



COUNCIL MEETING AGENDA

*Tuesday, June 16, 2020
7:00 P.M.*

*Due to COVID-19 and the closure of the Civic Square
All Electronic Meetings can be viewed at:*

*City of Welland website: <https://www.welland.ca/Council/LiveStream.asp>
YourTV: The meeting will be aired on channel 700 on June 19, 2020 at 9:00 a.m.*

**1. COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (5:00 p.m.)
(See yellow tab)**

- Proposed or pending acquisition or disposition of land by the municipality or local board;
 - *Property Matters.*
- A trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization:
 - *R&C-2020-03: Row Ontario Provincial Rowing Centre RFP.*

2. ARISE FROM COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (6:55 p.m.)

3. OPEN COUNCIL MEETING (7:00 p.m.)

3.1 NATIONAL ANTHEM

3.2 OPENING REMARKS

3.3 ADDITIONS/DELETIONS TO AGENDA

3.4 ADOPTION OF MINUTES

Special Council Meeting of June 2, 2020 and Regular Council Meeting of June 2, 2020 (Previously Distributed).

3.5 CALL UPON THE CITY CLERK TO REVIEW COMMITTEE-OF-THE-WHOLE ITEMS (IN-CAMERA) TO BE ADDED TO BLOCK

3.6 DISCLOSURES OF INTEREST

3.7 COUNCILLORS TO DETERMINE AGENDA ITEMS AND BY-LAWS TO BE REMOVED FROM BLOCK FOR DISCUSSION IN COMMITTEE-OF-THE-WHOLE (OPEN) (See pink tab)



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4. ORAL REPORTS AND DELEGATIONS

4.1 PRESENTATION(S) - Nil

4.2 DELEGATION(S) (maximum 5/10/5 policy) - Nil

4.3 AGENCIES, BOARDS, COMMISSIONS AND COMMITTEES REPORT(S) – Nil

4.4 LEGISLATED PUBLIC HEARINGS/MEETINGS - Nil

5. COMMITTEE-OF-THE-WHOLE (OPEN)

(to discuss items removed from Agenda Block)

6. BY-LAWS (SEE AGENDA INDEX)

7. NOTICES OF MOTION

7.1 Councillor matters discussed with staff for reporting purposes

7.2 Notices of Motion (previously submitted for discussion)

(Councillor Larouche)

05-114 THAT THE COUNCIL OF THE CITY OF WELLAND reconsiders Report P&B-2020-24 regarding the Hunters Pointe proposal submitted by the Biglieri Group.

(Councillor Grimaldi)

18-87 WHEREAS the residents of Ward 1 and Ward 2 been exposed to continuous nuisance odour and light management control issues from a cannabis facility in the neighbouring municipality of Pelham; and further WHEREAS the approval process for licensing these facilities has not been adequate in managing the nuisance odour and light emissions; and further WHEREAS the impact residents have long been patient and accommodating while this business attempts to get the emissions under control and it is increasingly impacting their quality of life; and further

WHEREAS the facility falls outside of our jurisdiction where our by-laws do not apply The City of Welland.

NOW THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to work with Niagara Region and the LAMs in a collaborative manner to create resolutions to present to the Federation of



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Canadian Municipalities in an effort to effect change in the approval process and hold existing facilities accountable for their odour and light emissions.

(Councillor Chiocchio)

02-160 THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to install a streaming service to other municipalities that will show Councillors and the Mayor, so that residents get a good sense of meeting procedures, practices and communication.

(Councillor DiMarco)

20-77 WHEREAS due to the recent pandemic the City of Welland is not able to provide services that they normally would perform do to the safety of its employees; and further
WHEREAS if residents did in fact require a service that is normally provided by the City, in this case being a sewer related service and had to act immediately and contact an outside contractor and in resolving the issue a fee was paid.
NOW THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to create a report that would reimburse part or all of the fee paid by the home owner (with guidelines similar to the rodent control program to be adhered to) and this amount be capped and for a certain period of time.

(Councillor DiMarco)

20-4 WHEREAS due to the recent and current COVID 19 pandemic and the financial hardships some residents and business have endured and with the 2021 budget proceedings only months away.
NOW THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND 2021 tax rate for both residents and businesses be capped at 0% or less across the board and also a 0% increase or less to the water/wastewater budget.

(Councillor DiMarco)

20-78 THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to prepare a report for the 2022 municipal election that the number of City Councillors be reduced from the current twelve (12) to eight (8) and the number of city wards be increased from the current six (6) to eight (8) and one (1) Councillor be elected to each ward.



COUNCIL MEETING AGENDA – Page 4

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(Councillor DiMarco)

02-160 WHEREAS new business items are normally listed in the agenda block after staff reports and before by-laws unless one would think they are related to a report if be the case; and

WHEREAS in the agenda of Tuesday June 2, 2020 a new business item was included in the agenda block items below a Report CLK-2020-14 that could have been perceived to be related, and such was the case.

NOW THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND rescinds the motion for New Business item #1 on the June 2, 2020 council agenda regarding the Integrity Commissioner recommendation.

(Councillor Green)

20-13 WHEREAS transit is an essential service for the residents who rely on transit for transportation throughout Welland and the Niagara Region; and WHEREAS COVID-19 has affected transit revenues and ridership and has resulted in widespread temporary service reductions in Ontario.

WHEREAS, Welland Transit has made temporary service reductions from regular service, a Sunday level of service, a community bus level of service and to a final reduction to the reservation system.

WHEREAS, Ontario continues with its phased reopening of the economy, transit ridership and need will increase and it is important that residents have a consistent and predictable transit schedule.

NOW THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND directs staff to begin the process to ready Welland Transit for a Sunday service level and that Council be provided with a plan to achieve a Sunday level of service with the needed safety requirements for both operators and customers. Further, that staff develop a communication plan to advise residents of the date of implementation for the Sunday service level.

7.3 Call for Notices of Motion (for introduction at the next scheduled Council meeting)

8. CORPORATION REPORTS

8.1 Mayor's Report

8.2 Chief Administrative Officer's Report



COUNCIL MEETING AGENDA – Page 5

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9. CONFIRMATORY BY-LAW

A By-law to adopt, ratify and confirm proceedings of the Council of the Corporation of the City of Welland at its meeting held on the 16th day of June, 2020. Ref. No. 20-1

10. ADJOURNMENT



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Page No.

AGENDA BLOCK

1. BUSINESS ARISING FROM MINUTES, PREVIOUS MEETINGS AND OTHER ITEMS REFERRED FROM COUNCIL FOR DISCUSSION - Nil

2. COMMITTEE AND STAFF REPORTS

- 1. Business Arising from Committee-of-the-Whole (closed)**
- 2. General Committee Report to Council - Nil**
- 3. Budget Review Committee Report to Council - Nil**
- 4. Staff Reports**

1 - 7	<u>FIN-2020-13</u>	Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - COVID-19 Finance Impact Report #3. Ref. No. 20-4/20-64
8 - 9	<u>TRANS-2020-08</u>	Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Transit Service Recovery Revisions. Ref. No. 20-13
10 - 15	<u>P&B-2020-26</u>	Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Application for Tax Increment Grant Program, Community Improvement Plan for the Downtown and Health and Wellness Cluster - 49 Division Inc., 49 Division Street (File No. DHWC 2020-03). Ref. No. 10-76 (See By-law 1)
16 - 105	<u>P&B-2020-27</u>	Gen. Mgr., Infrastructure and Development Services, T. Fitzpatrick - Draft Plan of Subdivision (FILE NO. 26T-14-18004) - Upper Canada Consultants for lands on the west side of the Welland Shipping Canal, south of Central Village, north of East Main Street and east of the Lochness Golf Course, more specifically described as Part of Lots 18 & 19, Concession 2, Part of Lot 19,



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Page No.

Concessions 3 & 4, Lots 33, 34, 47 & 48 and Part of Lots 29, 30, 31, 32, 35, 46, & 49 Plan 975 (registered Plan 56), part of the road allowance between Lots 18 & 19, Concessions 2 & 3 (closed), part of the road allowance between Concessions 2 & 3 (closed), part of the road allowance between Concessions 3 & 4 (closed), part of Tutty Street, Plan 975 (closed), registered plan 56, now known as Plan 975, in the former Township of Crowland, now in the City of Welland, the property has no municipal address. Ref. No. 20-80

3. NEW BUSINESS

- 106 - 110 1. Mayor Rob Burton, Town of Oakville re: Safe re-introduction of patio service for restaurants in Ontario. Ref. No. 20-64

RECOMMENDATION:


THAT THE COUNCIL OF THE CITY OF WELLAND receives for information and supports the correspondence from the Town of Oakville dated May 29, 2020 regarding the safe re-introduction of patio service for restaurants in Ontario.

4. BY-LAWS

MAY BE VIEWED IN THE CLERK'S DIVISION PRIOR TO THE MEETING IF DESIRED.

1. A By-law to authorize execution of an Agreement for Tax Increment Grant Program (Community Improvement Plan) for 49 Division Street (File No. DHWC 2020-03). Ref. No. 10-76
(See Report P&B-2020-26)

COUNCIL
CORPORATE SERVICES
FINANCE DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT FIN-2020-13
JUNE 16, 2020

20-4
20-64

SUBJECT: COVID-19 FINANCIAL IMPACT REPORT #3

AUTHOR AND

**APPROVING G.M.: STEVE ZORBAS, CPA, CMA, B.Comm, DPA,
GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL
OFFICER / TREASURER**

RECOMMENDATION:

1. THAT THE COUNCIL OF THE CITY OF WELLAND receive for information Report FIN-2020-13, Covid-19 Financial Impact Report #3, from the General Manager Corporate Services and Chief Financial Officer dated June 16, 2020; and further
2. THAT Welland City Council extend the waiver of application of penalties charged on non-payment of current 2020 Realty tax arrears (excluding prior year arrears) from March 19 – August 31, 2020, and water arrears (excluding prior year arrears) from March 19 – September 30, 2020; and further
3. THAT Welland City Council approved 2020 Water/Wastewater increases take effect July 1, 2020; and further
4. THAT Welland City Council extend waiving the charge back of NSF charges for all tax, water/wastewater, accounts receivable and miscellaneous accounts from March 19 – August 31, 2020; and further
5. THAT Welland City Council extend not charging customers for removing themselves from the Pre-Authorized Payment Program (PAP) for both Tax and Water/Sewer accounts.

ORIGIN AND BACKGROUND:

The impact of the Covid-19 pandemic demonstrates the essential role played by the City in leadership, communication and community awareness, containment, and remediation efforts to flatten the curve on the Covid-19 virus. A decision was made by the City to close all public facilities and cancel events and programming until June 30, 2020. The decision was made by the City's Corporate Leadership Team (CLT) and Emergency Control Group, based on the need to protect City staff and residents, to help contain the spread of Covid-19; and to provide some certainty for user groups and key community stakeholders. The Covid-19 event is the largest financial challenge that residents, families, businesses, communities and municipalities have seen in history.

As of the time of writing this staff report, the Ontario government is extending all emergency measures to June 30, 2020. Current emergency orders include the closure of outdoor

playgrounds, play structures and equipment, public swimming pools and outdoor water facilities, as well as bars and restaurants except for takeout and delivery in Niagara Region. Additionally, there continues to be restrictions on social gatherings of more than ten (10) people.

This report #3 provides an updated "estimated" financial impact update report to Council and a summary of various cost containment initiatives implemented by CLT to mitigate the negative financial impact to the City.

Staff have assumed that normal business operations will begin to be transitioned back during July 2020. This represents an approximate 3 month closure of non-essential services has been implemented by the CLT due to the Covid-19 pandemic and the business operations and service levels have been adjusted only to deliver essential services. Covid-19 Financial Impact Report #3 is forecasting an updated deficit of approximately \$199,500 after implementing various cost containment initiatives and staff will be reporting back with an update report in September. In addition, staff continue to review assumptions/estimates/operations/business environment as more information becomes available and financial pressures may be increased or mitigated by future Council, Provincial and Federal decisions.

The most significant impact to the City of Welland is loss of revenues which can be offset by cost containment strategies implemented by the CLT that include, but are not limited to temporary layoffs of part-time, full-time staff, summer students, interns, co-op students and the elimination of contract positions.

COMMENTS AND ANALYSIS:

Funding assistance introduced by other Levels of Government

A number of new Federal/Provincial financial relief programs have been announced to assist taxpayers, businesses and landlords across Canada. The following represents examples of such programs that have been implemented:

1. Commercial Rent

The Canada Emergency Commercial Rent Assistance (CECRA) program for small businesses opened for applications May 25, 2020. Over the course of the program, property owners will reduce rent by at least 75 percent for the months of April, May and June (retroactive). CECRA will cover 50 percent of the rent with the tenant paying up to 25 per cent and the property owner forgiving at least 25 percent. In addition the Canadian Chamber of Commerce and Government of Canada will be launching a joint helpline for businesses, Entrepreneurs and vulnerable small businesses, including charities and non-profit organizations, can access accountants.

For larger businesses, the federal government is working on a rent assistance program and more information will be revealed in coming days. In addition the Government of Canada announced an expansion to the eligibility criteria for the Canada Emergency Business Account program to include many owner-operated small businesses. The program will now be available to a greater number of businesses that are sole proprietors receiving income directly from their businesses, businesses that rely on contractors and family-owned corporations that pay employees through dividends rather than payroll.

2. Assistance for Seniors

The Prime Minister announced a series of additional measures to help Canadian seniors and provide them with greater financial security in this time of crisis. These measures include:

- Providing for a one-time tax-free payment of \$300 for seniors eligible for the Old Age Security (OAS) pension, with an additional \$200 for seniors eligible for the Guaranteed Income Supplement (GIS). This measure would give a total of \$500 to individuals who are eligible to receive both the OAS and the GIS, and will help them cover increased costs caused by COVID-19
- Temporarily extending GIS and allowance payments if seniors' 2019 income information has not been assessed. This will ensure that the most vulnerable seniors continue to receive their benefits when they need them the most. To avoid an interruption in benefits, seniors are encouraged to submit their 2019 income information as soon as possible and no later than by October 1, 2020.
- Financial support for organizations that offer community-based projects that reduce isolation, improve the quality of life of seniors and help them maintain a social support network.

Water and Wastewater Budgets for City of Welland

Welland owns, operates, and maintains in good working order, the water and wastewater system. The water supply and wastewater treatment are purchased from Niagara Region. Water/wastewater billing charged to the consumer is based on a rate per cubic meter (m³) of water consumed, plus a fixed rate. Residents are billed quarterly, while industrial, commercial and institutional (ICI), and larger residential apartment buildings are billed monthly. The water/wastewater operating and capital programs are funded by the revenue received from the water/wastewater rate charged to consumers. Approximately 55% of the revenues are used to pay Niagara Region for the water supply. The remaining 45% is used to fund the City's day-to-day operations and capital program.

City staff are recommending that the Council approved 2020 water/wastewater retail rates take effect July 1, 2020. At the Regional Council meeting of May 20, 2020, a motion to reconsider the Region's 2020 Water/Wastewater budget was not approved. With Regional costs representing over 45% of the City's Water/Wastewater budget, it is financially prudent that the City proceed with its 2020 water and wastewater rate increase on July 1, 2020.

The potential deficit in the 2020 Water/Wastewater budget is now estimated to be between \$1.3 and \$1.6 million as:

1. Niagara Region did not approve or defer their proposed 2020 Wholesale rate increases for purchase of Water and Wastewater Treatment. The whole rates increases were effective January 1, 2020.
2. The City of Welland proposed 2020 Retail Rate Increase take effect July 1, 2020. (Originally approved for April 1, 2020)
3. The City of Welland will not apply penalty/late charges for unpaid 2020 Water/Wastewater billings (excluding prior year arrears) from March 13 – September 30, 2020.

To mitigate the negative financial impact on the 2020 Water/Wastewater Budget, staff will reduce the 2020 staff inter-departmental chargebacks to the water/wastewater fund.

City provided Financial Assistance for Residents and Businesses-Welland City Council approvals

As stated previously in this report, the current Covid-19 pandemic is causing financial hardship for many residents and business owners. The CLT is recommending additional financial assistance for residents and businesses in Welland as follows:

1. Extend the waiver of application of penalties charged on non-payment of current 2020 Realty tax arrears (excluding prior year arrears) from March 19 – August 31, 2020 and water arrears (excluding prior year arrears) from March 19 – September 30, 2020.
2. Delayed the 2020 water/wastewater retail rate increases to July 1, 2020 (Originally approved for April 1, 2020)
3. Waive all NSF charges from March 19 – August 31, 2020.
4. Waive all fee's associated with removing customers from PAP program from March 19 – August 31, 2020.

Reserve-a-Ride at Welland Transit

- Welland Transit has been providing an essential trips 'Reserve-a-Ride' service to residents since Monday, April 13, 2020. To utilize the service, a customer would call (905) 735-1700 ext. 2291 at least 24 hours before their desired date and time of travel. Transit staff will book their trip and create a schedule for our Bus Operator to pick-up / drop-off the customer at the bus stop closest to their residence. The customer can book their desired date & time of trip up to two weeks in advance. This service operates from 8 a.m. to 6 p.m. on weekdays.
- Customers calling to reserve their ride are asked screening questions to ensure they are not exhibiting any COVID-19 symptoms. Naturally, if they responded 'yes' to any of these questions, they would not be allowed to board our bus. Further, these essential trips are only available for individuals travelling for employment, medical appointments, or going grocery shopping (once per week).
- One WellTrans bus is provided every weekday from 10 a.m. to 6 p.m. to accommodate those in need of this specialized service to attend dialysis appointments or for those who are unable to walk to their nearest bus stop.
- To ensure social/physical distancing for Transit Operators, all customers are boarding at the rear doors and their travel is fare free; there are no fareboxes at the rear doors.
- Within Transit buses, staff have cordoned off every other row of seats and access to the front of the bus to keep customers a safe distance from our Operators. If someone in a mobility device is boarding the bus and requires assistance the Transit Operator will help to safely secure the individual.
- The traffic on this service ranges from 20 to 36 passenger trips per day. The service is entering its 11th week.
- Three staff members are employed daily to clean and sanitize our Transit facility, as well as those buses in service. In addition to a regular deep cleaning regiment, our facilities and buses have been treated with an anti-microbial agent called, Aegis Microban. This solution has been professionally applied to all surfaces within the buses and it does not allow the virus to survive on a treated surface. This product can retain its potency for up to one year and our repeated surface cleaning will not diminish its strength.
- When Transit staff are aware there will be heavier requests for travel (eg. When monthly subsidy cheques are issued) an additional bus has been placed in service to assist with the loads. Transit staff are making efforts to ensure as many requests can be accommodated as possible.

To expedite the movement back to front door boarding and collecting fares, our Transit Maintenance personnel have manufactured 'hygiene barriers', which will be mounted next to the Bus Operator's compartment to provide these staff members with a level of protection from the public when boarding and paying fares. The development of these hygiene barriers has been a collaborative effort that includes input from the Transit industry, as well as our Bus Operators and Mechanics.

These are very difficult times, which require some very difficult decisions to be made. Trying to limit the exposure and spread of this virus to other residents and Transit staff is paramount. With the shutdown of most non-essential services and businesses, the ridership has been dramatically reduced. A summary of all our trips indicate 60% are made for employment at essential service businesses, 25% are for weekly grocery shopping, and 15% are for medical appointments.

The city's Corporate Leadership Team are meeting several times per week to monitor this ever evolving situation and make decisions accordingly. As updates are provided by Premier Ford, in consultation with the various ministries, including the Ministry of Transportation, the City of Welland will react in the best interest of public and staff safety. We all hope we're moving beyond the worst days of this virus, but vigilance is still required to avoid any setbacks.

FINANCIAL CONSIDERATION:

Cost Containment Initiatives Implemented by CLT:	April 21	May 19	June 16
1. Cancellation of Conferences effective March 19	\$121,000	\$121,000	\$121,000
2. Reduction of Promotions budgets (20%)	\$65,000	\$65,000	\$65,000
3. Reduce Ditching program	\$40,000	\$40,000	\$40,000
4. Reduce Catch Basin Cleaning (defer to 2021)	\$40,000	\$40,000	\$40,000
5. Defer Hard Surface Install @ Shaw St. Haulage station	\$25,000	\$25,000	\$25,000
6. Cancel Sweeping Contract and complete in house	\$45,000	\$45,000	\$45,000
7. Reduced fuel expenses at Transit	\$354,800	\$331,015	\$331,015
8. Reduced fuel – Other	\$131,000	\$131,000	\$131,000
9. Salary/Benefit Savings – Temporary Layoffs	\$1,950,000	\$2,016,572	\$2,012,607
10. Reduce Welland Museum 2020 Operating Grant	\$28,000	\$28,000	\$28,000
11. Reduce Library 2020 Operating Grant	\$291,000	\$244,770	\$250,790
12. Increase 2020 Welland Hydro Dividend (includes Utility Saving)	\$150,000	\$150,000	\$150,000
13. Cost Containment all City Depts. (excludes Salary/Benefits)	<u>\$560,000</u>	<u>\$686,103</u>	<u>\$928,601</u>
Sub-Total	\$3,800,800	\$3,923,460	\$4,168,013
Operating Losses Due to Covid-19			
1. Reduced revenues-Recreation/Arenas/Wellness	\$230,000	\$80,874	\$330,950
2. YSP reduced revenues-Back to regular sched. Sept 2020	\$250,000	\$250,000	\$250,000
3. Parking revenues reduced	\$124,000	\$124,000	\$124,000
4. Decrease Supplementary/Omit Taxes	\$50,000	\$50,000	\$50,000
5. Reduced charge backs to Water/WW budgets	\$1,400,000	\$1,400,000	\$1,400,000
6. Covid-19 Initiatives to be initiated - various	\$500,000	\$500,000	\$500,000
7. Increased NSF charges	\$10,000	\$10,000	\$10,000
8. Reduction Building Department Revenues	\$23,500	\$23,500	\$23,500
9. Clerk's revenue reductions	\$32,700	\$32,700	\$32,700
10. Penalty/Interest Charges reduced	\$840,500	\$840,500	\$600,000
11. By-law revenue loss	\$4,500	\$4,500	\$4,500
12. Increased software licenses for IT due to Covid-19	\$33,900	\$33,900	\$33,900
13. POA revenue reduced	\$30,000	\$30,000	\$30,000
14. Increased operating expenses due to COVID-19	\$50,000	\$50,000	\$100,000
15. Lost Revenue – Transit	\$871,000	\$871,000	\$871,000
16. Lost Revenue – LED Sign Advertising	-	\$7,000	\$7,000
Sub-Total	\$4,450,100	\$4,307,974	\$4,367,550
NET PROJECTED DRAFT DEFICIT	\$649,300	\$384,514	\$199,537

Covid-19 Related Assumptions

1. The closure of recreation facilities will result in significant lost revenues. (Staff have assumed all recreational facilities and programming will begin re-opening July 6, 2020). The lost revenues are a result of immediate closures, cancellation of spring/ summer

- classes, and anticipated reduced revenues for the rest of the year as client behavior gradually returns.
2. Staff have assumed all conferences for all departments, including Mayor and Council, cancelled from March 19 to December 31, 2020.
 3. Staff have reduced all Corporate Promotions budgets by 20%.
 4. Numerous Transit service level reductions were made over the past three months. Welland Transit has been providing an essential trip only 'Reserve-a-Ride' service and Transit revenue losses are offset by reduced diesel consumption and lower fuel pricing.
 5. Interest rate earnings will be lower as the Bank of Canada has lowered interest rates. This will negatively impact interest earned in the Operating budget and interest allocated to reserve funds. On the other hand, the City will be issuing debt and we expect interest rate savings due to record low interest rates.
 6. Parking enforcement is reduced with fewer cars on the road.
 7. Staff are projecting that fewer Provincial Offences (POA) tickets will be issued and with the closure of courts, some revenues will be deferred.
 8. The five-month relief on reduction in penalties/interest charges to tax and water accounts will negatively impact the City. If relief is provided to the end of the year, the City will have a revenue shortfall and has assumed waiver will continue to December 31, 2020.
 9. Other increased operating costs due to Covid-19 such as premiums for protective equipment, increased cleaning supplies and frequency of cleaning, material, supplies, and increased advertising.
 10. Salary savings due to temporary layoffs for part-time and full-time staff, summer students, and not hiring Interns are assumed.
 11. The CLT will delay the hiring of new staffing due to vacancy, resulting in gapping savings.
 12. The CLT has implemented various cost containment initiatives in regards to discretionary spending in the 2020 Operating budget.
 13. Reduced utility expenses due to facility closures.

The combined effect of COVID-19 and currently projected variances as a result of regular business is a forecasted deficit of approximately \$199,500. Staff will continue to refine these estimates as more information becomes available. Pressures may also be increased or mitigated by future Council, Provincial and Federal decisions.

City's 2020 Capital Program and All Approved & Outstanding Projects

The CLT is not proposing any changes to the Council approved 2020 Capital Budget.

Cash Flow Pressures for the City

Staff are monitoring the City's cash flow daily. Our current line of credit allows the City to access up to a maximum of \$9 million. The Province recently announced the deferral of Education tax remittances to the School Boards by 90 days (September and December) and this will assist the City's cash flow requirements. Staff will also be monitoring taxes receivable and all other receivables.

Library and Museum Boards

The CLT has been working closely with both the Library and Museums boards and each entity has also engaged various cost containment initiatives which have included temporary layoff for part-time and full time staff. City staff are requesting City Council to reduce the Library's 2020

Operating Grant in the amount of \$250,790, and the Museum 2020 Operating Grant in the amount of \$28,000.

OTHER DEPARTMENT IMPLICATIONS:

Discussed in report.

SUMMARY AND CONCLUSION:

It is unknown the length of this crisis, but the CLT has implemented cost containment initiatives to deliver essential services to end the year in a stronger financial position in the absence of continuing business as usual. It is inevitable, as revenues decrease, while many costs continue, that CLT will be challenged to end the year with a balanced budget. All four levels of government have provided assistance for Welland residents and businesses. Municipalities in Ontario cannot sustain such fiscal pressures and will require assistance from both provincial and federal levels of government. The Finance department is monitoring the City's daily cash position and developing strategies to mitigate ending the 2020 calendar year in a deficit.

The CLT meets daily to ensure essential services are delivered, discuss issues, and ensure the health and safety of all residents and staff. They will continue to implement various cost containment initiatives to ensure the City's year-end financial position avoids a deficit. The City can run a deficit in a given year but it cannot budget for a deficit. Any deficit can be offset through the use of reserves or by increasing taxes in the subsequent year, or by increasing non-tax revenues. The state of the City's year-end financial position, the state of the economy later in the year, and the financial position of the City's residents and businesses will determine the extent of any 2021 tax increases and the rate of growth. Staff will work with Council including a 2021 budget update at the September Budget Committee meeting.

During such challenging economic times, all governments are thinking about the financial recovery that follows. As such, it is incumbent upon both Federal and Provincial governments to establish infrastructure-building programs to provide jobs and get the economy moving. Municipalities have always supported such incremental programs. It is important for Welland City Council, through the Mayor's office, to work with FCM and AMO to support such new incremental programs. Increased funding opportunities include dramatically increasing Federal and Provincial gas tax allocations, and accelerating approvals for the existing Investing in Canada Infrastructure Program (ICIP).

The Corporate Leadership Team will be providing updated Covid-19 Financial Impact Report #4 in September.

ATTACHMENTS:

None.

COUNCIL
CORPORATE SERVICES
TRANSIT DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

20-13

REPORT TRANS-2020-08
JUNE 16, 2020

SUBJECT: TRANSIT SERVICE RECOVERY REVISIONS

AUTHOR: DAVE STUART, TRANSIT MANAGER

**APPROVING G.M.: STEVE ZORBAS, CPA, CMA, B.Comm, DPA,
GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL
OFFICER/TREASURER**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives report TRANS-2020-08 – Transit Service Recovery Revisions.

ORIGIN AND BACKGROUND:

Welland Transit service reductions commenced on March 29, 2020 to address the dramatically declining ridership associated with the onset of COVID-19 and the provincially mandated closing of all non-essential services / employment, education, and medical appointments. The initial month saw many reductions to Transit service as management monitored ridership levels and responded accordingly to the declines for the safety of staff and customers, as well as ensuring strong fiscal restraint measures were applied.

As our province moves beyond Phase 1: Protect and Support, into Phase 2: Restart, there will be three Stages of this Restart Phase to move through as the government takes a careful stage-by-stage approach to loosening emergency measures and reopening the economy. As the Premier notifies municipalities of the relaxing of guidelines and an ever expanding list of businesses and facilities reopen, enhancements to Transit services will be required to support and expedite our community's economic and social recovery. To further assist in this recovery endeavor, Transit staff are working toward implementing an hourly frequency service effective Monday, July 6, 2020. This service will operate Monday to Saturday inclusive, from 8 a.m. to 6 p.m. Moving forward, when church services, festivals, and larger gatherings are permitted, Transit staff will review the addition of service on Sundays.

COMMENTS AND ANALYSIS:

The Reserve-A-Ride system has been in service since Monday, April 13, 2020 and thus, will have been in operation for 12 weeks prior to these recovery revisions to a full route structure operating on an hourly frequency. This enhancement in service will provide the community a greater degree of independence to travel where and when they want without the need to reserve their trip at least one full day in advance. In addition, by Monday, July 6, 2020 Transit staff will have equipped the buses with the Operator hygiene barriers enabling customers to board at the front doors and pay a fare.

All messaging currently 'recommends' customers wear some form of non-surgical facial covering and dependent upon evolving health guidelines, this may change to 'required' to wear a face mask to board our bus. Our safe distancing measures will remain in place within the bus by blocking off every other row of seats, which results in maximum capacity being reached at approximately 15 passengers. As always, ridership patterns and levels will be monitored by staff and if support is needed to accommodate a strong demand for public transportation, the Supervisors will manage this requirement.

FINANCIAL CONSIDERATION:

The Reserve-A-Ride level of service has been operating Monday through Friday at a cost of \$36,400 per month with no revenues to offset this cost. This service includes one bus dedicated to providing the conventional service rides and a second bus to accommodate those needing specialized service, such as dialysis trips. The recovery revisions referenced in this report will increase the monthly cost to \$152,880 per month, but with fares generated the net cost will be approximately \$114,660 per month. This would include four buses covering all eight conventional routes, as well as one WellTrans specialized bus operating Monday through Saturday inclusive from 8 a.m. to 6 p.m.

OTHER DEPARTMENT IMPLICATIONS:

This Transit service recovery initiative will have no implications with other departments.

SUMMARY AND CONCLUSION:

The availability and convenience of public transportation will play an integral part in the economic and social recovery of the community. Enhancing the service to operate Monday through Saturday will provide a convenient and affordable option for those needing to travel to work or simply enjoy all the benefits their city offers. Transit staff will ensure all marketing materials are prepared and distributed to inform residents of the schedules and that fares are required to utilize the service. This Monday through Saturday level of service can certainly be in place throughout July and August and may only require modest revisions post Labour Day weekend, dependent on the transportation needs of the post-secondary students.

ATTACHMENTS:

N/A

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

COUNCIL**INFRASTRUCTURE AND DEVELOPMENT SERVICES**

10-76

**REPORT P&B-2020-26
JUNE 16, 2020**

**SUBJECT: APPLICATION FOR TAX INCREMENT GRANT PROGRAM
COMMUNITY IMPROVEMENT PLAN FOR THE
DOWNTOWN AND HEALTH AND WELLNESS CLUSTER
49 DIVISION INC.
49 DIVISION STREET (FILE NO. DHWC 2020-03)**

**AUTHOR: CHRISTINE ROSSETTO, B.A. (Hons.)
PLANNING ASSISTANT**

**APPROVING SUPERVISOR: ROSE DI FELICE, M.Pl., M.Sc., MCIP, R.P.P.
MANAGER OF POLICY PLANNING**

**APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves the Downtown and Health and Wellness Cluster Community Improvement Plan Application for property municipally known as 49 Division Street for the Tax Increment Grant Program in the estimated amount of \$125,851; and further

THAT Welland City Council supports the circulation of this Report to Niagara Region to request the Region's participation in the Tax Increment Grant Program; and further

THAT Welland City Council directs Staff to prepare the required By-law and Agreement; and further

THAT Welland City Council authorizes the Mayor and City Clerk to execute any documentation required to satisfy conditions related to participation in the Downtown and Health and Wellness Cluster Incentive Program.

ORIGIN AND BACKGROUND:

A complete Downtown and Health and Wellness Cluster Community Improvement Plan (CIP) Incentive Application has been received for property municipally known

as 49 Division Street. A new commercial building is proposed on the existing vacant lot and the Owner is seeking approval under the Tax Increment Grant (TIG) Program wherein Council approval is required. In addition, the Owner has made Application for the Planning and Building Fees Grant Program under this CIP for which approval has been delegated to Staff.

The purpose of the TIG Program is to encourage rehabilitation, redevelopment, infill and intensification projects by providing a financial incentive that reduces the property tax increase that can result from development/redevelopment. This Grant is based on 80% of the municipal (City and Region) property tax increase for up to 10 years following project completion where the project results in an increase in assessed value and therefore property taxes.

COMMENTS AND ANALYSIS:

The subject property is located on the south side of Division Street and is illustrated on the attached Location Map (Appendix I). A one storey commercial building is proposed for a medical clinic and pharmacy.

The TIG Program provides an annual grant equivalent to 80% of the increase in municipal (City and Region) property taxes that result from the project for up to 10 years. Based on the information provided, Staff has estimated the Grant to be approximately \$125,851 over the 10 year Grant period as shown in Appendix II. The City's contribution to this incentive has been estimated to be \$69,726. The Grant ceases when the total along with all other Grants provided equals the cost of redevelopment, or 10 years, whichever comes first.

As part of the Grant Program requirements, the proposal must comply with the City's Urban Design Guidelines (UDG) approved by Council. Staff has completed a review of the proposed building and site design and note that the proposal complies with the Urban Design criteria with the placement of the building adjacent to Division Street, a rear parking area, the use of varied façade materials for the building along with appropriate signage.

The CIP and Program eligibility requirements for Application processing includes, among other items, the submission of 2 cost estimates for the eligible works. The requirement for 2 cost estimates is to ensure that the Owner and the City obtain the best value for their financial contribution, assist in avoiding inflated costs and assists the City to ensure that public monies are wisely and accountably spent. As well, the CIP requires the City to base any grants on the lowest cost estimate or final cost, whichever is less.

With respect to eligible costs for this Grant, the Owner has provided 2 total cost estimates from bona fide contractors for the proposed works. The lowest quote from M.A Contracting Inc. is \$609,990 (excluding HST) and has been used in the estimated TIG calculation shown in Appendix II.

Niagara Region must confirm their participation in the Tax Increment Grant Program.

If Council approves this Application, the Owner will be required to enter into a Grant Agreement which will specify the terms, duration and provisions of the Grant. As per the CIP Program requirements, the construction works cannot commence until the Agreement has been executed. This allows the City to ensure that a Grant is only issued in accordance with the approval and Incentive Program requirements. Successful completion of this project is a requirement of the TIG Program along with the Owner being responsible for all costs for the project. General and specific Program requirements must be fulfilled as they protect the financial, liability and planning interests of the City.

The proposal meets the purpose of the CIP by stimulating private sector investment within the CIP Project Area. The new development will increase tax assessment and property tax revenues over the 10 year term of the TIG. The proposal will provide for new commercial and medical operations.

Staff recommends approval of the Application for the Tax Increment Grant Program for 49 Division Street. This financial incentive will help offset the costs of the redevelopment of this property.

FINANCIAL CONSIDERATION:

The TIG Program will be administered as follows:

- Tax increment based grant program uses future tax increase (tax increment) to pay for eligible costs by way of a property tax rebate;
- Regional participation is subject to Regional Council approval; and
- Grant equals 80% of City and Region portion of property tax increase rebated annually each year for up to 10 years.

The total amount of all Grants provided through available Incentive Programs shall not exceed the total cost of redevelopment.

OTHER DEPARTMENT IMPLICATIONS:

The Legal Division will be involved in the registration of the Agreement and By-law, if applicable. The Finance Division will be involved with all financial aspects associated with the Incentive Program. The Building Division will be responsible for the issuance of the required Building Permit and any applicable Development Charge Reductions. The Planning Division will be responsible for the Site Plan Control Application.

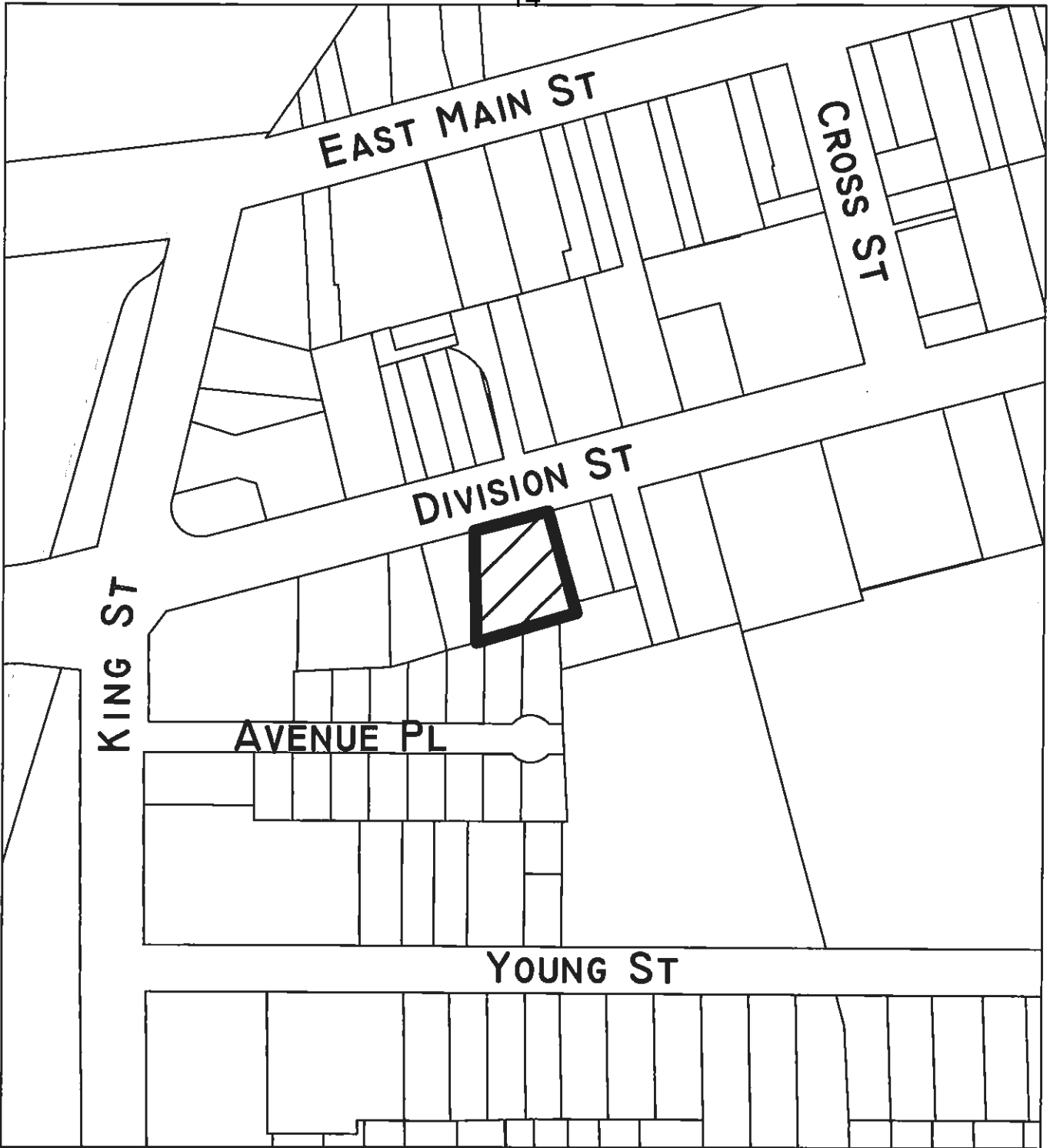
SUMMARY AND CONCLUSION:

The Owner of 49 Division Street has requested funding under the Downtown and Health and Wellness Cluster Community Improvement Plan Incentive Program for this property. Council's implementation of the Tax Increment Grant Program facilitates redevelopment of properties in the CIP Project Area by assisting property Owners with development costs.

Staff recommends approval of the Application for the Tax Increment Grant for 49 Division Street as discussed in this Report. The approval of this Application will provide an estimated financial incentive to the Owner of \$125,851 in eligible costs. The development will increase the assessed value of the property and will create new business operations within the Health and Wellness Cluster.

ATTACHMENTS:

- Appendix I - Location Map
- Appendix II - Tax Increment Grant – Estimated Calculation



LOCATION MAP

49 Division Street



SUBJECT LANDS



*Infrastructure and
Development Services*
Planning Division

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

COUNCIL**INFRASTRUCTURE AND DEVELOPMENT SERVICES**

**REPORT P&B-2020-27
JUNE 16, 2020**

20-80

**SUBJECT: DRAFT PLAN OF SUBDIVISION (FILE NO. 26T-14-18004)
UPPER CANADA CONSULTANTS
FOR LANDS ON THE WEST SIDE OF THE WELLAND
SHIPPING CANAL, SOUTH OF CENTRAL VILLAGE,
NORTH OF EAST MAIN STREET AND EAST OF THE
LOCHNESS GOLF COURSE, MORE SPECIFICALLY
DESCRIBED AS PART OF LOTS 18 & 19, CONCESSION
2, PART OF LOT 19, CONCESSIONS 3 & 4, LOTS 33, 34,
47 & 48 AND PART OF LOTS 29, 30, 31, 32, 35, 46, & 49
PLAN 975 (REGISTERED PLAN 56), PART OF THE ROAD
ALLOWANCE BETWEEN LOTS 18 & 19, CONCESSIONS
2 & 3 (CLOSED), PART OF THE ROAD ALLOWANCE
BETWEEN CONCESSIONS 2 & 3 (CLOSED), PART OF
THE ROAD ALLOWANCE BETWEEN CONCESSIONS 3 &
4 (CLOSED), PART OF TUTTY STREET, PLAN 975
(CLOSED), REGISTERED PLAN 56, NOW KNOWN AS
PLAN 975, IN THE FORMER TOWNSHIP OF CROWLAND,
NOW IN THE CITY OF WELLAND, THE PROPERTY HAS
NO MUNICIPAL ADDRESS**

**AUTHOR: RACHELLE LAROCQUE, B.S., M.Sc., MCIP, RPP
PLANNING SUPERVISOR**

**APPROVING SUPERVISOR: GRANT MUNDAY, B.A.A., MCIP, RPP
MANAGER OF DEVELOPMENT APPROVALS**

**APPROVING G.M.: TRAVERS FITZPATRICK
GENERAL MANAGER, INFRASTRUCTURE AND
DEVELOPMENT SERVICES**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves a Plan of Subdivision for lands on the west side of the Welland Shipping Canal, south of Central Village, north of East Main Street, and east of the former Highlands Golf Course, more specifically described as Part of Lots 18 & 19, Concession 2, Part of Lot 19, Concessions 3 & 4, Lots 33, 34, 47 & 48 and Part of Lots 29, 30, 31, 32, 35, 46, & 49 Plan 975 (Registered Plan 56), Part of the Road Allowance between Lots 18 & 19, Concessions 2 & 3 (closed), Part of the Road Allowance between

Concessions 2 & 3 (closed), Part of the Road Allowance between Concessions 3 & 4 (closed), Part of Tutty Street, Plan 975 (closed), Registered Plan 56, now known as Plan 975, in the Former Township of Crowland, now in the City of Welland, with no municipal address, subject to the following conditions:

1. That the Owner enter into a Subdivision Agreement with the City of Welland that is to be registered on title.
2. That no grading or construction work shall commence until such time as the Subdivision Agreement has been entered into and financial securities are in place.
3. That all development must conform to the City's "Municipal Standards", as amended.
4. That all necessary easements be provided to the appropriate Authority, free and clear of all encumbrances.
5. That the applicant pays the applicable tree planting fee at the time of registration for the future planting of one tree per lot.
6. That the Owner agrees to pay a Cash-in-Lieu of Parkland Dedication for the aggregate amount required after the dedication of lands, in accordance with the City's Parkland Dedication and Cash-in-Lieu of Parkland Dedication Policy, or any successor thereto.
7. That the Owner submit to the City for review and approval an Urban Design Brief outlining how the development will implement the City's Urban Design Guidelines and creates a plan with which all development must comply.
8. That the Owner shall submit a complete engineering design for review and approval by the City of Welland.
9. The City reserves the right to complete a Peer Review of the design through a third party at the cost of the Owner.
10. The Owner shall co-ordinate with the developer to the west (Hunters Pointe) for issues related to road network integration, sanitary sewer connections, watermain, and storm sewer connections. This shall be done to limit the 'dead ending' of streets, as well as watermain installations.
11. The Owner shall install the watermain looping under Highway 406. The cost to do such crossing shall be split by the two developing entities including the subject lands (South Village Plan of Subdivision) and the Hunters Pointe Plan of Subdivision (City File 26T-14-18003). The costs to be borne by each shall be calculated on a per area basis each paying for their fair share of the installation and crossing under the Highway 406. The applicant will

- enter into a front ending agreement with the City, as permitted under the Development Charges Act, to ensure that cost sharing occurs.
12. Any sanitary infrastructure required to be installed to accommodate flows from the South Village Plan of Subdivision directed to Oxford Road through the former golf course lands, to enable the golf course property to utilize infrastructure installed for the proposed South Village, shall be cost shared between the Owners.
 13. The Owner shall re-instate Oxford Road to previous conditions, to the satisfaction of the City. All costs associated with the reconstruction will be at the sole expense of the Owner.
 14. The limit for designed building elevation shall be 192 metres for the purpose of water pressure related issues.
 15. The Owner shall submit an updated Stormwater Management Plan and coordinate with the Hunters Pointe Subdivision to ensure there is suitable location and continued use of a stormwater outlet.
 16. The Owner's consultant shall consult with City Engineering staff during the servicing period to discuss anticipated changes to the City's Municipal Design Standards.
 17. The Owner shall submit to the City of Welland copies of all Ministry of Environment, Conservation and Parks Certificates of Approval for proposed watermain, sanitary sewer, and storm water installations.
 18. That the Owner pay for their half of the construction of an overpass to be constructed to connect to Oxford Road, and to the satisfaction of the MTO and City, that permits safe passage for both vehicles and pedestrians, and that the Owner also pays for half of the cost of the upgrades required to Oxford Road and Atlas Avenue. The other half of the costs will be borne by the Owner of the Hunters Pointe Plan of Subdivision (City File No. 26T-14-18003).
 19. No Building Permits shall be issued until an emergency access or overpass and connecting roads have been constructed.
 20. That the Owner shall be responsible for their portion of the costs associated with the design and construction of the emergency access, as well as the costs of the construction of any temporary connection roads.
 21. That the emergency access control gates be equipped with EMTRAC technology for emergency services purposes, the cost of which is to be borne by the Owner of the subject lands and the adjacent plan of Subdivision (Hunters Pointe).

22. That the Owner submit to the City of Welland a revised Traffic Impact Report identifying traffic calming measures to be incorporated into the proposed road design for Bluewater Drive, to be approved by the City of Welland.
23. That all approved traffic calming measures be constructed, at the sole expense of the Owner.
24. That Bluewater Drive be extended south to connect to the proposed north-south road that is part of the Hunters Pointe Plan of Subdivision. A permanent cul-de-sac at the end of Bluewater Drive will not be permitted.
25. Prior to Hydro One Networks Inc. (HONI) providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.
26. Any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.
27. At the developer's expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected where the subdivision lots directly abut the transmission corridor after construction is completed.
28. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the subdivision.
29. HONI's easement rights must be protected and maintained.
30. The transmission lines abutting the subject lands operate at either 500,000, 230,000 or 115,000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The safe vertical distance for 230 kV conductors is 4.5 metres (15 feet) and for 115 kV conductors is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the safe vertical distance specified in

the Act. All parties should also be aware that the conductors can raise and lower without warning, depending on the electrical load placed on the line.

31. That the following clauses be included in the Subdivision Agreement:

"That the owner agrees to implement the recommendations of the Noise Assessment, South Village, prepared by Valcoustics Canada Ltd (dated January 22, 2020)."

"Purchasers/tenants of Lots 1-60 and 86-138 inclusive are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels may exceed the noise criteria of the Ministry of the Environment, Conservation and Parks, and/or the municipality."

"Dwelling units on Lots 1-60 and 86-138 inclusive have been designed with the provision for adding central air condition at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the municipality and/or the Ministry of the Environment, Conservation and Parks."

"Purchasers/tenants of Lots 1-60 and 86-138 inclusive are advised that due to the existing industrial facilities, noise from these facilities may at times be audible."

32. That the following warning clause be included in the Subdivision Agreement and inserted in all Agreements of Purchase and Sale or Lease for each dwelling unit:

"The lands in the plan of subdivision may be exposed to reduced air quality, odour, dust, or vibrations from nearby industrial/commercial operations that may interfere with some activities of the owners/tenants who occupy these lands."

33. That the following clauses shall be included in the Subdivision Agreement between the owners and the City of Welland:

"Should previously undocumented archaeological resources be discovered on the property during construction activities, construction and alteration of the site shall immediately cease and the owner shall notify the Ministry of Heritage, Sport, Culture and Tourism Industries in London (519-675-6898) and engage a licensed consulting archaeologist to carry out archaeological fieldwork in compliance with Section 48(1) of the Ontario Heritage Act".

“As on virtually any property in southern Ontario, it is possible that Aboriginal or Euro-Canadian burials could be present within the development area. In the event that human remains are encountered during construction activities, construction shall immediately cease and the proponent shall notify the Niagara Regional Police, the local coroner, the Ministry of Heritage, Sport, Culture and Tourism Industries (London office), and the Registrar, Cemeteries Regulation Unit of the Ontario Ministry of Consumer Services in Toronto (416-326-8392).”

34. That the owner provides a written acknowledgement to the Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by the Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner.
35. That the owner provides a written undertaking to the Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision, shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the Subdivision Agreement between the owner and the City.
36. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings (with calculations) for any proposed municipal sanitary and storm drainage systems required to service this development and obtain Ministry of the Environment Compliance Approval under the Transfer of Review Program.
37. That prior to approval of the final plan or any on-site grading, the owner shall submit written acknowledgement (stamped and signed) from their engineer that the existing facility will accommodate the proposed development **OR** a detailed stormwater management plan for the subdivision and the following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of the Environment, Conservation and Parks documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region Planning and Development Services Department for review and approval:
 - i. Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;

- ii. Detailed erosion and sedimentation control plans;
 - iii. Detailed phasing of construction of the stormwater management facility to coincide with phasing of development of residential lands (internal and external to the subdivision) planned to be serviced by the stormwater management facility.
38. That the subdivision agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved plan(s) required in accordance with the Condition above.
39. That the owner ensure that all streets and development blocks can provide an access in accordance with the Regional Municipality of Niagara policy and by-laws relating to the curbside collection of waste and recycling throughout all phases of development. If developed in phases, where a through street is not maintained, the owner shall provide a revised draft plan to reflect a proposed temporary turnaround/cul-de-sac with a minimum curb radius of 12.8 metres.
40. That the Owner shall include on all offers of purchase and sale, a statement that advises the prospective purchaser:
- i. That the home/business mail delivery will be from a designated Centralized Mail Box.
 - ii. That the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
41. That the Owner further agrees to:
- i. Work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - ii. Install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes.
 - iii. Identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - iv. Determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards,

and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

42. That the Owner submit a Geotechnical Investigation to the satisfaction of the City of Welland at the time of Building Permit submission.

43. That prior to granting approval for the Final Plan of Subdivision, City of Welland Planning Division will require written notice from the following upon their respective Conditions of Draft Plan Approval have been met satisfactorily:

Hydro One Networks Inc.: 25, 26, 27, 28, 29, 30

Region of Niagara Conditions: 31, 32, 33, 34, 35, 36, 37, 38, 39

Canada Post Conditions: 40, 41

44. That if Final Approval is not given to this Plan within three (3) years of the approval date, and no extensions have been granted, Draft Approval shall lapse. If the Owner wishes to request extension of Draft Plan Approval, a written request with reasons why the extension is required and the applicable application fee, must be received by the City prior to the lapsing date; and

THAT Welland City Council authorizes the Mayor and Clerk to sign the Draft Approval and Final Approval Plans and agreements once all conditions have been satisfied.

ORIGIN AND BACKGROUND:

Application for Draft Plan of Subdivision was submitted on April 9, 2018 and was deemed complete on the same day.

The original submission proposed the creation of 185 single detached residential units on a cul-de-sac extending from the end of Bluewater Drive.

A revised submission was submitted on November 12, 2019 based on preliminary comments provided by the City. The draft plan was revised to provide road connections to the proposed residential development to the west, as well as to create road connection at the bottom of the development. The revised plan also includes a park block which overlooks the Welland Shipping Canal. The revised plan has reduced the number of residential units to 173 single detached dwellings, and five blocks for future residential.

The revised submission was circulated to agencies and interested members of the public on December 20, 2019.

COMMENTS AND ANALYSIS:

The Proposal

The revised proposal will create 173 single detached residential units, one park block, and five blocks for future residential. Two (2) of the future residential blocks will require co-operation with the developer to the west to consolidate lands that will be large enough to accommodate residential lots. These negotiations are outside of the scope of interest by the City. Two (2) of the other future residential blocks will be amalgamated with lands to the north from the Central Village Plan of Subdivision to create building lots. One (1) future residential block at the south end of the development has been identified, and will have a through-road which will connect to the future road being constructed through the Hunters Pointe Golf Course redevelopment. One park block has been proposed which represents 1% of the total lot area, the remaining requirement will be collected through a cash payment.

The Site

The lands are located south of the Central Village Plan of Subdivision, east of the former Hunters Pointe Golf Course and Highway 406. The lands are located north of East Main Street and west of the Welland Shipping Canal.

Surrounding Uses

To the north, the lands are residential, to the east lies the Welland Shipping Canal, and to the south and west the former Hunters Pointe Golf Course which is now proposed for residential development.

Development and Agency Comments

- Enbridge Gas Distribution (April 19, 2018)
- Enbridge Gas does not object to the application.
 - The applicant shall contact Enbridge Gas Distribution's Customer Connections department for service and metre installation details and to ensure all gas piping is installed prior to the commencement of site landscaping and/or asphalt paving.
 - If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas installations pertaining to phase construction, all costs are the responsibility of the applicant.
 - In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

- The applicant will grade all road allowances as close to final elevation as possible, provide necessary field survey information and all approved municipal cross sections, identifying all utility locations prior to the installation of gas piping.
- Enbridge Gas Distribution (January 20, 2020)
- Enbridge Gas Inc. has no changes to the previously identified conditions.
- Hydro One Networks Inc. (April 16, 2018)
- Hydro One Networks Inc (HONI) has completed a preliminary review of the proposed plan of subdivision. As the subject property is abutting and/or encroaching onto a HONI high voltage transmission corridor, HONI does not approve of the proposed subdivision at this time, pending review and approval of the required information.
 - The comments detailed herein do not constitute an endorsement of any element of the subdivision design or road layout, nor do they grant any permission to access, use, proceed with works on, or in anyway alter the transmission corridor lands, without the express written permission of HONI.
 - Should the developer require any use of and/or access to the transmission corridor at any time, the developer must contact Jim Ortis in order to ensure all of HONI's technical requirements are met to its satisfaction, and acquire any applicable agreements.
 - The following should be included as conditions of Draft Plan Approval:
 1. Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval.

The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.

2. Any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.
 3. At the developer's expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected where the subdivision lots directly abut the transmission corridor after construction is completed.
 4. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the subdivision.
 5. HONI's easement rights must be protected and maintained.
- In addition, HONI requires the following be conveyed to the developer as a precaution:
6. The transmission lines abutting the subject lands operate at either 500,000, 230,000 or 115,000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an

energized 500 kV conductor. The safe vertical distance for 230 kV conductors is 4.5 metres (15 feet) and for 115 kV conductors is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the safe vertical distance specified in the *Act*. All parties should also be aware that the conductors can raise and lower without warning, depending on the electrical load placed on the line.

Region of Niagara –
Planning and
Development Services
(May 31, 2018)

- Our preliminary review only considers issues affecting HONI transmission facilities and transmission corridor lands. For proposals affecting distribution facilities (low voltage), the developer should consult the local distribution supplier.
- Regional staff is generally supportive of the proposed development in principle and provides preliminary comments.
- The lands are located within the Welland Urban Boundary, which is directed to be the area where growth and development is focused based on the policies of the Provincial Policy Statement (PPS), Places to Grow Plan for the Greater Golden Horseshoe (P2G), Regional Official Plan, and City of Welland Official Plan.
- During pre-consultation, Regional staff suggested that although the narrow and somewhat limiting shape of the subject lands, there is merit in considering the draft plan be modified to accommodate better design and road network with additional entrance points specifically toward the southern portion. The modification would provide improved access for residents, emergency vehicles, and waste collection.

- It is important that the proposed development reflects the City's vision for the overall Lochness Neighbourhood and connections to surrounding proposed and established neighbourhoods.
- Providing a mix of housing types/forms (not just singles will also benefit the proposed development in achieving a more complete community.
- Regional staff is not satisfied with the submission of the Phase One Environmental Site Assessment. To address potentially contaminating activities on or adjacent to the subject lands, at a minimum, a revised report addressing the future use of the site as residential, further soil sampling on the subject property, a map referencing the test sites (ideally adjacent to the golf course), and the analytical soil test results confirming that levels of the sampled materials are below the Ministry of Environment and Climate Change's Table 1 standards, shall be submitted in support of the proposed subdivision.
- The subject lands are situated near Provincial Highway 406 and an operational rail line. As both of these transportation networks represent significant sources of noise and vibration, a detailed study will be required.
- Portions of the subject lands are identified as being within the Highway 406 Gateway Economic Centre, and an important location for employment growth. It can be expected that future industrial developments will occur on the west side of Highway 406. Due to the potential for compatibility concerns regarding air quality, odour, noise, or vibration, warning clauses included in all offers of Purchase, Sale or Lease are recommended.

- The lands have been significantly graded/alterd through the placement of fill from the adjacent Welland Canal. As such, the requirement to complete an Archaeological Assessment is waived. Warning clauses in the Subdivision Agreement have been recommended.
- The servicing reports that have been completed for the proposed development show the servicing connecting into the existing services that are available in the established subdivision to the north. Regional staff will look to the City for comment for water services.
- The subject lands fall within the Welland Wastewater Treatment Plan sewershed. The system has the capacity to accommodate the flows created by this development.
- The Stormwater Management plan is to utilize the existing ponds which are located on the Hunters Pointe Golf Course. According to the functional servicing study the existing pond design can accommodate this development.
- Detailed road design will be required to ensure that waste collection can occur. If the subdivision is going to be phased, a phasing plan should be submitted to ensure that no temporary turn arounds are required.
- A Transportation Impact Study was completed for and references the data from the Transportation Impact Study that was completed for the adjacent residential development of the Hunters Pointe Golf Course. Although the brief provides daily peak trip counts for the proposed development, it does not include any reference as to how the two developments will impact traffic together.
- These are preliminary Regional comments indicating that further technical studies and/or

designs relating to the road networks and servicing etc. will need to be submitted in support of the applications and that the design layout of the development may warrant additional changes and connections to the adjacent proposed development.

- Region of Niagara – Planning and Development Services (January 31, 2020)
- The Region provided preliminary comments on May 31, 2018. Since that time, the applicant has revised the proposed layout of the subdivision which has created connections to the west and reduced the number of units. In addition to the comments from May 31, 2018 the following comments are provided.
 - Concerns regarding the length and geometry of the main access road, Bluewater Drive, remain outstanding. Traffic calming measures can be implemented in order to increase pedestrian safety for the residents (e.g. raised intersections at the three new “T” intersections).
 - Providing a mix of housing types/forms (not just singles) will benefit the development and surrounding proposed and established neighbourhoods in achieving a more complete community.
 - The updated information provided with respect to the Phase One Environmental Site Assessment dated December 12, 2019 identified that there were no suspected impacts on the subject lands from the adjacent property. In addition to this, previous soil samples on adjacent parcels have identified that there was no contamination. As such, the environmental concerns of the Region have been adequately addressed.
 - The applicant submitted an Environmental Noise Assessment which found that daytime and nighttime sound levels will exceed MECP guideline limits and included mitigation measures for Lots 1-60 and 86-138. The Region

is satisfied that with the identified mitigation measures and warning clauses the intent of the MECP guidelines is achieved.

- The Region requests that the following conditions be included:
 1. That the following clauses be included in the Subdivision Agreement:

“That the owner agrees to implement the recommendations of the Noise Assessment, South Village, prepared by Valcoustics Canada Ltd (dated January 22, 2020).”

“Purchasers/tenants of Lots 1-60 and 86-138 inclusive are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels may exceed the noise criteria of the Ministry of the Environment, Conservation and Parks, and/or the municipality.”

“Dwelling units on Lots 1-60 and 86-138 inclusive have been designed with the provision for adding central air condition at the occupant’s discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the municipality and/or the Ministry of the Environment, Conservation and Parks.”

“Purchasers/tenants of Lots 1-60 and 86-138 inclusive are advised that due to the existing industrial facilities, noise from these facilities may at times be audible.”

2. That the following warning clause be included in the Subdivision Agreement and inserted in all Agreements of Purchase and Sale or Lease for each dwelling unit:

“The lands in the plan of subdivision may be exposed to reduced air quality, odour, dust, or vibrations from nearby industrial/commercial operations that may interfere with some activities of the owners/tenants who occupy these lands.”

3. That the following clauses shall be included in the Subdivision Agreement between the owners and the City of Welland:

“Should previously undocumented archaeological resources be discovered on the property during construction activities, construction and alteration of the site shall immediately cease and the owner shall notify the Ministry of Heritage, Sport, Culture and Tourism Industries in London (519-675-6898) and engage a licensed consulting archaeologist to carry out archaeological fieldwork in compliance with Section 48(1) of the Ontario Heritage Act”.

“As on virtually any property in southern Ontario, it is possible that Aboriginal or Euro-Canadian burials could be present within the development area. In the event that human remains are encountered during construction activities, construction shall immediately cease and the proponent shall notify the Niagara Regional Police, the local coroner, the Ministry of Heritage, Sport, Culture and Tourism Industries (London office), and the Registrar, Cemeteries Regulation Unit of the Ontario Ministry of Consumer Services in Toronto (416-326-8392).”

4. That the owner provides a written acknowledgement to the Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by the Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner.
5. That the owner provides a written undertaking to the Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision, shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the Subdivision Agreement between the owner and the City.
6. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings (with calculations) for any proposed municipal sanitary and storm drainage systems required to service this development and obtain Ministry of the Environment Compliance Approval under the Transfer of Review Program.
7. That prior to approval of the final plan or any on-site grading, the owner shall submit written acknowledgement (stamped and signed) from their engineer that the existing facility will accommodate the proposed development **OR** a detailed stormwater management plan for the subdivision and the following plans designed and sealed by a qualified professional engineer in accordance

with the Ministry of the Environment, Conservation and Parks documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region Planning and Development Services Department for review and approval:

- i. Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;
 - ii. Detailed erosion and sedimentation control plans;
 - iii. Detailed phasing of construction of the stormwater management facility to coincide with phasing of development of residential lands (internal and external to the subdivision) planned to be serviced by the stormwater management facility.
8. That the subdivision agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved plan(s) required in accordance with the Condition above.
9. That the owner ensure that all streets and development blocks can provide an access in accordance with the Regional Municipality of Niagara policy and by-laws relating to the curbside collection of waste and recycling throughout all phases of development. If developed in phases, where a through street is not maintained, the owner shall provide a revised draft plan to reflect a proposed

temporary turnaround/cul-de-sac with a minimum curb radius of 12.8 metres.

- City of Welland Fire & Emergency Services (June 3, 2020)
- Due to required emergency response drive times into the proposed South Village subdivision, it is our recommendation that no further development commence south of Central Village portion presently being developed without the installation of a secondary Emergency Access off of the 406 Highway and that this gated access be equipped with an EMTRAC control system for Fire and Emergency Services.
- City of Welland Infrastructure and Development Services – Traffic, Parking & By-laws Division (June 4, 2020)
- This Traffic Brief is dated 2018. The TIS prepared by the Hunters Pointe Golf Course developer is dated 2019. I am recommending the submission of an updated traffic brief based on the latest Hunters Pointe TIS.
 - I would also like to include conditions regarding implementing traffic calming measures.
- City of Welland Infrastructure and Development Services – Engineering Division (May 26, 2020)
- Our comments for the South Village Subdivision are as follows:
 - A complete engineering design shall be submitted for review and approval.
 - The City reserves the right to do a peer review of the design through a third party at the cost of the developer.
 - The developer will coordinate with the developer to the west for issues relating to road network integration, sanitary sewer connections, watermain, and storm sewer connections. This shall be done to limit the 'dead ending' of streets, as well as watermain installation as much as possible.
 - The developer shall pay for their fair share for the watermain looping to cross the Highway 406 from Oxford Road through the former golf course lands connecting to this development. This shall

be calculated on an area basis. This arrangement and cost sharing shall be reviewed and approved by the City of Welland.

- If the developer is required to re-route any sanitary sewers as a result of the golf course lands redevelopment and contributing capacities to Daimler Parkway, he should be provided capacities, directed to Oxford Road, by the former golf course property developer.
- The limit for designed building elevations for the subdivision shall be limited to 192 metres for the purpose of water pressure related issues.
- The developer shall pay their fair share for an emergency access to the developable lands south of Daimler Parkway. This access should be coordinated with the lands to the west. No occupancy of buildings shall be given until such time as an access is available to the lands.
- The developer shall submit an update stormwater management plan and coordinate with the former golf course lands developer to ensure that there is a suitable location and continued use of a storm water outlet. The lands on which the existing stormwater management outlet sits on will be transferred to the City of Welland and therefore permission to use the outlet is not required from the former golf course developer.
- The developer's consultant shall consult with City Engineering staff during the servicing design period to discuss anticipated changes to the City's Municipal Design Standards.
- The developer shall furnish the City of Welland with copies of Ministry of Environment, Conservation and Parks Certificates of Approval

for proposed watermain, sanitary sewers and storm sewer installations.

City of Welland
Infrastructure and
Development Services –
Building Division
(June 5, 2020)

- Staff has reviewed the information submitted and while a final decision on issuance of building permit will be based on the information submitted with the building permit application to this office, we wish to offer the following comments:
- Parkland dedication shall be established in accordance with By-law 2014-101. If a 5% Cash-in-Lieu of Parkland method is utilized, the Developer shall establish the value of land for each lot, to the satisfaction of the City, prior to execution of the Subdivision Agreement. The values shall be determined by an Appraiser in accordance with City Policy as of the day before the day the first building permit is issued for the development. The values shall be referenced in the Special Conditions and Building Restrictions of the Subdivision Agreement.
- Geotechnical report will be required prior to submission of building permit applications.
- The proposed development is subject to compliance with the requirements of 2012 Ontario Building Code and applicable law as defined in the Code.

Public Comments Received

Notice of the application was circulated to a number of City Departments and outside Agencies, as well as to members of the public in accordance with requirements of the Planning Act. A Public Information Meeting was held by City Staff on April 26, 2018. Approximately 110 people attended the Public Information Meeting, and raised comments and concerns regarding:

- Need for secondary access;
- Timing of development (when it would start, how long for build-out);
- Impact on water pressure;
- What the homes will look like;
- Traffic on Daimler Parkway;
- Need for parkland; and,

- That the City should expropriate land for a secondary access for the developer.

At the time of writing this report, six (6) letters have been received. The comments in the letters outlined the following:

- Objections to the application due to ongoing construction dust and noise;
- Request for an extended care facility in the area to allow for aging in place; and,
- Lack of interconnection between this development and the proposed golf course redevelopment.

The Statutory Public Meeting under the Planning Act was held on May 15, 2018. No one spoke in support or in opposition to the application.

No comments were received regarding the resubmission of the draft plan of subdivision.

Planning Analysis

Provincial Policy

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

- | | | |
|---|---|--|
| (a) The protection of ecological systems, including natural areas, features, and functions; | - | The property is not impacted by any natural heritage features. |
| (b) the protection of agricultural resources of the Province; | - | The subject lands are not part of the City's Agricultural lands. |
| (c) the conservation and management of natural resources and the mineral resource base; | - | There are no natural resources on this property. |
| (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest; | - | The property is within 300 metres of a watercourse (Welland River), and is also adjacent to the Welland Bypass Canal. As the Welland Bypass Canal was constructed, the fill material was placed on the subject |

lands, as well as lands in the surrounding area. As such, any archaeological resources have been substantially disturbed, and therefore no Archaeological Investigation was required, and no protections for potential resources are required.

- (e) the supply, efficient use and conservation of energy and water; - The proposal does not include any information regarding energy and water conservation methods that will be implemented at the time of construction. The Ontario Building Code includes requirements for energy efficiency must be incorporated into all new home construction.
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; - The property is within the City's Urban Area and can be supplied with municipal infrastructure. There are no capacity issues that will be created as a result of this development.
 - The developer has provided a Letter of Credit to the City representing their portion of the upgrade to the City's water pumping station that was constructed in 2019. The developer will also be required to pay for their costs of looping the water systems, as well as their portion of the sanitary sewer, under Highway 406 to ensure safety and security of the systems.

- The proposed road network has also been designed to allow for road connections between the subject development, and the proposed development to the west, the redevelopment of the Hunters Pointe Golf Course. This will allow for the future provision of transit, as well as for cars and people to move throughout the area efficiently.
 - A requirement of the approval of this Plan of Subdivision, as well as the redevelopment of the Hunters Pointe Golf Course, is that an emergency access be provided to the neighbourhood. This is to ensure that emergency services can access the neighbourhood should the access along Daimler Parkway be blocked, and to provide an exit out of the neighbourhood during a catastrophic event.
- (g) the minimization of waste;
- The property will be serviced by regional waste collection.
- (h) the orderly development of safe and healthy communities;
- The property is within the urban boundary and will not require an expansion to the urban area, has connections to roads, and will be provided with sidewalks.
 - The Fire & Emergency Services Department has also identified that they can support the construction of new homes no further south than the existing Central Village Plan of Subdivision without the construction of an emergency access onto Highway 406. Any development south of this point will require that the emergency access

- be constructed with connecting roadways.
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- The development is not designed to accessibility standards, but it will be the responsibility of the individual property owners to incorporate any accessibility measures into the house designs.
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- Comments from the applicable school boards have not been received.
 - A small parkette has been provided for the development, which is also impacted by a high pressure gas line, and is unsuitable for residential development. The parkette can be developed with passive recreational facilities.
 - The remainder of the required 5% parkland will be provided through a cash-in-lieu payment rather than parkland.
 - A large community park is proposed to be created through the redevelopment of the adjacent golf course, which will provide greater recreational opportunities for residents. The City has a number of organized sports facilities located throughout the City, the closest being the Young's Sportsplex.
 - There are currently no social, health, or cultural facilities in the immediate neighbourhood. The closest Welland Public Library branch is located at the Seaway Mall.

- Medical and other social services are also spread throughout the City. The proposed subdivision to the west will also include blocks for neighbourhood commercial, which permit medical and social services.
- (j) the adequate provision of a full range of housing, including affordable housing;
 - The proposed development does not include any affordable housing units, however, each dwelling could contain an accessory dwelling unit, which would provide additional affordable housing units in the City.
 - The development is comprised entirely of single detached dwellings. No other housing forms are proposed.
- (k) the adequate provision of employment opportunities;
 - As the development is entirely residential, there are no employment opportunities that will be created. The City's Zoning By-law does permit home occupations, and therefore, there may be home based businesses that will be established in the neighbourhood.
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
 - The development of these lands will lead to an increase in tax revenues to the City, which will contribute to the overall financial benefit of the City.
 - Any upgrades to infrastructure, such as the looping of the watermain or construction of the emergency access, will be at the cost of the developer and not the City.
- (m) the co-ordination of planning activities of public bodies;
 - All relevant agencies have been circulated the application and their

- comments have been included, where appropriate.
- (n) the resolution of planning conflicts involving public and private interests; - Concerns were raised regarding the lack of connections between the subject proposal, and the proposed subdivision to the west. Those concerns have been addressed through the redesign and resubmission of the development application.
- (o) the protection of public health and safety; - As a requirement of the development, an emergency access to the property will be required. This will ensure that Emergency Services can reach all areas within their response times. The entrance will be constructed when development is proposed further south than the existing Central Village development to the east. A Letter of Credit will be required at the time of the first phase being registered, which will cover the cost of the entrance and the roadway to connect to the development.
- (p) the appropriate location of growth and development; - The property is within the City's serviced urban boundary. The development of these lands will utilize undeveloped lands within the City's urban boundary and built boundary, and represent an infilling opportunity.
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; - The redesign of the development has created road connections that will allow for the movement of cars and pedestrians through the neighbouring developments. The redesign of the road will also allow

for a roadway to continue south from the subject lands to the golf course redevelopment that also extends south of these lands.

- As previously noted, the redesign of the development will create a road network that will support the future provision of a transit network, if there is a demand for a dedicated route in this area.
 - The City has included as a condition of Draft Plan Approval that the Owner submit an Urban Design Brief to identify how the proposed development will comply with the City's Urban Design Guidelines. This will ensure that the development meets this policy.
- (r) the promotion of built form that,
- (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

Section 51(24) of the *Planning Act* sets out the following criteria to be considered when reviewing a draft plan of subdivision, as follows:

- Whether the proposed subdivision is premature or in the public interest;
- The lands are within the City's identified Built-Up area, which is to be the focus of infill and intensification. The proposed development of these lands will help the City achieve the yearly intensification goals, as set by the Province.
 - There is infrastructure in the area which the subject development can be serviced from. There are improvements to the system required, including looping the watermain under Highway 406. This will be done in conjunction with

the subdivision that has been draft approved to the west, which will allow the new watermain for this subdivision to be looped together with the watermain for the adjacent development. Without the development to the west being approved, the development of these lands would be premature as there would be no westerly access to loop the watermain.

- As previously identified, a condition of draft plan is that the owner, in conjunction with the Hunters Pointe subdivision, construct an overpass as a secondary access to the neighbourhood. The owner will be required to pay for half of the costs associated with the construction of the overpass, and any improvements to existing City roadways which will act as a connection. This requirement is to ensure that there is a second access into the development for residents in the event of an emergency, and to provide multiple access points into the development. This is also a requirement of the developer of the Hunters Pointe Plan of Subdivision.
- The proposed development will not result in the uneconomical expansion of municipal services.

- Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- The proposal has been made for the creation of 173 new residential lots and five blocks for future residential purposes, as well as one block of parkland. The existing neighbourhood to the north is a mix of single detached and townhouse dwellings. The proposed development to the west is predominantly single detached residential, with a number of townhouse blocks, as well as mixed use nodes. The subject application is compatible with the neighbouring developments.
 - The lands are designated as Low Density Residential which permits single detached, semi-detached, and townhouse dwellings. The proposed subdivision complies with the Official Plan.
- The suitability of the land for the purposes for which it is to be subdivided;
- The subject lands are accessible by the municipal road network and can connect to municipal infrastructure. The lands are within the urban boundary of the City of Welland, and are designated as Low Density Residential. The development of these lands is appropriate.
- If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- There are no affordable housing units proposed as part of this subdivision. The City of Welland's Official Plan and Zoning By-law do permit accessory dwelling units to be created, which will provide alternative housing options which may be deemed more affordable.

- The number, width, location and proposed grades and elevations of the highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and adequacy of them;
- The site accessed by Bluewater Drive, which is the extension of Midland Place and Shoreview Drive. The roads are currently under construction, but will be constructed to Municipal Standards. The area is accessed via Daimler Parkway, which is also a municipally maintained road. The road access to the current location will meet City municipal standards.
 - The plan has been revised to ensure that there are road connections between the subject lands, and the proposed subdivision to the west, which will allow for multiple access points to the site.
 - As previously identified, the Owner will be required to construct an emergency access to the site, as required by the City of Welland Fire & Emergency Services Department. The same condition has been included in the proposed Hunters Pointe Plan of Subdivision.
- The dimensions and shapes of the proposed lots;
- The lots are identified as having a minimum lot frontage of 12 metres, which meets the minimum set in the Zoning By-law. The lots are all proposed as uniform in shape and size.
- The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- Restrictions are required for no construction of dwellings on top of the pipeline easement, and there are building and construction restrictions adjacent to the Hydro One Networks Inc. corridor.

- Conservation of natural resources and flood control; - There are no natural resources identified on the subject lands. All stormwater will be required to be captured in stormwater management ponds, designed to accommodate the stormwater.
- The adequacy of utilities and municipal services; - The property has access to municipal water, sanitary and storm sewers. There has been an upgrade to the City's Booster Station in order to achieve minimum water pressure standards and accommodate full built out. The costs of the upgrades to infrastructure will be split between the City, the Owner of the subject lands and the Owner of the Hunters Pointe Plan of Subdivision.
- The adequacy of school sites; - Discussions have occurred with two of the local school boards and comments have been received from the District School Board of Niagara. Both have indicated that there is sufficient capacity in existing schools to accommodate new students.
- The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes; - There is one block of parkland that will be dedicated to the City (approximately 0.13 hectares in size). This represents approximately 1% of the lands, and the remaining 5% will be made through a cash-in-lieu of parkland dedication.
- The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and, - Energy conservation measures have not been outlined in the plan that has been submitted. The Ontario Building Code includes requirements for energy

conservation, which will be incorporated at the time of Building Permit.

The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41(2) of this Act.

- The development as currently proposed will not be subject to Site Plan control.

Section 3 of the Planning Act requires that all decisions affecting planning matters shall be consistent with policy statements issued under the Act and conforms with provincial plans. The relevant policy statement is the Provincial Policy Statement (PPS). The relevant provincial plan is A Place to Grow: Growth Plan for the Greater Golden Horseshoe (P2G).

Provincial Policy Statement (PPS) 2020

The PPS provides the guiding principles for the entire province. The PPS promotes the creation of healthy, livable and safe communities. In planning staff's opinion, the applications are consistent with the PPS.

The PPS promotes the creation of healthy, livable and safe communities. These are created and sustained by:

- the promotion of efficient development patterns;
- accommodating an appropriate range of housing, including affordable housing;
- avoiding development patterns which may cause environmental and public health and safety concerns;
- avoiding land use patterns which would prevent the efficient expansion of settlement areas;
- promoting land use patterns which support transit and intensification to create cost-effective developments;
- improving accessibility for persons with disabilities;
- ensuring that infrastructure and public service facilities are available to support the development;
- promoting development and land use patterns which support biodiversity; and,
- prepare for the regional and local impacts of climate change.

The proposed development is within the City's identified Built-Up area, which is to be the focus of growth and development. The development of these lands will be

considered as an infilling application. The lot fabric will be consistent with the residential development to the north, and the Hunters Pointe subdivision that has been draft approved to the west. No affordable housing units have been proposed, and the development is comprised solely of single detached residential dwellings. Although this development does not provide any variation in housing type, there are other housing forms within the existing neighbourhood to the north, and the draft approved subdivision to the west.

A condition of Draft Plan Approval of this subdivision, as well as the Hunters Pointe plan of subdivision is that an overpass be constructed at the cost of the developers. The requirement for a secondary access, being either an overpass or an emergency access, was first required by the City at the time of Draft Plan Approval of the Central Village Plan of Subdivision for anything south of this development. City Council included as a condition of Draft Plan Approval of the Hunters Pointe development that an overpass be constructed to provide a second access to that development, which will also benefit this development and meet a requirement previously identified in the Central Village approval report. The same condition has been recommended for this subdivision as only one secondary access is required for both developments, and each development must equally pay for this piece of infrastructure.

The surrounding neighbourhood is currently only serviced by the TransCab service by Welland Transit as there is not the population to support extending a transit route to the area. With the development of the property to the west, and the subject development, it may provide the population and demand to support extending a transit line. The road network has been designed so that it will connect with the Hunters Pointe Development at points along the westerly property line and will provide a connection road at the south end of the development.

Sidewalks will be provided along both sides of the road running north and south to ensure safe pedestrian access through the area. This will also provide safe access for persons with disabilities to move through this site, as well as to connecting points through the development. Any additional measures to address accessibility will be done through the construction of the individual houses.

The approval of the neighbouring Hunters Pointe development ensures that this plan of subdivision can be approved due to a number of infrastructure improvements that are required. The subject development requires that the watermain be looped to ensure safety and security in the existing system, ensuring that water supply to the neighbourhood is available in case of a break along Daimler Parkway. Improvements to the sanitary system are also required for both this development and the Hunters Pointe development to proceed, and looping of this under Highway 406 is also required. Without the approval of the Hunters Pointe subdivision, the subject development would be premature as the looping would be required to cross private lands and no approvals for this have been provided.

The PPS requires that municipalities plan for a range of housing and densities, and have a supply of lands to accommodate this development for up to 15 years. The subject lands are within the City's urban boundary and will provide lands which will accommodate residential growth for 15 years. It requires that within settlement areas, sufficient land should be made available through intensification and redevelopment. The subject lands are within the identified settlement area, and their development will be considered as an infilling and intensification project. The subject lands have been identified as part of the City's supply of residential lands for development purposes within the City's settlement area.

The lands, as identified, are within the City's settlement boundary, and are identified as being the focus for growth and development, as per Section 1.1.3.1 of the PPS. The lands will achieve the goals and objectives as set out in this section of the PPS, using existing infrastructure and resources that are available, will support active transportation, and has been designed so as to accommodate future transit lines.

Staff have reviewed Section 1.6.6 of the PPS which speaks to ensuring that there are water, sewer and stormwater systems in place to accommodate proposed developments. As previously noted, the looping of the watermain is required to ensure the safety and security of the water system. This was identified as a requirement to the owner at the time of approval of the Central Village Plan of Subdivision in 2009. Improvements to the sanitary system are also required to accommodate both this development and the Hunters Point subdivision to the west. The City has recommended that cost sharing occur between the two owners to have these works completed.

The applicant has provided preliminary stormwater management designs for review by the City's Engineering Division. The response from the Engineering Division has been that the information needs to be updated and the stormwater should be redirected to a central stormwater management pond, not to the existing stormwater management pond behind the former clubhouse. A condition of the Draft Plan Approval of this subdivision will be a full Stormwater Management design that is approved by the City's Engineering Division.

The proposed development meets the intent and policies of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (P2G) (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (P2G) is another policy document under Section 3 of the Planning Act which must be considered when reviewing development applications.

The P2G identifies two areas for growth: greenfield areas and the identified built-up area. The subject lands are within the identified Built-Up area. Under the policies of the P2G, the vast majority of growth is to be directed to this area to take advantage of existing infrastructure and services. It directs that a minimum of 40% of all new residential growth be within the identified Built-Up Area, and at the time

of the next comprehensive review of the Official Plan, that 50% of all new growth be in the Built-Up area.

The subject lands are accessed via existing municipal roads, and there is municipal infrastructure available that can accommodate the development. Road access will be provided through connections to the north, and to the west and south in the future. Sewer, water, and stormwater infrastructure are all existing and able to accommodate the development, with improvements to the water and sanitary sewer (looping under Highway 406) and updates to the stormwater management plans. The improvements, as well as the stormwater management will be completed in conjunction with the developer to the west. The City has also made it a condition of approval that the owner pay for half of the cost of the installation of an overpass to provide a secondary access for the development. This requirement will be examined further in this report, however, as this was a condition for this development, they will be responsible for a contribution towards the construction of the overpass.

The lands have not been identified as an Intensification Area by the P2G or by Regional or City Policy, but as previously noted is within the identified built-up area. The policies in the P2G encourage that intensification and growth should be encouraged throughout the built-up area, in addition to those areas identified as Intensification Areas.

In addition to the promotion of intensification within the built-up areas, the policies also promote the creation of complete communities. These are defined as communities which provide for a range of uses, and provide for the daily needs of residents, regardless of age or ability, that can be conveniently accessed. The intent is to reduce the number of vehicular trips required to access the necessities of daily life. The proposal includes only residential uses, with a small park at the south end. The existing development to the north is exclusively residential, with a private retirement community further north. There are currently no commercial or social services in the immediate area, but are provided on the west side of Highway 406. The proposed development to the west proposes the incorporation of blocks of mixed use, including local commercial, which would assist this area in becoming a complete community. The development of the property with residential uses will provide housing options, as well as provide a residential base to support local commercial uses.

There are no environmentally sensitive features on the site which require the long term protection, and therefore these sections of the P2G are not applicable.

Given the analysis above, staff are of the opinion that the proposed development meets the intent of the policies in the P2G.

Regional Policy

The policies in the Region's Official Plan (ROP) are similar to those found in both the PPS and the P2G. The policies encourage infilling and intensification, taking

advantage of existing infrastructure and creating communities that provide for the needs of residents. The lands are within the Urban Area of Welland as defined by the ROP and are therefore are to be the focus of development. The policies in the Regional Plan support developments that take advantage of existing infrastructure, are transit supportive, and provide a range of uses.

The proposed subdivision will develop currently vacant lands within the urban boundary that have access to municipal services and roads. The development has been designed to integrate with the existing neighbourhoods to the north, as well as the proposed development to the west and south. It will encourage active transportation through the development by creating linkages through road connections and sidewalks.

The development proposes only single detached dwellings, which does not represent a range of housing options as encouraged by the ROP, but is within an area that provides a range of housing types. To the north are a mix of townhouse and single detached dwellings, and to the west will be a mix of single detached, townhouse, and apartment dwellings. The proposal to develop this site solely with single detached dwellings is appropriate as it is within an area that will have a mix of uses and residential dwelling types.

The development has been designed to be both pedestrian and transit friendly. Sidewalks will be provided on both sides of the street to encourage active transportation. The roads have been designed to meet minimum municipal standards and will be able to accommodate any future transit routes. Road connections have been created to the north, west and the south which will allow for transit, pedestrian and vehicular movement throughout the sites.

The proposed development meets the intent of the Regional Official Plan.

City of Welland Official Plan

The lands are designated as Low Density Residential by the City of Welland Official Plan. This designation allows for single detached, semi-detached, duplex, triplex, and townhouse dwellings with a minimum density of 15 units per hectare and a maximum of 24 units per hectare. The proposed density of the development is 13.9 units per hectare, which includes the future residential blocks which do not have the lot fabric shown or determined. Staff are satisfied that once the lot fabric for the future residential blocks is determined and as accessory dwelling units are added, the development will meet the minimum density of 15 units per hectare.

The lands are within the Urban Area of the City of Welland, and within the identified Built Up Area. The City's policies identify that residential and employment intensification will be encouraged throughout the City as it provides an opportunity for economic growth, reduces the amount of greenfield land needed, takes advantaged of serviced but underutilized lands, and helps improve the vibrancy of the City. Intensification is encouraged throughout the Built Up Area, with a number of focal areas identified, being the Downtown, brownfield sites, and along transit

corridors. Although the subject lands have not been identified as an 'Intensification Area' it is within the Built Up Area, and intensification is still supported. The City has targeted 40% of all new residential growth to be within the Built Up Area, which will increase to 50% at the time of the next Municipal Comprehensive Review to be consistent with the P2G. The proposed development will assist the City in achieving this intensification target.

The City's OP also includes a list of criteria that should be examined when infilling and intensification applications are made to the City. The criteria are examined in the chart below:

- Land use and neighbourhood character compatibility;
- The existing land uses to the north are residential, with a mix of single detached and townhouse dwellings. To the east is the Welland Shipping Canal. The proposed residential development to the west is a mix of single detached and townhouse dwellings, with a number of mixed use nodes and parklands.
- The proposed development is compatible with the surrounding neighbourhood as it is proposing residential development in a primarily residential area.
- Lot pattern and configuration;
- The proposed lots are uniform in size and shape, having a minimum lot frontage of 12 metres and being rectangular in shape, and will meet minimum lot size requirements.
- The lots will all front onto opened, maintained roads that will be dedicated to the City.
- Accessibility;
- The proposed road will have sidewalks on both side of the street which will allow for pedestrian movement safely throughout the development. The sidewalks will connect pedestrians safely to parklands, and surrounding neighbourhoods.

- Any other accessibility features incorporated into the individual dwellings will be at the discretion of the individual property owners.
- Parking requirements;
 - The City's minimum parking standards are one space per unit. All proposed dwelling units will be required to meet this minimum, through the provision of parking within a garage or on a driveway.
- Potential for additional traffic and traffic manoeuvrability;
 - Traffic will access through the site from the north through the existing Central Village plan of subdivision. Traffic will also be able to access the site from the west through the road connections with the Hunters Pointe Plan of Subdivision. This will allow for alternative transit routes throughout the site.
 - The City has required that an overpass be constructed to ensure that Fire & Emergency Services can access the site within their mandated timeframes. It will also ensure that there is a secondary access to the site should there be a catastrophic event at the intersection at Daimler Parkway which will require an evacuation of residents, as well as provide an alternate route into the neighbourhood. The Owner will be required to pay for half of the cost of the construction of the overpass, as well as any costs associated with the upgrade of any existing municipal roads.
 - A Traffic Impact Brief was submitted as part of the application for Draft Plan Approval. It indicated there would be no negative impact to traffic as a result of this development.

- The potential for transit ridership; - The resubmission of the proposed subdivision will now create road linkages to the neighbourhood to the west, which will allow for transit movement through the neighbourhood, should there be demand in the future. A ring road will be created through this site, as well as the Hunters Pointe subdivision to the west, which will allow for future buses to move easily throughout the neighbourhoods.
- Natural (including natural hazards) and built heritage conservation/protection; - There are no natural or built heritage features present on the site which would require conservation and/or protection. As previously noted, the property has been substantially disturbed as a result of the construction of the Welland By-pass Canal, and therefore there are no requirements for the preservation of cultural heritage resources. Warning clauses have been required on the lands in the event that archaeological resources are located during construction.
- The availability capacity of municipal infrastructure; - There is capacity in the existing infrastructure to accommodate the proposed development. There are upgrades to the system that are required, including the looping of the watermain at Oxford Road and upgrades that are required to the sanitary system to accommodate this development, as well as the development to the west.
- Residential intensification targets identified in this plan. - The proposed development will assist the City in achieving the target of 40% of all new residential development being within the Built-Up Area. That intensification goal will be increased to 50% at the time of the next Comprehensive Review, and the proposed development of this site will contribute to achieving that goal.

Section 7.6.6, the Implementation Section of the OP outlines the minimum criteria that should be used when reviewing new applications for plans of subdivision. They are:

- Consistency with the Official Plan, Secondary Plan and any other applicable plans and policies;

 - The lands are designated as Low Density Residential by the city's Official Plan. The proposed development at full build-out will meet the minimum density target of this designation once the future residential blocks are developed.

- Availability of services without undue financial commitment by the City;

 - The City has completed upgrades to the existing booster station and sized it appropriately to meet the needs of existing and future developments. A portion of the costs of the upgrades to the booster station has been borne by the applicant.

- Suitable provision of municipal services, including, but not limited to: public streets, water, storm and sanitary sewers, waste collection and disposal, public and/or private utilities, fire and police protection, parks, schools, and other community facilities;

 - The proposed subdivision has access via Midland Place and Shoreview Drive, and will be developed with public roads to provide access throughout the site.
 - The site will be developed in accordance with municipal standards, which will require that street widths and road patterns that will accommodate emergency service vehicles and waste collection vehicles.
 - The lands can be provided with municipal services, which are located within the roads to the north (Midland Place and Shoreview Drive. As previously identified, the booster station in the area has been upgraded to be able to accommodate this development, as well as the neighbouring residential developments. The developer has entered into a cost-sharing with the City and other area developers.
 - A small parkette has been provided which represents approximately 1% of the total

area. The remaining 5% will be provided to the City through a financial contribution. Additional parklands have been created in the Hunters Pointe development and in the Central Village subdivision.

- Exposure to noise, air pollution and other negative impacts, along with suitable mitigation measures;

 - Comments have not been received from the District School Board of Niagara and the Niagara Catholic District School Board regarding this proposal.
 - The subject lands are adjacent to the Welland Shipping Canal which is used for the transportation of goods. There may be occasional noise and emissions from the operations on the canal, however, no mitigation measures are required.
- Integration with surrounding land uses;

 - The neighbouring residential area to the north, Central Village, will provide road and sidewalk connections. The resubmission of the plan of subdivision has included connections to the Hunters Pointe Subdivision to the west and the south. This will ensure that vehicular and pedestrian traffic can move seamlessly through all of the developments. The subdivisions to the north, west and south include a range of housing types, including singles, which are compatible with the proposed development.
- Integration with the transportation network;

 - The new road network will be connected to Midland Place and Shoreview Drive to the north, and will have future road connections to the west and to the south. All of the roads will be dedicated to the City and be municipally maintained in the future. A condition of the approval of this subdivision is that the owner pay for 50% of the cost of an overpass which will connect this development to City streets on

the opposite side of Highway 406. Any upgrades required to these roads will also be the responsibility of this owner, and the owner of the Hunters Pointe plan of subdivision.

- Impacts to, and mitigation of, negative impacts on the natural environment;

 - The subject lands are not impacted by any natural environment features.

- Optimization of the supply, means of supplying, efficient use, and conservation of energy;

 - There are no energy efficient measures that have been identified or proposed as part of the redevelopment of this property. All buildings will need to comply with the Building Code requirements for energy efficiency.

- The provision of appropriate urban design and landscaping for the proposed development;

 - One of the conditions of approval is that an Urban Design Brief be submitted to ensure that the proposed dwellings have a consistent appearance that conforms with the City's urban design guidelines. This will help create a development with a high standard of urban design, and is consistent with the surrounding neighbourhood.

- Compliance with applicable City guidelines;

 - The development will be required to comply with the City's Urban Design Guidelines for the proposed appearance of the dwellings.
 - The proposed development will also be required to comply with the City's Municipal Standards to ensure that the infrastructure and development of the site complies with the engineering requirements of the City.

- Exposure to nearby air pollution and mitigation of impacts.

 - There are no pollution causing industries within the area of influence, as outlined by the Ministry of Environment.

The proposed development meets the intent of the City's Official Plan.

City of Welland Zoning By-law 2017-117

The lands are zoned as Residential Low Density 1 (RL1) in the City's Zoning By-law. The RL1 Zone permits single detached dwellings, two-unit dwellings, and accessory apartment dwelling units. The proposal made by the applicant is for all single detached dwellings with 12 metres of frontage and lot areas of various sizes, meeting the minimum of 400 square metres. Each of the lots will be provided with a minimum of one parking space per unit. Accessory dwelling units will be permitted on all of the proposed lots.

Based on the information provided, the draft plan of subdivision meets the minimum requirements of the City's Zoning By-law.

Public Comments

Comments were received regarding the plan of subdivision which identified that there were no connections to the Hunters Pointe development and that the original design would create a very long cul-de-sac. The comments also identified that the parkland provided for the development fell below the required 5% of the land area, and there is currently not adequate parkland in the area to support the population. Additional comments regarding the original proposal included concerns that there were no connections with the adjacent Hunters Pointe Subdivision, as well as the proposed road created a cul-de-sac which did not connect to anything.

The resubmission of the plan addressed the issues of lack of connectivity and will create a straight through-road at the south end of the South Village. The plan was redesigned to include road connections between this development and the Hunters Pointe subdivision to the west.

Secondary Access

When the Central Village Plan of Subdivision was approved, it was identified that no further construction would be permitted south of Central Village unless a secondary access to the site was provided. The comments from the City's Traffic Division in the 2010 report stated:

- A secondary emergency access will be required for development south of the subject lands;
- If MTO rejects an emergency access, the City will require an alternative plan or a full access at Oxford Road.

This requirement has been maintained for the development of the South Village development, as well as for the Hunters Pointe Plan of Subdivision. Staff had recommended that an emergency access be approved for the Hunters Pointe Plan of Subdivision to the west, which would also have benefitted the South Village Plan of Subdivision and the owners of both developments would have cost shared with

the construction and design. Council amended the motion at the May 26, 2020 for the Hunters Pointe proposal to require that an overpass would be required to be constructed to connect with Oxford Road. The amendment also required the overpass to be able to accommodate vehicular and pedestrian traffic and any connecting roads be upgraded at the cost of the developer. The Hunters Pointe development was approved by Council on June 9, 2020 with the amended condition, after a re-consideration motion was passed.

As these two developments are inherently connected, the same conditions with respect to the secondary access must be consistent. The same condition that was imposed by Council for the Hunters Pointe Subdivision regarding the flyover must be imposed for the South Village Subdivision. In 2010, City staff comments identify that a secondary access would be required, and a flyover was a possibility if MTO approval for access onto Highway 406 was not granted. As only one access will be required, and as Council has identified that the secondary access will be provided via a flyover, the owner of the subject lands must pay for half of the cost of the construction of the flyover. The original condition regarding the emergency access has been included to ensure that should the condition regarding the flyover be appealed by either developer, a second access is still required and the costs will continue to be shared equally.

One of the comments received at the Open House is that the City should assist the developer in obtaining lands for a secondary access to the site. Staff do not feel that this is appropriate, nor is it the role of the City to acquire lands on behalf of a developer. It is the responsibility of the developer, who has been aware of this requirement for the previous ten years, to acquire these lands for the secondary access. The City would not be responsible to assist the Owner in obtaining easements or ownership of lands.

FINANCIAL CONSIDERATION:

All costs associated with this development will be the responsibility of the Owner. The Owner will be responsible for 50% of the cost of the overpass, as well as cost sharing for the looping of the watermain and the sanitary sewer.

OTHER DEPARTMENT IMPLICATIONS:

Where appropriate, comments from other departments have been included.

SUMMARY AND CONCLUSION:

The proposed application for Draft Plan of Subdivision for the creation of 173 Residential lots, five blocks for future residential purposes, and one park block to be dedicated to the City represents good planning because:

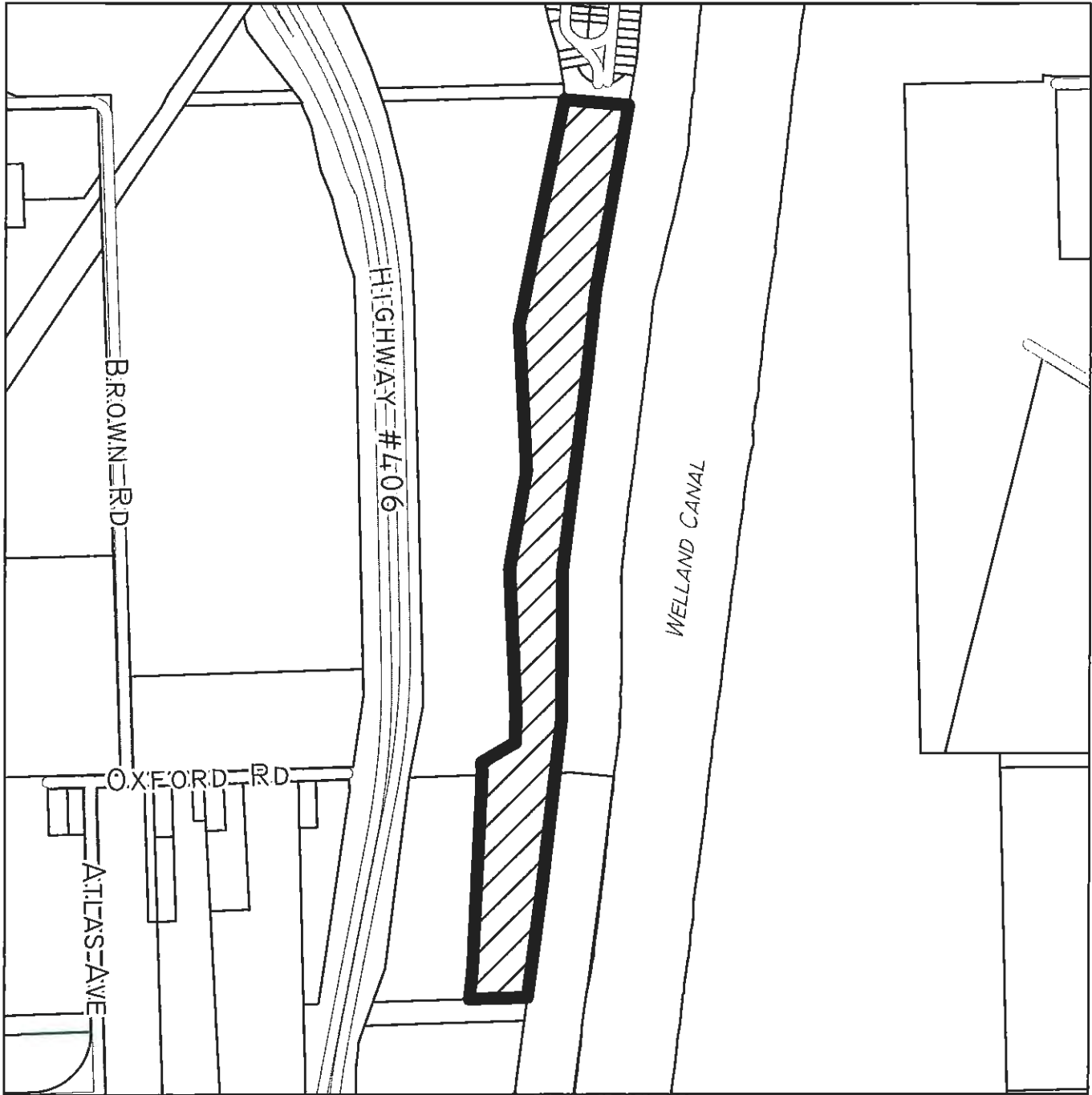
1. Is consistent with Provincial, Regional and City policies which encourage infill and intensification within the identified Built-Up Area;

2. Uses existing municipal infrastructure and does not require the expansion of these services;
3. Is consistent in character and form with neighbouring developments;
4. Will assist the City in achieving the yearly intensification target.

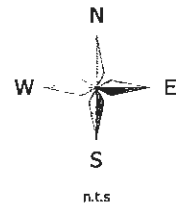
ATTACHMENTS:

- Appendix I - Key Map
- Appendix II - Aerial Photo
- Appendix III - Draft Plan of Subdivision
- Appendix IV - Relevant Correspondence

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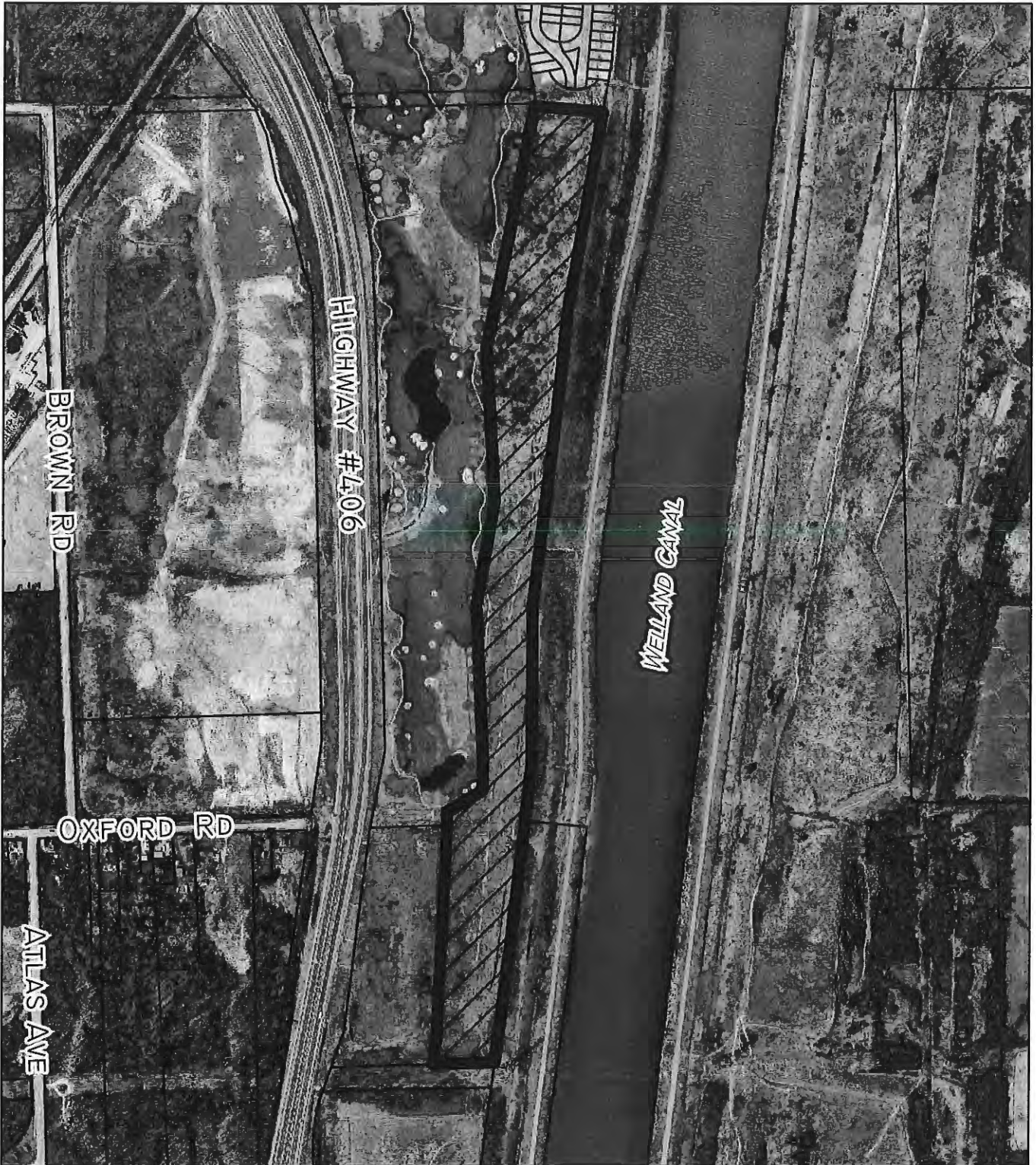
KEY MAP



SUBJECT LANDS

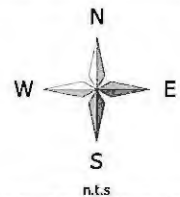


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Planning Division*



AERIAL PHOTO OF THE SUBJECT LANDS

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SUBJECT LANDS



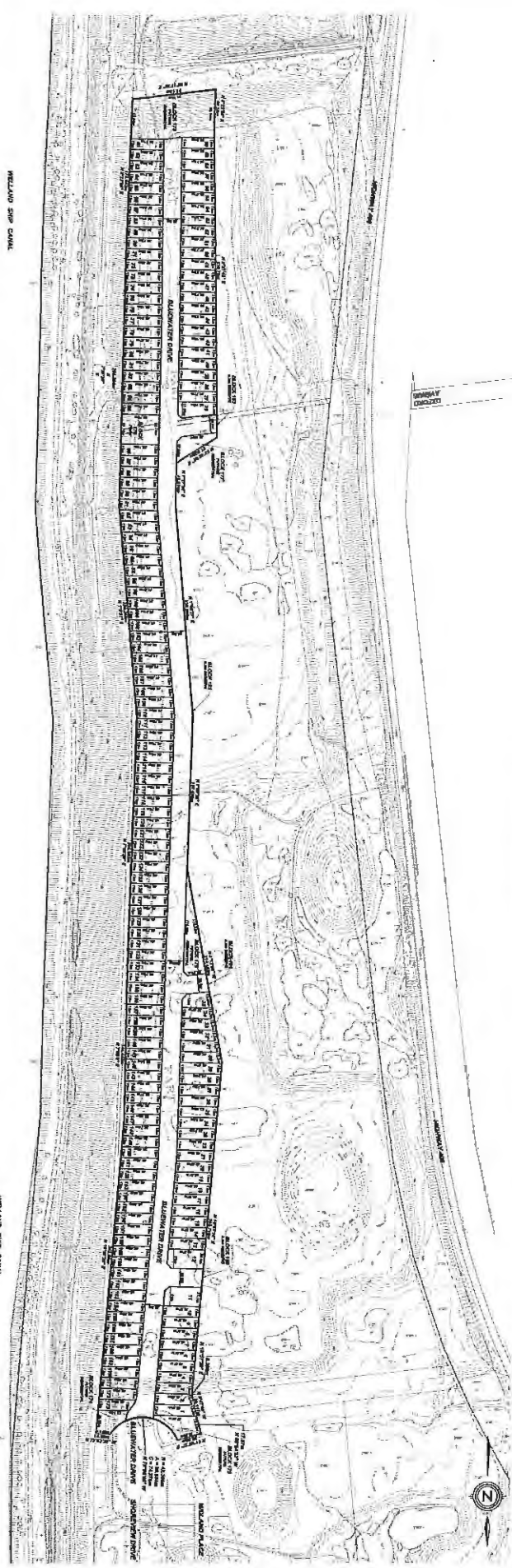
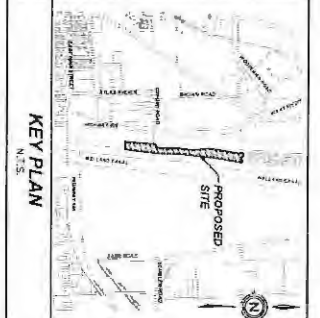
*Infrastructure and
Development Services*
Planning Division

SOUTH VILLAGE

CITY OF WELLAND

OWNER'S CERTIFICATE
 BEING THE RECEIPT, OWNER, I HEREBY AUTHORIZE UPPER CANADA CONSULTANTS TO PREPARE AND FOR THE CITY OF WELLAND FOR APPROVAL.
 OCTOBER 26, 2018
 J. CORAZO, PRESIDENT
SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE ASSIGNED ARE CORRECTLY SHOWN.
 MURP'S SURVEYING & DESIGN INC.
 MURP'S SURVEYING & DESIGN INC. 29-24-18

DRAFT PLAN OF SUBDIVISION
LEGAL DESCRIPTION
 PART OF LOTS 14, 15, 16, CONGRESSION 2, PART OF LOT 19, CONGRESSIONS 2 & 4, LOTS 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.



LOT AREA	LOT AREA	LOT AREA	LOT AREA	LOT AREA	LOT AREA	LOT AREA	LOT AREA	LOT AREA	LOT AREA
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

DRAFT SUBDIVISION
 SUBJECT TO THE CONDITIONS, A.F.S. SET FORTH IN A SEPARATE ORDER
 SECTION _____ OF THE PLANNING ACT
 THIS DRAFT PLAN IS APPROVED UNDER
 THE AUTHORITY OF THE PLANNING ACT
 THE CORPORATION OF THE CITY OF WELLAND

REQUIREMENTS OF SECTION 51(17) OF THE PLANNING ACT

LAND USE SCHEDULE

LAND USE	LOT/BLK/LOC	# OF UNITS (MEDIAN) (MAX)
SINGLE FAMILY RESIDENTIAL	173	8,250
TOWN	174	6,250
CONDOMINIUM	175	1,250
COMMERCIAL	176	1,250
INDUSTRIAL	177	1,250
AGRICULTURAL	178	1,250
RECREATION	179	1,250
OTHER	180	1,250
TOTAL	173	13,500

DRAFT PLAN OF SUBDIVISION

UPPER CANADA CONSULTANTS ENGINEERS / PLANNERS

DATE: NOVEMBER 4, 2018

SCALE: 1:2000

DWG NO: 0245-1NS-DP 0



City of Welland
Infrastructure and Development Services
Planning and Building Division
60 East Main Street, Welland, ON L3B 3X4
Phone: 905-735-1700 Ext. 2251 | **Fax:** 905-735-8772
Email: devserv@welland.ca | www.welland.ca

June 11, 2020

TO: Rachelle Larocque, B.E.S., M.Sc.,MCIP,RPP
FROM: J. Tosta, CBCO, CPSO
Chief Building Official
DATE: June5,2020
SUBJECT: Application for Plan of Subdivision (26T-14-18004).

Staff has reviewed the information submitted and while a final decision on issuance of building permit will be based on the information submitted with the building permit application to this office, we wish to offer the following comments:

1. Parkland dedication shall be established in accordance with By-law 2014-101. If a 5% Cash-in-Lieu of Parkland method is utilized, the Developer shall establish the value of land for each lot, to the satisfaction of the City, prior to execution of the Subdivision Agreement. The values shall be determined by an Appraiser in accordance with City Policy as of the day before the day the first building permit is issued for the development. The values shall be referenced in the Special Conditions and Building Restrictions of the Subdivision Agreement.
2. Geotechnical report will be required prior to submission of building permit applications.
3. The proposed development is subject to compliance with the requirements of 2012 Ontario Building Code and applicable law as defined in the Code.

If you have any questions regarding the above comments, please do not hesitate to contact me.



Enbridge Gas Inc.
500 Consumers Road
North York, Ontario M2J 1P8
Canada

January 20, 2020

Rachelle Larocque, BES, M.Sc., MCIP, RPP
Planning Supervisor
Infrastructure and Development Services
City of Welland
Planning Division
60 East Main Street
Welland, ON L3B 3X4

Dear Rachelle,

Re: Draft Plan of Subdivision
2090572 Ontario Inc.
Lands on the west of the Welland Canal, south of Bluewater Drive
City of Welland
File No.: 26T-14-18004

Enbridge Gas Inc. has no changes to the previously identified conditions for this revised application(s).

Sincerely,

A handwritten signature in cursive script that reads 'Alice Coleman'.

Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning

ENBRIDGE GAS INC.
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Safety. Integrity. Respect.



Enbridge Gas Distribution
500 Consumers Road
North York, Ontario M2J 1P8
Canada

April 19, 2018

Rachelle Larocque, BES, M.Sc., MCIP, RPP
Planning Supervisor
City of Welland
Planning Division
60 East Main Street
Welland, ON L3B 3X4

Dear Rachelle,

Re: Draft Plan of Subdivision
2090572 Ontario Inc.
Lands on the west of the Welland Canal, south of Bluewater Drive
City of Welland
File No.: 26T-14-18004

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea80@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

The applicant will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Sincerely,

A handwritten signature in cursive script that reads "Alice Coleman".

Alice Coleman

Municipal Planning Coordinator
Long Range Distribution Planning

—
ENBRIDGE GAS DISTRIBUTION

TEL: 416-495-5386

MunicipalPlanning@enbridge.com

500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Integrity. Safety. Respect.

AC/jh

Rachelle Larocque

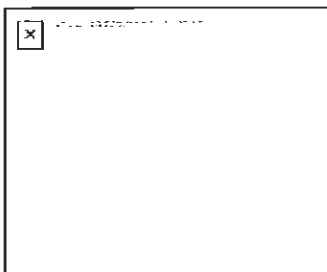
From: Scott Richardson <scott.richardson@welland.ca>
Sent: May 26, 2020 9:34 AM
To: Rachelle Larocque
Cc: Marvin Ingebrigtsen
Subject: South Village Subdivision Eng Comments

Rachelle,

Our comments for the Highlands South Village Subdivision development are as follows;

1. A complete engineering design shall be submitted for review and approval.
2. The City reserves the right to do a peer review of the design through a third party at the cost of the developer.
3. The developer will coordinate with the developer to the west for issues relating to road network integration, sanitary sewer connections, watermain and storm sewer connections. This shall be done to limit the 'dead ending' of streets as well as watermain installations as much as possible.
4. The developer shall pay his fair share for the watermain looping to cross the Highway 406 from Oxford Road through the former golf course lands connecting to his development. This shall be calculated on an area basis. This arrangement and cost sharing shall be reviewed and approved by the City of Welland.
5. If the developer is required to re-route any sanitary sewers as a result of the golf course lands redevelopment and contributing capacities to Daimler Parkway, he shall be provided capacities, directed to Oxford Road, by the former golf course property developer.
6. The limit for designed building elevation for the subdivision shall be limited to 192m for the purposes of water pressure related issues.
7. The developer shall pay his fair share for an emergency access to the developable lands south of Daimler Parkway. This access will be coordinated with the lands to the west. No occupancy of any buildings shall be given until such time as access is available to the lands.
8. The developer shall submit an updated storm water management plan and coordinate with the former golf course lands developer to ensure he has a suitable location and continued use of a storm sewer outlet. The lands on which the existing storm water outlet sit will be conveyed to the City of Welland therefore permission to use the outlet is not required from the former golf course lands developer.
9. The developer's consultant shall consult with Engineering staff during the servicing design period to discuss anticipated changes to the City's municipal design standards.

Regards,



C. Scott Richardson, C.E.T.
 Development Supervisor
 Engineering Division
 Infrastructures and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2222 **Fax:** (905)735-7184
www.welland.ca



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Rachelle Larocque

From: Brian Kennedy
Sent: June 3, 2020 2:45 PM
To: Rachelle Larocque
Subject: South Village Subdivision

Rachelle:

Due to required emergency response drive times into the purposed South Village subdivision, It is our recommendation that no further development commence south of the Central Village portion presently being developed without the installation of a secondary Emergency Access off of the 406 Highway and that this gated access be equipped with an EMTRAC control system for Fire and Emergency Services. Thank you.



Brian Kennedy, CEMC, CFEI, CMMIII

Fire Chief

Welland Fire and Emergency Services

636 King Street, Welland, Ontario L3B 3L1

Phone: (905)735-1700 Ext. 2400 Fax: (905)732-2818

www.welland.ca



"SMOKE ALARMS SAVE LIVES"

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Hydro One Networks Inc.
Facilities & Real Estate
 P.O. Box 4300
 Markham, Ontario L3R 5Z5
 www.HydroOne.com



Courier:
 185 Clegg Road
 Markham, Ontario L6G 1B7

VIA E-MAIL ONLY TO rachelle.larocque@welland.ca

April 16, 2018

City of Welland
 Infrastructure and Development Services
 Planning and Building Division
 60 East Main Street, Welland

Attention: Rachelle Larocque

Dear Rachelle Larocque:

Re: Draft Plan of Subdivision, UPPER CANADA CONSULTANTS on behalf of 2090572 ONTARIO INC.

City of Welland

File: 26T-14-18004 (South Village)

Please be advised that Hydro One Networks Inc. ("HONI") has completed a preliminary review of the proposed plan of the above noted subdivision application. As the subject property is abutting and/or encroaching onto a HONI high voltage transmission corridor (the "transmission corridor"), HONI does not approve of the proposed subdivision **at this time**, pending review and approval of the required information.

The comments detailed herein **do not** constitute an endorsement of any element of the subdivision design or road layout, nor do they grant any permission to access, use, proceed with works on, or in any way alter the transmission corridor lands, without the express written permission of HONI.

Should the developer require any use of and/or access to the transmission corridor at any time, the developer must contact **Jim Oriotis** at **905-946 6261** in order to ensure all of HONI's technical requirements are met to its satisfaction, and acquire any applicable agreements.

The following should be included as **Conditions of Draft Approval**:

1. Prior to HONI providing its final approval, the developer must make arrangements satisfactory to HONI for lot grading and drainage. Digital PDF copies of the lot grading and drainage plans (true scale), showing existing and proposed final grades, must be submitted to HONI for review and approval. The drawings must identify the transmission corridor, location of towers within the corridor and any proposed uses within the transmission corridor. Drainage must be controlled and directed away from the transmission corridor.
2. Any development in conjunction with the subdivision must not block vehicular access to any HONI facilities located on the transmission corridor. During construction, there must be no storage of materials or mounding of earth, snow or other debris on the transmission corridor.

3. At the developer's expense, temporary fencing must be placed along the transmission corridor prior to construction, and permanent fencing must be erected where subdivision lots directly abut the transmission corridor after construction is completed.
4. The costs of any relocations or revisions to HONI facilities which are necessary to accommodate this subdivision will be borne by the developer. The developer will be responsible for restoration of any damage to the transmission corridor or HONI facilities thereon resulting from construction of the subdivision.
5. HONI's easement rights must be protected and maintained.

In addition, HONI requires the following be conveyed to the developer as a precaution:

6. The transmission lines abutting the subject lands operate at either 500,000, 230,000 or 115,000 volts. Section 188 of Regulation 213/91 pursuant to the *Occupational Health and Safety Act*, require that no object be brought closer than 6 metres (20 feet) to an energized 500 kV conductor. The safe vertical distance for 230 kV conductors is 4.5 metres (15 feet), and for 115 kV conductors it is 3 metres (10 feet). It is the developer's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the safe vertical distance specified in the *Act*. All parties should also be aware that the conductors can raise and lower without warning, depending on the electrical load placed on the line.

Our preliminary review only considers issues affecting HONI's transmission facilities and transmission corridor lands. For any proposals affecting distribution facilities (low voltage), the developer should consult the local distribution supplier.

If you have any questions, please contact me at dennis.derango@hydroone.com or at 905-946-6237.

Yours truly,



Dennis De Rango
Specialized Services Team Lead, Real Estate
Hydro One Networks Inc.

Via E-mail Only

May 31, 2018

Files: D.11.11.SD-18-014

 Ms. Rachelle Larocque, MCIP, RPP
 Planning Supervisor
 Infrastructure and Development Services
 Corporation of the City of Welland
 60 East Main Street
 Welland, ON
 L3B 3X4

Dear Ms. Larocque:

**Re: Preliminary Regional and Provincial Review Comments
 Draft Plan of Subdivision 26T-14-18004
 Agent: Upper Canada Consultants
 The Residences of Lochness Links-South Village
 City of Welland**

Regional Planning and Development Services staff has reviewed the application and supporting studies submitted by Upper Canada Consultants on behalf of 2090572 Ontario Inc. for approval of a Draft Plan of Subdivision for lands located on the west of the Welland Canal, south of Bluewater Drive, south of the Central Village residential subdivision, east of the Lochness Golf Course. A pre-consultation with the applicant and the planning consultant (Upper Canada) was held for this proposed development on March 29, 2018 with City and Regional staff in attendance.

The draft Plan of Subdivision application proposes the development of 12.37 hectares of land for residential purposes for the development of 185 single-detached residential dwellings.

As outlined below, Regional staff is generally supportive of the proposed development in principle and provides the following preliminary comments to execute Regional Council's Strategic Priority to Do Business Differently. By commenting on conformity with Provincial and Regional policy, the Region maintains accountability to the public and improves transparency, and aims to assist the City in their consideration of this application from a Provincial and Regional perspective.

Regional and Provincial Policies

The subject lands are located within the Welland Urban Area, as designated in the Regional Official Plan (ROP). The Welland Urban Area is considered as a Settlement Area by the 2014 Provincial Policy Statement (PPS).

The ROP, 2014 PPS and 2017 Growth Plan for the Greater Golden Horseshoe (Growth Plan) together direct development to take place in urban areas and support intensified development where appropriate servicing and infrastructure exists. Both Regional and Provincial policy place an emphasis on intensification and infill as the preferred form of development to help foster the development of complete communities that have a mix of land uses, employment opportunities, and are active-transportation and transit supportive.

The subject lands are located within the Provincially designated Built-up Area of the City of Welland. Accordingly the proposed residential growth will count towards the City's annual residential intensification target of 40% and therefore, generally conforms with and is consistent with Provincial and Regional growth management policy directions.

Proposed Design

During pre-consultation, Regional staff suggested that although given the narrow and somewhat limiting shape of the subject lands, there is merit in considering the draft plan be modified to accommodate a better design and road network with additional entrance points specifically toward the southern portion. Such modifications would offer improved access for future residents, emergency vehicles, waste collection as well as servicing the subject lands. Further, it is important to ensure that the design of the proposed development reflects the City's vision for the overall Lochness Neighbourhood and connections to surrounding proposed and established neighbourhoods. Providing a mix of housing types/forms (not just singles) will also benefit the proposed development in achieving a more complete community. Regional staff will continue to be available to support the applicant in enhancing urban design solutions for this development.

Environmental Site Assessment

The PPS requires that contaminated sites be remediated as necessary to ensure there will be no adverse effects to the proposed use. A *"Phase One Environmental Site Assessment"* (ESA) by Soil-Mat Engineers & Consultants Ltd. (dated April 30, 2015) has been submitted in support of the application.

The report states that the Hunter's Pointe Golf Course is located to the west of the subject property and that *"visual observations of the adjoining and nearby lands did not reveal any existing operations that are considered a potential contaminating activity that may cause an area of potential environmental concern to the Site"*. Regional staff notes that the large scale application of pesticides (specifically on Golf Courses) are considered Potentially Contaminating Activities. Upon review of aerial photography it also appears that portions of the golf course operations may have encroached on the subject lands.

The study also concluded that the property is mainly comprised of fill material across the majority of the site, and that the fill material appears to be comprised of excess material generated during construction of the neighbouring Welland Canal. Other geotechnical investigations and select environmental testing of similar fill material on adjacent lands (and not the subject property) was referenced in a report by Soil-Mat dated April 30, 2013, which was not included in this submission.

As such, Regional staff is not satisfied with the submission of the Phase One Environmental Site Assessment. To address potentially contaminating activities on or adjacent to the subject lands, at minimum, a revised report addressing the future use of the site as residential, further soil sampling on the subject property, a map referencing the test sites (ideally adjacent to the golf course), and the analytical soil test results confirming that levels of the sampled materials are below the

Ministry of Environment and Climate Change's Table 1 standards, shall be submitted in support of the proposed subdivision.

Noise and Vibration

The subject lands are situated near Provincial Highway 406 and an operational rail line (Trillium Railways). As both of these transportation networks represent significant sources of noise and vibration, a detailed noise and vibration study was required.

The applicant has submitted a "*Noise Study for Proposed Lochness North Village Residential Development*" (dated August 22, 2011) prepared by Dillon Consulting Limited. The study area limits identified in this report were for the North Village phase of the development and not the proposed South Village. As such, a new Noise Study with current Hwy 406 traffic volumes and in accordance with the Ministry's Guidelines NPC-300 etc. shall be submitted in support of this proposed development.

Gateway Economic Centre

Portions of the subject lands are identified as being within the Highway 406 Economic Corridor Strategic Location for Investment. This area is identified within the Region's Gateway Economic Centre Amendment as an important location for employment growth, and has a site specific policy that outlines desired uses.

Accordingly, it can be expected that future industrial developments will occur on the west side of Highway 406. Depending on these uses, there may be land use compatibility concerns regarding air quality, odour, noise or vibration. Although any new development will have to demonstrate compatibility in accordance with the Provincial D-Series Guidelines, it is recommended that all offers of Purchase, Sale or Lease for the development include a warning clause noting the potential for future adjacent industrial development.

Archaeology

During pre-consultation, Regional staff noted that based on the Provincial Criteria for Assessing Archaeological Potential the subject property exhibited potential for the discovery for archaeological resources due to the lands being within 300m of a watercourse (i.e. Welland River) and a registered archaeological site.

The subject lands have been significantly graded/alterd through the placement of fill material from the adjacent Welland Canal. As such, the requirement to complete an Archaeological Assessment is waived. To address any potential discoveries during development, Regional staff will request that standard warning clauses be included in the Subdivision Agreement regarding deeply buried archaeological resources and human remains.

Servicing

Regional technical staff has reviewed the following documentations submitted in support of the planning applications:

- *Functional Servicing Report for the Residences of Lochness* by UCC (dated April 2018);
- *Traffic Brief for the Lochness South Village Subdivision* by Dillon Consulting (dated April 6, 2018); and

- *Draft Plan of Subdivision for The Residences of Lochness Links* by UCC (dated March 23, 2018).

The Reports completed for the proposed development show the servicing connecting into the existing services that are available in the established subdivision to the north. Regional staff would look to the City to comment on which of the existing services are owned and operated by the City and if there is any issues with the addition of these lands to the existing infrastructure.

Water Services

The Lochness functional servicing strategy for the watermain has the proposed subdivision connecting to the existing system to the north and a new connection which is to cross the 406 Hwy at the Oxford Road location in the south. According the servicing reports the City of Welland has added an item to their Development Charges capital budget to provide this loop under the 406 Hwy and potentially the addition of a water booster station. The Region would look to the City to comment on the watermain proposal and any conditions related to this proposal.

Sanitary Sewer

As per the Region's recently completed Master Servicing Plan (MSP), staff notes that the subject lands fall within the Welland Wastewater Treatment Plant (WWTP) sewershed. This sewershed has been allocated growth out to 2041 in consultation and collaboration with the City of Welland. This study was completed at a high level and did not allocate capacities to individual properties.

The MSP has identified sufficient dry weather flow at the Welland Wastewater Treatment Plant based on the allotted growth that was added to the sewershed and all the contributing sewersheds that reach the WWTP. All of Welland's pumping stations and WWTP sewershed experience wet weather flows. The City of Welland is working to reduce infiltration and inflow to the contributing sewershed through various reduction programs. The Welland Water Treatment Plant has a current rated capacity of 54.6 MLD and a peak flow capacity of 136.2 MLD. The reserve capacity calculation for 2016 confirms that the plant does have capacity for growth. The final MSP can be found at the following link:

<https://www.niagararegion.ca/2041/master-servicing-plan/default.aspx>

The Lochness functional servicing strategy for the sanitary sewer has the proposed subdivision connecting to the existing system to the north. As noted above, the Regional System has the capacity to accommodate the proposed development.

Stormwater Management

The Lochness Stormwater Management plan is to utilize the existing ponds which are located on the Hunter's Pointe Golf Course. According to the functional servicing study the existing pond design can accommodate this development. As such, we would ask that the report be signed and stamped by the engineer to confirm this report.

Waste Management Services

The draft plan of subdivision was reviewed for the potential for waste management services to collect recycling and waste through the subdivision. However, since the plans do not show detailed road design, further review will be required once the servicing plans have been

completed. If the subdivision is going to be phased, a phasing plan should be submitted to ensure that no temporary turn arounds are required for the waste management services/ emergency vehicles.

Transportation Services

The *Traffic Brief for the Lochness South Village Subdivision* by Dillion Consulting (dated April 6, 2018) references the data from the Transportation Impact Study that was completed for the adjacent residential development of the Hunter's Pointe Golf Course. Although the brief provides daily peak trip counts for the proposed development, it does not include any reference as to how the two developments will impact traffic together.

Further, Regional staff has acknowledged the need for additional meetings coordinated with City, Regional and MTO staff to address the need for a second access point (towards the southern portion of the property), potential road connections and various other technical proposals that would be beneficial to collaborate on. The City should consider having the applicant revise the Traffic Brief or have the applicants for the two developments (Lochness and Hunter's point) provide a combined report to address potential connections and access etc.

Conclusion

Based on the discussion above, Regional staff offers no objection, in principle to the Draft Plan of Subdivision for Lochness South Village. However, Regional staff notes that it is important to ensure that the design of the proposed development reflects the City's vision for the Lochness Village and surrounding area.

Through these preliminary comments, the Region has indicated that further technical studies and/or designs relating to the road networks and servicing etc. will need to be submitted in support of the applications and that the design layout of the development may warrant additional changes and connections to the adjacent proposed development. Regional staff will provide more detailed comments including required draft plan conditions at a later date.

The Region appreciates the opportunity to comment on these applications and notes that staff is available to work with the City and applicant throughout this process. As such, the Region respectfully requests that all notices, any revised Draft Plan designs and any additional technical studies be circulated to the Regional for review and comment.

If you have any questions or wish to discuss these comments, please contact me at extension 3387.

Best regards,



Lindsay Earl, MES, MCIP, RPP
Senior Development Planner

cc: Susan Dunsmore, P.Eng., Development Engineer, Niagara Region
David Deluce, MCIP, RPP, Manager, Plan Review & Regulation, Niagara Peninsula Conservation Authority

Via E-mail Only

January 31, 2020

File: D.11.11.SD-18-014

Ms. Rachelle Larocque, MCIP, RPP
Planning Supervisor
Infrastructure and Development Services
Corporation of the City of Welland
60 East Main Street
Welland, ON
L3B 3X4

Dear Ms. Larocque:

**Re: Regional and Provincial Review Comments
Draft Plan of Subdivision 26T-14-18004
Agent: Upper Canada Consultants
South Village
City of Welland**

Regional Planning and Development Services staff has reviewed the application and supporting studies submitted by Upper Canada Consultants on behalf of 2090572 Ontario Inc. for approval of a Draft Plan of Subdivision for lands located on the west of the Welland Canal, south of Bluewater Drive, south of the Central Village residential subdivision, east of the Lochness Golf Course. A pre-consultation with the applicant and the planning consultant (Upper Canada) was held for this proposed development on March 29, 2018 with City and Regional staff in attendance.

Preliminary Regional review comments were provided to the City on May 31, 2018. Since that time, the applicant has revised the proposed layout of the subdivision which resulted in decreased unit numbers, new through connections to the lands to the west and has provided additional supplementary information. Regional staff have reviewed the revisions and documents and offer the following comments to assist the City in their consideration of these applications from from a Regional and Provincial perspective.

The revised Draft Plan of Subdivision application proposes the development of 12.37 hectares of land for residential purposes for the development of 173 single-detached residential dwellings.

Regional and Provincial Policies

The subject lands are located within the Welland Urban Area, as designated in the Regional Official Plan (ROP). The Welland Urban Area is considered as a Settlement Area by the 2014 Provincial Policy Statement (PPS).

The ROP, 2014 PPS and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) together direct development to take place in urban areas and support intensified development where appropriate servicing and infrastructure exists. Both Regional and Provincial policy place an emphasis on intensification and infill as the preferred form of development to help foster the development of complete communities that have a mix of land uses, employment opportunities, and are active-transportation and transit supportive.

The subject lands are located within the Provincially designated Built-up Area of the City of Welland. Accordingly, the proposed residential growth will count towards the City's annual residential intensification target of 40% and therefore, generally conforms with and is consistent with Provincial and Regional growth management policy directions.

Proposed Design

During pre-consultation, Regional staff suggested that although given the narrow and somewhat limiting shape of the subject lands, there is merit in considering the draft plan be modified to accommodate a better design and road network. The applicant is encouraged to work with the adjacent landowner to ensure that synergies are created between the two residential developments including linkages to stormwater management, parks and the mixed use/commercial lands.

Concerns regarding the length and geometry of the main access road (Bluewater Drive) remain outstanding. Traffic calming measures can be implemented in order to increase pedestrian safety for the residents (e.g. raised intersections at the 3 new "T" intersections etc.).

Also, providing a mix of housing types/forms (not just singles) will benefit the development and surrounding proposed and established neighbourhoods in achieving a more complete community. Regional staff will continue to be available to support the applicant in enhancing urban design solutions for this development.

Environmental Site Assessment

The PPS requires that contaminated sites be remediated as necessary to ensure there will be no adverse effects to the proposed use. A *"Phase One Environmental Site Assessment"* (ESA) by Soil-Mat Engineers & Consultants Ltd. (dated April 30, 2015) was previously submitted in support of the application.

The original report stated that the Hunter's Pointe Golf Course is located to the west of the subject property and that *"visual observations of the adjoining and nearby lands did*

not reveal any existing operations that are considered a potential contaminating activity that may cause an area of potential environmental concern to the Site". The study also concluded that the property is mainly comprised of fill material across the majority of the site, and that the fill material appears to be comprised of excess material generated during construction of the neighbouring Welland Canal. Other geotechnical investigations and select environmental testing of similar fill material on adjacent lands (and not the subject property) was referenced in a report by Soil-Mat dated April 30, 2013, which was not included in this submission.

In their letter dated December 12, 2019, Soil-Mat Engineers provided a "*Phase One-Environmental Site Assessment Update*" which included a site visit on December 2, 2019 to observe current site conditions which did not reveal any visual evidence of suspected environmental impacts as a result of the operations on the neighbouring lands. Based on the previous soil sampling analysis completed for the subject property and information gathered during the Phase One Update, it is the opinion of Soil-Mat that the potential of an adverse environmental impact to the Site should be considered low and the further environmental investigations are not required at this time. Regional staff confirms that given the subject property has remained vacant, that there is no change in land use to a more sensitive use that would warrant the filing of a Record of Site Condition. As such, Environmental concerns with respect to soil quality have been adequately addressed.

Noise and Vibration

The subject lands are situated near Provincial Highway 406 and an operational rail line (Trillium Railways). As both of these transportation networks represent significant sources of noise, a detailed noise study was required. The rail line is more than 75 metres from the subject lands; therefore, a vibration assessment was not requested.

The applicant has submitted an "Environmental Noise Assessment, South Village," prepared by Valcoustics Canada Ltd. (dated January 22, 2020). Regional staff reviewed the Assessment based on the requirements of the Ministry of Environment, Conservation and Parks (MECP) Noise Guidelines (NPC-300). The study found that daytime and nighttime sound levels will exceed MECP guideline limits, and recommended mitigation for Lots 1-60 and 86-138 (provision for adding air conditioning at a later date and warning clauses). Regional staff is satisfied with the Assessment, and recommends that clauses be included in the Subdivision Agreement to require implementation of the recommendations of the Assessment and the warning clauses.

Gateway Economic Centre

Portions of the subject lands are identified as being within the Highway 406 Economic Corridor Strategic Location for Investment. This area is identified within the Region's Gateway Economic Centre Amendment as an important location for employment growth, and has a site specific policy that outlines desired uses.

Accordingly, it can be expected that future industrial developments will occur on the west side of Highway 406. Depending on these uses, there may be land use

compatibility concerns regarding air quality, odour, noise or vibration. Although any new development will have to demonstrate compatibility in accordance with the Provincial D-Series Guidelines, it is recommended that all offers of Purchase, Sale or Lease for the development include a warning clause noting the potential for future adjacent industrial development.

Archaeology

During pre-consultation, Regional staff noted that based on the Provincial Criteria for Assessing Archaeological Potential the subject property exhibited potential for the discovery for archaeological resources due to the lands being within 300m of a watercourse (i.e. Welland River) and a registered archaeological site.

The subject lands have been significantly graded/alterd through the placement of fill material from the adjacent Welland Canal. As such, the requirement to complete an Archaeological Assessment is waived. To address any potential discoveries during development, Regional staff will request that standard warning clauses be included in the Subdivision Agreement regarding deeply buried archaeological resources and human remains.

Servicing

Regional technical staff has reviewed the following documentations submitted in support of the planning applications:

- *Functional Servicing Report for the Residences of Lochness* by UCC (dated April 2018);
- *Traffic Brief for the Lochness South Village Subdivision* by Dillion Consulting (dated April 6, 2018); and
- *Draft Plan of Subdivision* by UCC (dated November 4, 2019).

The Reports completed for the proposed development show the servicing connecting into the existing services that are available in the established subdivision to the north. Regional staff would look to the City to comment on which of the existing services are owned and operated by the City and if there are any issues with the addition of these lands to the existing infrastructure.

Water Services

The Lochness functional servicing strategy for the watermain has the proposed subdivision connecting to the existing system to the north and a new connection which is to cross the 406 Hwy at the Oxford Road location in the south. According the servicing reports the City of Welland has added an item to their Development Charges capital budget to provide this loop under the 406 Hwy and potentially the addition of a water booster station. The Region would look to the City to comment on the watermain proposal and any conditions related to this proposal.

Sanitary Sewer

As per the Region's recently completed Master Servicing Plan (MSP), staff notes that the subject lands fall within the Welland Wastewater Treatment Plant (WWTP) sewershed. This sewershed has been allocated growth out to 2041 in consultation and collaboration with the City of Welland. This study was completed at a high level and did not allocate capacities to individual properties.

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Stormwater Management

The Lochness Stormwater Management plan is to utilize the existing ponds which are located on the Hunter's Pointe Golf Course. According to the functional servicing study the existing pond design can accommodate this development. As such, Regional staff will require that the report be signed and stamped by the engineer to confirm.

Waste Management Services

The draft plan of subdivision was reviewed for the potential for waste management services to collect recycling and waste through the subdivision. However, since the plans do not show detailed road design, further review will be required once the servicing plans have been completed. A turn around needs to be built at the south end of Bluewater Drive with the required easements granted to the Region for waste collection. If the subdivision is going to be phased, a phasing plan should be submitted to ensure that no temporary turn-arounds are required for the waste management services/emergency vehicles. As such, the appropriate condition has been included in the attached appendix.

Conclusion

As mentioned, careful consideration shall be given to ensure that the design of the proposed development reflects the City's vision for the South Village and surrounding neighbourhoods both existing and proposed. Overall, Regional staff offers no objection,

in principle, to the Draft Plan of Subdivision for South Village subject to the discussion above and the Conditions outlined in the Appendix.

If you have any questions or wish to discuss these comments, please contact me at extension 3387.

Best regards,

A handwritten signature in cursive script that reads "L. Earl".

Lindsay Earl, MES, MCIP, RPP
Senior Development Planner

Attch: Appendix I – Regional Conditions of Draft Plan of Subdivision Approval

cc: Diana Morreale, MCIP, RPP, Director, Development Approvals, Niagara Region
Susan Dunsmore, P.Eng., Manager, Development Engineering, Niagara Region

**APPENDIX I
REGIONAL CONDITIONS OF DRAFT SUBDIVISION APPROVAL
SOUTH VILLAGE, WELLAND**

1. That the following clauses be included in the Subdivision Agreement:

"That the owner agrees to implement that recommendations of the Environmental Noise Assessment, South Village, prepared by Valcoustics Canada Ltd (dated January 22, 2020)."

"Purchasers/tenants of Lots 1-60 and 86-138 inclusive are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels may exceed the noise criteria of the Ministry of the Environment, Conservation and Parks and/or the municipality."

"Dwelling units on Lots 1-60 and 86-138 inclusive have been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the municipality and/or the Ministry of the Environment, Conservation and Parks."

"Purchasers/tenants of Lots 1-60 and 86-138 inclusive are advised that due to the existing industrial facilities, noise from these facilities may at time be audible."

2. That the following warning clause be included in the Subdivision Agreement and inserted in all Agreements of Purchase and Sale or Lease for each dwelling unit:

"The lands in the plan of subdivision may be exposed to reduced air quality, odour, dust or vibrations from nearby industrial/commercial operations that may interfere with some activities of the owners/tenants who occupy these lands".

3. That the following clauses shall be included in the Subdivision Agreement between the owners and the City of Welland:

"Should previously undocumented archaeological resources be discovered on the property during construction activities, construction and alteration of the site shall immediately cease and the owner shall notify the Ministry of Heritage, Sport, Culture and Tourism Industries in London (519-675-6898) and engage a licensed consulting archaeologist to carry out archaeological fieldwork in compliance with Section 48 (1) of the Ontario Heritage Act".

"As on virtually any property in southern Ontario, it is possible that Aboriginal or Euro-Canadian burials could be present within the development area. In the

event that human remains are encountered during construction activities, construction shall immediately cease and the proponent shall notify the Niagara Regional Police, the local coroner, the Ministry of Heritage, Sport, Culture and Tourism Industries (London office), and the Registrar, Cemeteries Regulation Unit of the Ontario Ministry of Consumer Services in Toronto (416-326-8392)".

4. That the owner provides a written acknowledgement to the Niagara Region Planning and Development Services Department stating that draft approval of this subdivision does not include a commitment of servicing allocation by the Niagara Region as servicing allocation will not be assigned until the plan is registered and that any pre-servicing will be at the sole risk and responsibility of the owner.
5. That the owner provides a written undertaking to the Niagara Region Planning and Development Services Department stating that all Offers and Agreements of Purchase and Sale or Lease, which may be negotiated prior to registration of this subdivision, shall contain a clause indicating that servicing allocation for the subdivision will not be assigned until the plan is registered, and a similar clause be inserted in the Subdivision Agreement between the owner and the City.
6. That prior to final approval for registration of this plan of subdivision, the owner shall submit the design drawings [with calculations] for any proposed municipal sanitary and storm drainage systems required to service this development and obtain Ministry of the Environment Compliance Approval under the Transfer of Review Program.
7. That prior to approval of the final plan or any on-site grading, the owner shall submit written acknowledgement (stamped and signed) from their engineer that the existing facility will accommodate the proposed development **OR** a detailed stormwater management plan for the subdivision and the following plans designed and sealed by a qualified professional engineer in accordance with the Ministry of the Environment, Conservation and Parks documents entitled Stormwater Management Planning and Design Manual, March 2003 and Stormwater Quality Guidelines for New Development, May 1991, or their successors to the Niagara Region Planning and Development Services Department for review and approval:
 - i. Detailed lot grading, servicing and drainage plans, noting both existing and proposed grades and the means whereby overland flows will be accommodated across the site;
 - ii. Detailed erosion and sedimentation control plans;
 - iii. Detailed phasing of construction of the stormwater management facility to coincide with phasing of development of residential lands (internal and external to the subdivision) planned to be serviced by the stormwater management facility; and
8. That the subdivision agreement between the owner and the City contain provisions whereby the owner agrees to implement the approved plan(s) required in accordance with Condition above.

9. That the owner ensure that all streets and development blocks can provide an access in accordance with the Regional Municipality of Niagara policy and by-laws relating to the curb side collection of waste and recycling throughout all phases of development. If developed in phases, where a through street is not maintained, the owner shall provide a revised draft plan to reflect a proposed temporary turnaround/cul-de-sac with a minimum curb radius of 12.8 metres.

Clearance of Conditions

Prior to granting final plan approval, the City of Welland must be in receipt of written confirmation that the requirements of each condition have been met satisfactorily and that all fees have been paid to the satisfaction of the Niagara Region.

Subdivision Agreement

Prior to final approval for registration, a copy of the executed Subdivision Agreement for the proposed development should be submitted to the Regional Planning and Development Services Department for verification that the appropriate clauses have been included.

Note: The Development Services Division recommends that a copy of the draft agreement also be provided in order to allow for the incorporation of any necessary revisions prior to execution.

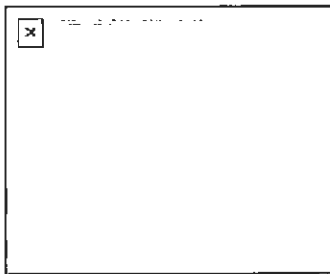
Rachelle Larocque

From: Ali Khan <ali.khan@welland.ca>
Sent: June 4, 2020 12:12 PM
To: Rachelle Larocque
Subject: RE: South Village

Hi Rachelle,

The traffic brief was prepared in early 2018. The TIS (final version) prepared by Golf Course developer is dated Feb 2019. I am recommending submission of an updated traffic brief based on Hunters point latest TIS. I would also like to include conditions regarding implementing traffic calming measures.

Regards,



Muhammad Ali Khan, M.A.Sc; P.Eng.
 Supervisor Traffic, Parking & Bylaws
 Infrastructure and Development Services
 Corporation of the City of Welland
 60 East Main Street, Welland, Ontario L3B 3X4
Phone: (905)735-1700 Ext. 2202 **Fax:** (905)735-7184
www.welland.ca



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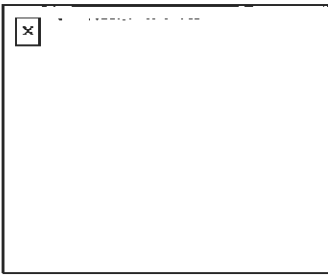
From: Rachelle Larocque
Sent: June 4, 2020 11:55 AM
To: Ali Khan <ali.khan@welland.ca>
Subject: South Village

Hi Ali,

I don't have comments from you that I can find (they may be buried in my inbox somewhere) regarding the South Village Development. I've attached the Traffic Brief and the Region's comments for your review.

I'm not sure if you want an updated Traffic Brief, and/or want to include conditions regarding implementing traffic calming measures.

Thanks!



Rachelle Larocque, BES, M.Sc., MCIP, RPP
Planning Supervisor
Planning Division
Infrastructure and Development Services
Corporation of the City of Welland
60 East Main Street, Welland, Ontario L3B 3X4
Hours: 8:30am-4:30PM
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Rachelle Larocque

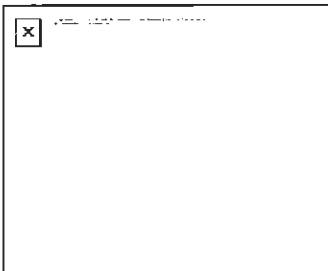
From: Ali Khan <ali.khan@welland.ca>
Sent: June 8, 2020 10:12 AM
To: Rachelle Larocque
Subject: RE: South Village

Hi Rachelle,

I am recommending the following conditions:

1. That the Traffic Impact Report identify Traffic calming measures to be incorporated into the proposed road design for Bluewater Drive, to be approved by the City of Welland.
2. That all approved traffic calming measures be implemented, at the sole expense of the Owner.
3. That Bluewater Drive be extended south to connect to the proposed road running north-south that is part of the Hunters Pointe Plan of Subdivision. A permanent cul-de-sac at the end of Bluewater Drive will not be permitted.

Regards,



Muhammad Ali Khan, M.A.Sc; P.Eng.
 Supervisor Traffic, Parking & Bylaws
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From: Rachelle Larocque
Sent: June 5, 2020 11:39 AM
To: Ali Khan <ali.khan@welland.ca>
Subject: RE: South Village

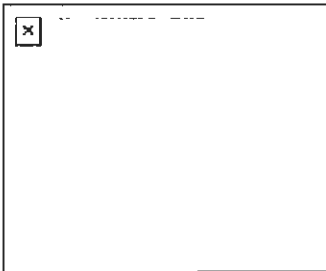
Hi Ali,

Here are the proposed conditions:

4. That the Owner submit to the City of Welland a revised Traffic Impact Report, taking into account the recommendations found in the Hunters Point Plan of Subdivision Traffic Impact Study.

5. That the Traffic Impact Report identify Traffic calming measures to be incorporated into the proposed road design, to be approved by the City of Welland.
6. That all approved traffic calming measures be implemented, at the sole expense of the Owner.
7. That Bluewater Drive be extended south to connect to the proposed road running north-south that is part of the Hunters Pointe Plan of Subdivision. A permanent cul-de-sac at the end of Bluewater Drive will not be permitted.

Let me know if there are any changes or additions that you'd like to see!



Rachelle Larocque, BES, M.Sc., MCIP, RPP
Planning Supervisor
Planning Division
Infrastructure and Development Services
Corporation of the City of Welland
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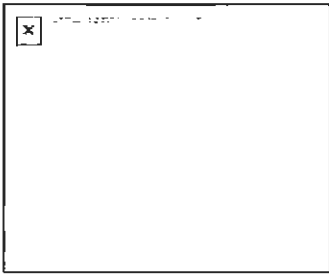
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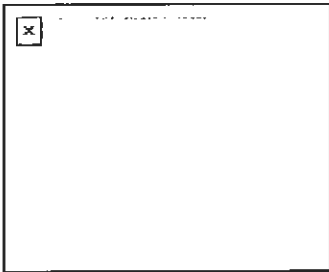
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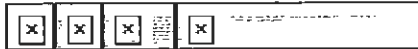
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I'm not sure if you want an updated Traffic Brief, and/or want to include conditions regarding implementing traffic calming measures.

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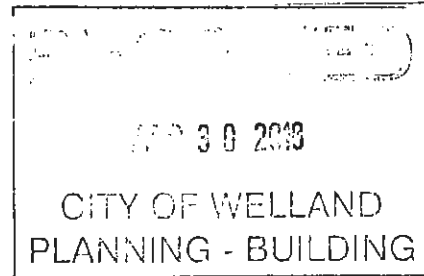


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**Integrated Services Department
City of Welland,
60 Main St.,
Welland, Ontario,
L3B 3X4**



April 29, 2018

SUBJECT: Proposed Subdivision, South Village


My wife, Ann, and I were the first residents on Magnolia Lane. In fact, we named it. Since building our home in 2005, we have been subjected to a continuous barrage of pollution, both air and noise. Every day our furniture, windows and floors displayed an ugly accumulation of particulate matter, primarily the result of new home and highway construction. Of particular concern is what that particulate matter has done to our lungs, and those of our two cats. Not once has anyone apologized or attempted to correct this invasion. We have had enough. We now ask The City of Welland why we should sanction any new development, particularly when such development is harmful to our health, our quality of life, and to the value of our home.

As if to punctuate and reinforce the concerns raised above, the developer of the Proposed Subdivision, acting solely out of financial expediency and total disregard for affected homeowners, parked two large earth moving vehicles and an outdoor toilet, directly in front of our home. These items have been in place for over week and have not been moved. On the evening of April 26 I asked the developer, politely and discretely, to remove them. As of this writing, they remain in place. We strongly doubt that he would be pleased if someone had parked an outdoor toilet in the middle of the street, directly in front of his house.

Please accept this letter as our vehement objection to the Proposed Subdivision. It is outrageous that we, and all of the affected homeowners in this area, should be asked to even consider this Proposed Subdivision and the adjacent enormous proposed subdivision of Hunter's Pointe without first being provided, as a minimum, with a guarantee of a viable second access road.

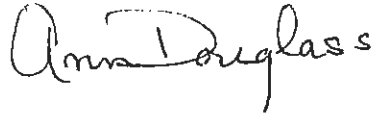
Yours truly,

Steve Douglass

A handwritten signature in black ink, appearing to read "Steve Douglass", written in a cursive style.

85 Magnolia Lane, Welland
905 735-7132
douglass530@comcast.net

Ann Douglass

A handwritten signature in black ink, appearing to read "Ann Douglass", written in a cursive style.

SOUTH VILLAGE CITY OF WELLAND

OWNER'S CERTIFICATE

BEING THE REGISTERED OWNER, I HEREBY AUTHORIZE UPPER CANADA CONSULTANTS TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF WELLAND FOR APPROVAL.

J. D'ORAZIO, PRESIDENT MARCH 21, 2018 DATE

SURVEYOR'S CERTIFICATE

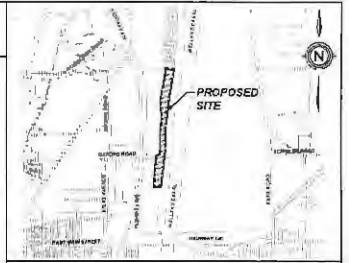
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED ARE CORRECTLY SHOWN.

Philip S. Suda MARCH 29, 2018 DATE
PHILIP S. SUDA, ONTARIO LAND SURVEYOR

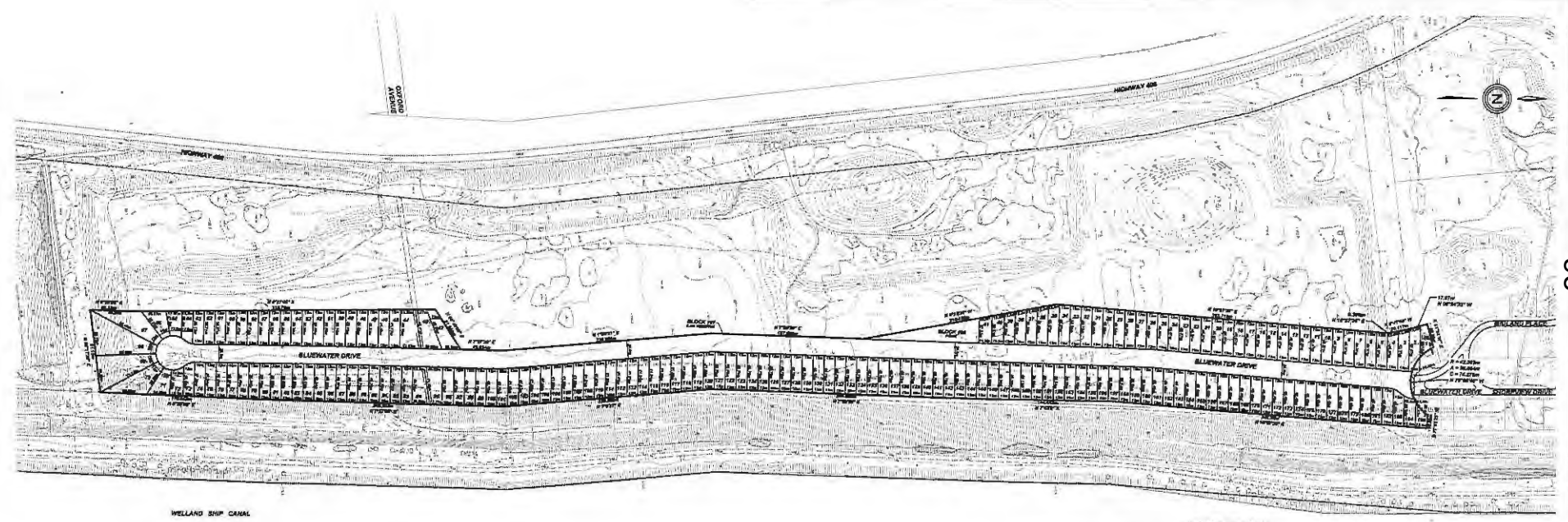
DRAFT PLAN OF SUBDIVISION

LEGAL DESCRIPTION

PART OF LOTS 18 & 19, CONCESSION 2, PART OF LOT 19, CONCESSIONS 2 & 4
LOTS 33, 34, 47 & 48 AND PART OF LOTS 29, 30, 31, 32, 35, 46, & 49
PLAN 975 (REGISTERED PLAN 56)
PART OF THE ROAD ALLOWANCE BETWEEN LOTS 18 & 19, CONCESSIONS 2 & 3
(CLOSED BY BY-LAW No. 3565)
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 2 & 3, (CLOSED BY BY-LAW No. 3565)
PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 3 & 4, (CLOSED BY BY-LAW No. 3565)
PART OF TUTTY STREET, PLAN 975 (CLOSED BY BY-LAW No. 3565)
REGISTERED PLAN 56, NOW KNOWN AS 975
ALL IN THE TOWNSHIP OF CROWLAND
NOW IN THE CITY OF WELLAND
REGIONAL MUNICIPALITY OF NIAGARA



KEY PLAN
N.T.S.



LOT #	AREA SQM	LOT #	AREA SQM	LOT #	AREA SQM	LOT #	AREA SQM	LOT #	AREA SQM	LOT #	AREA SQM	LOT #	AREA SQM	LOT #	AREA SQM	LOT #	AREA SQM	LOT #	AREA SQM
1	708.8	34	479.6	47	481.7	70	1073.4	83	482.2	116	488.0	129	489	162	485.4				
2	881.3	26	479.6	48	487.8	71	408.5	94	845.6	117	489.0	140	489.1	163	485.4				
3	545.2	28	481.7	49	482.7	72	409.3	95	848.9	118	489.0	141	489.1	164	485.4				
4	499.0	27	486.1	50	479.6	73	425.4	96	482.2	119	489.0	142	489.1	165	485.4				
5	423.8	29	495.5	51	475.3	74	460.9	97	482.2	120	489.1	143	489.1	166	485.4				
6	479.0	30	500.1	52	472.3	75	464.5	98	482.2	121	489.1	144	489.1	167	485.4				
7	479.0	30	500.1	53	489.2	76	458.0	99	482.2	122	489.1	145	489.1	168	485.4				
8	479.0	31	518.1	54	489.2	77	462.2	100	482.2	123	489.1	146	489.1	169	485.4				
9	479.0	32	538.0	55	482.2	78	467.9	101	487.4	124	489.1	147	489.1	170	485.4				
10	479.0	33	525.2	56	489.2	79	471.9	102	489.0	125	489.1	148	489.1	171	485.4				
11	479.0	34	540.7	57	482.2	80	475.7	103	489.0	126	489.1	149	489.1	172	485.4				
12	479.0	35	529.1	58	484.2	81	477.3	104	489.0	127	489.1	150	489.1	173	485.4				
13	479.0	36	508.0	59	481.1	82	479.3	105	489.0	128	489.1	151	489.1	174	485.4				
14	479.0	37	477.6	60	486.1	83	481.9	106	489.0	129	489.1	152	489.1	175	485.4				
15	479.0	38	446.5	61	486.1	84	482.8	107	489.0	130	489.1	153	489.1	176	485.4				
16	479.0	39	415.5	62	482.3	85	485.0	108	489.0	131	489.1	154	489.1	177	485.4				
17	479.0	40	415.1	63	482.8	86	487.0	109	489.0	132	489.1	155	489.1	178	485.4				
18	479.0	41	409.4	64	416.0	87	489.0	110	489.0	133	489.1	156	489.1	179	485.4				
19	479.0	44	415.2	65	415.8	88	489.0	111	489.0	134	489.1	157	489.1	180	485.4				
20	479.0	43	752.2	66	630.0	89	489.2	112	489.0	135	489.1	158	489.1	181	485.4				
21	479.0	44	628.2	67	1202.4	90	489.2	113	489.0	136	489.1	159	489.1	182	485.4				
22	479.0	45	801.6	68	2015.5	91	489.2	114	489.0	137	489.1	160	489.1	183	485.4				
23	479.0	46	426.6	69	1047.9	92	489.2	115	489.0	138	489.1	161	489.1	184	485.4				

DRAFT SUBDIVISION
Subject to the conditions, if any, set forth in our letter dated _____ 20____, this draft plan is approved under Section _____ of the Planning Act.
This _____ day of _____, 20____
Authorized Signature
THE CORPORATION OF THE CITY OF WELLAND

REQUIREMENTS OF SECTION 51(17) OF THE PLANNING ACT

- a) SEE PLAN
- b) SEE PLAN
- c) SEE PLAN
- d) SEE PLAN
- e) SEE PLAN
- f) SEE PLAN
- g) SEE PLAN
- h) SEE PLAN
- i) SEE PLAN
- j) SEE PLAN
- k) FULL SERVICE
- l) SEE PLAN

LAND USE SCHEDULE

LAND USE	LOT/BLOCK	# OF UNITS	AREA(SQ.)	AREA(AC)
SINGLE FAMILY RESIDENTIAL	LOT 1-180	180	9,267	75.73
PARK	BLOCK 180		0.176	1.42
0.2m RESERVE	BLOCK 187		0.613	0.11
TOTAL		180	12,360	100.00

DEVELOPABLE AREA = 12,360sqm
DEVELOPABLE DENSITY = 14.957 units/ha

NO.	REVISION	DATE	BY

UPPER CANADA CONSULTANTS
ENGINEERS / PLANNERS
30 Hanover Drive Unit 3
St. Catharines, Ontario
Phone: (905)368-9400
Fax: (905)368-5274

DRAFTING TITLE: **DRAFT PLAN OF SUBDIVISION**
DATE: MARCH 22, 2018
SCALE: 1:2000
DWC No: **0245-LNS-DP**
REV: **0**



Reply to St. Catharines Office
 VICTOR F. MURATORI, Q.C.
 Direct Line: 905.688.6616
 Facsimile: 905.688.5814
vmuratori@sullivan-mahoney.com

May 17, 2018

City of Welland

60 East Main Street

Welland, Ontario, Canada L3B 3X4

Attention: Mayor Frank Campion and Members of Council

Dear Mayor Campion and Council:

Re: South Village Plan of Subdivision

On Tuesday, May 15, 2018 the Municipality held the Statutory Public Meeting ("S.P.M.") relating to the application for Plan of Subdivision for 2090572 Ontario Inc. (D'Orazio) the D'Orazio Group's proposal for the so-called South Village in the Hunters Pointe Community. A copy of that plan is included for easy reference.

Hopefully it was not lost on members of Council the inconsistency of this proposal and the remarks of the proponent (when compared to the remarks by the same proponent then opponent) at the S.P.M. held for the Hunters Pointe Golf Course Lands.

Do we all recall the stated dire consequences of permitting development of the Golf Course Lands for emergency purposes?

This proposal suggests what is likely the longest cul-de-sac in the Province of Ontario created by plan of subdivision. Leave alone the distance from the entranceway of Daimler Parkway at Hwy. 406 to the end of proposed Bluewater Drive. What is truly stunning is the distance between the end of Shoreview Drive to the southerly end of Bluewater Drive of approximately 1.5 km. with only one way in or one way out. Please compare that with the proposed development for the Golf Course Lands at the northerly end of the property which is a few hundred yards from the intersection of Daimler and 406.

Do you remember the dire warnings of Mr. D'Orazio: NO houses on the Golf Course Lands until the secondary access is built! But, by the way would you please approve the subdivision of 185 lots for the South Village? Are we now getting to understand what the motivation may be?

40 Queen Street, P.O. Box 1360, St. Catharines, Ontario L2R 6Z2 Telephone: 905.688.6655, Facsimile: 905.688.5814
 4781 Portage Road, Niagara Falls, Ontario L2E 6B1 Telephone: 905.367.0500, Facsimile: 905.357.0501
www.sullivanmahoney.com

V. F. Muratori, Q.C.
 J. M. Gottji, C.S.
 S. J. Premi
 L. K. Parsons
 C. L. Dilts

P. B. Bedard
 R. B. Culliton
 C. D'Angelo
 J. P. Maloney
 E. L. Bush

T. A. Richardson, C.S.
 J. R. Bush
 R. Vacca
 M. D. Althorton
 R. C. Corbett

P. M. Sheehan
 P. A. Mahoney
 T. Wall
 L. T. Sgambelluri

W. B. McKaig
 B. A. Macdonald
 B. J. Troup
 D. A. Maloney

J. Dallal, C.S.
 M. J. Bonomi
 D. M. Continenza
 S. C. Anello

D. A. Goslin
 G. W. McCann
 D. M. Willer
 P. A. Bush

Please ask your staff to review the planning reports that led to the approval of the Central Village where Mr. D'Orazio was told that any development south of Central Village could not go forward until a secondary/emergency access was approved.

Have a good look at the proposed plan of subdivision. It is literally inconceivable that either the proponent or its consultant Upper Canada could propose such a draft. Have you ever seen a plan of subdivision either in your municipality or any other one in this Region which shows absolutely no connectivity to potential development on adjoining lands? In this case, the Golf Course Lands proposal was already before you. This is the proponent in fact saying to you that he has determined that those lands will remain vacant!

What about the services or the lack thereof? We remember again the dire warning of low water pressure, sewer capacity, etc. It would appear that between May 1st (Golf Course Lands S.P.M.) and May 15th that issue has been resolved for at least 185 housing units.

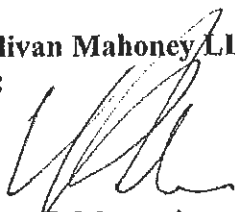
Mr. D'Orazio appeared to suggest during his presentation on the South Village matter that there was some arrangement whereby he could proceed with the South Village notwithstanding the need for secondary access. Is there any basis for this arrangement? Does there exist some agreement between the developer and the City?

In order for Mr. D'Orazio's plan to ever be approved Mr. D'Orazio will have to acknowledge that there does need to be a plan of subdivision on the Golf Course Lands and that secondary access is not an issue to be resolved alone by the owners/proponents of the Golf Course Lands but also by him as well as the Municipality. He cannot have it both ways.

Yours very truly,

Sullivan Mahoney LLP

Per:



Victor F. Muratori

VFM:cd

Encls.

cc. S. Billyard, B. McCleary

R. Larocque (Planning Supervisor, City of Welland)

L. Earl (Planning Services, Regional Municipality of Niagara)

Rachelle Larocque

From: Peggy Andrews <mapeggy8190@gmail.com>
Sent: May 3, 2018 12:38 PM
To: rachelle.larocque
Subject: D'Orazio South Village

Rachelle, It is my understanding objections to the D'Orazio South Village Application, must be submitted by tomorrow. I cannot make that date. George is still quite sick.

1. Is there another date available? I read there was also going to be a public meeting. What date will objections need to be submitted for that?
2. I want to file an extension until we know what may happen with the new development, as it may affect HP residents if the new developer agrees to an overpass. Right now HP residents cannot get to the overpass if the Daimler /Woodlawn exit is closed. How and when should I do that?
3. Am I correct in thinking D'Orazio can put singles, semi's or triplex's on any of his Southern lots zoned medium density? On 185 lots, can he put 75 singles, 200 duplexes, and 10 triplex (3 stories high)?
4. Does the park/open space sited meet the City minimum or has D'Orazio paid the City 'buy back' to reduce the actual requirement?
5. The site plan for the Central Village showed green space. His revised site plan shows houses are to be built on that open space. Have any arrangements be made to compensate for the loss of this open space?

Thanks,
Peggy

Rachelle Larocque

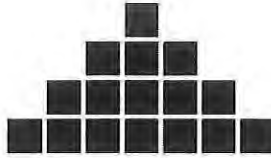
From: Paul Scott <pds622@yahoo.com>
Sent: April 30, 2018 5:15 PM
To: rachelle.larocque@welland.ca
Subject: Golf Club Development/D'Orazio Development

Hello Rachelle; I am sure you have been inundated with letters from my neighbours and friends regarding the drastic changes that are in the plans for the lands surrounding our Island of paradise. I am sure that you are familiar with having to deal with this sort of thing but let me suggest that every one of us has a stake in the decisions you and the city make. We as homeowners percentage wise have the most to gain or loose based on your decisions. Peggy Andrews in her letter has expressed her views, some of which I agree with and much I don't. Peggy is a very intelligent woman and has expressed a side of this argument that has many good points but fails to acknowledge the human side that all of us living here are fearful of losing a lifestyle that brought us here in the first place. Many have moved here to live out their retirement years in peace and tranquility and fear that change is going to be all bad. I hope that in the wisdom of your staff any changes you will be putting into play will keep the present residents highest on the the priority list.

I would like to see a full extended care senior residence for those of us that would like to remain in familiar surroundings in our final years.

I am sure your decisions will be in the best interest of the residence of Hunters Pointe.

Your sincerely, Paul D. and Joan Scott. 23 Aaron Trail Welland L3B 6G4 289 820
7783



BUILDING YOUR IDEAS · INTO BIG PLANS

THE BIGLIERI GROUP LTD.

May 04, 2018

City of Welland

Planning Division, Development and Infrastructure Services
60 East Main Street
Welland, ON L3B 3X4

Attention: Rachelle Larocque, BES, M.Sc., MCIP, RPP, Planning Supervisor

Dear Ms. Larocque,

**RE: Public Commenting Period
Application for Draft Plan of Subdivision – City File No. 26T-14-18004
TBG Project No. 17453**

The Biglieri Group Ltd. ("TBG") has been retained by 2599587 Ontario Ltd. (hereinafter referred to as our "Client") to represent them in their planning applications for the proposed redevelopment of the Hunters Pointe Golf Course lands (City File No. OPA.16, 2018-01, 26T-14-18003). TBG has also been retained to review the application submitted by 2090572 Ontario Inc. for the "South Village" lands (the "Subject Lands") located in the Hunters Pointe community.

We have been provided copies of the technical plans and reports prepared and filed by the applicant in support of the proposed development. Our team, consisting of TBG, R.J. Burnside & Associates, Valdor Engineering and Davies Howe LLP, are in the process of conducting a detailed review of the documents submitted. Our Client has requested that we provide the City of Welland with a summary of our preliminary comments regarding the proposed development of the Subject Lands. We present herewith comments and concerns in the areas of Planning and Urban Design, Transportation and Engineering. Our main concern is that the applicant has submitted a proposal for the Subject Lands that ignores the applications submitted for our Client's lands.

The Subject Lands are located at the southern terminus of Midland Place and Shoreview Drive and are approximately 12.369 hectares in size. The Subject Lands have approximately 90 metres of frontage on the public street and is approximately 1400 metres deep. The Subject Lands are located along the western edge of the Welland Canal. According to the proposed Draft Plan of Subdivision (the "draft plan") prepared by Upper Canada Consultants, dated March 23, 2018, the proposal includes lots for 185 single family homes on a single 1.4 km long court called Bluewater Drive. The court is proposed to connect to the south limit of the Centre Village Development.

PLANNING | DEVELOPMENT | PROJECT MANAGEMENT

20 Leslie Street, Suite 121, Toronto, Ontario M4M 3L4

Office: (416) 693-9155 Fax: (416) 693-9133

tbg@thebiglierigroup.com

PLANNING AND URBAN DESIGN CONCERNS

TBG has reviewed the supporting documentation submitted by the applicant, including the proposed draft plan and the *Planning Impact Analysis* prepared by Upper Canada Consultants dated April 06, 2018 and offer the following comments and concerns:

We note that no road or trail connections are proposed between the Subject Lands and our Client's lands. This directly conflicts with Policy 4.2.3.5 of the City of Welland Official Plan which states "*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*". As stated to the applicant, we have proposed connections to the Subject Lands on our Client's Draft Plan of Subdivision. The City of Welland Planning Department has advised that connections between this proposed development and our Client's development are required. We would like confirmation from the applicant as to why no connections have been proposed.

With regards to parkland dedication, the applicant has chosen to provide a park sized at 0.176 hectares, or 1.42% of the site. We question why the 5% parkland dedication required by the Planning Act as stated in the City of Welland Official Plan Policy 6.2.3.1.A has not been provided in this instance. Since there are no public parks located in the area, except for a park located further north, at the north end of the applicant's "Central Village", we suggest that a park to serve area residents in the amount of 5% would be more appropriate than cash-in-lieu of parkland given the limited parkland currently existing in the Hunters Pointe community.

Further, has the applicant considered locating the proposed park on the east side of the development so that area residents will have improved access to the Welland Canal? A park located in close proximity to the Welland Canal would be of significant benefit to all residents in the Hunters Pointe community.

The proposed development essentially "turns its back" on the Welland Canal and provides no connections to this important heritage feature. The City of Welland Official Plan in Section 6.4.2.6, particularly, 6.4.2.6.E, recognizes the Welland Canal as "*having a built and cultural heritage value to the City and opportunities will be sought to promote and celebrate this heritage*". We ask the applicant to confirm what opportunities the proposed development provides to promote and celebrate the heritage value of the Canal when the proposed development will essentially block all views of this feature by a wall of residential development. Further, no public access to the canal has been provided.

Currently, the Hunters Pointe community has limited public parkland and neighbourhood commercial supply. The Growth Plan for the Greater Golden Horseshoe 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 proposed Hunters Pointe Golf Course redevelopment represents a unique opportunity to plan for a more complete community in this context. Further discussions between the applicant and our Client are required to ensure an "*appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities*" exist between the two proposed developments in order to achieve a more complete community as defined in the Growth Plan.

TRANSPORTATION CONCERNS

R.J. Burnside has completed a review of the *Traffic Brief* submitted by Dillon Consulting (Dillon), dated April 6, 2018 in support of the application. With regards to the proposed design of the Draft Plan of Subdivision, R.J. Burnside & Associates has the following comments on the transportation network:

The proposed court in the Subject Lands will be 1.4 km long. Combined with the Centre Village Developments proposed two parallel roads, the south limit of the court will be 1.9 km south of the south

limit of Daimler Parkway. In addition, 570 m of the court will be single loaded (homes on only one side) where the court's right of way (ROW) abuts the former Hunters Pointe Golf Course lands. There are no proposed road connections on the Subject Lands to our Client's lands even though the draft plan submitted for our Client's lands depicts two proposed connections to the Subject Lands. It is unclear why there are no proposed road connections, as our Client's application was submitted to the City before the application for the Subject Lands. In addition, the *Traffic Brief* for the Subject Lands notes that Dillon reviewed the *Transportation Study* for the Golf Course Redevelopment provided to them by the City. There was an opportunity to provide at least two connections as shown in our Client's proposed draft plan.

Providing multiple road connections between the Subject Lands and our Client's lands represents good transportation planning that will assist in better wayfinding for residents, visitors and deliveries as well as providing better traffic distribution and emergency access alternatives.

Welland Transit operates two bus routes that loop through the SmartCentres Shopping Centre on Primeway Drive on the west side of Highway 406, just west of the community. However, there is no transit service provided to the Hunters Pointe community. The addition of the Central Village and South Village developments will create an additional 305 residential units, for a total of over 700 units in the Hunters Pointe community. The extension of transit into Hunters Pointe should be considered, as has been proposed by our client with the redevelopment of the Golf Course lands. The proposed 1.4 km court in combination with the pair of parallel roads through the Central Village development will not be conducive to providing an efficient transit route. It is our opinion that the proposed road network will discourage the implementation of future transit.

With regards to the *Traffic Brief* submitted by Dillon Consulting, R.J. Burnside & Associates has the following concerns:

It is unclear why only the PM peak hour was reviewed. Both the AM and the PM peak hours should be reviewed for any residential development, as per industry practice. The two peak hours are very "tidal" in this area. In other words, outbound traffic to the highway is higher in the AM and inbound traffic is higher in the PM. This may affect certain movements differently in the two peak hours as demonstrated in the *Transportation Study* by R.J. Burnside, dated February 2018, for the Golf Course Redevelopment, submitted to the City and reviewed by Dillon.

It is unclear why there is no mention of the road connections proposed to the Subject Lands in our Client's draft plan since the *Traffic Brief* notes that Dillon had reviewed the *Transportation Study* for our Client's proposed development.

It is unclear why after reviewing our Client's *Transportation Study*, the future traffic from the proposed development to the west was ignored. Only future traffic from the Central Village and development to the north was considered. The future Niagara Centre development on the west side of Highway 406 was also ignored.

A Traffic Brief is insufficient for not only this size of development, but also in consideration of adjacent developments. A full Transportation Study that reviews all modes of travel should be submitted. The Transportation Study should also review the impacts of vehicular traffic along Daimler Avenue, including the Highway 406 interchange and any connections to adjacent developments.

In summary, the draft plan for the Subject Lands ignores the currently proposed and future development in the area resulting in poor transportation network planning. This will result in a road network that will increase travel times, increase and/or hinder emergency services access and increase the difficulty for visitors and delivery companies to find future resident addresses. In addition, a Traffic Brief is not sufficient for this size of development in combination with other developments proposed in the area. A

RECOMMENDATIONS

full Transportation Study should be provided that comprehensively reviews all transportation modes and considers other developments in the area.

ENGINEERING CONCERNS

Valdor Engineering has reviewed the *Functional Servicing Report* prepared by Upper Canada Consultants dated April 2018 and offers the following comments and concerns:

The Subject Lands should incorporate the road connections to Hunters Pointe which will allow for the inter-connection of the watermains between the two developments improving the distribution and security of supply including the connection to the required second watermain feed at Oxford Road which is necessary for both developments.

It is unclear why the applicant has not made attempts to discuss their proposed stormwater management strategy with our Client as the *Functional Servicing Report* identifies that the applicant wishes to utilize the existing stormwater management pond on the property for additional storm drainage.

Based on the topography and the storm drainage areas that we have delineated, we have accommodated post-development runoff from the South Village in the proposed Hunters Pointe SWM Ponds 1, 2 & 3. The road connections between the two developments noted above will facilitate this storm drainage. Further storm drainage co-ordination will be required between the two developments.

We have accommodated the sanitary drainage from the south part of the South Village in the proposed sanitary outlet to the Oxford Road sanitary sewer.

With regards to grading, co-ordination will be required between the two developments. The storm and sanitary drainage concept indicated in Items 1 and 2 above will maximize flexibility in the grading design and should improve opportunities to balance the earthworks volumes on the respective development sites thereby minimizing the need to import fill.

CONCLUSION

We have met with the applicant, Jim D'Orazio, on numerous occasions to discuss the proposed redevelopment of the Hunters Pointe Golf Course lands and how the proposed redevelopment can be integrated into the existing and proposed residential community. We are of the opinion that the proposed draft plan for the Subject Lands is the result of an attempt to develop a very constrained piece of land that has been landlocked due to the presence of the Hunters Pointe Golf Course and has ultimately been designed to benefit from golf course views. It fails to recognize the future development of the Golf Course and the planning application which was submitted. Given the context of the proposed development application, the draft plan for the Subject Lands does not integrate with the proposed development. We have provided the applicant with an opportunity to connect to the proposed redevelopment plan of the Hunters Pointe Golf Course lands via connections shown on the Draft Plan of Subdivision prepared by TBG dated February 13, 2018. Failure to connect to these planned connections does not represent a comprehensive approach to planning in this community. It is our opinion that given the planning applications submitted for our Client's lands, the proposed Draft Plan of Subdivision for the Subject Lands does not represent good planning for the reasons outlined in this letter.

THE BIGLIERI GROUP LTD.

11

We trust you will find all in order, however if you have any questions or require additional information, please do not hesitate to contact the undersigned.

Respectfully,
THE BIGLIERI GROUP LTD.



Anthony Biglieri, MCIP RPP
Principal



Melinda Holland, M.Pl.
Planner

Cc: Mr. Qing Zhou, 2599587 Ontario Ltd.
David Angelakis, R.J. Burnside & Associates
David Giugovaz, Valdor Engineering
Peter Zourtos, Valdor Engineering
Oliver Beaudin, Valdor Engineering
Bill Coffey, Valdor Engineering



Office of the Mayor
 Town of Oakville
 1225 Haldar Road
 Oakville, Ontario L6H 0H3
 Tel: 905-338-4173
 Fax: 905-815-2001
 mayor@oakville.ca

Hon. Doug Downey, Attorney General
 Ministry of the Attorney General
 11th Floor McMurtry-Scott Building, 720 Bay Street
 Toronto, ON M7A 2S9

May 29, 2020

Minister Downey,

I am writing to you on behalf of Oakville's Economic Task Force and the foodservice industry in Oakville to request urgent action to ensure the safe re-introduction of patio service for restaurants in Ontario. The Alcohol and Gaming Commission (AGCO) is currently not reviewing patio applications and this may result in catastrophic delays and bottlenecks that may end in restaurants missing the entire patio season when the Province lifts its provincial restrictions.

I agree that public health should be at the forefront of any reopening decision, however the Province and the AGCO should prepare now for the anticipated demand for patio applications by updating its policies and processes.

The Provincial government and the AGCO can help the foodservice industry by:

- Immediately commence its review of patio applications from restaurants in anticipation of the provincial order being lifted to ensure restaurants can safely maximize their patio season
- Waive the provincial fee of \$815 associated with the application for *Changes and/or Additions to Existing Licensed Areas*
- Streamline the application system to expedite notifications, reviews and approvals to minimize the weeks or month-long processing period for restaurant owners

In order to be in a ready stance for when Provincial restrictions on restaurants are lifted, Oakville Town Council passed a motion that will enable the provision of temporary commercial services outdoors, including patios or pop-up facilities associated with existing restaurants. The motion also waived the municipal portion of patio and bistro application fees for 2020. In addition, Town staff is streamlining our internal approval processes.

Time is one resource that restaurant owners, who have been hard-hit financially, do not have. I am available to further discuss this matter at your earliest convenience.

Sincerely,

Mayor Rob Burton

Commercial Recovery Initiative

Moved by Councillor Haslett-Theall

Seconded by Councillor Chisholm

Whereas the economy of Oakville has been drastically impacted by the COVID-19 pandemic with provincially mandated business restrictions and closures, resulting in limited operations, employee lay offs, and financial hardships.

And whereas commercial areas in Oakville form a key component necessary to ensure that Oakville is a complete, livable community.

And whereas in response to the COVID-19 pandemic, the Mayor formed an Economic Task Force, comprising representatives from the Oakville Chamber of Commerce, BIAs, Visit Oakville, and Economic Development, to provide immediate short-term relief measures to the business community, as well as explore options to support Oakville's long-term economic recovery.

And whereas the Province has entered into Phase One of reopening under the COVID-19 state of emergency and communities are preparing for the restoration of services.

And whereas public health officials advise that two metre distancing is a critical tool to slow the spread of COVID-19.

And whereas the reopening of commercial businesses will require interim adjustments to methods of service delivery to maintain physical distancing requirements related to COVID-19 and meet the needs of the community.

And whereas the Economic Task Force has collaborated to develop the *Commercial Recovery Initiative* to support the town-wide reopening of commercial businesses in a practical manner that supports the safety of the community, employees and members of the public.

NOW THEREFORE BE IT RESOLVED

1. That staff, in cooperation with members of the Economic Task Force, be authorized to implement the *Commercial Recovery Initiative*, designed to re-invigorate economic activity within the Town while simultaneously protecting public health and safety, which includes the following:
 - Making town lands in and adjacent to commercial areas available at nominal cost to enable the provision of temporary commercial services outdoors, including patios or pop-up facilities associated with existing restaurants and retail businesses, or outdoor sale or display of merchandise meeting the objectives of the program, subject to permitting requirements;

- Incorporating physical distancing measures in commercial areas to address safety such as dedicated queueing or pedestrian areas;
 - Providing assistance through the Economic Task force to the BIA's, Chamber of Commerce and Visit Oakville with the development and implementation of a coordinated marketing campaign that encourages residents and visitors to support local businesses;
 - Expedited processing of permits which assist existing businesses in adjusting to the delivery of their services through alternate means;
 - Temporary exemptions from providing required parking under section 40 of the *Planning Act* granted at nominal value to accommodate outdoor patios, or outdoor display areas on private property;
 - Any use of town land or other permits being subject to compliance with physical distancing or other requirements applicable as a result of the COVID-19 emergency, insurance and indemnities, and any other restrictions necessary to protect public safety, meet accessibility requirements and avoid undue interference with the use of public lands by the general public or impacts on adjacent residents.
2. That the application fees for requisite approvals associated with the Commercial Recovery Initiative, be waived for 2020.
 3. That authority to implement the *Commercial Recovery Initiative* is delegated jointly to the Commissioner of Community Development and the Director of Economic Development.

CARRIED UNANIMOUSLY
on a recorded vote,
Council voting as follows:

Recorded Vote

Yeas

Councillor Sandhu
Councillor Parmar
Councillor Lishchyna
Councillor Adams
Councillor Grant
Councillor Knoll
Mayor Burton


Nays

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'Many are already facing closure': Oakville restaurants and small businesses can use town lands as outdoor space

Initiative would not take effect until province lifts restrictions

NEWS 12:00 PM by [David Lee](#)  Oakville Beaver



A busy downtown Oakville in 2010. - Graham Paine/Torstar

When provincial restrictions lift, many restaurants in Oakville will have an opportunity to open more patio space to accommodate customers while still respecting social distancing rules.

Oakville council voted unanimously on Monday, May 25 to pass a Commercial Recovery Initiative that will allow businesses, like restaurants, to temporarily use town lands in and adjacent to commercial areas at normal cost.

Existing restaurants and retail businesses can use this town land to offer outdoor commercial services, including expanded patio service or pop-up facilities.

According to the motion, the space can also be used for an outdoor sale or to display merchandise.

The initiative is subject to permit requirements and will come into effect once the relevant provincial orders prohibiting in-restaurant dining and other outdoor activities are lifted.

Ward 1 Coun. Sean O'Meara spoke about the importance of giving restaurants, in particular, this extra space.

"From what we hear in some of the jurisdictions that are opening up is that restaurants are only going to be allowed about a 25 per cent occupancy rate. When you speak with restaurateurs, those numbers don't add up to a successful business. Many are already facing closure," he said.

"They need these types of resources, they need to be able to expand their footprint in order to protect the health and safety of the patrons, of people walking by, and to ensure they can still run a successful business model."

The initiative will incorporate physical distancing measures in these areas to address safety.

"Town council and Oakville's Economic Task Force want to be proactive and identify opportunities to support small businesses and restaurants. Converting available outdoor space to allow customers to shop or dine, while following proper physical distancing, will restore confidence in in-person shopping and dining when the provincial order allows restaurants to restore their full services," said Oakville Mayor Rob Burton.

"In line with recommendations from our local BIAs, the town will also be waiving the municipal portion of patio and bistro application fees. We know restaurants have been among the hardest hit as a result of the emergency order relating to the COVID-19 pandemic and we will continue to do everything we can to support our local restaurants who are an essential part of our community and local economy."

The mayor said he would also be writing the province to request that the Alcohol and Gaming Commission start processing these applications in anticipation of provincial restrictions being lifted.

He said he would also request that they streamline this application process and waive any provincial fees for restaurants and small businesses.