast Precinct is the central neighbourhood mixed-use hub. This precinct provides mixed-use mid-rise development with ground floor commercial uses and opportunities for retail, office and institution uses. This Precinct will include the adaptive reuse of the existing golf clubhouse building for commercial uses. This neighbourhood hub contains the central neighbourhood park and stormwater management pond, with a total size of 8.6 hectares. This area will have active street frontages and create an inviting pedestrian-oriented public realm.

3.6.3 Precinct 3 – Northwest Precinct

The Northwest Precinct consists of a condominium stacked townhouse development backing onto the channel flowing through the site. This area is within walking distance to the northeast precinct and all its amenities.

3.6.4 Precinct 4 – Central North Precinct

The Central North Precinct consists of single-detached houses with lot frontages ranging from 40 feet to 50 feet. This precinct and the central precinct make up the majority of the single-detached houses in the Master Plan area. The central neighbourhood park continues along the eastern limits of the Central North Precinct, with houses backing onto this open space system.

3.6.5 Precinct 5 – Central Precinct

The Central Precinct consists of single-detached houses with lot frontages ranging from 40 feet to 50 feet. A central stormwater management pond is located in this precinct with a small parkette adjacent to it to be utilized by area residents.

3.6.6 Precinct 6 – Central South Precinct

The Central South Precinct is the second mixed-use node to serve the southern portion of the Master Plan area. This node will consist of mid-rise mixed-use development with ground floor commercial, retail and office use.

3.6.7 Precinct 7 – South Precinct

The South Precinct consists of a greater variety to housing types, including stacked townhouses, street townhouses, and single-detached houses with 35 foot frontages. This precinct will provide for more affordable housing options, with a variety of tenures. A stormwater management pond is also proposed at the southern limits of the Site. A hydro-corridor runs through the South Precinct and will be utilized as open space with public trails for the enjoyment of area residents.
Figure 18 – Street Network and Street Sections
Figure 19 – Open Space Precedents
Figure 20 – Built Form Precedents
4.0 POLICY CONTEXT AND ANALYSIS

4.1 Overview

The Master Plan is consistent with the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Niagara Regional Official Plan, and the City of Welland Official Plan as further described below.

4.2 Provincial Policy Statement (2014)

The Provincial Policy Statement 2014 (PPS) provides overall direction on matters of provincial interest related to municipal planning decisions. The Planning Act requires that decisions in planning matters “shall be consistent with” the PPS.

4.2.1 Section 1.1 - Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Section 1.1 of the PPS 2014 on Building Strong Healthy Communities states that healthy, liveable and safe communities are sustained by: promoting efficient development land use patterns which sustain the financial well-being of municipalities over the long
term; accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and, promoting cost effective development patterns and standards to minimize land consumption and servicing costs.

The Master Plan will promote efficient, cost-effective development and land use patterns by intensifying land within the built-up area in the City of Welland that is in close proximity to existing municipal services. The Master Plan includes a range of residential, commercial and park and open space uses to meet the long term needs for the City of Welland.

Policy 1.1.2 of the PPS 2014 on Building Strong Healthy Communities states that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

The Site represents an appropriate location to accommodate residential land uses to meet the projected needs for the City of Welland for a time horizon of up to 20 years. The Master Plan proposes development within the built boundary of the City of Welland.

Policy 1.1.3.1 of Settlement Areas states that Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Section 1.1.3.2 of Settlement Areas states that land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; efficiently use the infrastructure and public service facilities which are planned or available, and avoid the needs for their unjustified and/or uneconomical expansion.

The Site is within the Settlement Area boundary of the City of Welland. Lands within settlement areas shall be the focus of growth and development. The Master Plan will efficiently use land, resources, infrastructure and public service facilities in the City of Welland. The proposed development can be connected to existing services which are located within close proximity to the site. Therefore, intensification of the Site is appropriate and avoids the uneconomical expansion of existing services.

### 4.2.2 Section 1.4 on Housing

Policy 1.4.1 on Housing states that an appropriate range and mix of housing types and densities are required to meet projected requirements of current and future residents of the regional market area. Planning authorities shall maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment.

The Master Plan contributes to a greater range and mix of housing types and densities in the City of Welland to serve the regional market area. The Master Plan includes single-detached houses, street townhouses, stacked townhouses and mid-rise buildings with apartment units. The proposed redesignation of the Site for residential purposes will assist the City of Welland in accommodating residential growth for a minimum of 10 years through residential intensification.

### 4.2.3 Section 1.5 on Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. Further, they should be planned to provide for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages. Protected areas should be preserved and negative impacts should be minimized in these areas.
The Master Plan has been designed to promote healthy active living through the creation of an integrated green corridor and open space system. This system will promote safety for cyclists and pedestrians and will facilitate active transportation and social interaction.

**4.2.4 Section 1.6 on Infrastructure and Public Service Facilities**

Policy 1.6.1 states that Infrastructure and public service facilities shall be provided in a coordinated, efficient and cost-effective manner that considers impacts from climate change while accommodating projected needs. Section 1.6.2 states that planning authorities should promote green infrastructure to complement infrastructure.

The Master Plan proposes a comprehensive stormwater management approach along with a fine-grain network of streets and blocks with a mix of land uses to support active transportation.

**4.2.5 Section 1.7 on Long-Term Economic Prosperity**

Policy 1.7.1 supports economic prosperity by encouraging economic development, a sense of place and considering the ecological benefits provided by nature.

The Master Plan will introduce opportunities for commercial and retail uses and will create opportunities for economic development and community investment. It will also encourage a sense of place through publicly accessible parks and open spaces, mixed-use community hubs, and quality architectural design.

**4.2.6 Section 1.8 on Energy Conservation, Air Quality and Climate Change**

Policy 1.8.1 directs planning authorities to promote energy efficiency and improved air quality through land use and development patterns that promote compact form and a greater mix of employment and housing choices to shorten commute journeys.

The Master Plan proposes a mix of residential, retail and commercial uses. The proposed mix of land uses and development pattern, together with a fine grain network of streets and blocks, will serve to promote walkability and will assist in shortening commuting times for neighbourhood residents.

**4.2.7 Summary of Opinion**

The Master Plan is consistent with the PPS and supports its vision for strong communities supported by the efficient use of land, resources, and infrastructure. The proposed redevelopment is on lands located within an urban settlement area, which is to be the focus of growth and development. The proposed redevelopment will result in an efficient development pattern with a mix of land uses, a fine grain network of streets and blocks and a diverse public realm, and various forms of connectivity which will promote the use of transit and active transportation measures. The incorporation of a mix of uses including commercial and retail uses will create opportunities for economic development. The proposed redevelopment will also contribute to a greater mix of land uses within the existing neighbourhood east of Highway 406, within the settlement area of the City of Welland.

**4.3 Growth Plan for the Greater Golden Horseshoe (2017)**

The Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) was prepared by the Ministry of Public Infrastructure Renewal and took effect on June 16, 2006. It was enacted under the Places to Grow Act, 2005, for municipalities located within the Greater Golden Horseshoe. The Growth Plan was further updated on May 17, 2017, and came into effect on July 1, 2017.

The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: direction on where and how...
to grow, the provision of infrastructure to support growth, and protecting natural systems and cultivating a culture of conservation. The Growth Plan carries forward many of the principles and policies of the PPS relating to transit, land use and conservation.

4.3.1 Chapter 1 - Introduction

Section 1.2.1 of the Growth Plan on Guiding Principles states that the Plan supports the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime. The Plan also prioritizes intensification and higher densities to make efficient use of land and infrastructure and support transit viability.

The Master Plan will be a complete community with a range of land uses and a comprehensive open space system to meet people’s daily needs for living and to support healthy and active living. The Master Plan will aid in achieving the Growth Plan’s goal for intensification and higher densities that make efficient use of land and infrastructure within close proximity to transit options.

4.3.2 Chapter 2 on Where and How to Grow

Section 2 of Where and How to Grow, particularly Section 2.2.1 on Managing Growth states that the majority of forecasted growth will be directed to Settlement Areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, can support the achievement of complete communities and will be directed away from hazardous lands.

Section 2.2.6 on Housing states that municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth to the horizon of this Plan; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and, planning to diversify the overall housing stock.

The Master Plan directs growth within the built boundary of the Settlement Area of the City of Welland where there are existing and planned municipal services. The Master Plan will achieve all elements of a complete community, by ensuring an appropriate mix of uses, range of housing opportunities, strong connections to open space and connections to public transit and active transportation. The Master Plan will aid the City of Welland in achieving the population forecast allocations and minimum intensification and density target of 40% as recommended by the Region of Niagara. The Master Plan provides a mix of housing types and densities, including single-detached, street townhouses and
stacked townhouses and will serve to aid the City of Welland in the diversifying its overall housing stock in the municipality.

### 4.3.3 Chapter 3 on Infrastructure to Support Growth

Section 3.2.2 on Transportation-General states that transportation system planning and land use planning will be planned and managed to: provide connectivity among transportation modes for moving people; offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services.

The Master Plan has been designed to ensure connectivity among various modes of transportation including: pedestrian and cycling connections through a comprehensive multi-use trail system that connects to the City’s existing pedestrian network; a road network that connects to the City’s existing local road system and Provincial Highway 406 to provide regional connectivity; and, will implement a bus route throughout the development to serve the area residents.

The implementation of these various options will ensure that there is a balance of transportation choices for area residents that reduces reliance upon the automobile and encourages transit and active transportation. Residents will have options to choose their paths of travel to places of employment, schools, cultural and recreational opportunities and goods and services.

### 4.3.4 Chapter 4 on Protecting What is Valuable

Section 4.2.2 on Natural Heritage System states that new development or site alteration will demonstrate that there are no negative impacts on key natural heritage features or key hydrologic features or their functions. Further, the natural heritage systems identified in official plans that are approved and in effect as of July 01, 2017 will continue to be protected in accordance with the relevant official plan.

The Master Plan has proposed setbacks and buffers from the existing natural heritage lands identified in the City of Welland Official Plan at the northern limits of the Site.

Section 4.2.5 on Public Open Space states that Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails that clearly defines where public access is and is not permitted; and is based on a co-ordinated approach to trail planning and development.

The Master Plan implements a system of publicly-accessible parkland, open space and trails to serve the neighbourhood residents and the City at large. The proposed multi-use path system has been designed to ensure easy navigation and connectivity to the entire neighbourhood while also ensuring external connections are maintained.

### 4.3.5 Summary of Opinion

The Master Plan conforms to the Growth Plan. The Master Plan supports the Growth Plan’s direction to develop complete communities with diverse land uses, multimodal transportation infrastructure to provide transportation options to area residents, parks and open spaces, and a vibrant public realm. The proposed development directs growth to the built-up area in the City of Welland through intensification to aid in achieving the population forecast projections allocated to Welland by the Region of Niagara.
4.4 Niagara Regional Official Plan (2014)

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. There have been numerous minor amendments to the Official Plan over the years with the current consolidation dated 2014. The Niagara Region initiated a five-year review in 2013, under a campaign titled “Imagine Niagara”.

The Niagara Regional Official Plan sets a land use and planning framework for local Official Plans and decision-making. The policies of the Niagara Regional Official Plan guide the physical, economic and social development of the region to manage growth, economic development, to protect the natural environment, resources and agricultural lands, and also to provide infrastructure. The policies in the Official Plan are meant to help co-ordinate more detailed planning by local municipalities. The Niagara Regional Official Plan dictates regional land use policies that have been adopted at the local level by the City of Welland.

4.4.1 Section 3.C on Employment Lands

Policy 3.C.1 states that the Region and local municipalities will ensure economic competitiveness by providing an appropriate mix of employment uses, including industrial, commercial and institutional uses to meet long term needs.

The Master Plan will introduce opportunities for commercial, retail and office uses to create more opportunities for employment within the Master Plan area.

4.4.2 Section 4.A on Shaping Growth in Niagara

Section 4.A.1 of Growth Management Objectives states that the objectives of the Growth Management Policies of this Plan are to:

- Direct the majority of growth and development to Niagara’s existing Urban Areas;
- Direct a significant portion of Niagara’s future growth to the Built-up Area through intensification;
- Prevent urban development in inappropriate areas, thus contributing to the conservation of resources such as the Niagara Escarpment, the Greenbelt, aggregate areas, Core Natural Areas, and prime agricultural land;
- Build compact, mixed use, transit supportive, active transportation friendly communities in the Built-up Area and Designated Greenfield Areas;
- Reduce dependence on the automobile;
- Provide a foundation for developing access to intra and inter-city transit;
- Ensure the availability of sufficient employment and residential land to accommodate long term growth in Niagara to the year 2031;
- Provide a framework for developing complete communities all across Niagara, including a diverse mix of land uses, a range of local employment opportunities and housing types, high quality public open spaces, and easy access to local stores and services via automobile, transit and active transportation; and,
- Direct growth in a manner that promotes the efficient use of existing municipal sewage and water services.

The Site is designated as Built-up Area (Figure 23) in the Niagara Regional Official Plan. The Master Plan will help the City of Welland to achieve these objectives as further discussed below.

4.4.3 Section 4.C on Intensification and Greenfield Growth

Policy 4.C.1.1 on General Intensification states that intensification includes all forms of development that occur within the Built-up Area as identified on Schedule A of this Plan. The Region will promote intensification by working with local municipalities to develop intensification strategies. Local municipalities are required
Figure 23 – Niagara Region Official Plan – Regional Structure
to implement a strategy and policies for promoting and achieving the intensification targets set out in the Regional Official Plan through sub-section 4.C.4. Local municipalities are to enforce the built boundaries delineated in Schedule A and encourage intensification throughout the Built-up Area.

The Master Plan proposes intensification within the Built-up Area within the City of Welland.

### 4.4.4 Section 4.G on Urban Growth

Section 4.G.3 on Sustainable Urban Development states that the Region encourages the local municipalities to establish official plan policies and other measures supporting development that addresses the principles of environmental sustainability, including:

- Designing development to optimize passive solar energy gains;
- Providing appropriate stormwater infiltration at sources; and,
- Integrating active transportation and transit into development plans.

The Master Plan has been designed to achieve several environmental sustainability objectives. The proposed development street pattern and resulting building footprints will promote passive solar energy gains. Stormwater management and infiltration has been reviewed and considered to ensure there is an efficient stormwater management strategy to effectively deal with water run-off from a quantity and quality perspective. Further, active transportation and transit connections have been prioritized as part of the Master Plan to ensure connectivity for various users.

### 4.4.5 Section 4.G.7 on Urban Areas and Section 4.G.8 on Built-Up Areas

Section 4.G.7 on Urban Areas states that Urban Areas are defined on Schedule A and are designated in local official plans. Urban Areas have municipally provided services, including water and sewage services. Urban Areas will be the focus of the Region’s long term growth and development.

Section 4.G.8 on Built-up Areas states that Built-up Areas are lands located within Urban Areas which have been identified by the Ministry of Infrastructure. Built-up Areas will be the focus of residential and employment intensification and redevelopment within the Region over the long term.

The Master Plan is located within the Built-up Urban Area of the City of Welland. The Master Plan will facilitate residential growth and intensify an existing built-up area within the City’s limits and is in conformity with the Region’s strategy for long term growth.

### 4.4.6 Section 4.G.13 on Transportation Corridors

Section 4.G.13 states that the Transportation Corridors shown on Schedule A are intended to be the focus for moving people and goods within Niagara and through the Region. These corridors include the Welland Canal, the QEW and Highway 406.

The Site is located just east of Highway 406 with direct access to the highway from Daimler Parkway. The Site’s easy access to Highway 406 provides a connection to QEW to the north, located within a fifteen minute drive. The Site is just west of the Welland Canal and has visual connectivity to this urban amenity. The Master Plan is well served by Regional transportation options.

### 4.4.7 Section 7 on Natural Environment

Section 7 on the Natural Environment contains policies focused on maintaining a Healthy Landscape throughout Niagara, while giving particular attention to natural features of special significance within the broader landscape. Policy 7.A.2 states that development should maintain, enhance or restore ecosystem health and integrity in order to avoid negative environmental impacts. Policy 7.A.2.6 states that a stormwater management plan is required depending
on the scale and nature of the proposal and site-specific environmental conditions. Section 7.A.3 on Air Quality and Climate change contains policies that promote energy efficiency; compact, mixed-use development to reduce the need for travel; transit, walking and cycling; and green space, tree planting and natural heritage conservation.

The Master Plan proposes a complete community which has been designed in accordance with its environmental context to ensure avoidance of any negative environmental impacts to the natural heritage features that are in close proximity to the Site. A stormwater management plan has been prepared to ensure that stormwater is dealt with effectively on site. The proposed development provides for compact, mixed-use development to reduce the need for travel by automobile, while supporting connections to transit and increased opportunities for walking and cycling. Proximity to green space has been prioritized with parkland provided strategically on site to ensure ease of access.

4.4.8 Section 8 on Infrastructure

Section 8 of the Plan contains policies on Infrastructure Planning for the current and future servicing requirements of the Region. This Section contains policies for Water and Wastewater Systems, Solid Waste Disposal, Utilities and Energy. The policies of the Plan provide a framework for the optimization of existing infrastructure; ensuring that urban development occurs with full municipal services; providing public utilities in accordance with the servicing needs of existing and future development; and establishing priorities for the staging of works, particularly with regard to water supply and sewage disposal systems.

The Master Plan proposes to implement a logical extension of existing infrastructure in the City of Welland. The proposed development will be serviced with full municipal services and will be phased to ensure servicing is provided in a timely and cost efficient manner.

4.4.9 Section 9 on Transportation

Section 9 on Transportation provides Policies for the Region’s transportation and roadway system. Policy 9.B.1 states that the Region will ensure that corridors are identified and protected to meet current and projected needs for various modes of travel including active transportation; support opportunities for multi-modal use where feasible; and to consider the separation of modes within corridors where appropriate. Section 9.C contains policies on the Region Road System, which is a network of arterial roads providing access to and from various parts of the Region. Public Transit planning and Active Transportation planning are prioritized through policies of the Plan.

The Master Plan proposes a series of Local Roads that connect to Daimler Parkway, a Local Road, which provides connections to the Arterial road network. The internal Local Road system provides options for multi-modal uses and has considered connections to the existing Regional road network.

4.4.10 Section 10 on Creative Niagara

Section 10 of the Plan, particularly 10.F on Welland Canal Cultural Heritage Landscape, contains policies that emphasize the importance of the Welland Canal as a National Historic Site, designated in 1929. The Plan states that the value of the Welland Canal lies in the combination of the operating canal and its major role in the shipping industry, its historic engineering works and buildings, open spaces, natural features, and adjacent diverse landscapes, which together constitute a cultural heritage resource of outstanding significance. The Region encourages local municipalities to implement policy direction in their Official Plans for lands located within the Welland Canal Cultural Heritage Landscape.

The Master Plan is not immediately adjacent to, and does not have an immediate connection to, the Welland Canal; however, the development has prioritized strategic open spaces and quality
urban design to ensure that the development upholds a high standard of design due to its proximity to this cultural heritage resource.

### 4.4.11 Housing and Community Services

Section 11.A on Residential Areas and Housing, particularly Policy 11.A.1, states that the Region encourages the provision of a variety of housing types within urban communities and neighbourhoods to serve a variety of people as they age through the life cycle. Policy 11.A.2 states that the Region encourages the development of attractive, well designed residential development that: provides for active transportation that encourages a variety of connections to surrounding land uses; contributes to a sense of safety within the public realm; and, enhances an aesthetically pleasing and functional neighbourhood. Policy 11.A.3 states that the Region encourages housing which allows people to work at home or in relatively close proximity to work.

The Master Plan incorporates a range of housing types for the City of Welland to serve a variety of people as they age through the life cycle. The Master Plan provides options for active transportation through the implementation of a multi-use trail that provides connections from all residential to the proposed open space system, commercial uses and the external road network, which serves as a friendly streetscape. The Master Plan has been designed to ensure safety among the public realm by delineating pedestrians and cyclists from vehicles and through implementing a park system and lot fabric that encourages “eyes on the street”. The mixed-use nature of the Master Plan will foster connections between residential and employment uses to promote a “live, work, play” community where people can live in close proximity to work.

Section 11.B on Community Facilities and Institutions, particularly, Policy 11.B.1, states that community facilities include but are not limited to active recreational areas such as parks, arenas and trails. Policy 11.B.8 states that the Region encourages the planning of integrated parks and open space systems which link urban to rural areas via pathways, trails and cycling routes.

The Master Plan includes an integrated multi-use path and open space system that create linkages within the urban residential community via pathways, trails and cycling routes.

### 4.4.12 Summary of Opinion

It is our opinion that the Master Plan conforms with the Niagara Regional Official Plan. The Master Plan proposes residential development within the delineated built-up area in the Regional Official Plan. The Master Plan has prioritized connectivity to the Regional transportation network, while also ensuring multi-modal connections are provided to serve various types of uses. The Master Plan proposes a logical extension to existing infrastructure and will include full municipal servicing that is phased. The Master Plan will introduce opportunities for commercial, retail and office uses to create more opportunities for employment within the Master Plan area. The Master Plan will also provide increased residential housing options with a mix of land uses and a well-designed public realm to serve area residents.

### 4.5 City of Welland Official Plan (2011)

The City of Welland Official Plan was adopted by the City of Welland Council on May 4, 2010, by By-law 2010-55, and approved, in part, with modifications and deferrals by Niagara Regional Council on September 15, 2011.

The Official Plan designates the majority of the Site as Open Space and Recreation with a small portion designated as Core Natural Heritage System. An Official Plan Amendment is required to permit the Master Plan (Figure 24).
Figure 24 – City of Welland Official Plan – Schedule B Land Use
4.5.1 Section 2 on Community Strategic Directions

Section 2.1 on Community Strategic Directions states that Welland’s Community Strategic Directions should be considered in their entirety. Welland is:

- A leadership community;
- A complete community;
- An economic gateway;
- A sustainable City;
- A safe, healthy and accessible City;
- A proud and attractive City; and,
- A good neighbour.

Section 2.3 on A Complete Community, particularly Section 2.3.2 of Strategic Directions states that Welland will:

- Ensure that there is an adequate supply of different housing types which cater to the wide variety of its citizen’s needs;
- Ensure that a sufficient supply of housing is provided which is affordable to low and moderate income households;
- Will encourage residential and non-residential development which is considered attractive to youth and young families, supports family-building, and allows for aging-in-place; and, promote neighbourhood design and a transportation system which is accessible to all citizens.

The Master Plan provides for an increased supply of different housing types to cater to a wide variety of citizen’s needs and affordability levels, including single-detached houses, street townhouses, stacked townhouse units and apartment units. The Master Plan will provide a variety of unit types and sizes to support the needs of youth, young families and seniors, allowing for aging-in-place. The Master Plan includes a neighbourhood design that prioritizes a strong transportation network for various types of users, including pedestrians, cyclists, vehicles and will implement a new transit route through consultation with the City of Welland. These elements aid in the creation of a complete community as discussed in the Section 2.3.

4.5.2 Section 3 on Growth Management Strategy

Policy 3.1 on Welland’s Growth Management Strategy states that the foundation of the growth management strategy is to direct all urban growth to lands within the designated Urban Area Boundary on land serviced with municipal water and sanitary wastewater services. The City encourages appropriately planned infilling and intensification along the Welland Recreational Waterway. Policy 3.2 on Planning Objectives states that the growth related objectives of the Plan are to build compact, mixed-use, transit supportive, pedestrian friendly areas within the Built Up Area; to provide a framework for transforming Welland into a complete community; and, to ensure the availability of a sufficient supply of designated employment and residential land to meet the City’s projected long term growth. Policy 3.3.1 on Population Forecast provides the future population growth for the City of Welland. The forecast population to 2031 is 63,900, resulting in 27,590 units. Policy 3.3.3 on Housing Distribution states that the following unit types are forecasted to 2031: 19,780 low density units, 3,210 medium density units, and 680 high density units. Policy 3.3.4 on Employment Forecast states that 27,080 jobs are forecasted in Welland to 2031.
The Master Plan provides for urban infilling in the urban area built boundary on lands serviced with municipal water and sanitary wastewater services. The Master Plan area represents an infill development located in close proximity to the Welland Recreational Waterway, allowing for future residents to enjoy views and easy access to this important piece of infrastructure in the City. The Master Plan implements a compact, mixed-use, transit supportive and pedestrian friendly community within the Built-up Area which can be considered a complete community. The proposed redesignation of the Site from Open Space to Residential will aid the City of Welland in providing sufficient supply of residential land with commercial and office uses to meet the City’s projected long term growth for population and employment.

Section 3.4, particularly Policy 3.4.2 on City Structure, states that Welland’s Urban Boundary is the focus for all urban development with lands that are already serviced, or are intended to be serviced, with major roads, transit and piped sewer and water services. This supply of land is comprised of two sub-areas: the Built-up Area within the Built Boundary; and Greenfield Area. The Built Boundary was determined by the Province in 2006 and subsequently finalized in April, 2008. All growth which occurs within the Built Boundary is considered to be “intensification”. The City of Welland’s Urban Boundary and Built Boundary are delineated on Schedule A (Figure 25).

The Site is located within the Urban Boundary and the Built Boundary for the City of Welland and therefore, intensification of the Site is appropriate and in conformity with provincial policy implemented through the Regional Official Plan and City Official Plan.

Section 3.4.4 on Intensification and Brownfield Redevelopment, particularly Policy 3.4.4.1.C on Intensification Strategy states that intensification will be encouraged since it offers opportunities for economic development; is a viable approach to reducing the amount of Greenfield land needed for growth; takes advantage of already serviced but underutilized land; and helps to improve the vibrancy and aesthetics of Welland’s existing areas. Intensification is encouraged throughout the Built Up Area, however, Schedule A identifies appropriate locations for intensification within the Downtown, along key transit corridors and the Welland Recreational Waterway. Policy 3.4.4.1.D on Intensification Target states that the City will plan to meet its local municipal intensification target of 40% as recommended by the Regional Municipality of Niagara. Achieving the 40% target means that 40% of all annual housing development should occur within the City’s Built up Area after 2015. Welland’s intensification unit target, based on the housing forecasts in Policy 3.3.3, is 1,975 units (2016-2031).

The Master Plan will provide for residential, office and commercial uses to offer opportunities for economic development in the City of Welland, will reduce the amount of Greenfield land needed for growth, takes advantage of underutilized serviced land, and will help to improve the vibrancy and connectivity of the existing neighbourhood. The Master Plan is adjacent to intensification areas within the neighbourhood east of the Highway 406 and Daimler Parkway intersection, along the Welland Recreational Waterway. The Master Plan will contribute to the creation of a more complete community in this area, to provide increased connectivity, commercial and office opportunities and increased park space for the use of residents. The Master Plan will also help the City meet its intensification target of 40% of development within the Built Boundary.

4.5.3 Section 4 on Urban Area Land Use Policies

Section 4.2 on Housing and Residential, provides Planning Objectives and Land Use Policies for development. Policy 4.2.2.1 on Residential Hierarchy classifies residential land uses into three land use categories including Low Density Residential, Medium Density Residential and High Density Residential.

Policy 4.2.2.2 on Low Density Residential states that low density residential is intended to provide housing for residential development at a minimum density of 15 dwelling units per net hectare of land and maximum density of 24 dwelling units per net
Figure 25 – City of Welland Official Plan – Schedule A City Structure
hectare of land. Permitted uses include single-detached, semi-detached, triplex, townhouse and duplex housing units. Low Density Residential uses will be encouraged to have a variety of facades and use a variety of building materials.

Policy 4.2.2.3 on Medium Density Residential states that medium density residential is intended to provide housing for residential development at a minimum density of 25 dwelling units per hectare of land and a maximum density of 60 dwelling units per net hectare of land. Permitted uses include triplex, four-plex, townhouse, stacked townhouse, and low rise apartment housing. Accessory private recreation facilities or amenities for the benefit of the immediate residents are permitted. Buildings should incorporate landscaping in all yards to provide a buffer between the building and adjacent sensitive land uses. Parking areas shall be located in the side or rear yard and/or underground or structured parking. Where underground or structured parking is provided, an amendment to this Plan is not required for increased density, provided that proposed built form is consistent with the design policies of this Plan. The site will be designed to provide for the collection and storage of recyclable wastes on site. Low and Medium Density Residential designations permit Neighbourhood commercial uses, in accordance with the Commercial policies of Section 4.4 of the Plan. Low and Medium Density lots shall accommodate low-rise dwellings which do not cause significant issues with casting of shadows, obstruction of views and privacy for adjacent lots. Low and Medium Density Residential uses will be encouraged to have front porches or covered entrances. Attached garages on housing units should be designed so that the resulting streetscape is predominated by the front yard landscaping, front doors, and front windows of the housing units instead of garages.

The Master Plan has been designed in accordance with Policy 4.2.2.2 and 4.2.2.3 to ensure that the low density and medium density residential uses on the Site are in conformity with the design objectives of the City of Welland. The Master Plan includes single-detached dwellings, street townhouses and stacked townhouses and neighbourhood commercial uses in accordance with Section 4.4 of the Plan. The Master Plan maintains the minimum densities for both land use categories. The Master Plan envisions the incorporation of a variety of facades, use of building materials, and landscaping strategically planted throughout the site to aid in establishing a landscaped character for the neighbourhood. The mixed-use nodes will consist of stacked townhouses with ground floor neighbourhood commercial uses. Parking will be provided at the rear or underground where feasible. Waste collection will be designed in accordance with the Regional Municipality of Niagara requirements. Low and Medium density uses have been appropriated sited to ensure limited shadows, obstruction of views and privacy for adjacent lots. The Master Plan envisions residential units with front porches that have covered entrances and attached garages that are minimized from the view of the streetscape by predominating the streetscape with landscaping, front doors and front windows.

Policy 4.2.3.5 on Prevention of Neighbourhood Isolation states that new neighbourhoods shall be connected to the rest of the City by public streets and/or public trails. New streets and blocks should be consistent with, and extend from, the existing street pattern. New gated development or gated communities will not be a permitted form of residential development.

The Master Plan has been designed as a complete community in the area of Welland east of the Highway 406 and Daimler Parkway. The Master Plan will improve connectivity in this area with these lands to the rest of the City through implementing an overpass of the Highway 406 and a pedestrian and cyclist connection to East Main Street to the south of neighbourhood. The proposed streets and blocks have been designed in a grid like pattern with modifications as required, maintaining the existing orientation of the streets recently designed and developed in the neighbourhood.

Policy 4.2.3.6 on Infill and Intensification Development states that infilling and intensification is encouraged throughout the City’s existing built up residential areas. Intensification in residential areas should address: land use and neighbourhood character compatibility; lot pattern and configuration; the potential for additional traffic and traffic maneuverability; the potential for transit
ridership; natural (including natural hazards) and built heritage conservation/protection; the available capacity of municipal infrastructure; and, residential intensification targets identified in this Plan.

The Master Plan provides for infill and intensification within the existing built boundary of the City of Welland. The Master Plan has been planned and designed in accordance with the adjacent land uses and neighbourhood character, providing appropriate setbacks and buffering to existing residential. The proposed lot fabric has been designed in accordance with adjacent development, with a fine grain block and street network. The road network has been designed to delineate the majority of road traffic to the main north to south road, Street A, with pedestrian and cyclist pathways delineated along this artery and through the site. A new bus route through the site is envisioned and will encourage transit ridership. The Master Plan has been designed to ensure appropriate buffers to environmental features. The Master Plan can be serviced by existing municipal infrastructure and will aid the City of Welland in achieving its intensification targets within the built boundary.

Section 4.4 on Commercial Areas states that the City of Welland’s commercial structure is comprised of a distinct set of nodes and corridors. Policy 4.4.2.7 on Neighbourhood Commercial states that Neighbourhood Commercial areas are intended to provide for daily or weekly convenience shopping and service needs of nearby residents. Permitted uses within Neighbourhood Commercial areas include small retail stores, personal services as well as small restaurants which are intended to draw residents of the surrounding neighbourhood(s). Residential units are permitted above commercial uses within these buildings. Neighbourhood Commercial areas are not shown on the land use schedules. Neighbourhood Commercial areas are permitted within the City’s residential areas, provided that they are located at the intersections of arterial and/or collector roads and fit within the context of the surrounding land uses. Neighbourhood Commercial areas should fit within the context of the surrounding neighbourhood. Individual areas should not exceed 20,000 square feet of gross floor area. The Master Plan includes neighbourhood commercial uses in the mixed-use nodes on the Site. The mixed-use nodes will consist of stacked townhouses with ground floor commercial uses. The Master Plan will introduce opportunities for commercial, retail and office uses to create more opportunities for employment within the Master Plan area. The proposed mixed-use nodes will provide for opportunities for community infrastructure, including opportunities for office commercial uses which can include medical offices, dental offices, government offices, etc.

4.5.4 Section 6 on City-Wide Land Use Policies

Section 6.1 on the Environment, particularly 6.1.2.1 on Core Natural Heritage System, states that the planned function of the Core Natural Heritage System is to provide for the protection, maintenance, and enhancement of Welland’s natural systems. The Core Natural Heritage System is also intended to provide a framework for establishing the linkages among natural heritage features, within the system and major surface water resources. Policy 6.1.2.2.A on Delineation of Features and Modifications states that the boundaries of Core Natural Areas may be defined more precisely through Environmental Impact Studies. Only minor boundary adjustments to Environmental Protection Areas will be permitted without Amendment to this Plan.

Currently there is one Environmental Protection Area delineated on the Site in the City of Welland Official Plan along the northern limits where the Site meets the Welland River (Figure 26). In support of the application, a preliminary Natural Heritage Evaluation has been conducted by Beacon Environmental to determine the location of potential natural heritage features on the property. Appropriate setbacks to this Environmental Protection Area have been maintained. The remainder of the Site has been disturbed and consists of man-made ponds and dug channels, therefore, these features require further seasonal investigation to determine their significance.
Figure 26 – City of Welland Official Plan – Schedule C Core Natural Heritage System
Section 6.2 on Parks, Open Space and Recreation, particularly 6.2.2.1 on Parks, Open Space and Recreation Facilities states that the Parks, Open Space and Recreation designation includes lands used for active and passive leisure activities. These open spaces are intended to contribute to the environment through the provision of green space and vegetation. Permitted uses include indoor and outdoor active and passive recreational uses including parks, trails, golf courses, arenas, curling rinks, sports fields and other similar uses as well as open space areas. Compatible uses, such as public and/or private utilities, environmental conservation, and community gardens may also be allowed. The hierarchy of parks includes Neighbourhood Parks that are meant to serve the immediate recreation needs of a neighbourhood and are within walking distance of the area being served; City-wide parks serve the recreation needs of the residents of Welland; and, Regional parks serve the recreation needs of the residents of Welland and also attract tourists from other areas of Niagara and beyond. The City, wherever possible, shall develop a well-maintained open space system which links important destinations, such as the Downtown, activity centres, residential neighbourhoods, workplaces, waterfront areas, and parks using trails, natural areas, bicycle paths and sidewalks. The City intends to achieve an overall ratio of 4 hectares of park space per 1,000 persons of population within Welland. The standard size for a Neighbourhood Park is 1.0 hectare per 1,000 people, for a City-wide park is 2.6 hectares per 1,000 people. Policy 6.2.3.1 on public Park Land Dedication provides that, in accordance with the Planning Act, the City of Welland may require the applicant to dedicate up to 5% of the gross area for the provision of public open space, or one (1) hectare for every 300 dwelling units.

The Master Plan proposes approximately 17.69 hectares of open space and parkland and has a total area of 85.45 hectares with 1194 residential units. The proposed 17.69 hectares of open space and parkland represents approximately 20% of the gross area of the Site. The proposed 20% parkland is above and beyond the 5% of the gross area required (4.3 hectares) as well as the required 1 hectare for every 300 dwelling units (4 hectares). Our calculations estimate the approximately 3082 people will live in the neighbourhood based on 2.9 people per single-detached house (747 units), 2.5 people per townhouse (95 units) and 1.7 people per apartment unit (252 units). Therefore, the Neighbourhood Park is required to be 3 hectares in size when considering 1.0 hectare of park space per 1,000 people. The Neighbourhood Park proposed for the center of the Master Plan area is 6.16 hectares. This central neighbourhood park will provide many opportunities for active and passive recreational uses to serve area residents. Other parks and parkettes have also been provided through the site, ranging in size from 5.97 hectares at the north end of the site, with a 0.10 hectares central parkette and two parkettes having an area of 0.71 hectares and 0.72 hectares to the south. Together these parks provide adequate park space to serve the Master Plan area. The proposed parks have been strategically located throughout the site to ensure that all residents are within a five-minute walking distance to a neighbourhood park.

Section 6.4 on Transportation, particularly, 6.4.2.1 on Roads, states that all roads within the municipality are classified according to their function as expressways, arterials, collectors and local roads as shown on Schedule “E”. This hierarchy of roads is intended to optimize the roadway network. Roadway classifications are defined and ranked. Expressways are a median or fully divided provincial highway or undivided provincial highway with full access control serving large volumes of inter-city traffic at high speeds; Arterial Roads are 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. Collector Roads are an undivided road where traffic movements and land access are of equal importance and serving moderate volumes of traffic at moderate speeds. Local Roads are an undivided road primarily used for land access and serving low volumes of traffic. Generally, the planned minimum right-of-way widths for roads should be: 30.0 metres for Arterial Roads; 24.5 metres for Collector Roads; and, 20.0 metres for Local Roads.

The Master Plan proposes a series of Local Roads and a Collector Road, each with a 20 metre right-of-way, that connect to the existing arterial road network from Daimler Parkway to Woodlawn Road
which provides connections to the Highway 406, a provincial highway. The main north-south Collector Road through the site, Street A, serves as a Collector Road but the additional width is not required as its sole purpose is to serve area residents. The function of the Road is achieved at the 20 metre width as shown in Figure 17.

Section 6.4.2.2 on Transit states that, in the interests of overall energy conservation, environmental protection, and public mobility, the City shall promote the use of public transit, wherever possible. The City shall facilitate the provision of local transit services within a reasonable walking distance of all urban land uses. The City may require that 90% of the new residential and non-residential units in a proposed subdivision are within 400 metres of a transit stop.

Section 6.4.2.3 on Cycling states that the City shall implement, in a staged program, the development of a continuous and safe system of on-street and off-street cycling trails and development applications shall incorporate cycling linkages where warranted.

Section 6.4.2.4 on Pedestrians states that transportation networks shall include safe, convenient and attractive pedestrian systems. A continuous sidewalk/walkway system providing accessible, safe, convenient and enjoyable walking for all users shall be developed and maintained. Sidewalks, walkways, and trails shall be designed in a manner to reduce the walking distances between residential development and transit, recreational/community facilities, schools and commercial facilities. This requirement shall be evaluated at a variety of scales.

The Master Plan envisions two new bus stops on the Site. The new bus route and stops will have to be further reviewed and discussed with the City of Welland and Niagara Region. Currently, the lands east of Highway 406 are not served by public transit. The approval of this Master Plan will make providing transit within this area more feasible. New transit stops will be required on site to ensure appropriate service to existing area residents and future residents. Further, delineated cycling lanes and pedestrian connections have been provided to ensure safety and to encourage active transportation. These multi-modal considerations also ensure connectivity to recreational and community facilities, schools, commercial facilities and places of employment.

Section 6.4.2.5 on Railways states that where development is proposed adjacent to a rail corridor, the City together with the railway authority, will consider the impact of the development on the rail corridor and may require studies (including, but not limited to, snow, noise, vibration, air quality studies) to demonstrate that the rail corridor’s function is not negatively impacted and that potential negative impacts of the rail corridor on the proposed land use can be mitigated.

The Master Plan has been supported by a Noise and Vibration Report to address the rail corridor that is located adjacent to a small portion of the Site. This rail corridor is a spur line and has minimal activity and therefore poses minimal impact on the proposed development from a noise and vibration perspective.

Section 6.4.2.6 on the Welland Canal, particularly 6.4.2.6.E, states that the Welland Canal is recognized as having a built and cultural heritage value to the City and opportunities will be sought to promote and celebrate this heritage.

The Master Plan is not immediately adjacent to, nor does not have an immediate connection to, the Welland Canal, however, the development has prioritized strategic open spaces and good quality urban design to ensure that the development upholds a high standard of design due to its proximity to this cultural heritage resource.

Section 6.5 on Infrastructure and Utilities, contains policies for Water and Sanitary Sewage, Stormwater Management. All new development within the Urban Area is required to be connected to the water system and sanitary sewage system as a condition of development. Stormwater Management Facilities should generally be located at the edge of neighbourhoods; at the interface with natural areas; and/or within large public open spaces, including community parks. Stormwater Management Facilities shall be designed to have a high level of public exposure and should be
integrated in, and contribute to, the enhancement of the neighbourhood’s public realm. Where appropriate, Stormwater Management Facilities should be designed so that approximately 50% of the perimeter is adjacent to public areas such as parks, trails and public road right-of-ways.

The Master Plan will be connected to full municipal servicing. The Master Plan has designed its stormwater management system to have a high level of public exposure, with stormwater management ponds connected to proposed parkland to ensure that these facilities are designed and considered as part of the public realm for these open spaces.

4.5.5 Summary of Opinion

It is our opinion that the Master Plan conforms with the City of Welland Official Plan. The Master Plan proposes a mixed-use development with a variety of housing options ranging from single-detached houses to apartments as well as neighbourhood commercial uses with opportunities for retail and office uses as well as community infrastructure. The Master Plan will be serviced by existing infrastructure and will represent a logical extension to existing services. The proposed development will aid the City of Welland in achieving its intensification targets for growth within the built boundary which includes the entire limits of the Site.

4.6 City of Welland Zoning By-law

The City of Welland Zoning By-law 2017-117 was passed on October 17, 2017. The Site is zoned as Community Open Space Zone (O2), with a small portion zoned as Environmental Protection Overlay (EP) and Neighbourhood Commercial (NC-26) under the City of Welland Zoning By-law (Figure 27).

The Zoning By-law Amendment will implement the following zoning categories:
- NC – Neighbourhood Commercial with site-specific allowances to include medium density residential in order to achieve the proposed mixed-use nodes;
- O2 – Community Open Space in order to implement the proposed open space and recreation network;
- EP – Environmental Protection Overlay in order to preserve the limits of the natural heritage features on the Site; and,
- RL2 – Residential Low Density 2 in order to implement the single-detached houses, street townhouses and stacked block townhouses.

The proposed Zoning By-law Amendment and Schedule will be further reviewed and discussed with the City of Welland Planning Department in order to achieve the land use breakdown as shown in Figure 15.
Figure 27 – City of Welland Zoning By-law Schedule
4.7 City of Welland Urban Design Guidelines

The City of Welland’s Urban Design Guidelines 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 main principles.

4.7.1 Multi-Functional and Multi-Modal Streetscape Network

The Guidelines state that walkability represents a vital measure of assessing how successful a community will function now and into the future. The Guidelines also state 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 also reduce the impacts of the automobile.

The Master Plan has been designed to ensure walkability in the residential community is a priority. The Master Plan incorporates a multi-use trail system that allows for the delineation of cyclists and pedestrians from vehicular traffic, providing for safe and enjoyable use for all types of users.

4.7.2 Convenient and Connected Open Space Network

The Guidelines state that there are several environmental opportunities that 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 Guidelines state 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 Master Plan, through its five parks on the Site, will provide multiple outdoor recreational opportunities to serve area residents. The proposed development, through its fine grain network of blocks and streets, facilitates a pedestrian-scaled community. All neighbourhood residents will be within a 5 minute walking distance to the proposed public parks. The proposed streets and block network delineates pedestrians, cyclists and automobiles, to ensure safe and convenient connectivity among these spaces.

4.7.3 Protect and Enhance Natural Heritage

The Guidelines state that the development of the Welland Canal and Recreational Waterway have altered much of the natural watershed system in the city and surrounding region. Further, much of the original natural environment has been repurposed by human settlement and natural systems which have been reengineered to allow for shipping connections. Despite this reality it is important to realize that natural systems and habitat have adapted to more engineered processes. Therefore, natural heritage has uniquely evolved to Welland’s agricultural, industrial and engineered landscapes.

The Master Plan has been designed to ensure appropriate buffers to existing natural features on the property. The Master Plan
prioritizes a comprehensive open space network which compliments the existing natural corridors. This open space network provides open areas for area residents to utilize and enjoy the natural setting given its close proximity to the Welland River and the Welland Canal.

4.7.4 Preserve and Embrace Cultural Heritage

The Guidelines state that Welland was settled in 1788 as an agricultural town. Welland expanded and became an important landmark for trade as continual development of the Welland Canal introduced shipping and industrial production to the city. This history persisted until recently when a number of large manufacturing firms reduced or closed operations, and Great Lakes shipping was sharply reduced. However, this industrial heritage continues to physically remain.

The Guidelines state that much of Welland’s rich cultural history is still evident today, as evidenced by the array of heritage buildings, bridges, landmarks and public art. Events such as the Niagara Food Festival, Niagara Regional Exhibition, Welland Rose Festival, IlluminAqua and the Dragon Boat Festival, showcase Welland’s evolving cultural heritage, attracting thousands of people each year. Coupled with the year round activities of Market Square, the Downtown boasts a tremendously successful display of Welland’s cultural heritage. The Guidelines state that through contextually sensitive approaches, urban design measures will ensure that this unique character is incorporated into everyday life for residents and visitors.

The Master Plan strives to create contextually sensitive development in light of its proximate to the cultural heritage resource of significance for the City, the Welland Canal. The Master Plan will propose high-quality architectural and built form to complement this cultural landscape.

4.7.5 Appropriate Built Form and Architecture

The Guidelines state that it is important for the City of Welland, with a rich history and culture, to ensure that any development, redevelopment and intensification is responsive to the existing conditions. New built form should be context sensitive to ensure that the City of Welland retains its unique sense of place.

The Guidelines state that establishing appropriate built form and architecture 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 responds well to the existing built fabric as well as local market demands. It also promotes liveability through pedestrian scaled development. The Guidelines state that compact built form, sustainable development and moderately scaled buildings are all means of establishing a built form appropriate for the City of Welland. Tools such as building articulation, massing and streetscaping should be utilized.

The Master Plan has been designed to ensure that it is responsive to the existing built form and architecture found in the neighbourhoods surrounding the Site. The site layout and design has been strategically planned to ensure visual buffers and setbacks from existing neighbourhood residential to the northeast of the Site. The central neighbourhood park having an area of 6.16 hectares together with the 2.8 hectare stormwater management pond, provide for an open space which serves to buffer the existing residential to the proposed built form. Similarly, the channel running north to south through the Site provides for a naturalized buffer from the proposed residential in the North Precinct to the existing residential just east of the channel.

The proposed built form has been strategically sited to ensure an appropriate transition from the existing stable neighbourhood to the northeast. Similarly, the internal site design has been strategically
sited to ensure appropriate transitions between the single-detached residential to the mid-rise mixed-use nodes. Townhouses and stacked townhouses are proposed as transitional built form between the mid-rise mixed-use nodes and single-detached residential. The implementation of a pedestrian-oriented environment will be achieved through landscaped public boulevards that provide appropriate setbacks to built form.

4.7.6 Identity and Sense of Place

The Guidelines state that urban design presents a formal strategy to promote an identity and a distinctive sense of place for a community. The City has a number of successful icons that build upon its history and cultural heritage. The Guidelines provide parameters to expand physical measures that give rise to a heightened sense of place in the city. Gateway signage, public art commissions, unique landscape treatments and street trees can all be identifiable markers to specific neighbourhoods in the city.

The Master Plan has been designed with a pedestrian-oriented public realm. The proposed adaptive reuse of the existing golf course clubhouse will act as a gateway feature to the neighbourhood and will help to achieve identity and a sense of place. Public art and landscape treatments will be further discussed and reviewed with the City of Welland to help achieve identity and a sense of place in this new community.

4.7.7 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. Beyond public health measures, engineering standards, air and water quality and brownfield mitigation, the concept of healthy communities is now directly tied to the way we envision, design and construct urban spaces and how we relate to these spaces. Therefore it is important for urban design measures to promote a healthier way of life. The Guidelines look to build upon the cycling network in the Niagara Region, while looking for new and exciting opportunities to advance active transportation through other connections and facilities in Welland.

The Guidelines state that a more robust use of the Recreational Waterway needs to be explored. This would include better ways to utilize this amenity, access both physically and visually, and to introduce new uses along the Waterway. These uses and supporting infrastructure need to be designed to sustain or introduce adaptable winter uses to reinforce healthy community development and active transportation year-round.

The Guidelines also state that sustainable thinking must be a core part of city building, and urban design presents a real and tangible way of implementing more sustainable practices. Throughout the urban context, sustainable ways of design and construction of our environment must be considered and can range from large scale initiatives to detailed design treatments. Urban design can work to reduce the carbon footprint, increase oxygen production, reduce the urban heat island effect, increase urban tree canopy, reduce stormwater runoff, restore animal habitat, mitigate brownfields and reduce energy demands. To reinforce this, the Guidelines encourage mixed-used compact development; connecting open spaces and onsite stormwater infiltration.

The Master Plan proposes development on underutilized lands adjacent to both the Welland River and the Welland Canal. The Site presents a unique opportunity to introduce new land uses adjacent to these features, to encourage physical and visual access to these features.

Active transportation is a priority in the design of this Master Plan. The Master Plan looks to reduce the carbon footprint through encouraging active transportation rather than reliance on the automobile. The proposed development also looks to increase urban tree canopy and to reduce stormwater runoff on the Site.
### 4.7.8 Summary of Opinion

It is our opinion that the Master Plan will implement the City of Welland’s Urban Design Guidelines. The Master Plan proposes a comprehensive open space network with green corridors through the site providing for pedestrian-oriented development that promotes walkability. The development will implement appropriate buffers from the natural heritage features on the site. The Master Plan will implement contextually sensitive development with high-quality architecture and built form to compliment the cultural heritage context, being in close proximity to the Welland Canal. The development strives to create a strong sense of place through prioritizing a pedestrian-oriented public realm, active transportation and active and passive recreational opportunities.
5.0 SUMMARY OF PLANNING AND URBAN DESIGN RATIONALE

5.1 Efficient Use of Land and Resources

The Master Plan is located within a Settlement Area defined by the PPS, the Built-Up Area defined by the Growth Plan, the Urban Area defined by the Niagara Regional Official Plan and the Urban Boundary and Built Boundary defined by the City of Welland Official Plan. These areas are intended to be the focus of growth and development and are intended to accommodate a significant portion of new growth through intensification. The Master Plan will efficiently use land, resources, infrastructure and public service facilities in the City of Welland. The proposed development can be connected to existing services, and is also in close proximity to retail and commercial, schools and public transit. Therefore, the Master Plan is consistent with and/or conforms with Policy 1.1.3.1 of the PPS on Settlement Areas, Section 2.2.6 of the Growth Plan on Housing, Section 4.A.1 of the Niagara Regional Official Plan on Growth Management Objectives, and Section 3.1 of the City of Welland Official Plan on Growth Management Strategy.

5.2 Providing a Range of Housing Types and Tenures

The Master Plan contributes to a greater range and mix of housing types and densities in the City of Welland to serve the regional market area. The Master Plan will provide a total of 1194 new residential uses with a mix of housing types and tenures including single-detached houses, street townhouses, stacked townhouses and mid-rise buildings with apartment units. The proposed built form has been strategically sited to ensure that the mid-rise development is provided along the busiest intersections on the Site and will serve as neighbourhood hubs to meet the daily needs of area residents. Further, appropriate setbacks are provided from existing neighbourhood residential to the northeast of the site to ensure that these stable neighbourhoods are protected and that their views and vistas of the natural surroundings are maintained. This is also in accordance with the policies in Section 4.2 on Residential and Housing in the City of Welland Official Plan.

The proposed redesignation of the Site for residential purposes will assist the City of Welland in accommodating residential growth for a minimum of 10 years through residential intensification. The Master Plan will provide affordable housing options, primarily located in the South Precinct. The range of housing types and tenures on the Site is in accordance with Policy 1.4.1 of the PPS on Housing, Section 2.2.6 of the Growth Plan on Housing, Section 11.A on Residential Areas and Housing in the Niagara Regional Official Plan and Section 4.2 on Residential and Housing in the City of Welland Official Plan.
5.3 Providing for Increased Retail and Commercial Opportunities

The Master Plan will include approximately 60,000 square feet (5,574 square metres) of retail and commercial uses distributed through the mixed-use nodes found in the Central Precinct and Central South Precinct. These nodes will offer a range of retail and commercial uses through ground floor commercial units as well as an adaptive reuse of the existing golf clubhouse building. The proposed mixed-use nodes will also provide for opportunities for community infrastructure, including opportunities for office commercial uses which can include medical offices, dental offices and government offices to serve area residents. The provision of retail and commercial uses through mixed-use nodes creates opportunities for employment and will support economic development and community investment. This is in accordance with Policy 1.7.1 on Long-term Economic Prosperity in the PPS, Policy 3.C.1 of the Niagara Regional Official Plan on Employment Lands and Section 4.4 on Commercial Areas in the City of Welland Official Plan.

5.4 Multi-Modal Transportation System

The Master Plan has been designed to ensure a strong multi-modal transportation system. Currently, the lands east of Highway 406 are not served by public transit. The approval of this Master Plan will make providing transit within this area more feasible. New transit stops will be required on site to ensure appropriate service to existing area residents and future residents. The Master Plan envisions two new bus stops on the Site. The new bus route and stops will have to be further reviewed and discussed with the City of Welland and Niagara Region.

A comprehensive multi-use trail system with delineated cycling lanes and pedestrian connections have been provided to ensure safety and to encourage active transportation.

The proposed road network provides connections to the City’s existing local road system as well as the Provincial Highway 406 to provide regional connectivity.

The implementation of these various options will ensure that there is a balance of transportation choices for area residents that reduce reliance on the automobile and encourages transit and active transportation. These options will allow residents to choose their paths of travel to places of employment, schools, cultural and recreational opportunities and goods and services. The transportation network has been designed to achieve the goals, objectives and policies articulated in Section 3.2.2 on Transportation-General in the Growth Plan, Section 9 on Transportation in the Niagara Regional Official Plan and Section 6.4 on Transportation in the City of Welland Official Plan.

5.5 Comprehensive Open Space Network

The Master Plan has been designed to promote healthy active living through the creation of an integrated green corridor and open space system. The Master Plan implements a system of publicly-accessible parkland, open space and trails to serve the neighbourhood residents and the City at large. The proposed multi-use system will ensure safety and will facilitate active transportation. This is in accordance with Policy 1.5.1 of the PPS on Public Spaces, Recreation, Parks, Trails and Open Space and Section 4.2.5 on Public Open Space in the Growth Plan.

The Master Plan proposes approximately 17.69 hectares of open space and parkland. The proposed open space network represents approximately 20% of the gross area of the Site. The proposed 20% of the Site for parkland is above the required 5% of the gross area of the Site (4.3 hectares) as well as the required 1 hectare for every 300 dwelling units (4 hectares). Our calculations estimate that approximately 3082 people will live in the neighbourhood based on
2.9 people per single-detached house (747 units), 2.5 people per townhouse (95 units) and 1.7 people per apartment unit (252 units). Therefore, the formula of 1.0 hectare of park space per 1,000 people generates a requirement of 3 hectares of parkland.

The Neighbourhood Park proposed for the center of the Master Plan area is 6.16 hectares. This central neighbourhood park will provide many opportunities for active and passive recreational uses to serve area residents. Other parks and parkettes have also been provided through the site, ranging in size from 5.97 hectares at the north end of the site, a 0.10 hectares central parkette and two parkettes having an area of 0.71 hectares and 0.72 hectares respectively and are located in the southern portion of the Site. Together these parks provide adequate park space to serve the Master Plan area. The proposed parks have been strategically located throughout the site to ensure that all residents are within a five-minute walking distance to a neighbourhood park. The proposed open space network is in accordance with Policy 6.2.2.1 on Parks, Open Space and Recreation Facilities of the City of Welland Official Plan.
6.0 SUPPORTING TECHNICAL DOCUMENTS

6.1 Functional Servicing Report

A Functional Servicing Report has been prepared by Valdor Engineering. This Report concludes that the proposed residential subdivision can be adequately serviced with full municipal services (watermain, wastewater and storm) in accordance with the standards of the City of Welland, the Region of Niagara and the Niagara Peninsula Conservation Authority (NPCA) design criteria, and consists of the following:

6.1.1 Water

The City of Welland is serviced by the Welland water system which is supplied by the Welland Water Treatment Plant. Lake Erie (via the Welland Canal) serves as the water source for the plant. Based on the Region’s Master Servicing Plan, the Welland Water Treatment Plant has sufficient capacity to support growth to year 2041. A booster pumping station will be required to improve service to the existing neighbourhood and to provide sufficient pressure for the subject development. The existing neighbourhood is currently serviced by the 300mm diameter Daimler Parkway watermain which is fed by the 400mm diameter Woodlawn Road watermain. In order to address the security of the water supply for the existing neighbourhood and the proposed development, the existing 150mm diameter Oxford Road watermain is to be extended under Highway 406 to the subject site. The local water distribution system within the subdivision will consist of watermains ranging in diameter from 150mm to 300mm. This internal water system will connect to the existing 300mm diameter Daimler Boulevard watermain and to the 150mm diameter Oxford Road watermain to complete a loop. The maximum day demand plus fire flow has been calculated to be 188.0 L/s.

6.1.2 Waste Water

The existing neighbourhood is serviced by a 300mm diameter sanitary sewer on Daimler Parkway which drains westerly across Highway 406 to the existing 825mm diameter trunk sanitary sewer on Woodlawn Road. The trunk sewer drains westerly to the 1050mm diameter trunk sewer on River Road which drains southerly to the Welland Wastewater Treatment Plant (WWTP). Due to the length of the site and the topography of the site as well as the invert elevation, it is not possible to service the entire property with the Daimler Parkway sanitary sewer. The southern part of the property will therefore have to drain to the existing Oxford Road sanitary sewer. With regards to the portion of the property north of Daimler Parkway, due to the topography, a pumping station will be required. Some upgrades will be required to the existing sanitary sewers surrounding the site. A local sanitary sewer system will be constructed along the roads to provide service to the proposed dwellings and will discharge to the Daimler sewer. The total wastewater flow from the proposed development has been calculated to be 53.4 L/s including the peaking factor and infiltration allowance.

6.1.3 Storm Drainage

The majority of the subject site is tributary to the Welland River to the north of the site. The southern portion of the site drains to the Welland Canal. The subject site will be serviced by a minor system...
comprised of a municipal storm sewer sized for the 2 year storm event. The storm sewers will outlet to the proposed stormwater management ponds. The major system will be comprised of an overland flow route which will convey runoff from rainfall events in excess of the capacity of the municipal storm sewer to the stormwater management ponds. The proposed development will include dwellings with basements which will have foundations that require weeping tile. In accordance with City standards the weeping tile will be drained by a sump pump which will discharge to grade.

6.1.4 Stormwater Management

Four stormwater management facilities will be required to service the site due to the size, length and topography of the site. These facilities have been designed as wet ponds to provide water quality treatment, extended detention for erosion control and flood control in accordance with the requirements for each receiving watercourse and discharge location. The wet ponds consist of a sediment forebay and a main cell separated by a forebay berm. Thermal mitigation measures are to be incorporated in the design of the pond including bottom draw pipe and a planting strategy to provide shading around the pond perimeter.

6.1.5 Site Water Balance

A site water balance assessment has been undertaken to ensure that pre-development infiltration volumes are maintained. Based on the analysis it was determined that mitigation measures are required in the form of roof downspout disconnection and infiltration trenches.

6.1.6 Vehicular and Pedestrian Access

Vehicular access to the neighbourhood is currently only available from Daimler Parkway. Given the number of existing and proposed dwellings in the neighbourhood, a second vehicular access may be required in the form of a fly-over bridge to cross Highway 406 and facilitate the easterly extension of Oxford Road. The proposed municipal roads will be constructed to urban standards. The local roads will have a road allowance width of 20 metres and a 8.5 metre pavement width. Pedestrian access will be provided by 1.5 metre wide concrete sidewalks along the road allowances. A north-south corridor will be provided through the subdivision to accommodate an off-road trail to enhance pedestrian connectivity.

6.1.7 Grading

Earthmoving will be required to achieve the proposed subdivision grading necessary to meet the criteria of the City. A detailed analysis of the earthworks will be conducted at the detailed design stage to optimize the cut and fill volumes. Based on the preliminary design, no significant difficulties are anticipated in achieving the municipal grading design standards. A permit will be required from NPCA prior to commencing earthworks.

6.1.8 Erosion and Sediment Control During Construction

Erosion and sediment control measures are to be implemented during construction to prevent silt laden runoff downstream in accordance with the Erosion and Sediment Control Guidelines for Urban Construction (December 2006). The ESC plans are to be prepared at the detailed engineering design stage and are to reflect the various construction stages.

6.1.9 Subdivision Engineering Design

Detailed design for the proposed development is to be prepared at the subdivision engineering stage. This detailed design is to include servicing and grading plans as well as stormwater management report based on the criteria established in the Functional Servicing Report.
6.2 Noise and Vibration Feasibility Study

A Noise and Vibration Feasibility Study has been prepared by Aerco. This Report concludes that the combined rail and traffic noise level predictions indicate that the future noise levels at the outdoor points of reception located on the central and south side of the proposed development may be above the applicable limits. Therefore, physical noise control measures would be required to mitigate the noise levels at these potential outdoor living areas (OLAs) to below 60dBA. Additional OLA calculations are recommended when final grading plans are available. Noise fences will likely be required along the west side of the residential lots (exterior side yards), closest to Highway 406. The worst case impact of the daytime road traffic predicts a level of 65 dBA at the west face of the townhouse block located nearest to Hwy 406. Central air conditioning is not likely mandatory for any of the residential development areas. However, some dwelling units will require the provision for adding air conditioning by the occupants. This requirement applies to the townhome blocks located on the west side of the development, facing Hwy 406 and the Trillium Railway line. The exterior walls of the first row of dwellings next to the railway tracks are likely to be required to be constructed from brick veneer or masonry equivalent, from the foundation to the rafters to ensure that the indoor noise requirements are satisfied.

Warning clauses are required and sample wording is provided in the Noise Report. An additional warning clause is also required to address the site’s proximity to the Trillium Railway line.

With the incorporation of the noise controls discussed in the Noise report, the sound levels at the sensitive receptors of the proposed residential development should comply with the noise guidelines of the MOECC. As indicated in the Municipality’s and MOECC implementation guidelines, where mitigation is required or noise may be a concern, future occupants will be advised through warning clauses.

6.3 Traffic Impact Study

A Traffic Impact Study has been prepared by R.J. Burnside and Associates. This Report concludes that under existing conditions during all peak hours, all study intersections are operating with excess capacity and a level of service E or better with the exception of the Woodlawn Road and Brown Road / Primeway Drive intersection. During the weekday PM peak hour, the northbound left turn movement at this latter intersection is experiencing a delay of 71 seconds with a level of service F, but has excess capacity with a volume to capacity ratio of 0.70. In addition, the northbound left turn queue currently exceeds its storage. It is recommended that the Region monitor this intersection for possible improvements.

6.3.1 Future Total Road Network Operations

Under background and total conditions, all study intersections are projected to operate with excess capacity and a level of service E or better with a few exceptions.

The northbound left movement during both morning and afternoon peak hours at Woodlawn Road and Brown Road / Primeway Drive intersection is projected to experience high delay. The northbound left turn queue also will exceed its storage by 33 metres in 2032 during the afternoon peak hour. Site traffic does not contribute to this movement and the delay is mainly due to existing and background conditions. The above suggested removal of the split phase on both the northbound and southbound directions would result in acceptable future operations. It is recommended that the Region monitor this intersection for possible improvement.

During the afternoon peak hour, the southbound left turn movement at the Woodlawn Road / Daimler Parkway and Highway 406 SB Off ramp intersection is projected to exceed capacity and will experience a high delay. The southbound left turn queues are also projected to exceed its storage during the afternoon peak hour under 2032 total conditions. These queues could possibly extend onto the highway. A traffic signal is warranted based on the
intersection’s projected operations. With a traffic signal, the intersection will operate with excess capacity and within MTO’s volume to capacity ratio threshold and significantly reduced queues.

At Daimler Parkway and Highway 406 NB Off ramp intersection, the northbound left turn movement is projected to exceed capacity and will experience a high delay. The northbound left turn queue is also projected to exceed its storage during the afternoon peak hour under 2032 total conditions. The queue could possibly extend onto the highway. A traffic signal is warranted based on the intersection’s projected operations. With a traffic signal implemented, operation of the intersection is expected to have excess capacity and within MTO’s volume of capacity threshold and significantly reduced queues.

At the East Main Street and Wellington Street intersection, the westbound left turn queue exceeds its storage under background 2032 conditions and will exceed its storage by 69 metres in 2032 during the afternoon peak hour. Site traffic adds only 14 vehicles to this movement, which represents 3% of the volume, which would not be noticeable in the traffic volume. The Region should monitor the intersection and extend the left turn lane when appropriate.

It is recommended that a roundabout be implemented at the proposed intersection on Daimler Parkway. In addition, it is recommended that an eastbound right turn by-pass lane be included in its design to minimize eastbound queueing across the railway crossing to the west.

6.3.2 Railway Crossing

It is recommended that “Do Not Block the Intersection” signs be implemented at both the Daimler Parkway / Highway 406 NB Off Ramp intersection and the development’s proposed roundabout on Daimler Parkway.

6.3.3 Second Access Review

It is recommended that the discussion of the second access timing be deferred pending further discussion with the City, Region and MTO.

6.3.4 Parking Review

The proposed parking supply will exceed the requirements of the City’s Zoning By-law.

6.4 Natural Heritage Existing Conditions Report

A Natural Heritage Existing Conditions Report has been prepared by Beacon Environmental. This Report concludes that a full Environmental Impact Study will be required with seasonal field investigations to determine the exact limits of the environmental features on site and to ensure that appropriate setbacks are maintained from these features.

Areas identified as Environmental Protection Area or Environmental Conservation Area occur along the Welland River at the northern boundary of the Site. This includes a top of bank. The top of bank requires a 7.5m setback and this has been shown as an area of high constraint. Fish habitat is associated with the Welland River to the north, the Welland Canal to the east and a dug channel that runs parallel to the railway lands along the western boundary of the subject property. These features are also regulated by the NPCA.

The Welland River along the northern limit of the subject property is identified as critical fish habitat and a maximum setback of 30 m could be required, with a minimum setback of 15 m subject to detailed seasonal surveys. The Welland River and a 30m buffer have been shown as areas of high constraint. The Welland Canal is identified as marginal fish habitat and would need a 15 m setback, which would not encroach into the eastern boundary of the subject
The dug channel along the railway is also considered to represent marginal fish habitat, and as a maximum, a 15 m buffer/setback would be required. A 15m buffer to each of these watercourses has been shown as an area of high constraint. The river bank along the Welland River to the north of the subject property is identified as Provincially Significant Wetland (PSW), named the Welland River Wetland Between the Canals. This area also represents Significant Riparian Woodland and wildlife corridor. A 30m buffer to the boundary of the PSW is an area of high constraint. These buffers have been implemented in the Master Plan.

The golf course ponds provide limited natural heritage function. These features are regulated by the NPCA. Seasonal field surveys and consultation with the agencies will be required to determine if the ponds can be infilled or altered to meet plan of subdivision design requirements. However, if removal is proposed and a NPCA permit is issued, a wildlife and fish rescue would also be required prior to removal. A number of watercourses/ditches associated with the golf course ponds are regulated by the Niagara Peninsula Conservation Authority; however, their alteration and or removal can occur following a permit process with the NPCA. Further study will be required to confirm that these features are not considered to be a constraint to subdivision design requirements. The ponds and the drainage features have been identified as areas that require further study. A permit will be required for development with the regulated area of these features.
7.0 CONCLUSION

The Master Plan has been reviewed in the context of all applicable policy documents, including the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), the Niagara Regional Official Plan (2014), and the City of Welland Official Plan (2011). Based on this assessment, it is our opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision conform to or are consistent with the applicable policy framework and represent good planning because:

- The Site is located within a Settlement Area defined by the PPS, the Built-Up Area defined by the Growth Plan, the Urban Area defined by the Niagara Regional Official Plan and the Urban Boundary and Built Boundary defined by the City of Welland Official Plan. These areas are intended to be the focus of growth and development and are intended to accommodate a significant portion of new growth through intensification;
- The Master Plan supports the Growth Plan’s direction to develop complete communities with diverse land uses, multimodal transportation infrastructure to provide transportation options to area residents, parks and open spaces, and a vibrant public realm;
- The Master Plan conforms to the Urban Area land use policies in the City of Welland Official Plan, which prioritize infill and intensification within the built boundary of the City. The land uses proposed for the Site are consistent with the components associated with “Housing and Residential Areas” as defined in the City of Welland Official Plan. The Master Plan also maintains the character of the existing “Residential” lands northeast of the Highway 406 in the City of Welland and represents a logical expansion of this residential community;
- The Master Plan provides intensification through compact built form with land uses that provide a mix of residential, employment, and park and open space uses. The medium density uses are proposed together with the neighbourhood commercial uses in the form of mixed-use nodes at strategic locations to serve area residents. Appropriate transitions between different land uses are incorporated to ensure a graduation in building height between the medium density development to low density development;
- The Master Plan will provide for active and passive recreational opportunities. An open space and recreation system is proposed through the site and existing natural features are preserved and protected by providing appropriate environmental buffers. A significant park system is provided throughout the site, connected by a trail system to serve area residents;
- Existing infrastructure will be efficiently utilized through connections to the existing water and wastewater management systems. Stormwater management quality and quantity controls will be implemented on site to ensure that post development flows are controlled to pre-development flow rates;
- The proposed mixed-use nodes will provide for opportunities for community infrastructure, including opportunities for office commercial uses which can include medical offices, dental offices, government offices, etc. and will provide employment and encourage economic development;
- A multi-modal transportation system is proposed consisting of roads, a new transit route through the Site, and pedestrian and cycling multi-use paths. The proposed street network has been designed to ensure connectivity between all neighbourhood precincts while offering a balance of transportation choices for all types of users. The provision of transportation options in the community will
ensure support for transit and encourage active transportation alternatives; and,

- The Welland Canal is an important cultural heritage feature in the City of Welland. The Master Plan creates contextually sensitive development in light of its proximity to the cultural heritage resource of significance for the City, the Welland Canal. The Master Plan envisions high-quality architectural built form to foster good quality, creative design.

Therefore, we conclude that the Master Plan represents good planning, is in the public interest and should be approved.

Respectfully submitted,
THE BIGLIERI GROUP LTD.

Anthony Biglieri, MCIP, RPP
Principal

Melinda Holland, M.Pl.
Planner