

Planning Justification Report
OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT

1 Griffith Street

City of Welland

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PREFACE

Upper Canada Consultants has been retained by 1435587 Ontario Inc. to prepare a Planning Justification Report in relation to applications for Official Plan and Zoning By-law Amendment for the lands municipally known as 1 Griffith Street in the City of Welland. The subject lands are legally known as PT LTS 25 & 26 , CON 5, Crowland, PT 1, 59R3183; T/W RO662085; Welland.

The submitted Official Plan and Zoning By-law Amendment applications seek to redesignate and rezone the subject lands from High Density Residential – Special Policy Area and Site-Specific High Density Residential (RH-64) to Downtown – Special Policy Area and Site-Specific Downtown Mixed Use Centre (DMC-XX).

This Planning Justification Report provides an analysis of how the applications satisfy the requirements of the *Planning Act*, are consistent with the Provincial Planning Statement (2024), and conform to the Niagara Official Plan (2022), and City of Welland Official Plan (as amended).

This report should be read in conjunction with the following materials:

- Preliminary Site Plan prepared by Upper Canada Consultants;
- Schematic Floor Plan, Underground Plan, and Rendering by KNYMH Architecture;
- Functional Servicing and Stormwater Management Report prepared by Upper Canada Consultants; and
- Geotechnical Investigation prepared by AMEC Environment & Infrastructure.

Future Applications

Following approval of the Official Plan and Zoning By-law Amendment applications, an application for Site Plan Control and subsequent application for Draft Plan of Standard Condominium Approval will be required to facilitate the development.

DESCRIPTION AND LOCATION OF SUBJECT LANDS

The proposed Official Plan and Zoning By-law Amendment applications pertain to the lands municipally addressed as 1 Griffith Street in the City of Welland, within the Regional Municipality of Niagara. The subject lands are located south of Merritt Park, between King Street and the Welland Recreational Waterway.

An aerial image displaying the subject lands is provided below as **Figure 1**.



Figure 1 – Aerial View of Subject Lands

Property Context

The subject lands measure 3,718 square metres (0.3718 hectares) in lot area and feature a frontage of 43 metres along Griffith Street, a local road within the City of Welland.

The subject lands previously contained the Welland Club, originally a lawn bowling facility and clubhouse for members to associate. The building was demolished in 2011, and the lands have been vacant since then.

Adjacent Lands

Existing land uses adjacent to the subject lands include:

- North:** Merritt Park, Welland Museum.
- South:** Detached dwellings, 10-storey apartment building.
- East:** Commercial uses, medium density community supportive living building, detached dwellings.
- West:** Welland Recreational Canal and Welland Canal Trail.

The subject lands are at the edge of downtown Welland along the King Street commercial corridor. The surrounding area is best described as an older commercial neighbourhood with commercial uses and a mix of low, medium and high density housing. The adjacent Welland Recreational Waterway and associated parklands and multi-use trail provide a recreational amenity to the broader community.

Figure 2, below, displays the subject lands and the surrounding land uses.



Figure 2 – Surrounding Land Uses

Transportation Systems

The subject lands are well-served by a large variety of transportation options. The lands have frontage on both Griffith Street and Regent Street, and convenient access to King Street, a municipal arterial road 20 metres west of the lands. The site is easily accessible by personal vehicle and is located within an approximate 2.6 kilometre drive from Ontario Highway #406. This highway provides a connection between Welland and St. Catharines, and connects to the

Queen Elizabeth Way, an Ontario Provincial Highway that provides access to cities such as Hamilton and Toronto.

The lands have convenient access to a significant amount of public transit options and routes. Niagara Regional Transit inter-city Routes #501 and #506 traverse along King Street near the subject lands. There is a stop for Route #501 approximately 85 metres north of the lands, and a stop approximately 60 metres south of the lands. Additionally, there is a stop for route #506 60 metres south of the subject lands. The subject site is also located within an approximate 700 metre walk to the Downtown Welland Bus Terminal. This terminal provides access to all the inter-city routes within the City of Welland, and Regional routes that provide connections to Niagara Falls, St. Catharines, Port Colborne, Niagara College, and Brock University.

The subject lands are also supported by active transportation infrastructure. King Street features sidewalks on both sides of the street, providing pedestrian access to parks, commercial uses, and Downtown Welland. Additionally, the Welland Canal Parkway Trail, a paved trail for pedestrians and cyclists, includes a pathway that directly abuts the subject lands. This pathway runs along the Welland Recreational Waterway and provides connections to parks, recreational uses, and public service facilities, as well as providing for a convenient active transportation route to move through the city.

Natural Heritage and Hazards

Niagara Peninsula Conservation Authority (NPCA) mapping has identified a small portion of the lands along the west property line to be NPCA regulated lands. However, as stated in their comments from the pre-consultation meeting, , the subject lands are not traversed by lands regulated by the NPCA as the lands are separated from the canal by the Welland Canal Parkway Trail.

As such, there are no significant natural heritage features or hazards on the subject lands.

Parks and Open Spaces

There are many parks within a short distance from the subject lands including;

- Merritt Park (~12 metres north)
- Rotary Club of Welland Park (~650 metres southwest)
- Bugar Park (~700 metres east)
-

Additionally, the subject lands abut the Welland Recreational Waterway and Welland Canal Parkway Trail system. The Welland Recreational Waterway features pedestrian walking and cycling infrastructure, natural views and water related recreational activities.

Historical Context

The lands have been subject to previous *Planning Act* Applications for an Official Plan Amendment and a Zoning By-law Amendment to amend the Official Plan designation from Community Commercial Corridor to High Density Residential, and to rezone the lands from the O2 – Open Space Zone to a Site-Specific RM4 – Multiple Dwelling – Fourth Density Zone under the previous Zoning By-law, the City of Welland Zoning By-law 2667.

The applicant also made a request at the time of the applications for increased height and density under the bonus provisions of the Official Plan, and under the now repealed version of Section 37 of the *Ontario Planning Act* which permitted the Council of a local municipality to pass zoning by-laws that authorized increases in height and/or density beyond what was otherwise permitted in return for the provision of facilities and services provided that the Official Plan of the municipality contained provisions relating to this authorization and their agreements.

This iteration of Section 37 of the *Planning Act* was repealed in 2020 under the *Covid-19 Economic Recovery Act* and substituted with the current Section 17, Community Benefits Charges.

The Official Plan and Zoning By-law Amendment Applications were approved in 2013 and a Bonusing Agreement between the City and the Owner was registered to permit the proposed development of a 12-storey, 70-unit apartment building with a maximum density of 188.5 units per hectare.

PROPOSED DEVELOPMENT

The proposed development seeks to construct a 12-storey residential apartment building with 144 units. The proposal features 138 parking spaces located underground via two levels of underground parking below the building, and 10 surface parking spaces, for a total of 148. Of the 10 surface parking spaces, 2 spaces are to be reserved for barrier free parking. The Site Plan and Underground Parking Plan are included below as **Figure 3** and **Figure 4**.



Figure 3 – Site Plan

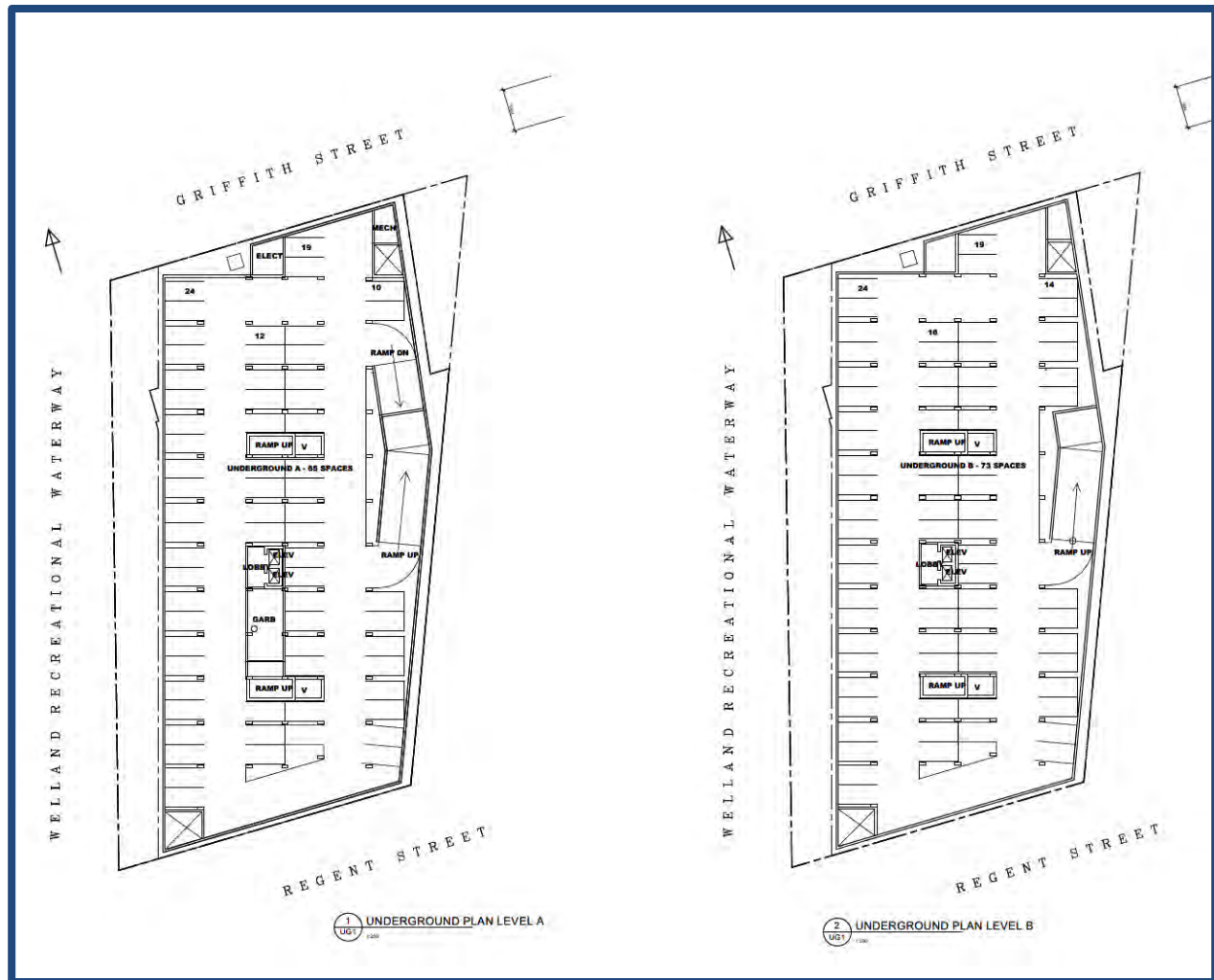


Figure 4 – Underground Parking Plan

REQUIRED APPLICATIONS

A meeting was held on May 15, 2025 for the purposes of pre-consulting with the City of Welland, Niagara Region and external agencies regarding the proposed development. The purpose of this meeting is to outline the required applications and supporting plans and documents that are required to facilitate the proposed development.

As outlined by the City of Welland Planning Division, an Official Plan Amendment and Zoning By-law Amendment are required to amend the designation and rezone the lands to permit the proposed development.

The pre-consultation outlined the studies and plans that are required for a complete application for Zoning By-law Amendment. These requirements include:

- Planning Justification Report
- Conceptual Site Plan
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Functional Servicing Report
- Stormwater Management Report
- Geotechnical Investigation

Official Plan Amendment

An Official Plan Amendment has been submitted to amend the designation of the subject lands from the previous Residential High Density – Special Policy Area (OPA#5 Exemption 4.2.3.20.E) to Downtown– Special Policy Area. The purpose of the Amendment is to remove the limitation of a maximum unit count of 70, and a maximum density of 188.5 units per hectare to facilitate the development of a 12-storey, 144-unit apartment building.

The Draft Official Plan Amendment is included as **Appendix I** to this report.

Zoning By-law Amendment

The Zoning By-law Amendment Application has been submitted to rezone the lands from Site-Specific Residential High Density Residential (RH-64) to Site-Specific Downtown Mixed Use Centre (DMC-XX). The purpose of the Zoning Amendment is to remove the limitation of a maximum unit count of 70 units, and a maximum density of 188.5 units per hectare, and to allow for appropriate site-specific relief for deficiencies from the City of Welland Zoning By-law 2017-117.

The Draft Zoning By-law Amendment is included as **Appendix II** to this report.

RELATED STUDIES AND REPORTS

Functional Servicing/Stormwater Management Report

Upper Canada Consultants has prepared a Functional Servicing and Stormwater Management Report in support of the Official Plan and Zoning By-law Amendment Applications. The report demonstrates how the proposed development will be serviced with water, wastewater, and stormwater infrastructure.

With respect to water and wastewater servicing, the Functional Servicing Report concluded that the existing municipal watermain system is expected to have adequate capacity to provide both domestic and fire protection water supply for the subject lands, and the existing 600mm diameter municipal sanitary sewer is expected to have adequate capacity to service the subject lands.

Regarding stormwater management, post-development stormwater quantity will be controlled to pre-development levels, and stormwater quality will be controlled to MECP Normal Levels through the installation of a Hydroworks HD5 oil/grit separator.

The Functional Servicing Report ultimately concludes that adequate municipal infrastructure exists to support the proposed development.

Geotechnical Investigation

As part of the first Official Plan and Zoning By-law Amendment applications for the lands at 1 Griffith Street, a Geotechnical Investigation was conducted by AMEC Environment & Infrastructure. A copy of that report is included with this submission and continues to reflect the geotechnical conditions of the lands. The report provides recommendations for three foundation options, requirements for perimeter drainage and re-use of excavated soils. The findings and recommendations of this report will help inform the detailed engineering design requirements for the proposed building and site at both site plan and building permit stage.

PROVINCIAL LEGISLATION

Development applications within the City of Welland are subject to the Ontario *Planning Act* (R.S.O. 1990), and the Provincial Planning Statement (2024). Justification for how the proposed applications align with the applicable Provincial legislation and policies is provided below.

Planning Act (R.S.O. 1990)

The *Planning Act* is provincial legislation that outlines policies for land use planning in Ontario. The Act prescribes matters of provincial interest in which planning authorities shall have regard for when evaluating development applications.

Section 2 – Matters of Provincial Interest

Section 2 of the *Planning Act* outlines matters of provincial interest. They are as follows:

- a) the protection of ecological systems, including natural areas, features and functions;
- b) the protection of the agricultural resources of the Province;
- c) the conservation and management of natural resources and the mineral resource base;
- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e) the supply, efficient use and conservation of energy and water;
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- g) the minimization of waste;
- h) the orderly development of safe and healthy communities;
- h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j) the adequate provision of a full range of housing, including affordable housing;
- k) the adequate provision of employment opportunities;
- l) the protection of the financial and economic well-being of the Province and its

municipalities;

- m) the co-ordination of planning activities of public bodies;
- n) the resolution of planning conflicts involving public and private interests;
- o) the protection of public health and safety;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- 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;
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.

The proposed development has regard for provincial interest items e), f), h), i), j), l), p), q), and r).

e) the supply, efficient use and conservation of energy and water

The proposed built form provides for energy conservation as generally apartment form housing is more energy efficient than conventional low-density housing. The proposed development does not impact on water resources and the water resources associated with the Welland Recreational Waterway are conserved.

f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems

As mentioned in the transportation section above, the lands are serviced by a wide variety of transportation options, including active transportation and public transit. The lands have frontage on Griffith and Regent Streets, both local municipal roads, that connect into King Street, a municipal arterial road.

The lands are also a short distance away from transit stops along King Street for Niagara

Regional Transit Routes #501 and #506, and are within walking distance to the Downtown Welland Bus Terminal, providing many opportunities for inter-city and regional travel connecting to destinations such as the Seaway Mall, Niagara College, Brock University, St. Catharines, and Niagara Falls.

The lands are serviced by active transportation infrastructure in the form of sidewalks on both sides of King Street, and the Welland Canal Parkway Trail, which directly abuts the subject lands and provides connections to parks, recreational opportunities and uses, and public service facilities for pedestrians and cyclists.

As identified in the Functional Servicing and Stormwater Management Report, prepared by Upper Canada Consultants and submitted in support of the proposed applications, adequate municipal sewage and water infrastructure currently exists in the subject area, and is expected to have sufficient capacity to support the proposed development.

While waste management will be privately contracted out for the proposed development, adequate capacity is available at the Region of Niagara Welland - Humberstone Landfill Site to accommodate waste from the proposed development.

h) the orderly development of safe and healthy communities

The proposed applications support orderly growth and development by supporting the efficient use of serviced land within the Urban Area of the City of Welland. The development represents a compact built form and the intensification of lands that have access to existing water, wastewater and stormwater infrastructure. By increasing the density of lands with access to existing infrastructure, the cost of the long-term maintenance of this infrastructure is reduced compared to lower density forms of development that require significant expansion of services. This approach helps ensure that the City's infrastructure remains financially sustainable over time.

The subject lands are designated as an Intensification Area in the City of Welland Official Plan, identifying the site as a preferred location for growth and development. The property is situated adjacent to the Welland Canal trail system, existing public transit routes and Downtown Welland. Directing residential intensification to this location strengthens the viability of the transit system, supports increased opportunities for active transportation, and increases the retail foot traffic in the Downtown area, contributing to the financial viability of local businesses located in Downtown Welland. These elements contribute to the development of safe and healthy communities.

i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities

The subject lands are located adjacent to the Downtown area of the City of Welland and have convenient access to a variety of educational, health, social, cultural and recreational facilities that can service the needs of the future residents. In particular, the lands are located near several educational facilities including:

- Sacred Heart Private School (~200 metres west)
- Plymouth Public School (~800 metres southeast)
- St. Mary Catholic Elementary School (~900 metres southeast)
- Ross Public School (~1.3 kilometres north)
- Notre Dame College School (~1.3 kilometres north)
- St. Kevin Catholic Elementary School (~1.4 kilometres north)

The subject lands are located near several parks and recreational facilities including:

- Welland Recreational Trail and Waterway (adjacent to the west)
- Merritt Park (~12 metres north)
- Rotary Club of Welland Park (~650 metres southwest)
- Bugar Park (~700 metres east)

The subject lands are also located within close proximity to several health, social and cultural uses including:

- Welland Museum (~50 metres east)
- The Bank, Art House (~300 metres north)
- Welland Farmer's Market (~300 metres east)
- Welland Community Centre (~500 metres south)

j) the adequate provision of a full range of housing, including affordable housing

The proposed development contributes to a full range of housing by offering a mix of unit types. The building will feature a combination of 22 one-bedroom units, 77 one-bed plus den units, and 45 two-bedroom units, for a total of 144 units. This range of unit sizes contributes to the available housing options in the City of Welland and can accommodate a variety of household types, including singles, seniors, and small families.

Although the proposal does not include formally designated affordable units, the introduction of new condominium units typically provides lower entry price points compared to single detached or townhouse dwellings. As a result, the proposed development will add to the supply of attainable dwelling units within the City of Welland. Additionally, increasing the overall supply of housing within the City, and the Niagara Region more broadly, helps to ease the existing demand pressures in Ontario's

housing market, thereby supporting conditions that can contribute to improved housing affordability.

l) the protection of the financial and economic well-being of the Province and its municipalities

The proposed development contributes to the protection of the financial and economic well-being of the Province and the City of Welland by directing high-density residential growth to a strategic location within the Downtown area. Increasing the number of residents living in proximity to local businesses supports downtown revitalization efforts by accommodating residents who will look to nearby commercial and service uses to meet their daily needs. The resulting pedestrian presence contributes to the economic stability of existing businesses and fosters conditions that support new commercial investment, thereby promoting a more vibrant and economically resilient Downtown.

The increase in residents in close proximity to the Downtown area also supports the economic viability of transit systems. A larger population within walking distance of existing transit routes helps to strengthen ridership levels, which allows transit services to operate more efficiently. Directing growth to a transit-supported area enhances the utilization of the current transit network without requiring expansion or additional routes. This contributes to a more financially efficient transit system that serves both current and future residents.

Further, high-density development on lands that have access to municipal services contributes to the efficient use of existing municipal water, wastewater and stormwater infrastructure. Accommodating more residents within an already serviced area provides residents with access to municipal services without significant additional costs associated with extending infrastructure to new development areas. Additionally, the cost of long-term maintenance borne by the municipality is distributed across a broader tax base, improving overall cost efficiency and economic well-being of the municipality. Concentrating growth to existing serviced areas ensures that the operation and replacement of these systems remains financially sustainable over time.

p) the appropriate location of growth and development

The subject lands represent an appropriate location for growth and development in accordance with the Niagara Official Plan (NOP) and the City of Welland Official plan. The lands are designated Delineated Built-Up Area within the Urban Area designations of the Niagara Official Plan, and within an Intensification Area as outlined by the City of Welland Official Plan. These designations identify the site as a location intended to accommodate higher-density development within the existing urban area. The policies

of the NOP and the City of Welland Official Plan direct growth to lands with these designations, recognizing them as locations where intensification can be achieved in an efficient manner that supports each Plan's vision for these areas.

In addition to the policy direction encouraging intensification of the lands, the surrounding context also supports their suitability for growth and development. There are existing medium and high-density developments in the surrounding area, and the proposed development is compatible with neighbouring land uses. The lands have frontage on a municipal right-of-way and access to existing water, wastewater and stormwater infrastructure that, as outlined in the Functional Servicing Report, has sufficient capacity to support the proposed development. Further, there are no significant natural heritage or geographical features on the subject lands that would be impacted by the proposed development. As such, the subject lands can be considered an appropriate location for growth and development.

q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians

The proposal seeks to facilitate the intensification of an underutilized lot with access to existing municipal infrastructure within the urban area. This represents a more sustainable growth pattern by reducing the need for outward expansion and promoting a more compact and efficient use of land. The introduction of 144 residential dwelling units within walking distance of existing Niagara Regional Transit routes and the Downtown Welland Bus Terminal supports increased transit use, providing residents with convenient alternatives to private vehicles and contributing to the viability of the public transit services. Additionally, the subject land's proximity to the Welland Canal Trail system and commercial uses within Downtown Welland encourages active transportation such as walking or cycling. These elements provide for development that is designed to be sustainable, transit-supportive, and oriented to pedestrians.

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;***

The proposed building features a high-quality and well-designed form of development. The modern architecture, large windows, stepped design, and balconies create visual interest and break up the overall massing of the building. These elements help the

building integrate with the surrounding area and contribute to a more attractive streetscape. The increased residential presence, together with the opportunities for active transportation, will enhance the natural surveillance of the surrounding area. This added visibility supports a safer public realm.

The proposed development is well-positioned to support accessibility through its proximity to Niagara Regional Transit routes and the Welland Canal Trail system which provides residents with convenient access to active transportation and transit options. These elements help create a vibrant and attractive environment that will contribute positively to the character of the neighbourhood.

Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development and sets the policy foundation for regulating the development and use of land province-wide.

2.1 – Planning for People and Homes

Policy 2.1.6 of the PPS directs planning authorities to support the achievement of complete communities. Complete communities are defined as places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation, public service facilities, and local stores and services.

Under this policy, planning authorities are to support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

The proposed development supports the achievement of complete communities by introducing

144 new residential units in a mix of one-bedroom, one-bedroom plus den, and two-bedroom dwelling units. The introduction of these units in close proximity to the Downtown core of the City of Welland supports local businesses by contributing to a larger population and increased pedestrian activity within the Downtown area. The proposed apartment building will also meet the Ontario Building Code requirements with regards to the provision of accessible dwelling units that will aid in improving social equity and quality of life for people with disabilities.

The lands are also within convenient walking distance of transit routes, active transportation infrastructure, parks, educational facilities, and public service facilities. The surrounding land uses will be directly supported by the residents of the proposed development, who will rely on nearby services and amenities to meet their daily needs.

2.2 – Housing

Policy 2.2.1 directs planning authorities to provide for an appropriate range and mix of housing options and densities. This is to be accomplished by permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
2. All types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3.

Further, developments that promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation are to be promoted and transit-supported development and prioritization of intensification in proximity to transit is required.

As discussed above, the proposed development contributes to an appropriate range and mix of housing options and densities by introducing 144 new residential apartment dwelling units to the City's available housing supply. The proposal supports the social, health, economic, and well-being needs of current and future residents. The site's proximity to Downtown Welland supports local businesses and employment opportunities by locating more residents within walking distance of shops, services and community facilities. In addition, access to transit and active transportation infrastructure enables residents to meet many of their daily needs without reliance on private vehicles, supporting healthier lifestyles. By facilitating intensification in an area served by existing municipal infrastructure, the proposal represents an

efficient use of public infrastructure and supports the long-term economic viability of these systems.

The proposed development also facilitates intensification on an underutilized vacant parcel of urban land. The proposal represents an efficient use of land by directing growth through a compact built form that accommodates a higher concentration of residents within the existing urban area. Directing higher residential density to an existing urban parcel reduces land consumption, supports a more compact development pattern, and makes efficient use of existing services. In addition, accommodating a greater number of residents in close proximity to transit services and active transportation infrastructure provides for a transit-supportive and pedestrian oriented development.

2.3 – Settlement Areas and Settlement Area Boundary Expansions

Section 2.3 of the PPS provides policy direction for lands within settlement areas. Settlement areas are defined in the PPS as urban areas and rural settlement areas within municipalities. They are comprised of built-up areas where development is concentrated, and which have a mix of land uses and lands which have been designated in an official plan for development over the long term. The subject lands are located within the settlement area of Welland.

Under section 2.3.1, General Policies for Settlement Areas, settlement areas are to be the focus of growth and development within municipalities. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- b) Optimize existing and planned infrastructure and public service facilities;
- c) Support active transportation;
- d) Are transit-supportive, as appropriate; and
- e) Are freight-supportive.

Section 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities. Section 2.1.3 also directs planning authorities to establish density targets for intensification and redevelopment within the built-up areas, based on local conditions.

The proposed development aligns with Section 2.3 of the PPS by directing residential intensification to an underutilized parcel within the built-up settlement area of the City of Welland. The proposal represents efficient use of land through a compact built form that optimizes existing municipal services and nearby public service facilities.

The subject lands are within the settlement area and the built-up area of the City of Welland. The proposed development features an efficient use of land, and residential intensification of underutilized lands that will optimize existing water and wastewater infrastructure and nearby public service facilities, support active transportation infrastructure, and represent transit-supportive development. The proposed development will assist in supporting the achievement of complete communities by providing for intensification and contributing to a mix of housing options that differ from traditional grade-oriented housing and will assist the City of Welland in meeting their intensification targets. The development aligns with Section 2.3 of the PPS.

3.1 – General Policies for Infrastructure and Public Service Facilities

Section 3.1 of the Provincial Planning Statement promotes the efficient provision of infrastructure and public service facilities that is coordinated with land use planning and growth management and accommodates current and projected future needs. The policy emphasizes the optimization of existing infrastructure and public service facilities, as well as the consideration of opportunities for adaptive re-use, prior to the development or expansion of new infrastructure. The purpose of this direction is to support the long-term financial viability of infrastructure and public service facilities.

The proposed development aligns with Section 3.1 of the PPS by directing growth to lands that are supported by existing municipal infrastructure and public service facilities. As discussed above, the proposal facilitates residential intensification within the built-up area, allowing for the efficient use of water, wastewater, and stormwater infrastructure, as well as transit services and other public service facilities.

3.2 – Transportation Systems

Similar to section 3.1, section 3.2 of the PPS encourages the efficient use of transportation infrastructure, specifically by promoting transportation systems that are safe, energy-efficient, and capable of accommodating projected needs. The policy emphasizes the efficient use of existing infrastructure and encourages a multimodal transportation system that is connected within and among transportation systems.

The proposed development supports the direction of section 3.2 of the PPS through its location within an established, multimodal transportation network. As discussed above, the site is in proximity to the Downtown Welland area, adjacent to the Welland Canal Parkway Trail, and near the Downtown Welland Bus Terminal, and existing Niagara Region Transit routes with stops. This access encourages the use of public transit and active transportation modes for daily travel, reduces reliance on private vehicles, and contributes to a more energy-efficient, lower-emission transportation system consistent with the objectives of section 3.2.3.6 – Sewage, Water and Stormwater

Section 3.6 of the Provincial Planning Statement provides direction for the planning of sewage, water, and stormwater services. Under this direction, planning for sewage and water services shall accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing services, ensure that the services can be sustained by the water resources upon which the services rely, are feasible and financially viable over their life cycle, and promote water and energy conservation. Municipal water and wastewater services are identified as the preferred form of servicing within settlement areas to protect public health and safety, minimize environmental impacts, and support efficient use of infrastructure capacity.

The proposed development conforms with section 3.6 of the Provincial Planning Statement by utilizing existing municipal water, wastewater, and stormwater services. As outlined in the Functional Servicing Report, the subject lands are serviced by municipal infrastructure which has sufficient capacity to support the proposed development, allowing forecasted growth to be accommodated without the need for significant new or expanded infrastructure. Directing intensification to a fully serviced site within the urban area of the City of Welland supports the long-term viability of these infrastructure systems. As such, the proposed development is consistent with the policy direction of section 3.6 of the PPS.

NIAGARA OFFICIAL PLAN (2022)

The Niagara Official Plan (NOP) is the Regional Municipality of Niagara's long-term, strategic policy planning framework for managing growth coming to Niagara, and guiding land use planning and development decisions until 2051 and beyond.

The Region of Niagara is now an upper tier municipality without planning responsibilities and the NOP has become an Official Plan of the City of Welland. The Niagara Official Plan will remain in effect until such a time as the City of Welland adopts a new Official Plan and revokes the Niagara Official Plan. The City of Welland is now responsible for the implementation of the Niagara Official Plan.

Chapter 2 – Growing Region

Chapter 2 of the Niagara Official Plan (NOP) establishes the framework for managing growth and development across the Niagara Region. This chapter provides direction on population and employment forecasts, intensification targets, housing policy, and location of growth and development.

2.1 – Forecasted Growth

Section 2.1 of the NOP aims to coordinate Regional growth forecasts with land use, transportation, infrastructure and financial planning. The policies of this section establish population and employment forecasts for the Niagara Region and allocate growth to settlement areas in a manner that supports compact and efficient development. By the year 2051, the Niagara Region is forecast to have a population of 694,000 people and 272,000 jobs. The City of Welland, specifically, is forecast to have a population of 83,000 people and 28,790 jobs.

Through its introduction of 144 new residential apartment dwelling units, the proposed development will assist the Niagara Region and City of Welland in accommodating the forecasted growth.

2.2 – Regional Structure

Section 2.2 of the NOP establishes the regional structure that directs forecasted growth to settlement areas. Settlement areas are comprised of urban areas, which include built-up areas, designated greenfield areas, and strategic growth areas, as well as rural settlements. As outlined on the Niagara Official Plan Schedule B – Regional Structure, included as **Figure 4**, below, the subject lands are designated Delineated Built-Up Area.

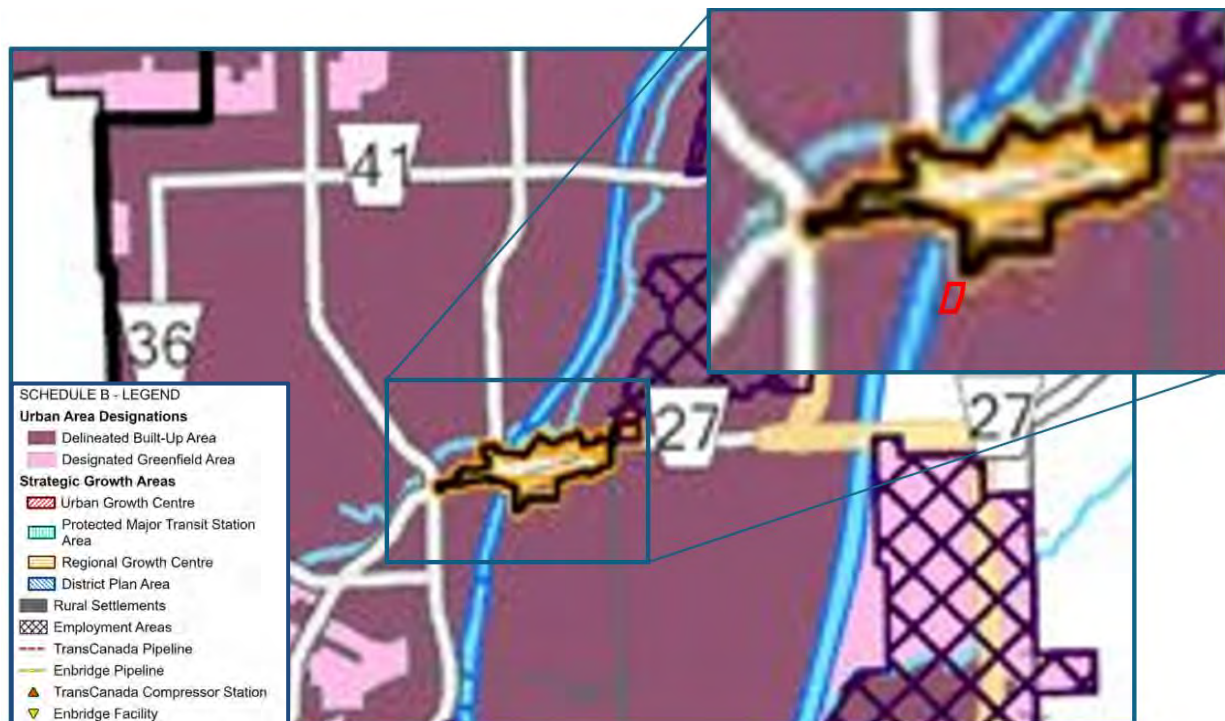


Figure 4 – Niagara Official Plan: Schedule B – Regional Structure

The policies of section 2.2 encourage most development to occur within urban areas, where municipal water and wastewater systems/services exist or are planned and a range of transportation options can be provided.

The objectives of section 2.2 are to:

- Manage growth within urban areas;
- Accommodate growth through strategic intensification and higher densities;
- Protect and enhance the character of rural settlements;
- Plan for the orderly implementation of infrastructure and public service facilities; and ensure settlement area expansions support Regional forecasts and growth management objectives; and
- Promote transit-supportive development to increase transit usage, decrease greenhouse gas emissions, and support the overall health of the community.

The proposed development aligns with the objectives of section 2.2 of the NOP by directing growth to a Delineated Built-Up Area within the Urban Area of the City of Welland. As discussed above, the development proposes to connect to existing municipal water and wastewater

systems and represents an efficient use of these systems.

2.2.1 – Managing Urban Growth

Section 2.2.1 of the NOP provides policies for managing urban growth in the Niagara Region. The policies under this section direct how land use patterns and built forms are to be configured to support the achievement of complete communities.

Policy 2.2.1.1.b) requires development in urban areas to support a compact built form, a vibrant public realm, and a mix of land uses to support the creation of complete communities. The proposed development features a compact, high-density built form consisting of 144 residential apartment dwelling units. The subject lands are located in close proximity to commercial uses, recreational facilities and public service facilities, and are supported by nearby transit and active transportation infrastructure. As such, the proposal contributes to the creation of a compact and complete community.

Section 2.2.1.1 c) directs development to support a diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market-based and affordable housing needs. The proposed development introduces 144 new residential apartment units to the City of Welland's housing stock, contributing a form of housing that differs from the traditional single-detached dwellings found in surrounding neighbourhoods. The proposal is in keeping with the character of adjacent apartments and assists in diversifying the overall range and mix of housing supply within the City of Welland.

Section 2.2.1.1 d) directs development to support social equity, public health and safety, and the overall quality of life for people of all ages, abilities and incomes by expanding convenient access to a range of transportation options, including public transit and active transportation, public service facilities, and open spaces, parks, trails and other recreational facilities. The subject lands benefit from convenient access to public transit, active transportation infrastructure, parks, and Downtown commercial and service uses. Locating residential intensification in close proximity to these features supports their efficient use, enhances accessibility for future residents, and contributes to improved utilization of these features.

Section 2.2.1.1 e) requires development to support built forms, land use patterns, and street configurations that minimize land consumption, reduce costs of municipal water and wastewater systems/services, and optimize investments in infrastructure to support the financial well-being of the Region and Local Area Municipalities. The proposed development fronts onto two municipal roads maintained year-round and proposes to connect to existing municipal water and wastewater systems. The compact, high-density built form represents an efficient use of land and infrastructure.

Policy 2.2.1.1 f) requires that development support opportunities for transit-supportive development. As discussed throughout the report, the subject lands are located near several Niagara Regional Transit routes and the Downtown Welland Bus Terminal, enabling residents to access transit services within walking distance. Concentrating higher density residential development in this location has the potential to support increased transit ridership and the long-term financial viability of transit services.

Section 2.2.1.1 g) encourages intensification, including infill and redevelopment of underutilized lands. The proposal seeks to redevelop an underutilized vacant parcel of urban land and contributes to residential intensification through the addition of 144 dwelling units.

Policy 2.2.1.1 h) encourages opportunities for the integration of gentle density, and a mix and range of housing options that considers the character of established residential neighbourhoods. The subject lands are located within an area that contains apartment buildings and higher-density land uses. The lands are identified as an Intensification Area in the City of Welland Official Plan and the development aligns with planned function and character of the area.

Section 2.2.1.1 k) encourages orderly development in accordance with the availability and provision of infrastructure and public service facilities. The proposed development is located on lands that have access to existing municipal water, wastewater, and stormwater infrastructure with sufficient capacity to accommodate the proposed use. The site also benefits from proximity to public transit, active transportation infrastructure, parks, and community and commercial land uses.

2.2.2 – Strategic Intensification and Higher Densities

Section 2.2.2 of the Niagara Official Plan provides direction for accommodating forecasted population growth through strategic intensification and higher-density development. Policy 2.2.2.1 states that, within urban areas, forecasted population growth will be accommodated primarily through intensification in built-up areas. This direction is intended to support a compact built form, optimize the use of existing infrastructure, encourage infill and redevelopment and provide for an efficient use of urban land.

Further, Table 2-2, included as **Figure 5**, establishes minimum residential intensification targets for each local area municipality. The City of Welland is required to accommodate a minimum of 10,440 residential units, representing an intensification rate of 75%. The Niagara Region has an overall intensification target of 60% and 62,005 units to be accommodated through intensification within the built-up area of the Niagara Region.

Table 2-2 Niagara Region Minimum Residential Intensification Targets by Local Area Municipality 2021-2051

Municipality	Units	Rate
Fort Erie	3,680	50%
Grimsby	4,500	98%
Lincoln	8,895	90%
Niagara Falls	10,100	50%
Niagara-on-the-Lake	1,150	25%
Pelham	1,030	25%
Port Colborne	690	30%
St. Catharines	18,780	95%
Thorold	1,610	25%
Wainfleet	0	0%
Welland	10,440	75%
West Lincoln	1,130	13%
Niagara Region	62,005	60%

Note: Local Area Municipalities may plan for additional *intensification* units and higher *intensification* rates within *built-up areas* than those identified in Table 2-2 for *infrastructure* purposes as it reflects *development* trends and land use permissions at the time of Local conformity.

Figure 5 – Niagara Official Plan Table 2-2 – Niagara Region Minimum Residential Intensification Targets by Local Area Municipality 2021-2051

The proposed development assists the City and the Region in meeting the residential intensification targets set out in Table 2-2 by directing new housing growth to a Delineated Built-Up Area within the City of Welland. By accommodating 144 additional residential dwelling units (representing 74 additional dwelling units from the previous approvals) through redevelopment and intensification, the proposal contributes to the City and Region’s intensification targets outlined in section 2.2.2 of the Niagara Official Plan.

2.3 – Housing

Section 2.3 of the Niagara Official Plan emphasizes the importance of providing an adequate and diverse housing supply to contribute to the creation of complete communities.

Section 2.3.1 encourages the provision of a range and mix of housing options, densities, lot and unit sizes, and housing types within settlement areas. The proposal supports this policy direction by introducing 144 new residential apartment dwelling units within the built-up area of the City of Welland, contributing to a more diverse housing stock that differs from traditional low-density dwellings. By adding higher-density residential units in an urban area served by existing infrastructure, transit, and community amenities, the proposal assists in contributing to the achievement of complete communities and aligns with the intent of section 2.3.1.

Chapter 5 – Connected Region

5.2 – Infrastructure

Section 5.2 of the Niagara Official Plan provides policy direction on infrastructure and states that well-planned and managed infrastructure is fundamental to attaining the Region’s vision for thriving and resilient communities, and key to achieving the growth forecasts of this Plan.

5.2.1 – Infrastructure Planning, Development, and Asset Management

Section 5.2.1 of the Niagara Official Plan provides the direction for the planning, development, and management of infrastructure to support growth management, sustainability, and the achievement of complete communities. The policies emphasize a coordinated and integrated approach to infrastructure planning across municipal boundaries, and the optimization of existing infrastructure before consideration is given to investment in new infrastructure. This is to be achieved by planning and directing growth in a manner that promotes the efficient use of existing services.

The proposed development is consistent with the intent of section 5.2.1 of the Niagara Official Plan. As discussed throughout this report, the proposed development directs growth to appropriate lands within the urban area that are supported by existing municipal infrastructure. By concentrating intensification in a location already serviced by municipal infrastructure, the proposal optimizes the use of these services and reduces the need for investment in expanded services.

Chapter 6 – Vibrant Region

6.2 – Urban Design

The objectives of section 6.2 of the Niagara Official Plan are to promote high-quality urban design that enhances Niagara’s built and natural environment, support complete communities, enhance the public realm and promote active transportation.

6.2.1 – Excellence in Urban Design

Section 6.2.1 of the Niagara Official Plan promotes excellence and innovation in architecture, site planning, landscape design, and overall community design to ensure built environments are attractive, walkable, accessible, diverse and functional. In particular, the policies emphasize that areas strategically identified for intensification should be designed to be pedestrian-oriented and vibrant.

Further, section 6.2.1 promotes revitalization and redevelopment within downtowns and community cores in order to enhance their existing character and support their long-term viability. The policies recognize the importance of directing growth to established urban areas in a manner that strengthens walkability and supports a mix of housing types and land uses.

The proposed development conforms with the objectives of section 6.2.1 of the Niagara Official Plan by directing growth to an area identified for intensification that supports active transportation and a high-quality, compact built form. The site's location adjacent to Downtown Welland, public transit routes, and established active transportation infrastructure reinforces a pedestrian-oriented development pattern and contributes to the revitalization of Downtown Welland.

CITY OF WELLAND OFFICIAL PLAN (2011)

The City of Welland Official Plan provides a 20-year land use vision for the community and guides land use, growth, and development. The Official Plan helps the community achieve its long-term vision by implementing a range of local, regional and provincial policies, plans and strategies.

An overview of the conformity with the applicable policies of the Official Plan is provided below.

Section 2 – Community Strategic Directions

The strategic community directions for the City of Welland are outlined under section 2. According to these directions, Welland is:

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

The proposed development will assist the City in achieving these strategic directions, specifically, by supporting the achievement of a complete community.

2.3 – A Complete Community

Section 2.3 of the City of Welland Official Plan establishes a framework for creating complete communities. Complete communities are defined as places that meet all people's needs for daily living by providing convenient access to an appropriate mix of jobs, services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space. Further, section 2.3 states that convenient access to public transit and active transportation are an important component of complete communities.

Section 2.3.1 provides the strategic direction and guidance intended to assist Welland in achieving its complete community objectives. This direction includes promoting a diverse supply of housing options, a mix of land uses, and encouraging accessible, transit-supportive, and pedestrian-oriented development.

The proposed development conforms with section 2.3 of the City of Welland Official Plan by contributing to the creation of a complete community. The proposal introduces 144 new residential apartment dwelling units within an established urban area identified for

intensification, providing additional housing opportunities in close proximity to jobs, services, public transit, active transportation infrastructure, and community amenities. This location enables residents to meet many of their daily needs without reliance on private vehicles and supports walkability and accessibility. The proposal represents transit-supportive development and features the characteristics that will assist Welland in becoming a complete community.

Section 3 – Growth Management

Section 3 of the City of Welland Official Plan outlines Welland’s growth management strategy, which is intended to direct growth in a strategic and orderly manner. Section 3.1 states that the foundation of the City’s growth management strategy is to direct all urban growth to lands within the designated Urban Area Boundary on lands serviced by municipal water and wastewater systems. The policies identify Downtown Welland as the City’s primary growth node and encourage appropriately planned infilling and intensification in the Downtown area, and other strategically located areas of the Built-Up Area, including areas with access to transit services. The City’s growth management objectives seek to promote compact, mixed-use, transit-supportive, and pedestrian oriented development while protecting stable neighbourhoods and agricultural lands.

3.3 – Growth Forecast

Section 3.3 of the City of Welland Official Plan addresses population, employment, and housing forecasts that inform the City’s long-term growth planning. The City of Welland Official Plan was approved in 2011, and the associated to be updated through the City’s new Official Plan preparation process to ensure consistency with the Niagara Official Plan.

As set out in Table 2-1 of the Niagara Official Plan, the City of Welland is forecast to accommodate a population of 83,000 residents and 28,790 jobs by the year 2051. In addition, Table 2-2 of the NOP establishes a minimum residential intensification target of 10,440 new residential units to be accommodated within the Built-Up Area of the City of Welland.

3.4 – City Structure

The subject lands are located with the Urban Boundary Area of the City of Welland and within the Built Up Area. The lands are also within an Intensification Area as outlined on the City of Welland Official Plan Schedule A, included below as **Figure 6**.



Figure 6 – City of Welland Official Plan: Schedule A – City Structure

3.4.2 – Urban Area

Section 3.4.2 provides policy direction and guides development within the Urban Area of the City of Welland. The Urban Area is comprised of two sub-areas, the Built-Up Area, which represents lands that are already developed and are the focus of intensification and redevelopment, and Greenfield Areas, which include lands within the Urban Boundary that have not yet been built up.

The proposed development conforms with this section by facilitating the redevelopment of underutilized lands within the Built-Up area through residential intensification.

3.4.4.1 – Intensification

Policy 3.4.4.1.A defines intensification as the development of a property, site, or area at a higher density than currently exists through redevelopment or the development of vacant or underutilized lands within previously developed areas. Policy 3.4.4.1.B further recognizes intensification as the appropriate means of accommodating growth as it makes better use of existing serviced lands. The increase in housing units created through intensification is also identified as a good approach to maintaining and improving vibrancy.

Policy 3.4.4.1.C establishes the City's intensification strategy which encourages intensification of residential and employment areas as it offers opportunities for economic development, is a

viable approach to reducing the amount of Greenfield land needed for growth, takes advantage of already serviced but underutilized land, and helps improve the vibrancy and aesthetics of Welland's existing areas. Though intensification is encouraged throughout the Built-Up Area, the Plan states that the strategic location for intensification should generally be within the Downtown, on brownfield sites, along the Welland Recreational Waterway, and along key transit corridors as these areas are the most appropriate locations for intensification.

The proposed development conforms with Section 3.4.4.1 of the Official Plan by facilitating residential intensification on underutilized lands within the Built-Up Area that are designated for intensification. The site is conveniently located near public transit and the City of Welland's active transportation network, and the proposed development represents a more efficient use of this infrastructure, as well as municipal water and wastewater infrastructure and roadways.

Section 4 – Urban Area Land Use Policies

Section 4 of the City of Welland Official Plan establishes land use policies for the Urban Area. This section outlines the planned function of land use designations, permitted uses, scale, and design policies in order to guide growth and development within the Urban Area.

4.1 – Downtown Welland

Section 4.1 of the Plan provides planning objectives and guidance for Downtown Welland. The policies are intended to maintain and enhance the Downtown as the City's primary mixed-use node. This section emphasizes the creation of a healthy, attractive, and pedestrian-friendly downtown. The City supports a variety of compatible land uses in the Downtown which are mixed at both the block and building scale. Further, the City aims to increase residential development in the Downtown area and supports growth and redevelopment in the Downtown as it identifies this area as one of the most viable locations for residential intensification and redevelopment.

The proposal contributes to the growth, revitalization, and intensification of Downtown Welland. By introducing higher-density residential development within the Downtown area, the proposal reinforces the area's role as the City's primary mixed-use node and supports the City's objective of increasing residential uses in this location. The development represents a transit-supported and pedestrian-oriented development.

4.1.2 – Land Use Policies

Section 4.1.2 of the City of Welland Official Plan establishes the planned function, permitted uses, scale, and design policies for development within the Downtown Welland designation. The Downtown designation is identified as the City's primary mixed-use node and is intended to accommodate a broad range of land uses. The policies support a mix of land uses at both the

block and the building scale, including commercial, institutional, residential, and open space and recreational land uses. Regarding scale, development within the Downtown is generally intended to be medium and high-rise buildings, with high-rise buildings located away from stable neighbourhoods adjacent to the Downtown.

The proposed development is consistent with the land use policies established in section 4.1.2 of the Official Plan. The proposed high-rise residential building is a permitted use within the Downtown designation and contributes to the intended mix of uses that the Official Plan envisions for this area. The scale of the development aligns with the Plan's direction for mid and high-rise buildings in the Downtown and is appropriately located away from the established residential neighbourhoods adjacent to the Downtown and near other high-rise developments. It is noted that the 12-storey building height has previously been approved through Official Plan and Zoning By-law amendments approved in 2013.

4.2.3.6 – Infill and Intensification Development

Policy 4.2.3.6 promotes infilling and residential intensification within the City's existing built-up residential areas. The policy also establishes the following criteria for evaluating infill and intensification proposals, including:

- i. Land use and neighbourhood character compatibility;
- ii. Lot pattern and configuration;
- iii. Accessibility;
- iv. Parking requirements;
- v. The potential for additional traffic and traffic maneuverability;
- vi. The potential for transit ridership;
- vii. Natural (including natural hazards) and built heritage conservation / protection;
- viii. The available capacity of municipal infrastructure; and
- ix. Residential intensification targets identified in this plan.

i. Land Use and Neighbourhood Character Compatibility

The proposed development is compatible with the surrounding land use context and neighbourhood character. The subject lands are located within an identified intensification area, where higher-density land uses are encouraged. The site is adjacent to existing higher-density land uses and is well supported by public transit and active transportation infrastructure. The subject lands are situated away from the established residential neighbourhoods adjacent to the Downtown, ensuring that the proposed development is appropriately located and consistent with the character of the area. The increase in the dwelling units is compatible with the area.

ii. *Lot Pattern and Configuration*

The subject lands are of sufficient size and configuration to accommodate the proposed development. The site has adequate frontage along Griffith Street to support the proposed building, internal vehicular circulation, parking areas, and pedestrian access. The size of the lot allows for appropriate building placement, landscaping, and buffering to adjacent properties.

iii. *Accessibility*

The lands are located in a highly accessible area that supports a range of transportation options. The site benefits from direct frontage on Griffith Street, which provides safe and convenient vehicle and pedestrian access. Additionally, the lands have convenient access to exiting public transit routes and the Downtown Welland Bus Terminal, sidewalks and active transportation infrastructure, including the Welland Canal Parkway Trail, which provides pedestrian and cycling connections. These features enhance accessibility and support reduced reliance on private vehicles, consistent with transit-supportive and pedestrian-oriented development.

iv. *Parking Requirements*

Under the City of Welland Zoning By-law 2017-117, the development would require a minimum of 126 parking spaces. The development proposes 148 parking spaces, a surplus of 22 spaces. The majority of the parking will be provided below grade so that surface parking does not dominate the site.

v. *The Potential for Additional Traffic and Traffic Maneuverability*

The proposed development is not anticipated to cause significant impacts as a result of increased vehicular traffic. The site's proximity to active transportation infrastructure and public transit services provides alternative methods of transportation to private vehicle use and can moderate traffic generation. Additionally, the site's proximity to Downtown Welland places future residents close to employment, services, and amenities, further reducing the need for vehicle trips.

vi. *The Potential for Transit Ridership*

The proposed development has the potential to support transit ridership due to its location within close proximity to existing Niagara Regional Transit routes and the Downtown Welland Bus Terminal. Placing additional residential density within walking distance of transit facilities increases the likelihood that future residents will utilize public transit for daily travel needs.

vii. *The Natural (including natural hazards) and Built Heritage Conservation / Protection*

The subject lands do not contain natural or built heritage features. There will be no impacts to natural or built heritage features as a result of the proposed development.

viii. *The Available Capacity of Municipal Infrastructure*

As outlined in the Functional Servicing Report, the subject lands have access to existing municipal infrastructure, and the infrastructure has sufficient capacity to support the proposed development.

ix. *The Intensification Targets Identified in This Plan*

The proposed development supports the residential intensification targets identified in the City of Welland Official Plan, and the Niagara Official Plan, by directing new housing units to the Built-Up Urban Area through redevelopment and intensification of underutilized urban land. The Niagara Official Plan establishes an intensification target of 75% for the City of Welland, requiring that the majority of new residential growth to be accommodated within the Built-Up Area. By contributing 144 new residential apartment dwelling units to the Built-Up Area of the City of Welland, the proposed development assists the City and the Region in achieving these targets.

Official Plan Amendment

The subject Official Plan Amendment Application seeks to redesignate the lands from High Density Residential – Special Policy Area to Downtown – Special Policy Area. Under the existing designation, residential apartment developments are limited to a maximum of 70 dwelling units and a maximum density of 188.5 units per hectare.

This Official Plan Amendment Application has been submitted to facilitate the development of the proposed 144-unit residential apartment building and to better align the site's land use designation with its location within Downtown Welland, which is identified as the City's primary mixed-use node and a strategic area for residential intensification and redevelopment. The proposed amendment will reflect the planned function, scale, and intensification envisioned for the City of Welland's Downtown. Schedule A of the Draft Official Plan Amendment is included below as **Figure 7**, and the Draft Official Plan Amendment is included as **Appendix I**.

The site-specific provisions of the Special Policy Area are to permit a 12 storey apartment building. It is noted that the 12 storey building height has been approved through the earlier Official Plan amendment and the Special Policy is intended to carry that forward.

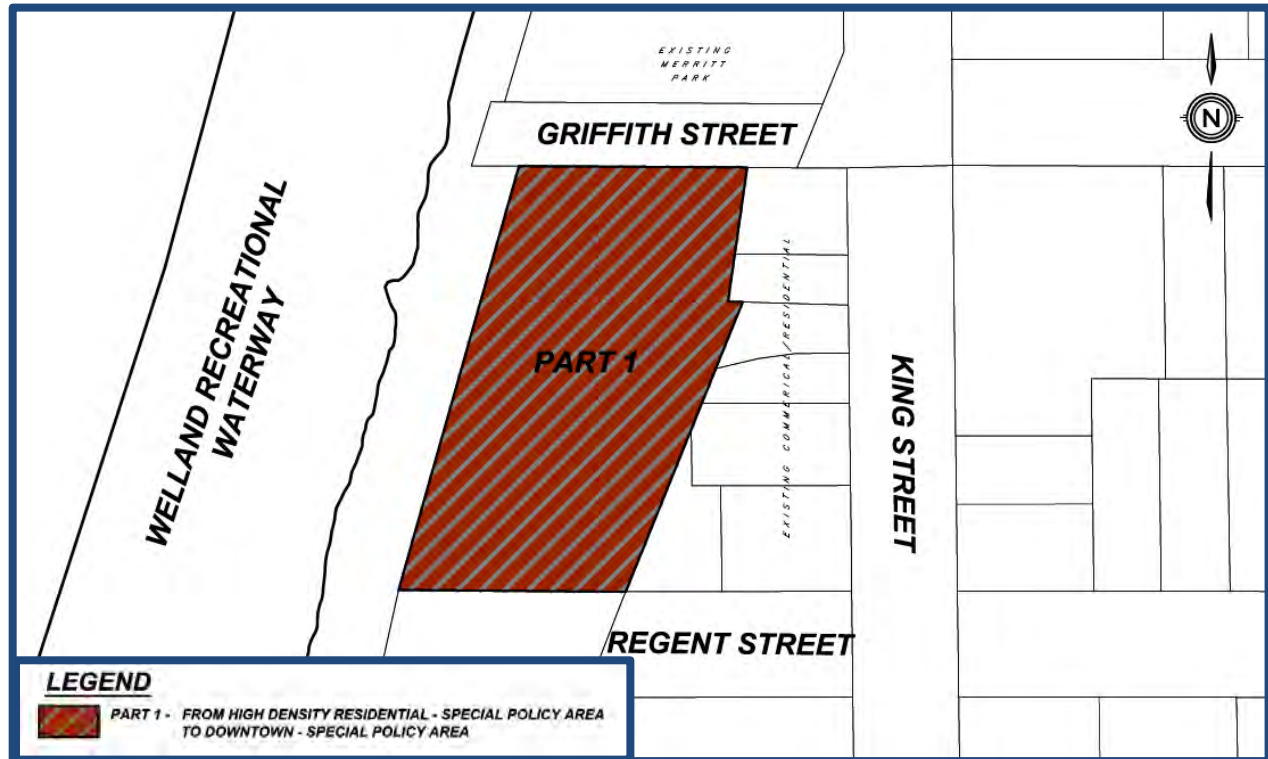


Figure 7 – Draft Official Plan Amendment – Schedule A

CITY OF WELLAND ZONING BY-LAW 2017-117

Under the City of Welland Zoning By-law 2017-117, the subject lands are zoned Site-Specific Residential High Density (RH-64). As mentioned above, the site was subject to a historical Zoning By-law Amendment Application which sought to permit a 12-storey, 70-unit residential apartment building with a maximum density of 188.5 units per hectare.

Zoning By-law Amendment

Consistent with the proposed Official Plan Amendment, this Zoning By-law Amendment Application has been submitted to rezone the lands from Site-Specific Residential High Density (RH-64) to Site-Specific Downtown Mixed Use Centre (DMC-XX). The purpose of the amendment is to permit the 144-unit residential apartment building and to align the zoning regulations with the Downtown land use designation proposed by the Official Plan Amendment.

The Site-Specific provisions of the proposed Zoning By-law Amendment include:

- Permission of a stand-alone residential apartment building

- Maximum building height of 12 storeys
- Permission of a front yard of 17.5m
- Permission for required parking to be located between the façade of the building and the front lot line, and within 3m of a street line
- Permission for a loading space that does not abut the building
- Minimum setback to a below-grade parking structure of 0.7m

The Draft Zoning By-law Amendment has been included as **Appendix II. Schedule A** of the Draft Zoning By-law Amendment is included below as **Figure 8**.

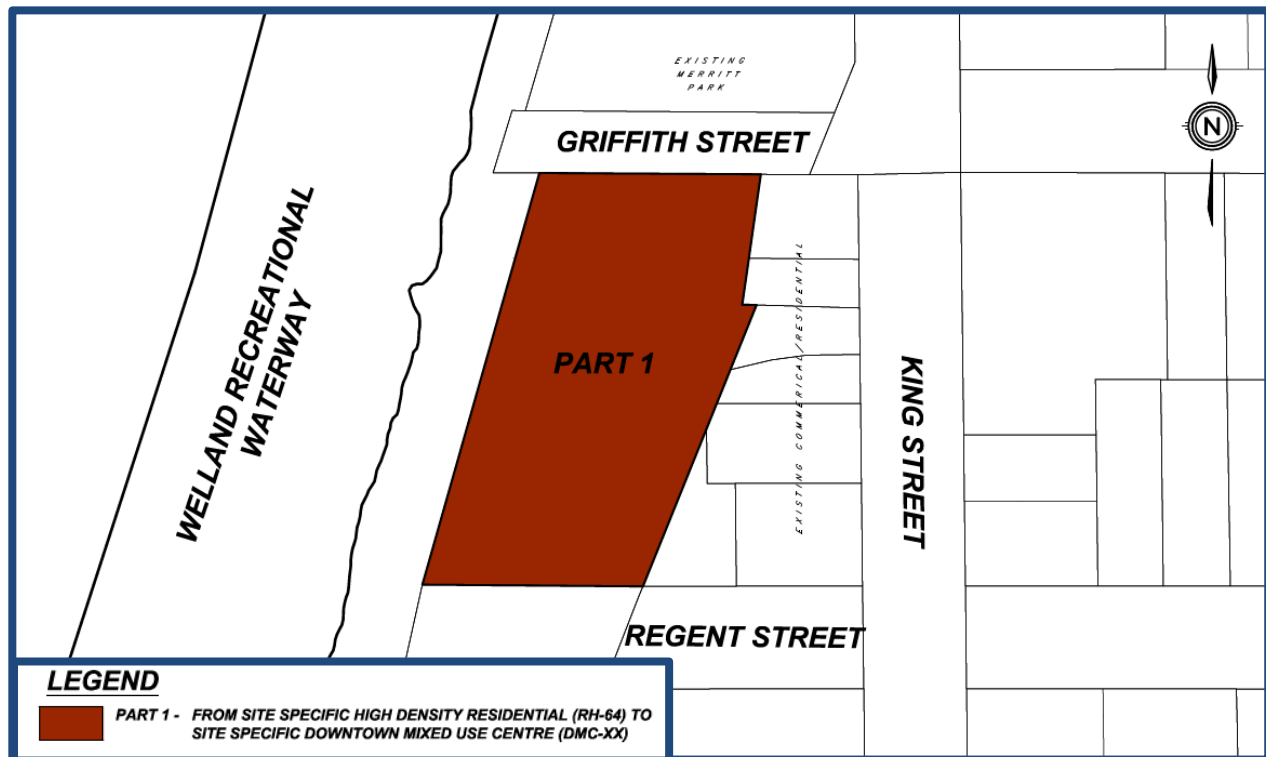


Figure 8 – Draft Zoning By-law Amendment – Schedule A

Zoning Regulations

The following charts outline how the proposed development aligns with the provisions of the City of Welland Zoning By-law 2017-117, and any deficiencies or departures from the provisions.

Table 8.3.1 – Regulations for Commercial Zones

Provision (Apartment Dwellings)	Requirement	Provided
Lot Area (min)	n/a	3,720m ²
Lot Frontage (min)	n/a	43.34m
Front Yard	0m (min)	17.1m

	5m (max)	
Side Yard Interior (min)	0m	6.59m
Rear Yard (min)	4.5m	7.01m
Building Height (max)	8 Storeys	12 Storeys
Lot Coverage (max)	40%	26.34%

Section 6.3 – Downtown Zones – Required Parking and Queuing Spaces

Required Number of Parking Spaces (Apartment Dwellings)	Requirement	Provided
No parking and queuing spaces is required for all permitted uses and for dwelling units in buildings containing not more than three dwelling units. For buildings containing four or more dwelling units, one parking space for each dwelling unit above three units shall be required except where a dwelling unit is 50.0 m ² in gross floor area or less, in which case, parking shall be provided at a rate of 0.3 spaces for each unit	126	148

Section 6.5.1 – Barrier Free Parking

Required Number of Barrier Free Parking Spaces	Requirement	Provided
Required Parking Spaces: 100 or More	2	2

Site-Specific Relief Analysis

Permission of a Stand-Alone Residential Apartment Building

Table 8.2.1 of the City of Welland Zoning By-law 2017-117 requires that, within residential apartment buildings in the DMC zone, dwelling units occupy no more than 75% of the ground-floor area and that the street-front portion of the building be used exclusively for non-residential purposes. The intent of this provision is to promote active, mixed-use development along major streets within the Downtown.

The requested site-specific zoning relief seeks to permit a stand-alone residential apartment building without a mandatory non-residential component on the ground floor, while still maintaining the option for mixed-use development in the future. This relief is appropriate given that the subject lands are currently zoned to permit a stand-alone residential apartment building, and the proposed amendment does not introduce a new or incompatible land use.

Further, the site context supports the requested relief. The subject lands are surrounded by higher-density residential uses, open space, and recreational uses, rather than continuous main-street commercial frontage. In addition, both Griffith and Regent Streets function as local streets located off King Street and do not form part of a primary mixed-use corridor. In this context, requiring mandatory ground floor non-residential may not be viable and could result in inactive or vacant frontage.

In addition, although the development proposes a stand-alone residential building, the vision for the Downtown outlined in the City of Welland Official Plan policy 4.1.1.3 supports a mix of land uses at both the block and building scale. The proposed development contributes to this objective by introducing additional residential density within the Downtown area, thereby supporting nearby commercial, institutional and recreational land uses and contributing to a mix of land uses at the block scale.

Maximum Building Height of 12 Storeys

Table 8.3.1 limits building height within the Downtown Mixed Use Centre (DMC) zone to a maximum of 8 storeys. The proposed Zoning By-law Amendment requests site-specific permission to permit a building height of 12 storeys.

The requested site-specific relief is appropriate as the site is already subject to site-specific zoning that permits a 12-storey residential apartment building, previously approved for a 70-unit development. The current Zoning By-law Amendment Application does not seek an increase in height beyond what has already been determined as an appropriate height for the site.

The requested height aligns with Official Plan policy 4.1.1.5 which identifies Downtown Welland as the City's primary location for intensification and redevelopment. Further, Official Plan policy 4.1.2.1.C states that Downtown development should generally include mid-rise and high-rise buildings, with taller buildings located away from adjacent stable residential neighbourhoods. The proposed development aligns with this policy direction as the subject lands are physically separated from established residential neighbourhoods and are located adjacent to the Welland Recreational Waterway.

In addition, Official Plan policy 4.2.3.7 directs new high-density residential development to appropriate locations, including the Downtown, along the Welland Recreational Waterway and the Welland River, and along existing or planned transit corridors. The subject lands are immediately adjacent to the Welland Recreational Waterway and are located within close proximity to Downtown Welland and existing transit options, making them well suited to accommodate high-density residential development.

Parking Located Within 3m of a Street Line

Section 6.9.3 of the City of Welland Zoning By-law 2017-117 states that with the exception of any visitor parking required by subsection 6.4 – table 6.4.1, required parking for apartment dwellings shall not be located between the façade and the front lot line, and no parking shall be located within 3 metres of the street line. Further, section 6.1.3 prohibits parking spaces from being located within 3 metres of the street line and requires a 3-metre planting strip.

The proposed Zoning By-law Amendment requests relief from these provisions to permit a limited number of parking spaces between the building façade and the front lot line, as well as a reduced setback and planting strip of 1.39m from the street line. The requested relief is appropriate for several reasons.

Firstly, the surface parking spaces proposed in this location do not constitute required parking, as the development provides a surplus of 22 parking spaces beyond the minimum requirements of the Zoning By-law. The intent of these spaces is to accommodate visitor parking and to locate the barrier free parking spaces as close as possible to the main building entrance to improve accessibility.

Secondly, with respect to the minimum 3-metre setback and planting strip requirement, the parking spaces themselves are located beyond the required 3-metre setback from the street line. The only encroachment pertains to the access aisle serving the 5 surface parking spaces. In this location, the development proposes a reduced setback and planting strip of 1.39 metres, which is sufficient to provide separation between the parking area and the street line.

Thirdly, the intent of these provisions is to discourage large areas of front yard parking that adversely affect the visual quality of the streetscape and reduce pedestrian-oriented character. The limited visitor parking proposed in this location does not undermine this intent. Only a small number of spaces are provided between the building façade and the street line, ensuring that the building and associated landscaping interact positively with the streetscape.

Location of Required Loading Space

Section 6.6.c) of Zoning By-law 2017-117 requires a loading space to abut the building for which the loading space is required. The proposed development includes a loading space that meets the minimum size requirements of the Zoning By-law. However, it is located across the internal drive aisle and not abutting the building.

It should be noted that the development also provides a separate drop-off and loading area measuring 2.75m by 6m that does abut the building. This space is intended to accommodate small deliveries, ridesharing, and passenger pick-up and drop-off, and is located near the main building entrance. The provision of this drop-off area mitigates the negative impacts resulting

from the main loading space not abutting the building. As such, the site-specific relief is appropriate.

Setback to Below-Grade Parking Structure

Section 6.13.c) of Zoning By-law 2017-117 requires below-grade parking structures to be set back a minimum of 3m from all property and street lines. The proposed amendment seeks site-specific relief to permit a reduced setback of 0.7m. The requested relief is appropriate as the parking structure is entirely underground and will not negatively impact the streetscape, or the ability to provide landscaping on the site.

PLANNING POSITION

The proposed development facilitates residential intensification and redevelopment within the Built-Up Urban Area of the City of Welland. The proposal directs growth to an appropriate area on serviced urban lands. The development represents a compact built form that makes efficient use of existing municipal infrastructure.

The development supports the Niagara Region and the City of Welland in achieving their respective residential intensification targets, increases housing availability, and contributes to a broader range of housing options within the Downtown Area. The lands are well served by active transportation and public transit infrastructure, contributing to a pedestrian oriented form of development.

Based on the analysis above, it has been demonstrated that the proposed development:

- Has regard for matters of Provincial Interest outlined in Section 2 of the *Planning Act*;
- Is consistent with the 2024 Provincial Planning Statement;
- Conforms to the 2022 Niagara Official Plan; and
- Conforms to the City of Welland Official Plan.

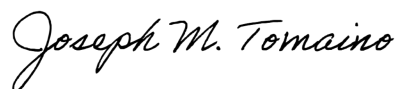
It is our opinion that the proposed Official Plan and Zoning By-law Amendment Applications facilitate appropriate and orderly development in a location intended for higher-density residential uses. The proposed development represents good land use planning and contributes to the achievement of a complete community.

Prepared by,

A stylized, handwritten signature in blue ink, appearing to be 'G'.

Callum Gomez, CPT
Planner
Upper Canada Consultants

Reviewed by,

A handwritten signature in black ink, reading 'Joseph M. Tomaino'.

Joseph M. Tomaino RPP, MCIP
Senior Planner
Upper Canada Consultants

Appendix I
Draft Official Plan Amendment



AMENDMENT NO. X

to the

OFFICIAL PLAN

of the

CORPORATION OF THE CITY OF WELLAND

XX X, 2026

**THE CORPORATION OF THE CITY OF WELLAND BY-LAW
NUMBER 2026-XX**

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

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

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

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

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

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

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

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

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

READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL THIS XX DAY OF XX 2026.

MAYOR

CLERK

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

This Amendment to the Official Plan for the City of Welland, which was adopted by the Council of the Corporation of the City of Welland on XX X, 2026 and to which no appeal was filed, came into effect on pursuant to Section 17 and 21 of the *Planning Act*, R.S.O. 1990, Chapter P.13, as amended.

Date:

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

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

PART A - THE PREAMBLE (This does not constitute part of the Amendment)1

 TITLE AND COMPONENTS1

PART B - THE AMENDMENT2

 SCHEDULE "A" LAND USE PLAN3

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

TITLE AND COMPONENTS

This document, when approved in accordance with the Planning Act, shall be known as Amendment No. XX to the Official Plan of the Corporation of the City of Welland.

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

Part "B", the Amendment, consists of the map and text changes.

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

PURPOSE OF THE AMENDMENT

The purpose of Official Plan Amendment No. XX is to redesignate the lands shown on the attached Schedule "A" to facilitate the development of a 12-storey, 144-unit residential apartment building development.

LOCATION

The lands subject to this Amendment are located on the south side of Griffith Street, between King Street and Welland Recreational Waterway and are known municipally as 1 Griffith Street Thorold Road. The lands are legally described as : PT LTS 25 & 26, CON 5, CROWLAND, PT, 1 59R3183; T/W RO662085 ; WELLAND

BASIS

1. The lands are currently designated High Density Residential – Special Policy Area which permits a 12-storey, 70-unit apartment building with a maximum of 188.5 units per hectare.
2. The development proposes the construction of a 12-storey, 144-unit residential apartment building.
3. Residential intensification in the Downtown designation is supported by the City Official as it is recognized as the primary location for residential intensification and high density residential uses are permitted.
4. The proposed Special Policy for the Downtown designation is to permit the maximum building height of 12 storeys.

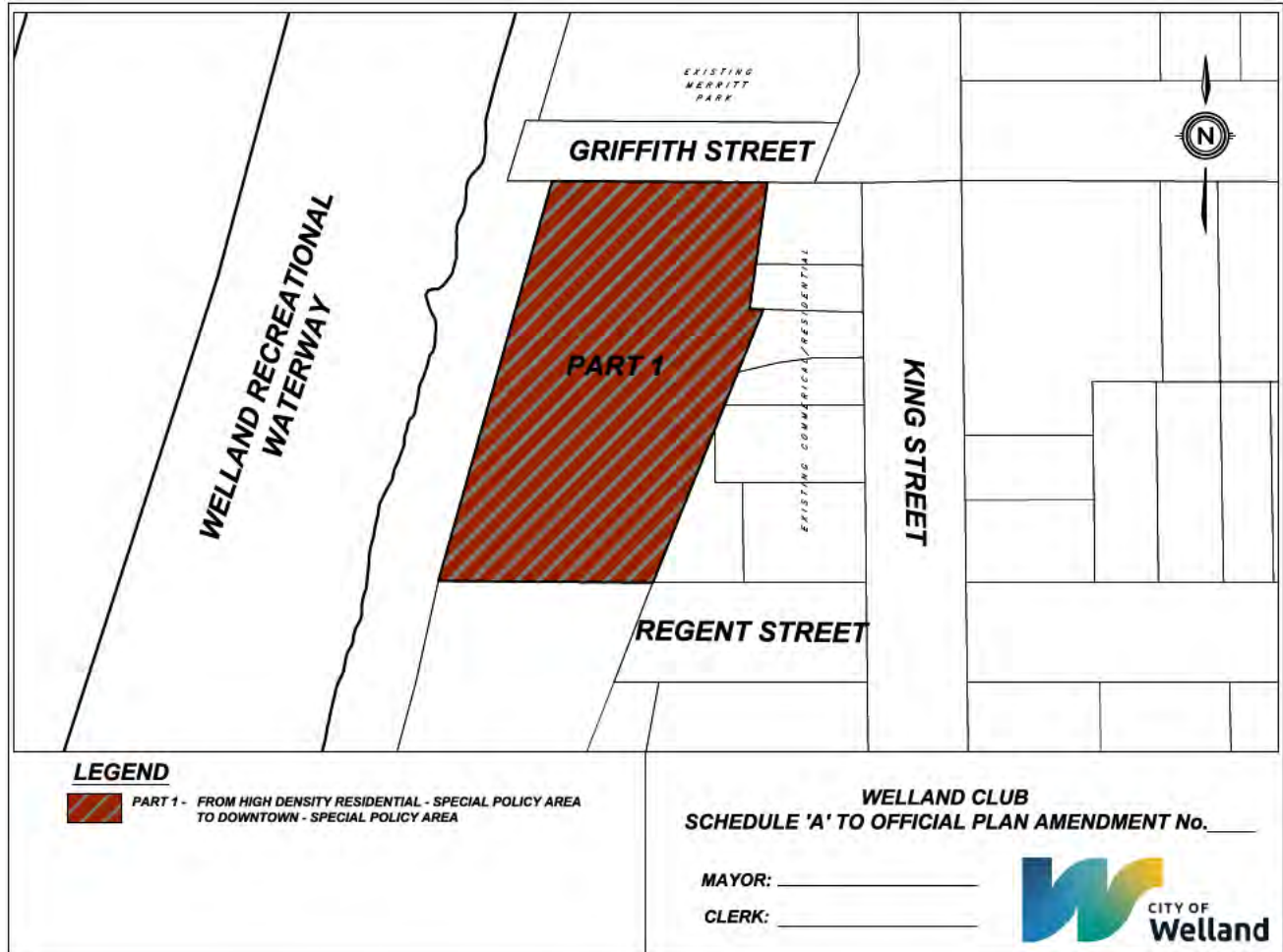
PART B - THE AMENDMENT

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

Details of the Amendment

1. Section 4.1.2.1.C is amended by deleting "high-rise (5-8 stories) in height" and replacing it with "high-rise (5-12 stories) in height" on lands shown "Downtown – Special Policy Area" shown as Part 1 on Schedule "A" attached hereto.
2. Schedule B1 of the City of Welland Official Plan is hereby amended to redesignate the lands shown on Schedule "A" attached hereto as follows:
 - a) Part 1 from "High Density Residential – Special Policy Area" to "Downtown – Special Policy Area".

SCHEDULE "A" LAND USE PLAN



PART C - THE APPENDICES

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

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

APPENDIX I - AFFIDAVIT

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

AND

IN THE MATTER OF THE ADOPTION OF
OFFICIAL PLAN AMENDMENT NO. XX BY BY-
LAW 2026-XX PASSED BY COUNCIL OF THE
CORPORATION OF THE CITY OF WELLAND
ON XX XX, 2026.

I, Grant Munday of the City of Welland in the Regional Municipality of Niagara,
make oath and say as follows:

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

Sworn before me at the City of Welland
in the Regional Municipality of
Niagara, this X day of XX, 2026.

SCHEDULE “A” TO APPENDIX 1 - AFFIDAVIT

List of individuals who made oral submission in support of the application at the Statutory Public Meeting conducted X, 2026 concerning Amendment No. X to the Official Plan of the Corporation of the City of Welland.

DRAFT

APPENDIX II - NOTICE OF ADOPTION



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

Take notice that the Council of the Corporation of the City of Welland passed By-law 2026-X, being a By-law to adopt Amendment No. X to the Official Plan on X, 2026 under Section 17(23) of the *Planning Act*, as amended.

The Purpose of Amendment No. X is to redesignate lands shown on Schedule A to Downtown – Special Policy Area.

The Effect of the redesignations are to allow for the development of a 12-storey, 144-unit residential apartment building.

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

An appeal, to the Ontario Land Tribunal, in respect to the Amendment to the Official Plan may be made by filing with the Clerk of the City of Welland, no later than X, 2026, a notice of appeal setting out the specific part of the proposed Amendment to the Official Plan to which the appeal applies, set out the reasons for the appeal and be accompanied by the fee prescribed under the Ontario Municipal Board Act in the amount of \$1000.00 payable by certified cheque to the Minister of Finance, Province of Ontario.

The proposed Amendment to the Official Plan is exempt from approval by the Regional Municipality of Niagara and the Decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

Only the person or public body that requested the amendment, the Minister and the approval authority may appeal a Decision of the municipality to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated Association or Group. However, a notice of appeal may be filed in the name of an individual who is a member of the Association or the Group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the Plan was adopted, the person or public body made oral submissions at a Public Meeting or written submissions to the Council or, in the opinion of the Ontario

Municipal Board, there are reasonable grounds to add the person or public body as a party.

The land to which this proposed Amendment to the Official Plan applies is also the subject of an Application for Zoning By-law Amendment - File 2026-XX

A copy of the Amendment and Staff Report are available for inspection by the public as of X, 2026 at Infrastructure and Development Services - Planning Division, 60 East Main Street, Welland during regular office hours.

Dated at the City of Welland this X day of X, 2026.

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

APPENDIX III

- MINUTES OF PUBLIC MEETING -

DRAFT

APPENDIX IV - STAFF REPORT

NOTE: Incorporate additional written comments received after date of report.

DRAFT

APPENDIX V - COUNCIL RESOLUTION

Appendix II
Draft Zoning By-law Amendment

Schedule C

1 Griffith Street - Draft Zoning By-Law Amendment

THE CORPORATION OF THE CITY OF WELLAND

BY-LAW NUMBER _____

BEING A BY-LAW TO AMEND THE CITY OF WELLAND ZONING BY-LAW 2017-117 (1 Griffith Street)

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

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

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

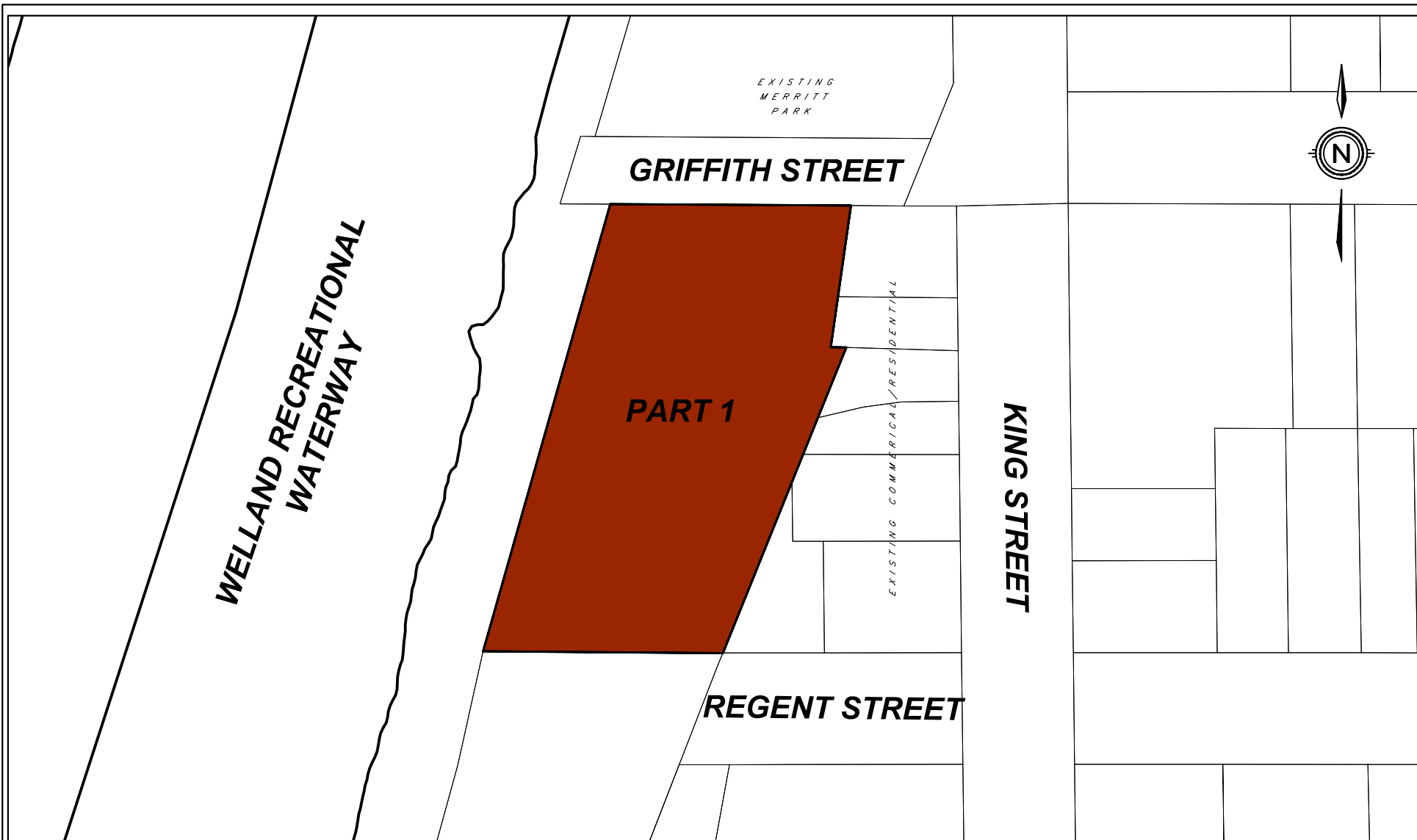
1. That Schedule 'A' to the City of Welland Zoning By-law 2017-117, as amended, is hereby further amended as shown on Schedule 'A' attached hereto and forming part of this By-law by, zoning the lands identified as 'Site-Specific High Density Residential (RH-64)', to 'Site-Specific Downtown Mixed Use Centre (DMC-XX)'.
2. Notwithstanding the provisions of Section 6. Parking and Loading Regulations the following shall apply to the lands zoned 'Site Specific Downtown Mixed Use Centre (DCM)-XX' as shown on Schedule 'A' attached hereto and forming part of this By-law:
 - a) Section 6.6 c) is deleted;
 - b) Section 6.9.3.a) is deleted and replaced with *"required parking for apartment dwellings may be located between the façade and front lot line and in no case shall any parking be located within 1.3metres of a street line."*
 - c) Section 6.9.3.b) is deleted and replaced with *"visitor parking may be permitted between the building façade and a street."*
 - d) Section 6.13.c) is deleted and replaced with *"below grade parking structures may extend into a required landscape buffer and shall be setback 0.5 metres from all property lines and street lines."*
3. Notwithstanding the provisions of Section 8 Commercial Zones, the following provisions shall apply to lands zoned 'Site Specific Downtown Mixed Use Centre (DMC-XX)' on Schedule 'A' attached hereto and forming part of this By-law:
 - a) Section 8.2.1 Permitted Uses in Commercial Zone Table Footnote (1) is deleted;
 - b) Section 8.3 Regulations for Commercial Zones for DMC Zone Col. 4 is amended by deleting '0m and 5.0m' and replacing it with '0m and 17.2m'

c) Section 8.3 Regulations for Commercial Zones for DMC Zone Col. 8 is amended by deleting '24.0m Footnote (5)' and replacing it with '12 storeys'.

READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL THIS _____ DAY
OF
_____, 2026.

_____ MAYOR

_____ CLERK



LEGEND



PART 1 - FROM SITE SPECIFIC HIGH DENSITY RESIDENTIAL (RH-64) TO
SITE SPECIFIC DOWNTOWN MIXED USE CENTRE (DMC-XX)

WELLAND CLUB
SCHEDULE 'A' TO ZONING BY-LAW AMENDMENT No. _____

MAYOR: _____

CLERK: _____

